DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.			
				JOB NO.		CA0601	1	1465
				②	HWY. 70 - SEVIER ST. (WIDENING) (F)			

"THIS IS A FULLY CONTROLLED ACCESS FACILITY"

ARKANSAS DEPARTMENT OF TRANSPORTATION

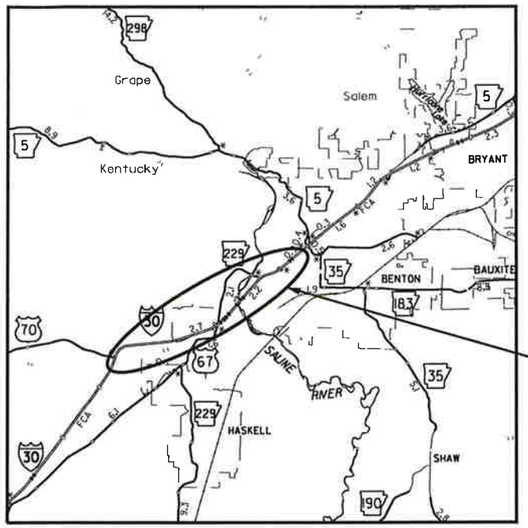
CONSTRUCTION PLANS FOR STATE HIGHWAY

HWY. 70 - SEVIER ST.
(WIDENING) (F)

SALINE COUNTY
ROUTE 30 SECTION 22

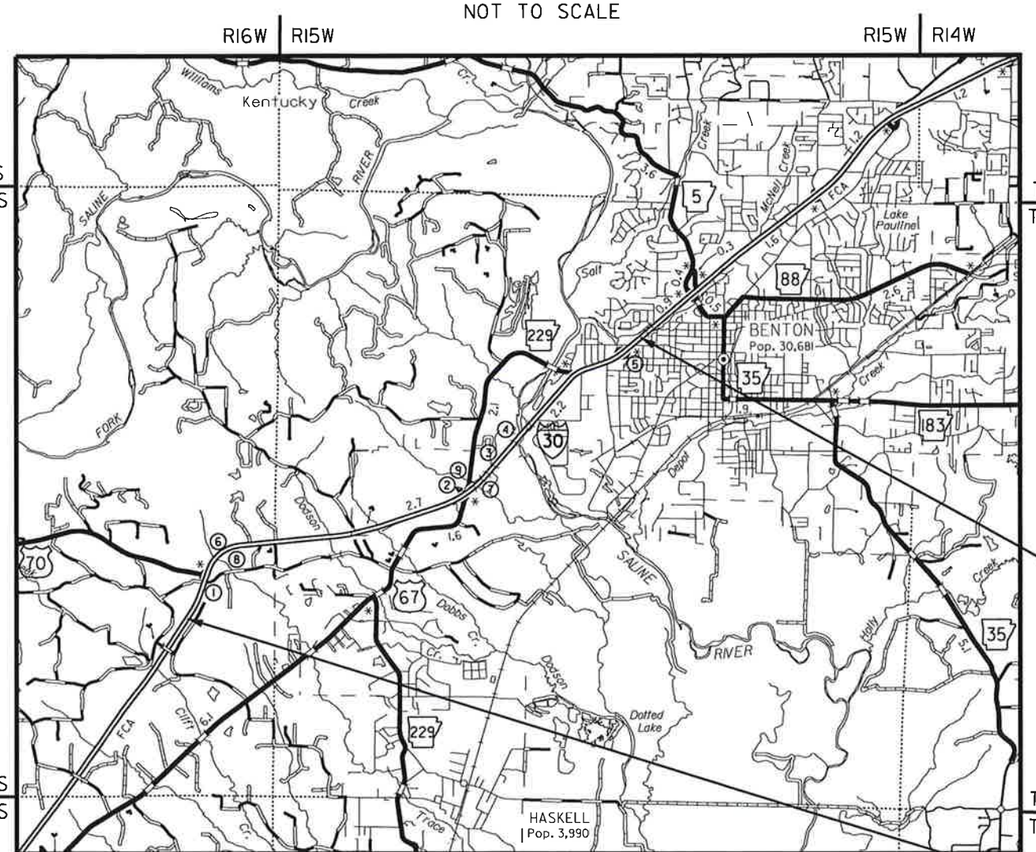
JOB CA0601

F.A.P. NO. ACNHPP-030-2(267)111



VICINITY MAP

NOT TO SCALE



BRIDGE DATA

① WB I-30 STA. 3245+33.04 BR. END
BRIDGE NO. A7424 OVER HWY. 70
240'-0" CONT. COMP. PLATE GIRDER UNIT 1
(120'-120')
174'-0" CONT. COMP. PLATE GIRDER UNIT 2
(77'-97')
40'-0" CLEAR ROADWAY WIDTH
416'-3⅜" BRIDGE LENGTH
WB I-30 STA. 3249+49.33 BR. END

EB I-30 STA. 2245+55.37 BR. END
BRIDGE NO. B7424 OVER HWY. 70
240'-0" CONT. COMP. PLATE GIRDER UNIT 1
(120'-120')
174'-0" CONT. COMP. PLATE GIRDER UNIT 2
(77'-97')
52'-0" CLEAR ROADWAY WIDTH
416'-3½" BRIDGE LENGTH
EB I-30 STA. 2249+71.66 BR. END

② C.L. I-30 MEDIAN STA. 396+43.68 BR. END
BRIDGE NO. A7411 OVER HWY. 67
148'-0" COMPOSITE PLATE GIRDER SPAN
70'-6⅝" TO 74'-8½" CLEAR ROADWAY WIDTH
151'-5⅛" BRIDGE LENGTH
C.L. I-30 MEDIAN STA. 397+96.13 BR. END

C.L. I-30 MEDIAN STA. 395+88.33 BR. END
BRIDGE NO. B7411 OVER HWY. 67
148'-0" COMPOSITE PLATE GIRDER SPAN
58'-0" CLEAR ROADWAY WIDTH
150'-2⅝" BRIDGE LENGTH
C.L. I-30 MEDIAN STA. 397+37.74 BR. END

③ C.L. I-30 MEDIAN STA. 411+99.79 BR. END
BRIDGE NO. A7412
265'-0" CONT. COMP. W-BEAM UNIT 1
(63'-73'-70'-59')
265'-0" CONT. COMP. W-BEAM UNIT 2
(59'-70'-73'-63')
58'-0" CLEAR ROADWAY WIDTH
533'-0⅜" BRIDGE LENGTH
C.L. I-30 MEDIAN STA. 417+32.82 BR. END

C.L. I-30 MEDIAN STA. 411+32.29 BR. END
BRIDGE NO. B7412
265'-0" CONT. COMP. W-BEAM UNIT 1
(63'-73'-70'-59')
265'-0" CONT. COMP. W-BEAM UNIT 2
(59'-70'-73'-63')
70'-0" CLEAR ROADWAY WIDTH
533'-0⅜" BRIDGE LENGTH
C.L. I-30 MEDIAN STA. 416+65.32 BR. END

C.L. HWY. 67 RAMP 3 STA. 311+58.91 BR. END
BRIDGE NO. C7412
265'-0" CONT. COMP. W-BEAM UNIT 1
(63'-73'-70'-59')
265'-0" CONT. COMP. W-BEAM UNIT 2
(59'-70'-73'-63')
36'-0" CLEAR ROADWAY WIDTH
533'-0⅜" BRIDGE LENGTH
C.L. HWY. 67 RAMP 3 STA. 316+91.94 BR. END

④ C.L. I-30 MEDIAN STA. 434+37.59 BR. END
BRIDGE NO. A7413
280'-0" CONT. COMP. W-BEAM UNIT 1
(58'-80'-80'-62')
250'-0" CONT. COMP. PLATE GIRDER UNIT 2
(77'-96'-77')
280'-0" CONT. COMP. W-BEAM UNIT 3
(58'-80'-80'-62')
250'-0" CONT. COMP. PLATE GIRDER UNIT 4
(77'-96'-77')
58'-0" CLEAR ROADWAY WIDTH
1063'-0¼" BRIDGE LENGTH
C.L. I-30 MEDIAN STA. 445+00.61 BR. END

C.L. I-30 MEDIAN STA. 433+76.09 BR. END
BRIDGE NO. B7413
280'-0" CONT. COMP. W-BEAM UNIT 1
(58'-80'-80'-62')
250'-0" CONT. COMP. PLATE GIRDER UNIT 2
(77'-96'-77')
280'-0" CONT. COMP. W-BEAM UNIT 3
(58'-80'-80'-62')
250'-0" CONT. COMP. PLATE GIRDER UNIT 4
(77'-96'-77')
58'-0" CLEAR ROADWAY WIDTH
1063'-0¼" BRIDGE LENGTH
C.L. I-30 MEDIAN STA. 444+39.11 BR. END

⑤ C.L. SOUTH ST. STA. 26+61.14 BR. END
BRIDGE NO. 07414 OVER INTERSTATE 30
248'-0" CONT. COMP. W-BEAM UNIT
(52'-62'-65'-69')
53'-0" CLEAR ROADWAY WIDTH
250'-2" BRIDGE LENGTH
C.L. SOUTH ST. STA. 29+11.30 BRIDGE END

STRUCTURES OVER 20'-0" SPAN

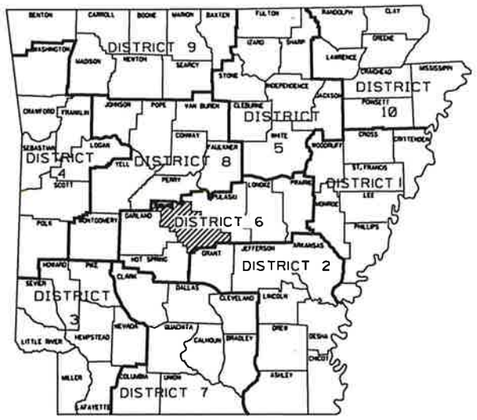
⑥ STA. 260+00 C.L. I-30 MEDIAN - CONSTRUCT
DBL. 8' X 6' X 287' R.C. BOX CULVERT
ON A 30° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
(SPAN = 20.90')
050 = 1177.4 CFS D.A. = 261.47 ACRES

⑦ STA. 399+78 C.L. I-30 MEDIAN - CONSTRUCT
TRIPLE 11' X 6' X 540' R.C. BOX CULVERT
ON A 34° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
(SPAN = 43.70)
050 = 1817.9 D.A. = 458.9 ACRES

⑧ STA. 11+21 C.L. FRONTAGE RD A - IN PLACE
DBL. 4' X 6' X 158' R.C. BOX CULVERT
ON A 3° LT. FWD. SKEW
REMOVE WINGS LT. & RT. AND MODIFY EX. INLET LT.
REMOVE 85' LT.
RETAIN 71' AND EXTEND 39' RT.
TO A COMPLETED LENGTH OF 116'
CONSTRUCT 3:1 WING 'B' LT. & WING 'A' RT.

STA. 11+32 C.L. FRONTAGE RD A - CONSTRUCT
10' X 6' X 116' R.C. BOX CULVERT
ON A 3° LT. FWD. SKEW
WITH 3:1 WING 'A' LT. & WING 'B' RT.
(SPAN = 20.69')
050 = 1222.5 CFS D.A. = 278.83 ACRES

⑨ STA. 74+25 C.L. FRONTAGE ROAD B - CONSTRUCT
TRIPLE 10' X 6' X 103' R.C. BOX CULVERT
ON A 6° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
(SPAN = 31.33')
050 = 1799.2 CFS D.A. = 438.3 ACRES



ARK. HWY. DIST. NO. 6

· DESIGN TRAFFIC DATA ·

DESIGN YEAR	2038
2018 ADT	81,000
2038 ADT	130,000
2038 DHV	14,500
DIRECTIONAL DISTRIBUTION	60%
TRUCKS	17%
DESIGN SPEED	70 MPH

STA. 531+75.78
END JOB CA0601
LOG MILE 116.24

NO EQUATIONS
NO EXCEPTIONS

STA. 221+25.12
BEGIN JOB CA0601
LOG MILE 110.34

	BEGIN PROJECT	MID-POINT OF PROJECT	END PROJECT
LATITUDE	34°31'39" N	34°32'35" N	34°34'08" N
LONGITUDE	92°40'50" W	92°38'13" W	92°35'50" W

LENGTH COMPUTED ALONG ℄ I-30 MEDIAN

GROSS LENGTH OF PROJECT	31,050.66 FT. OR	5.881 MI.
NET LENGTH OF ROADWAY	28,520.61 FT. OR	5.402 MI.
NET LENGTH OF BRIDGES	2,530.05 FT. OR	0.479 MI.
NET LENGTH OF PROJECT	31,050.66 FT. OR	5.881 MI.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR ZIAIE
2018-09-06

P.E. JOB CA0601

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INDEX OF SHEETS

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO
1	TITLE SHEET		
2 - 4	INDEX OF SHEETS AND STANDARD DRAWINGS		
5	GOVERNING SPECIFICATIONS AND GENERAL NOTES		
6 - 43	TYPICAL SECTIONS OF IMPROVEMENT		
44 - 90	SPECIAL DETAILS		
91 - 240	TEMPORARY EROSION CONTROL DETAILS		
241 - 551	MAINTENANCE OF TRAFFIC DETAILS		
552 - 581	PERMANENT PAVEMENT MARKING DETAILS		
582 - 612	QUANTITIES		
613	SCHEDULE OF BRIDGE QUANTITIES (SHEET 1 OF 4)	A&B7424,A&B7411,A-C7412,A&B7413,07414	59687
614	SCHEDULE OF BRIDGE QUANTITIES (SHEET 2 OF 4)	A&B7424,A&B7411,A-C7412,A&B7413,07414	59688
615	SCHEDULE OF BRIDGE QUANTITIES (SHEET 3 OF 4)	A&B7424,A&B7411,A-C7412,A&B7413,07414	59689
616	SCHEDULE OF BRIDGE QUANTITIES (SHEET 4 OF 4)	A&B7424,A&B7411,A-C7412,A&B7413,07414	59690
617 - 619	SUMMARY OF QUANTITIES AND REVISIONS		
620 - 653	SURVEY CONTROL DETAILS		
654 - 744	PLAN AND PROFILE SHEETS		
745 - 749	INTERCHANGE LAYOUTS		
750 - 776	DRAINAGE PROFILE		
777	TRAFFIC SIGNAL NOTES AND SUMMARY OF TRAFFIC SIGNAL QUANTITIES		
778	SYSTEM MAP		
779 - 785	SIGNALIZATION		
786	SUMMARY OF ITS QUANTITIES AND LOCATIONS		
787 - 789	ITS LAYOUT		
790	ITS VMS LAYOUT		
791 - 792	ITS DETAILS		
793	ILLUMINATION LAYOUT (SHEET 1 OF 2)		
794	ILLUMINATION LAYOUT (SHEET 2 OF 2)		
795	ILLUMINATION POLE SCHEDULE AND CONDUIT RUNS		
796	ILLUMINATION QUANTITIES AND ELECTRICAL SERVICE DATA		
797	ILLUMINATION DETAILS (SHEET 1 OF 3)		
798	ILLUMINATION DETAILS (SHEET 2 OF 3)		
799	ILLUMINATION DETAILS (SHEET 3 OF 3)		
800 - 803	SIGNING QUANTITIES		
804 - 831	SIGN LAYOUT		
832 - 857	SIGN PLACEMENT		
858 - 865	CULVERT DIAGRAMS		
866	PROJECT BRIDGE GENERAL NOTES	A&B7424,A&B7411,A-C7412,A&B7413,07414	59691
867	LAYOUT OF I-30 BRIDGES OVER HWY. 70 (SHEET 1 OF 4)	A&B7424	59692
868	LAYOUT OF I-30 BRIDGES OVER HWY. 70 (SHEET 2 OF 4)	A&B7424	59693
869	LAYOUT OF I-30 BRIDGES OVER HWY. 70 (SHEET 3 OF 4)	A&B7424	59694
870	LAYOUT OF I-30 BRIDGES OVER HWY. 70 (SHEET 4 OF 4)	A&B7424	59695
871	DETAILS OF END BENT 1 BRIDGE A OVER HWY. 70 (SHEET 1 OF 4)	A7424	59696
872	DETAILS OF END BENT 1 BRIDGE A OVER HWY. 70 (SHEET 2 OF 4)	A7424	59697
873	DETAILS OF END BENT 1 BRIDGE A OVER HWY. 70 (SHEET 3 OF 4)	A7424	59698
874	DETAILS OF END BENT 1 BRIDGE A OVER HWY. 70 (SHEET 4 OF 4)	A7424	59699
875	DETAILS OF END BENT 5 BRIDGE A OVER HWY. 70 (SHEET 1 OF 3)	A7424	59700
876	DETAILS OF END BENT 5 BRIDGE A OVER HWY. 70 (SHEET 2 OF 3)	A7424	59701
877	DETAILS OF END BENT 5 BRIDGE A OVER HWY. 70 (SHEET 3 OF 3)	A7424	59702
878	DETAILS OF INTERMEDIATE BENT 2 BRIDGE A OVER HWY. 70 (SHEET 1 OF 2)	A7424	59703
879	DETAILS OF INTERMEDIATE BENT 2 BRIDGE A OVER HWY. 70 (SHEET 2 OF 2)	A7424	59704
880	DETAILS OF INTERMEDIATE BENT 3 BRIDGE A OVER HWY. 70 (SHEET 1 OF 2)	A7424	59705
881	DETAILS OF INTERMEDIATE BENT 3 BRIDGE A OVER HWY. 70 (SHEET 2 OF 2)	A7424	59706
882	DETAILS OF INTERMEDIATE BENT 4 BRIDGE A OVER HWY. 70 (SHEET 1 OF 2)	A7424	59707
883	DETAILS OF INTERMEDIATE BENT 4 BRIDGE A OVER HWY. 70 (SHEET 2 OF 2)	A7424	59708
884	DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1 BRIDGE A OVER HWY. 70 (SHEET 1 OF 4)	A7424	59709
885	DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1 BRIDGE A OVER HWY. 70 (SHEET 2 OF 4)	A7424	59710
886	DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1 BRIDGE A OVER HWY. 70 (SHEET 3 OF 4)	A7424	59711
887	DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1 BRIDGE A OVER HWY. 70 (SHEET 4 OF 4)	A7424	59712
888	DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2 BRIDGE A OVER HWY. 70 (SHEET 1 OF 4)	A7424	59713
889	DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2 BRIDGE A OVER HWY. 70 (SHEET 2 OF 4)	A7424	59714
890	DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2 BRIDGE A OVER HWY. 70 (SHEET 3 OF 4)	A7424	59715
891	DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2 BRIDGE A OVER HWY. 70 (SHEET 4 OF 4)	A7424	59716
892	DETAILS OF END BENT 1 BRIDGE B OVER HWY. 70 (SHEET 1 OF 4)	B7424	59717
893	DETAILS OF END BENT 1 BRIDGE B OVER HWY. 70 (SHEET 2 OF 4)	B7424	59718
894	DETAILS OF END BENT 1 BRIDGE B OVER HWY. 70 (SHEET 3 OF 4)	B7424	59719
895	DETAILS OF END BENT 1 BRIDGE B OVER HWY. 70 (SHEET 4 OF 4)	B7424	59720
896	DETAILS OF END BENT 5 BRIDGE B OVER HWY. 70 (SHEET 1 OF 3)	B7424	59721
897	DETAILS OF END BENT 5 BRIDGE B OVER HWY. 70 (SHEET 2 OF 3)	B7424	59722
898	DETAILS OF END BENT 5 BRIDGE B OVER HWY. 70 (SHEET 3 OF 3)	B7424	59723
899	DETAILS OF INTERMEDIATE BENT 2 BRIDGE B OVER HWY. 70 (SHEET 1 OF 2)	B7424	59724
900	DETAILS OF INTERMEDIATE BENT 2 BRIDGE B OVER HWY. 70 (SHEET 2 OF 2)	B7424	59725
901	DETAILS OF INTERMEDIATE BENT 3 BRIDGE B OVER HWY. 70 (SHEET 1 OF 2)	B7424	59726
902	DETAILS OF INTERMEDIATE BENT 3 BRIDGE B OVER HWY. 70 (SHEET 2 OF 2)	B7424	59727
903	DETAILS OF INTERMEDIATE BENT 4 BRIDGE B OVER HWY. 70 (SHEET 1 OF 2)	B7424	59728
904	DETAILS OF INTERMEDIATE BENT 4 BRIDGE B OVER HWY. 70 (SHEET 2 OF 2)	B7424	59729
905	DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1 BRIDGE B OVER HWY. 70 (SHEET 1 OF 4)	B7424	59730
906	DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1 BRIDGE B OVER HWY. 70 (SHEET 2 OF 4)	B7424	59731
907	DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1 BRIDGE B OVER HWY. 70 (SHEET 3 OF 4)	B7424	59732
908	DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1 BRIDGE B OVER HWY. 70 (SHEET 4 OF 4)	B7424	59733

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	2	1465

(2) INDEX OF SHEETS

INDEX OF SHEETS - CONTINUED

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO.
909	DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2 BRIDGE B OVER HWY. 70 (SHEET 1 OF 4)	B7424	59734
910	DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2 BRIDGE B OVER HWY. 70 (SHEET 2 OF 4)	B7424	59735
911	DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2 BRIDGE B OVER HWY. 70 (SHEET 3 OF 4)	B7424	59736
912	DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2 BRIDGE B OVER HWY. 70 (SHEET 4 OF 4)	B7424	59737
913	COMMON DETAILS I-30 BRIDGES OVER HWY. 70	A&B7424	59738
914	PARAPET RAIL DETAILS I-30 BRIDGES OVER HWY. 70	A&B7424	59739
915	DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OF HWY. 70 (SHEET 1 OF 2)	A&B7424	59740
916	DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OF HWY. 70 (SHEET 2 OF 2)	A&B7424	59741
917	LAYOUT OF APPROACH GUTTERS & SLABS I-30 BRIDGES OVER HWY. 70	03250, A&B7424	59742
918	DETAILS OF TYPE SPECIAL 1 & 2 APPROACH GUTTERS I-30 BRIDGE B OVER HWY. 70	B7424	59743
919	DETAILS OF TYPE SPECIAL 3 APPROACH GUTTERS I-30 BRIDGE B OVER HWY. 70	B7424	59744
919A	DETAILS OF TYPE SPECIAL 23 APPROACH GUTTER HWY. 70 RAMP 4 BRIDGE NO. 03250	03250	60247
919B	DETAILS OF TYPE SPECIAL 24 APPROACH GUTTER HWY. 70 RAMP 4 BRIDGE NO. 03250	03250	60248
920	BARRIER WALL KEYPLAN I-30 BRIDGES OVER HWY. 70	A&B7424	59745
921	BARRIER WALL DETAILS AT END BENT 5 I-30 BRIDGES OVER HWY. 70	A&B7424	59746
922	LAYOUT OF I-30 BRIDGES OVER HWY. 67 (SHEET 1 OF 5)	A&B7411	59747
923	LAYOUT OF I-30 BRIDGES OVER HWY. 67 (SHEET 2 OF 5)	A&B7411	59748
924	LAYOUT OF I-30 BRIDGES OVER HWY. 67 (SHEET 3 OF 5)	A&B7411	59749
925	LAYOUT OF I-30 BRIDGES OVER HWY. 67 (SHEET 4 OF 5)	A&B7411	59750
926	LAYOUT OF I-30 BRIDGES OVER HWY. 67 (SHEET 5 OF 5)	A&B7411	59751
927	DETAILS OF END BENT 1 BRIDGE A OVER HWY. 67 (SHEET 1 OF 3)	A7411	59752
928	DETAILS OF END BENT 1 BRIDGE A OVER HWY. 67 (SHEET 2 OF 3)	A7411	59753
929	DETAILS OF END BENT 1 BRIDGE A OVER HWY. 67 (SHEET 3 OF 3)	A7411	59754
930	DETAILS OF END BENT 2 BRIDGE A OVER HWY. 67 (SHEET 1 OF 3)	A7411	59755
931	DETAILS OF END BENT 2 BRIDGE A OVER HWY. 67 (SHEET 2 OF 3)	A7411	59756
932	DETAILS OF END BENT 2 BRIDGE A OVER HWY. 67 (SHEET 3 OF 3)	A7411	59757
933	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE A OVER HWY. 67 (SHEET 1 OF 5)	A7411	59758
934	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE A OVER HWY. 67 (SHEET 2 OF 5)	A7411	59759
935	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE A OVER HWY. 67 (SHEET 3 OF 5)	A7411	59760
936	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE A OVER HWY. 67 (SHEET 4 OF 5)	A7411	59761
937	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE A OVER HWY. 67 (SHEET 5 OF 5)	A7411	59762
938	DETAILS OF END BENT 1 BRIDGE B OVER HWY. 67 (SHEET 1 OF 3)	B7411	59763
939	DETAILS OF END BENT 1 BRIDGE B OVER HWY. 67 (SHEET 2 OF 3)	B7411	59764
940	DETAILS OF END BENT 1 BRIDGE B OVER HWY. 67 (SHEET 3 OF 3)	B7411	59765
941	DETAILS OF END BENT 2 BRIDGE B OVER HWY. 67 (SHEET 1 OF 3)	B7411	59766
942	DETAILS OF END BENT 2 BRIDGE B OVER HWY. 67 (SHEET 2 OF 3)	B7411	59767
943	DETAILS OF END BENT 2 BRIDGE B OVER HWY. 67 (SHEET 3 OF 3)	B7411	59768
944	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE B OVER HWY. 67 (SHEET 1 OF 5)	B7411	59769
945	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE B OVER HWY. 67 (SHEET 2 OF 5)	B7411	59770
946	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE B OVER HWY. 67 (SHEET 3 OF 5)	B7411	59771
947	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE B OVER HWY. 67 (SHEET 4 OF 5)	B7411	59772
948	DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN I-30 BRIDGE B OVER HWY. 67 (SHEET 5 OF 5)	B7411	59773
949	COMMON DETAILS I-30 BRIDGES OVER HWY. 67	A&B7411	59774
950	PARAPET RAIL DETAILS I-30 BRIDGES OVER HWY. 67	A&B7411	59775
951	DETAILS OF ELASTOMERIC BEARINGS OVER I-30 BRIDGES OVER HWY. 67	A&B7411	59776
952	LAYOUT OF APPROACH GUTTERS & SLABS I-30 BRIDGES OVER HWY. 67	A&B7411	59777
953	DETAILS OF TYPE SPECIAL 1 APPROACH SLAB BRIDGE A OVER HWY. 67	A7411	59778
954	DETAILS OF TYPE SPECIAL 3 APPROACH SLAB BRIDGE A OVER HWY. 67	A7411	59779
955	DETAILS OF TYPE SPECIAL 4 & 7 APPROACH GUTTERS BRIDGE A OVER HWY. 67	A7411	59780
956	DETAILS OF TYPE SPECIAL 2 APPROACH SLAB BRIDGE B OVER HWY. 67	B7411	59781
957	DETAILS OF TYPE SPECIAL 4 APPROACH SLAB BRIDGE B OVER HWY. 67	B7411	59782
958	DETAILS OF TYPE SPECIAL 6 & 9 APPROACH GUTTERS BRIDGE B OVER HWY. 67	B7411	59783
959	DETAILS OF TYPE SPECIAL 5 APPROACH GUTTER I-30 BRIDGES OVER HWY. 67	A&B7411	59784
960	DETAILS OF TYPE SPECIAL 8 APPROACH GUTTER I-30 BRIDGES OVER HWY. 67	A&B7411	59785
961	BARRIER WALL KEYPLAN I-30 BRIDGES OVER HWY. 67	A&B7411	59786
962	BARRIER WALL DETAILS AT END BENT 1 I-30 BRIDGES OVER HWY. 67	A&B7411	59787
963	BARRIER WALL DETAILS AT END BENT 2 I-30 BRIDGES OVER HWY. 67	A&B7411	59788
964	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 1 OF 8)	A,B&C7412	59789
965	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 2 OF 8)	A,B&C7412	59790
966	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 3 OF 8)	A,B&C7412	59791
967	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 4 OF 8)	A,B&C7412	59792
968	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 5 OF 8)	A,B&C7412	59793
969	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 6 OF 8)	A,B&C7412	59794
970	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 7 OF 8)	A,B&C7412	59795
971	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 8 OF 8)	A,B&C7412	59796
972	DETAILS OF END BENT 1 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 1 OF 3)	A7412	59797
973	DETAILS OF END BENT 1 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 2 OF 3)	A7412	59798
974	DETAILS OF END BENT 1 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 3 OF 3)	A7412	59799

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
PHANIRAJ ARAO
2018-08-03

INDEX OF SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	3	1465

② INDEX OF SHEETS

INDEX OF SHEETS-CONTINUED

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO.
975	DETAILS OF END BENT 9 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 1 OF 3)	A7412	59800
976	DETAILS OF END BENT 9 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 2 OF 3)	A7412	59801
977	DETAILS OF END BENT 9 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 3 OF 3)	A7412	59802
978	DETAILS OF INTERMEDIATE BENTS 2-4, 6-8 BRIDGE A OVER SALINE RIVER RELIEF	A7412	59803
979	DETAILS OF INTERMEDIATE BENT 5 BRIDGE A OVER SALINE RIVER RELIEF	A7412	59804
980	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 1 OF 7)	A7412	59805
981	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 2 OF 7)	A7412	59806
982	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 3 OF 7)	A7412	59807
983	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 4 OF 7)	A7412	59808
984	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 5 OF 7)	A7412	59809
985	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 6 OF 7)	A7412	59810
986	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE A OVER SALINE RIVER RELIEF (SHEET 7 OF 7)	A7412	59811
987	DETAILS OF END BENT 1 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 1 OF 3)	B7412	59812
988	DETAILS OF END BENT 1 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 2 OF 3)	B7412	59813
989	DETAILS OF END BENT 1 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 3 OF 3)	B7412	59814
990	DETAILS OF END BENT 9 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 1 OF 3)	B7412	59815
991	DETAILS OF END BENT 9 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 2 OF 3)	B7412	59816
992	DETAILS OF END BENT 9 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 3 OF 3)	B7412	59817
993	DETAILS OF INTERMEDIATE BENTS 2-4, 6-8 BRIDGE B OVER SALINE RIVER RELIEF	B7412	59818
994	DETAILS OF INTERMEDIATE BENT 5 BRIDGE B OVER SALINE RIVER RELIEF	B7412	59819
995	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 1 OF 7)	B7412	59820
996	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 2 OF 7)	B7412	59821
997	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 3 OF 7)	B7412	59822
998	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 4 OF 7)	B7412	59823
999	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 5 OF 7)	B7412	59824
1000	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 6 OF 7)	B7412	59825
1001	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE B OVER SALINE RIVER RELIEF (SHEET 7 OF 7)	B7412	59826
1002	DETAILS OF END BENTS BRIDGE C OVER SALINE RIVER RELIEF (SHEET 1 OF 4)	C7412	59827
1003	DETAILS OF END BENTS BRIDGE C OVER SALINE RIVER RELIEF (SHEET 2 OF 4)	C7412	59828
1004	DETAILS OF END BENTS BRIDGE C OVER SALINE RIVER RELIEF (SHEET 3 OF 4)	C7412	59829
1005	DETAILS OF END BENTS BRIDGE C OVER SALINE RIVER RELIEF (SHEET 4 OF 4)	C7412	59830
1006	DETAILS OF INTERMEDIATE BENTS 2-4, 6-8 BRIDGE C OVER SALINE RIVER RELIEF	C7412	59831
1007	DETAILS OF INTERMEDIATE BENT 5 BRIDGE C OVER SALINE RIVER RELIEF	C7412	59832
1008	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE C OVER SALINE RIVER RELIEF (SHEET 1 OF 7)	C7412	59833
1009	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE C OVER SALINE RIVER RELIEF (SHEET 2 OF 7)	C7412	59834
1010	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE C OVER SALINE RIVER RELIEF (SHEET 3 OF 7)	C7412	59835
1011	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE C OVER SALINE RIVER RELIEF (SHEET 4 OF 7)	C7412	59836
1012	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE C OVER SALINE RIVER RELIEF (SHEET 5 OF 7)	C7412	59837
1013	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE C OVER SALINE RIVER RELIEF (SHEET 6 OF 7)	C7412	59838
1014	DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE C OVER SALINE RIVER RELIEF (SHEET 7 OF 7)	C7412	59839
1015	COMMON DETAILS I-30 BRIDGES OVER SALINE RIVER RELIEF	A,B&C7412	59840
1016	PARAPET RAIL DETAILS I-30 BRIDGES OVER SALINE RIVER RELIEF	A,B&C7412	59841
1017	DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 1 OF 2)	A,B&C7412	59842
1018	DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OVER SALINE RIVER RELIEF (SHEET 2 OF 2)	A,B&C7412	59843
1019	LAYOUT OF APPROACH GUTTERS & SLABS BRIDGES OVER SALINE RIVER RELIEF	A,B&C7412	59844
1020	DETAILS OF TYPE SPECIAL 6 APPROACH SLAB I-30 BRIDGE A OVER SALINE RIVER RELIEF	A7412	59845
1021	DETAILS OF TYPE SPECIAL 9 APPROACH SLAB I-30 BRIDGE A OVER SALINE RIVER RELIEF	A7412	59846
1022	DETAILS OF TYPE SPECIAL 16 APPROACH GUTTER I-30 BRIDGE A OVER SALINE RIVER RELIEF	A7412	59847
1023	DETAILS OF TYPE SPECIAL 12 APPROACH GUTTER I-30 BRIDGE A OVER SALINE RIVER RELIEF	A7412	59848
1024	DETAILS OF TYPE SPECIAL 7 APPROACH SLAB I-30 BRIDGE B OVER SALINE RIVER RELIEF	B7412	59849
1025	DETAILS OF TYPE SPECIAL 10 APPROACH SLAB I-30 BRIDGE B OVER SALINE RIVER RELIEF	B7412	59850
1026	DETAILS OF TYPE SPECIAL 18 APPROACH GUTTER I-30 BRIDGE B OVER SALINE RIVER RELIEF	B7412	59851
1027	DETAILS OF TYPE SPECIAL 5 & 8 APPROACH SLABS I-30 BRIDGE C OVER SALINE RIVER RELIEF	C7412	59852
1028	DETAILS OF TYPE SPECIAL 10 & 11 APPROACH GUTTERS I-30 BRIDGE C OVER SALINE RIVER RELIEF	C7412	59853
1029	DETAILS OF TYPE SPECIAL 14 & 15 APPROACH GUTTERS I-30 BRIDGE C OVER SALINE RIVER RELIEF	C7412	59854
1030	DETAILS OF TYPE SPECIAL 13 APPROACH GUTTER I-30 BRIDGES OVER SALINE RIVER RELIEF	A,B&C7412	59855
1031	DETAILS OF TYPE SPECIAL 17 APPROACH GUTTER I-30 BRIDGES OVER SALINE RIVER RELIEF	A,B&C7412	59856
1032	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 1 OF 9)	A&B7413	59857
1033	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 2 OF 9)	A&B7413	59858
1034	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 3 OF 9)	A&B7413	59859
1035	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 4 OF 9)	A&B7413	59860
1036	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 5 OF 9)	A&B7413	59861
1037	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 6 OF 9)	A&B7413	59862
1038	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 7 OF 9)	A&B7413	59863
1039	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 8 OF 9)	A&B7413	59864
1040	LAYOUT OF I-30 BRIDGES OVER SALINE RIVER (SHEET 9 OF 9)	A&B7413	59865
1041	DETAILS OF END BENT 1 BRIDGE A OVER SALINE RIVER (SHEET 1 OF 3)	A7413	59866
1042	DETAILS OF END BENT 1 BRIDGE A OVER SALINE RIVER (SHEET 2 OF 3)	A7413	59867
1043	DETAILS OF END BENT 1 BRIDGE A OVER SALINE RIVER (SHEET 3 OF 3)	A7413	59868
1044	DETAILS OF END BENT 15 BRIDGE A OVER SALINE RIVER (SHEET 1 OF 3)	A7413	59869
1045	DETAILS OF END BENT 15 BRIDGE A OVER SALINE RIVER (SHEET 2 OF 3)	A7413	59870
1046	DETAILS OF END BENT 15 BRIDGE A OVER SALINE RIVER (SHEET 3 OF 3)	A7413	59871
1047	DETAILS OF INTERMEDIATE BENTS 3, 4, 6, 7, 9, 10 & 11 BRIDGE A OVER SALINE RIVER (SHEET 1 OF 2)	A7413	59872
1048	DETAILS OF INTERMEDIATE BENTS 3, 4, 6, 7, 9, 10 & 11 BRIDGE A OVER SALINE RIVER (SHEET 2 OF 2)	A7413	59873
1049	DETAILS OF INTERMEDIATE BENTS 5, 8 & 12 BRIDGE A OVER SALINE RIVER (SHEET 1 OF 2)	A7413	59874
1050	DETAILS OF INTERMEDIATE BENTS 5, 8 & 12 BRIDGE A OVER SALINE RIVER (SHEET 2 OF 2)	A7413	59875
1051	DETAILS OF INTERMEDIATE BENTS 2, 13 & 14 BRIDGE A OVER SALINE RIVER	A7413	59876
1052	DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3 BRIDGE A OVER SALINE RIVER (1 OF 4)	A7413	59877
1053	DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3 BRIDGE A OVER SALINE RIVER (2 OF 4)	A7413	59878
1054	DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3 BRIDGE A OVER SALINE RIVER (3 OF 4)	A7413	59879
1055	DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3 BRIDGE A OVER SALINE RIVER (4 OF 4)	A7413	59880

INDEX OF SHEETS-CONTINUED

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO.
1056	DETAILS OF 250'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE A OVER SALINE RIVER (1 OF 4)	A7413	59881
1057	DETAILS OF 250'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE A OVER SALINE RIVER (2 OF 4)	A7413	59882
1058	DETAILS OF 250'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE A OVER SALINE RIVER (3 OF 4)	A7413	59883
1059	DETAILS OF 250'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE A OVER SALINE RIVER (4 OF 4)	A7413	59884
1060	DETAILS OF END BENT 1 BRIDGE B OVER SALINE RIVER (SHEET 1 OF 3)	B7413	59885
1061	DETAILS OF END BENT 1 BRIDGE B OVER SALINE RIVER (SHEET 2 OF 3)	B7413	59886
1062	DETAILS OF END BENT 1 BRIDGE B OVER SALINE RIVER (SHEET 3 OF 3)	B7413	59887
1063	DETAILS OF END BENT 15 BRIDGE B OVER SALINE RIVER (SHEET 1 OF 3)	B7413	59888
1064	DETAILS OF END BENT 15 BRIDGE B OVER SALINE RIVER (SHEET 2 OF 3)	B7413	59889
1070	DETAILS OF END BENT 15 BRIDGE B OVER SALINE RIVER (SHEET 3 OF 3)	B7413	59890
1066	DETAILS OF INTERMEDIATE BENTS 3, 4, 6, 7, 9, 10 & 11 BRIDGE B OVER SALINE RIVER (SHEET 1 OF 2)	B7413	59891
1067	DETAILS OF INTERMEDIATE BENTS 3, 4, 6, 7, 9, 10 & 11 BRIDGE B OVER SALINE RIVER (SHEET 2 OF 2)	B7413	59892
1068	DETAILS OF INTERMEDIATE BENTS 5, 8 & 12 BRIDGE B OVER SALINE RIVER (SHEET 1 OF 2)	B7413	59893
1069	DETAILS OF INTERMEDIATE BENTS 5, 8 & 12 BRIDGE B OVER SALINE RIVER (SHEET 2 OF 2)	B7413	59894
1070	DETAILS OF INTERMEDIATE BENTS 2, 13 & 14 BRIDGE B OVER SALINE RIVER	B7413	59895
1071	DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3 BRIDGE B OVER SALINE RIVER (SHEET 1 OF 4)	B7413	59896
1072	DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3 BRIDGE B OVER SALINE RIVER (SHEET 2 OF 4)	B7413	59897
1073	DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3 BRIDGE B OVER SALINE RIVER (SHEET 3 OF 4)	B7413	59898
1074	DETAILS OF 280'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3 BRIDGE B OVER SALINE RIVER (SHEET 4 OF 4)	B7413	59899
1075	DETAILS OF 250'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE B OVER SALINE RIVER (SHEET 1 OF 4)	B7413	59900
1076	DETAILS OF 250'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE B OVER SALINE RIVER (SHEET 2 OF 4)	B7413	59901
1077	DETAILS OF 250'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE B OVER SALINE RIVER (SHEET 3 OF 4)	B7413	59902
1078	DETAILS OF 250'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE B OVER SALINE RIVER (SHEET 4 OF 4)	B7413	59903
1079	COMMON DETAILS I-30 BRIDGES OVER SALINE RIVER	A&B7413	59904
1080	PARAPET RAIL DETAILS I-30 BRIDGES OVER SALINE RIVER	A&B7413	59905
1081	DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OVER SALINE RIVER (SHEET 1 OF 2)	A&B7413	59906
1082	DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OVER SALINE RIVER (SHEET 2 OF 2)	A&B7413	59907
1083	LAYOUT OF APPROACH GUTTERS & SLABS BRIDGES OVER SALINE RIVER	A&B7413	59908
1084	DETAILS OF TYPE SPECIAL 11 APPROACH SLAB I-30 BRIDGE A OVER SALINE RIVER	A7413	59909
1085	DETAILS OF TYPE SPECIAL 13 APPROACH SLAB I-30 BRIDGE A OVER SALINE RIVER	A7413	59910
1086	DETAILS OF TYPE SPECIAL 19 APPROACH GUTTER I-30 BRIDGE A OVER SALINE RIVER	A7413	59911
1087	DETAILS OF TYPE SPECIAL 12 APPROACH SLAB I-30 BRIDGE B OVER SALINE RIVER	B7413	59912
1088	DETAILS OF TYPE SPECIAL 14 APPROACH SLAB I-30 BRIDGE B OVER SALINE RIVER	B7413	59913
1089	DETAILS OF TYPE SPECIAL 22 APPROACH GUTTER I-30 BRIDGE B OVER SALINE RIVER	B7413	59914
1090	DETAILS OF TYPE SPECIAL 20 APPROACH GUTTER I-30 BRIDGES OVER SALINE RIVER	A&B7413	59915
1091	DETAILS OF TYPE SPECIAL 21 APPROACH GUTTER I-30 BRIDGES OVER SALINE RIVER	A&B7413	59916
1092	LAYOUT OF SOUTH ST. BRIDGE OVER I-30 (SHEET 1 OF 3)	07414	59917
1093	LAYOUT OF SOUTH ST. BRIDGE OVER I-30 (SHEET 2 OF 3)	07414	59918
1094	LAYOUT OF SOUTH ST. BRIDGE OVER I-30 (SHEET 3 OF 3)	07414	59919
1095	DETAILS OF END BENT 1 SOUTH ST. BRIDGE OVER I-30 (SHEET 1 OF 3)	07414	59920
1096	DETAILS OF END BENT 1 SOUTH ST. BRIDGE OVER I-30 (SHEET 2 OF 3)	07414	59921
1097	DETAILS OF END BENT 1 SOUTH ST. BRIDGE OVER I-30 (SHEET 3 OF 3)	07414	59922
1098	DETAILS OF END BENT 5 SOUTH ST. BRIDGE OVER I-30 (SHEET 1 OF 3)	07414	59923
1099	DETAILS OF END BENT 5 SOUTH ST. BRIDGE OVER I-30 (SHEET 2 OF 3)	07414	59924
1100	DETAILS OF END BENT 5 SOUTH ST. BRIDGE OVER I-30 (SHEET 3 OF 3)	07414	59925
1101	DETAILS OF INTERMEDIATE BENTS SOUTH ST. BRIDGE OVER I-30 (SHEET 1 OF 3)	07414	59926
1102	DETAILS OF INTERMEDIATE BENTS SOUTH ST. BRIDGE OVER I-30 (SHEET 2 OF 3)	07414	59927
1103	DETAILS OF INTERMEDIATE BENTS SOUTH ST. BRIDGE OVER I-30 (SHEET 3 OF 3)	07414	59928
1104	DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT SOUTH ST. BRIDGE OVER I-30 (SHEET 1 OF 5)	07414	59929
1105	DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT SOUTH ST. BRIDGE OVER I-30 (SHEET 2 OF 5)	07414	59930
1106	DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT SOUTH ST. BRIDGE OVER I-30 (SHEET 3 OF 5)	07414	59931
1107	DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT SOUTH ST. BRIDGE OVER I-30 (SHEET 4 OF 5)	07414	59932
1108	DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT SOUTH ST. BRIDGE OVER I-30 (SHEET 5 OF 5)	07414	59933
1109	PARAPET RAIL DETAILS SOUTH STREET BRIDGE OVER I-30	07414	59934
1110	DETAILS OF ELASTOMERIC BEARINGS OF SOUTH ST. BRIDGE OVER I-30	07414	59935
1111	DETAILS FOR STANDARD 75' TO 95' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 1 OF 5)		59936
1112	DETAILS FOR STANDARD 75' TO 95' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 2 OF 5)		59937
1113	DETAILS FOR STANDARD 75' TO 95' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 3 OF 5)		59938
1114	DETAILS FOR STANDARD 75' TO 95' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 4 OF 5)		59939
1115	DETAILS FOR STANDARD 75' TO 95' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 5 OF 5)		59940

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2018-06-23

INDEX OF SHEETS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	4	1465

(2) INDEX OF SHEETS AND STANDARD DRAWINGS

INDEX OF SHEETS - CONTINUED

SHEET NO.	TITLE	BRIDGE NO.	DRWG. NO.
1116	DETAILS FOR STANDARD 65' TO 75' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 1 OF 5)		59941
1117	DETAILS FOR STANDARD 65' TO 75' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 2 OF 5)		59942
1118	DETAILS FOR STANDARD 65' TO 75' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 3 OF 5)		59943
1119	DETAILS FOR STANDARD 65' TO 75' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 4 OF 5)		59944
1120	DETAILS FOR STANDARD 65' TO 75' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION (SHEET 5 OF 5)		59945
1121	DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES (SHEET 1 OF 5)		59946
1122	DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES (SHEET 2 OF 5)		59947
1123	DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES (SHEET 3 OF 5)		59948
1124	DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES (SHEET 4 OF 5)		59949
1125	DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES (SHEET 5 OF 5)		59950
1126	DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE (SHEET 1 OF 2)		60204
1127	DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE (SHEET 2 OF 2)		60205
1128	RETAINING WALL KEYPLAN (SHEET 1 OF 2)		60206
1129	RETAINING WALL KEYPLAN (SHEET 2 OF 2)		60207
1130	LAYOUT OF RETAINING WALL 'AA'		60208
1131	SECTIONS OF RETAINING WALL 'AA' (SHEET 1 OF 2)		60209
1132	SECTIONS OF RETAINING WALL 'AA' (SHEET 2 OF 2)		60210
1133	LAYOUT OF RETAINING WALL 'BB' (SHEET 1 OF 3)		60211
1134	LAYOUT OF RETAINING WALL 'BB' (SHEET 2 OF 3)		60212
1135	LAYOUT OF RETAINING WALL 'BB' (SHEET 3 OF 3)		60213
1136	SECTIONS OF RETAINING WALL 'BB'		60214
1137	LAYOUT OF RETAINING WALL 'CC' (SHEET 1 OF 3)		60215
1138	LAYOUT OF RETAINING WALL 'CC' (SHEET 2 OF 3)		60216
1139	LAYOUT OF RETAINING WALL 'CC' (SHEET 3 OF 3)		60217
1140	SECTIONS OF RETAINING WALL 'CC' (SHEET 1 OF 2)		60218
1141	SECTIONS OF RETAINING WALL 'CC' (SHEET 2 OF 2)		60219
1142	LAYOUT OF RETAINING WALL 'DD' (SHEET 1 OF 4)		60220
1143	LAYOUT OF RETAINING WALL 'DD' (SHEET 2 OF 4)		60221
1144	LAYOUT OF RETAINING WALL 'DD' (SHEET 3 OF 4)		60222
1145	LAYOUT OF RETAINING WALL 'DD' (SHEET 4 OF 4)		60223
1146	SECTIONS OF RETAINING WALL 'DD' (SHEET 1 OF 7)		60224
1147	SECTIONS OF RETAINING WALL 'DD' (SHEET 2 OF 7)		60225
1148	SECTIONS OF RETAINING WALL 'DD' (SHEET 3 OF 7)		60226
1149	SECTIONS OF RETAINING WALL 'DD' (SHEET 4 OF 7)		60227
1150	SECTIONS OF RETAINING WALL 'DD' (SHEET 5 OF 7)		60228
1151	SECTIONS OF RETAINING WALL 'DD' (SHEET 6 OF 7)		60229
1152	SECTIONS OF RETAINING WALL 'DD' (SHEET 7 OF 7)		60230
1153	LAYOUT OF RETAINING WALL 'EE' (SHEET 1 OF 2)		60231
1154	LAYOUT OF RETAINING WALL 'EE' (SHEET 2 OF 2)		60232
1155	SECTIONS OF RETAINING WALL 'EE' (SHEET 1 OF 5)		60233
1156	SECTIONS OF RETAINING WALL 'EE' (SHEET 2 OF 5)		60234
1157	SECTIONS OF RETAINING WALL 'EE' (SHEET 3 OF 5)		60235
1158	SECTIONS OF RETAINING WALL 'EE' (SHEET 4 OF 5)		60236
1159	SECTIONS OF RETAINING WALL 'EE' (SHEET 5 OF 5)		60237
1160	LAYOUT OF RETAINING WALL 'FF'		60238
1161	SECTIONS OF RETAINING WALL 'FF' (SHEET 1 OF 2)		60239
1162	SECTIONS OF RETAINING WALL 'FF' (SHEET 2 OF 2)		60240
1163	LAYOUT OF RETAINING WALL 'GG'		60241
1164	SECTIONS OF RETAINING WALL 'GG' (SHEET 1 OF 2)		60242
1165	SECTIONS OF RETAINING WALL 'GG' (SHEET 2 OF 2)		60243
1166	SPECIAL DETAILS OF WALLS (SHEET 1 OF 2)		60244
1167	SPECIAL DETAILS OF WALLS (SHEET 2 OF 2)		60245
1168	DETAILS OF SOIL NAIL WALLS		60246
1169 - 1465	CROSS SECTIONS		

NOTE: CROSS SECTIONS NOT NORMALLY INCLUDED IN PLANS SOLD TO PROSPECTIVE BIDDERS, BUT MAY BE HAD UPON REQUEST

BRIDGE STANDARD DRAWINGS

DRWNG. NO.	TITLE	DATE
55000	STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS	02-27-14
55001	STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES	02-27-14
55002	STANDARD DETAILS FOR CONCRETE RIPRAP	02-27-14
55005	STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS	03-24-16
55007	STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES	02-11-16
55008	STANDARD DETAILS FOR POURED SILICONE JOINTS	02-11-16
55009	STANDARD DETAILS FOR NEOPRENE STRIP SEAL JOINTS	02-11-16
55010	STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE	01-17-17
55013	STANDARD DETAILS FOR TRANSITIONAL APPROACH RAILING	02-11-16
55014	STANDARD DETAILS FOR TYPE H RAILING	02-11-16
55020	STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS	03-24-16
55030C	STANDARD DETAILS FOR TYPE C APPROACH GUTTERS	02-27-14
55040CI	STANDARD DETAILS FOR TYPE CI APPROACH SLAB	02-17-14

ROADWAY STANDARD DRAWINGS

DRWNG. NO.	TITLE	DATE
CDP-1	CONCRETE DITCH PAVING	12-08-16
CG-1	CURBING DETAILS	11-29-07
CPCTJ-6A	TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PACEMENT (NON-REINFORCED)	05-25-06
DR-1	DETAILS OF DRIVEWAYS & ISLANDS	02-27-14
FES-1	FLARED END SECTION	10-18-96
FES-2	FLARED END SECTION	10-18-96
FPC-9	DETAILS OF DROP INLETS & JUNCTION BOXES	11-16-01
FPC-9D	DETAILS OF DROP INLETS	08-22-02
FPC-9E	DETAILS OF DROP INLETS (TYPE C)	08-22-02
FPC-9M	DETAILS OF DROP INLET (TYPE MO)	08-22-02
FPC-9S	DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)	07-26-12
G-1	STEEL GRATE ASSEMBLY (TYPE 1)	08-15-91
GR-7	GUARD RAIL DETAILS (TYPE C) STREET/ROAD BARRICADE OR TEMPORARY INSTALLATION	11-16-17
GR-8	GUARD RAIL DETAILS	11-16-17
GR-8A	GUARD RAIL DETAILS	11-16-17
GR-9	GUARD RAIL DETAILS	04-17-08
GR-9A	GUARD RAIL DETAILS	04-17-08
GR-10	GUARD RAIL DETAILS	11-16-17
GR-11	GUARD RAIL DETAILS	11-16-17
GR-12	GUARD RAIL DETAILS	11-16-17
GR-13	GUARD RAIL DETAILS	11-16-17
GRT-1	GUARD RAIL DETAILS	11-16-17
PCC-1	CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCM-1	METAL PIPE CULVERT FILL HEIGHTS & BEDDING	02-27-14
PCP-1	PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)	02-27-14
PCP-2	PLASTIC PIPE CULVERT (PVC F949)	02-27-14
PM-1	PAVEMENT MARKING DETAILS	06-01-17
PM-2	PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS	12-08-16
PU-1	DETAILS OF PIPE UNDERDRAIN	12-08-16
RCB-1	REINFORCED CONCRETE BOX CULVERT DETAILS	07-26-12
RCB-2	EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS	11-20-03
RCB-3	METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS	10-12-95
SD-1	ANTENNA POLE	11-16-17
SD-5	CONTROLLER CABINET UTILITY DRAWER	09-12-13
SD-6	HEAVY DUTY PULL BOX	11-16-17
SD-8	SIGNAL HEAD PLACEMENT	12-08-16
SD-9	SERVICE POINT	11-16-17
SD-11	STEEL POLE WITH MAST ARM	11-16-17
SE-1	TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC	01-09-87
SE-2	TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC	10-18-96
SHS-1	STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES	09-12-13
SHS-2	U-CHANNEL POST ASSEMBLIES	02-27-14
SHS-3	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS	09-12-13
SHS-4	DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS	09-12-13
SHS-5	DETAILS OF GUIDE SIGN PANELS	09-12-13
SHS-6	MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS	09-12-13
SHS-7	DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS	09-12-13
SHS-8	TYPICAL DELINEATOR PLACEMENT ALONG THE INTERSTATE SYSTEM	11-16-17
SI-1	DETAILS OF SPECIAL ITEMS	09-12-13
SI-2	REINFORCED CONCRETE RETAINING WALL (WITHOUT LIVE LOAD SURCHARGE)	05-12-16
TC-1	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	04-13-17
TC-2	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-3	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	09-02-15
TC-4	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER	02-27-14
TC-5	STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER	10-15-09
TEC-1	TEMPORARY EROSION CONTROL DEVICES	11-16-17
TEC-2	TEMPORARY EROSION CONTROL DEVICES	06-02-94
TEC-3	TEMPORARY EROSION CONTROL DEVICES	11-03-94
TR-1	DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS	01-12-00
WF-4	WIRE FENCE TYPE C AND D	08-22-02
WR-1	WHEELCHAIR RAMPS NEW CONSTRUCTION AND ALTERATIONS	11-10-05

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03

INDEX OF SHEETS AND STANDARD DRAWINGS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.			
09-28-18								
11-26-18				JOB NO.		CA0601	5	1465

(2) GOVERNING SPECIFICATIONS & GENERAL NOTES

GOVERNING SPECIFICATIONS

ARKANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014, AND THE FOLLOWING SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS:

NUMBER	TITLE
ERRATA	ERRATA FOR THE BOOK OF STANDARD SPECIFICATIONS
FHWA-1273	REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - NOTICE TO CONTRACTORS
FHWA-1273	SUPPLEMENT - SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES (23 U.S.C. 140)
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - GOALS AND TIMETABLES
FHWA-1273	SUPPLEMENT - EQUAL EMPLOYMENT OPPORTUNITY - FEDERAL STANDARDS
FHWA-1273	SUPPLEMENT - TRAINING PROGRAM - JOB CA0601
FHWA-1273	SUPPLEMENT - POSTERS AND NOTICES REQUIRED FOR FEDERAL-AID PROJECTS
FHWA-1273	SUPPLEMENT - WAGE RATE DETERMINATION
100-3	CONTRACTOR'S LICENSE
100-4	DEPARTMENT NAME CHANGE
102-2	ISSUANCE OF PROPOSALS
108-1	LIQUIDATED DAMAGES
108-2	WORK ALLOWED PRIOR TO ISSUANCE OF WORK ORDER
110-1	PROTECTION OF WATER QUALITY AND WETLANDS
303-1	AGGREGATE BASE COURSE
400-1	TACK COATS
400-4	DESIGN AND QUALITY CONTROL OF ASPHALT MIXTURES
400-5	PERCENT AIR VOIDS FOR ACHM MIX DESIGNS
400-6	LIQUID ANTI-STRIP ADDITIVE
410-1	CONSTRUCTION REQUIREMENTS AND ACCEPTANCE OF ASPHALT CONCRETE PLANT MIX COURSES
410-2	DEVICES FOR MEASURING DENSITY FOR ROLLING PATTERNS
505-1	PORTLAND CEMENT CONCRETE DRIVEWAY
600-2	INCIDENTAL CONSTRUCTION
604-1	RETROREFLECTIVE SHEETING FOR TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
605-1	CONCRETE DITCH PAVING
606-1	PIPE CULVERTS FOR SIDE DRAINS
617-1	GUARDRAIL TERMINAL (TYPE 2)
620-1	MULCH COVER
632-1	CONCRETE ISLAND
633-1	CONCRETE WALKS, CONCRETE STEPS, AND HAND RAILING
634-1	CURBING
700-2	TRAFFIC CONTROL FACILITIES
723-1	GENERAL REQUIREMENTS FOR SIGNS
800-1	STRUCTURES
802-3	CONCRETE FOR STRUCTURES
808-1	INSTALLATION OF ELASTOMERIC BEARINGS
JOB CA0601	ACTUATED CONTROLLER
JOB CA0601	ANTENNA SUPPORT
JOB CA0601	ANTENNA SUPPORT WITH CAMERA
JOB CA0601	ARCHITECTURAL FINISH
JOB CA0601	ASPHALT CONCRETE HOT MIX PATCHING OF EXISTING SHOULDERS
JOB CA0601	ASSESSMENT OF WORKING DAYS - MAINTENANCE OF TRAFFIC
JOB CA0601	AUTOMATED WORK ZONE INFORMATION SYSTEM
JOB CA0601	BARRIER WALL DELINEATOR
JOB CA0601	BIDDING REQUIREMENTS AND CONDITIONS
JOB CA0601	BROADBAND INTERNET SERVICE FOR ASPHALT CONCRETE PLANT
JOB CA0601	BROADBAND INTERNET SERVICE FOR FIELD OFFICE
JOB CA0601	CABINET DRAWER ASSEMBLY
JOB CA0601	CARGO PREFERENCE ACT REQUIREMENTS
JOB CA0601	CHANNEL POST SIGN SUPPORT
JOB CA0601	CLASS C FLY ASH IN PORTLAND CEMENT CONCRETE PAVEMENT AND CLASS S(AE) CONCRETE
JOB CA0601	CONCRETE BARRIER WALL
JOB CA0601	CONCRETE DITCH PAVING
JOB CA0601	CONSTRUCTION IN SPECIAL FLOOD HAZARD AREAS
JOB CA0601	CONSTRUCTION PROJECT INFORMATION SIGN
JOB CA0601	CULVERT CLEAN OUT
JOB CA0601	CURB INLET PROTECTION
JOB CA0601	DELAY IN RIGHT OF WAY OCCUPANCY
JOB CA0601	DETAILS FOR SAFETY OF STREAM TRAFFIC
JOB CA0601	DISADVANTAGED BUSINESS ENTERPRISE BIDDER'S RESPONSIBILITIES
JOB CA0601	DRILLED SHAFT FOUNDATIONS
JOB CA0601	DRINKING WATER PROTECTION
JOB CA0601	EDGE CARD VIDEO PROCESSOR
JOB CA0601	ELECTRICAL CONDUCTORS FOR LUMINAIRES
JOB CA0601	ELECTRICAL CONDUCTORS-IN-CONDUIT
JOB CA0601	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM
JOB CA0601	ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER
JOB CA0601	ELECTRONIC DOCUMENT MANAGEMENT - CONNECTING ARKANSAS PROGRAM
JOB CA0601	EMPLOYMENT REPORTING
JOB CA0601	ENHANCED THERMOPLASTIC PAVEMENT MARKING
JOB CA0601	EXTENSION FOR PIPE CULVERTS
JOB CA0601	FLEXIBLE BEGINNING OF WORK - CALENDAR DAY CONTRACT
JOB CA0601	GOALS FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION
JOB CA0601	HIGH PERFORMANCE PAVEMENT REPAIR
JOB CA0601	LED LUMINAIRE ASSEMBLY (BUG UO TYPE)
JOB CA0601	LED ROADWAY ILLUMINATION POLE
JOB CA0601	LED TRAFFIC SIGNAL HEAD
JOB CA0601	LIGHT POLE FOUNDATION
JOB CA0601	LOUVERS FOR SIGNAL HEADS
JOB CA0601	MAINTENANCE OF TRAFFIC
JOB CA0601	MANDATORY ELECTRONIC CONTRACT
JOB CA0601	MOBILE SPEED NOTIFICATION SYSTEM
JOB CA0601	MOTORIST ASSISTANCE PATROL
JOB CA0601	NESTING SITES OF MIGRATORY BIRDS
JOB CA0601	NONDESTRUCTIVE TESTING OF DRILLED SHAFTS
JOB CA0601	OFF-SITE RESTRAINING CONDITIONS FOR NORTHERN LONG-EARED BATS
JOB CA0601	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORT
JOB CA0601	OVERHEAD VARIABLE MESSAGE SIGN ASSEMBLY
JOB CA0601	PARTNERING REQUIREMENTS
JOB CA0601	PCC PAVEMENT SURFACE SMOOTHNESS
JOB CA0601	PEDESTAL TYPE SERVICE POINT
JOB CA0601	PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)
JOB CA0601	PIPE CULVERTS
JOB CA0601	PLASTIC PIPE
JOB CA0601	PORTABLE CAMERA TRAILERS

GOVERNING SPECIFICATIONS

NUMBER	TITLE
JOB CA0601	PORTLAND CEMENT CONCRETE PAVEMENT
JOB CA0601	PRICE ADJUSTMENT FOR ASPHALT BINDER
JOB CA0601	PROSECUTION AND PROGRESS WITH BID SCHEDULE
JOB CA0601	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE
JOB CA0601	REMOVING EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
JOB CA0601	RESTRAINING CONDITIONS
JOB CA0601	RETAINING WALLS
JOB CA0601	ROADWAY ILLUMINATION POLE RELOCATION
JOB CA0601	SECTION 404 NATIONWIDE 23 PERMIT REQUIREMENTS
JOB CA0601	SEQUENCE OF CONSTRUCTION
JOB CA0601	SERVICE POINT ASSEMBLY (TRAFFIC CONTROL DEVICES)
JOB CA0601	SETTLEMENT AGREEMENTS
JOB CA0601	SHORING
JOB CA0601	SHORING FOR CULVERTS
JOB CA0601	SIGN PANEL MATERIALS AND FABRICATION
JOB CA0601	SITE USE (A+C METHOD) - CALENDAR DAY CONTRACT
JOB CA0601	SOIL NAIL WALL
JOB CA0601	SOIL STABILIZATION
JOB CA0601	SPECIAL SAFETY REQUIREMENTS FOR BRIDGES
JOB CA0601	SPECIAL SAFETY REQUIREMENTS FOR OVERHEAD SIGNS
JOB CA0601	STEEL SIGN STRUCTURES
JOB CA0601	STORM WATER POLLUTION PREVENTION PLAN
JOB CA0601	SUBMISSION OF ASPHALT CONCRETE HOT MIX ACCEPTANCE TEST RESULTS
JOB CA0601	SYSTEM LOCAL CONTROLLER
JOB CA0601	TEMPORARY RETAINING WALLS
JOB CA0601	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE
JOB CA0601	TEXTURED COATING FINISH
JOB CA0601	TILT TOWER WITH CAMERA
JOB CA0601	TRAFFIC CONTROL DEVICES IN CONSTRUCTION ZONES
JOB CA0601	TRAFFIC CONTROL SUPERVISOR
JOB CA0601	TRENCHING AND SHOULDER PREPARATION FOR TEMPORARY WIDENING
JOB CA0601	UTILITY ADJUSTMENTS
JOB CA0601	VALUE ENGINEERING
JOB CA0601	VEGETATED BUFFER ZONE
JOB CA0601	VIDEO DETECTOR (COLOR)
JOB CA0601	WARM MIX ASPHALT
JOB CA0601	WATER POLLUTION CONTROL
JOB CA0601	WIRE ROPE SAFETY FENCE (POST REPAIR)
JOB CA0601	WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS
JOB CA0601	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS
JOB CA0601	WRECKER SERVICE

GENERAL NOTES

1. GRADE LINE DENOTES FINISHED GRADE WHERE SHOWN ON PLANS.
2. ALL PIPE LINES, POWER, TELEPHONE AND TELEGRAPH LINES TO BE MOVED OR LOWERED BY THE RESPECTIVE OWNERS AS PER AGREEMENT WITH SUCH OWNERS.
3. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECIEVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS.
5. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.
6. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HARMED AS LITTLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.
7. ALL FLEXIBLE BASE AND ASPHALTIC PAVEMENT MATERIALS REMOVED SHALL BE PAID FOR UNDER THE ITEM NO. 210 - UNCLASSIFIED EXCAVATION.
8. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SEPARATED BY SAWING ALONG A NEAT LINE. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. ANY TEMPORARY FILL SHALL NOT ENTER THE 100 YEAR FLOODPLAIN AS SHOWN IN THE PLANS AND THE AREA SHALL BE RESTORED TO ITS ORIGINAL CONDITION. THE MATERIAL AND WORK USED TO PLACE AND REMOVE THE TEMPORARY FILL WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO VARIOUS PAY ITEMS.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 EXHIBITS ONLY

2018-11-29

GOVERNING SPECIFICATIONS & GENERAL NOTES

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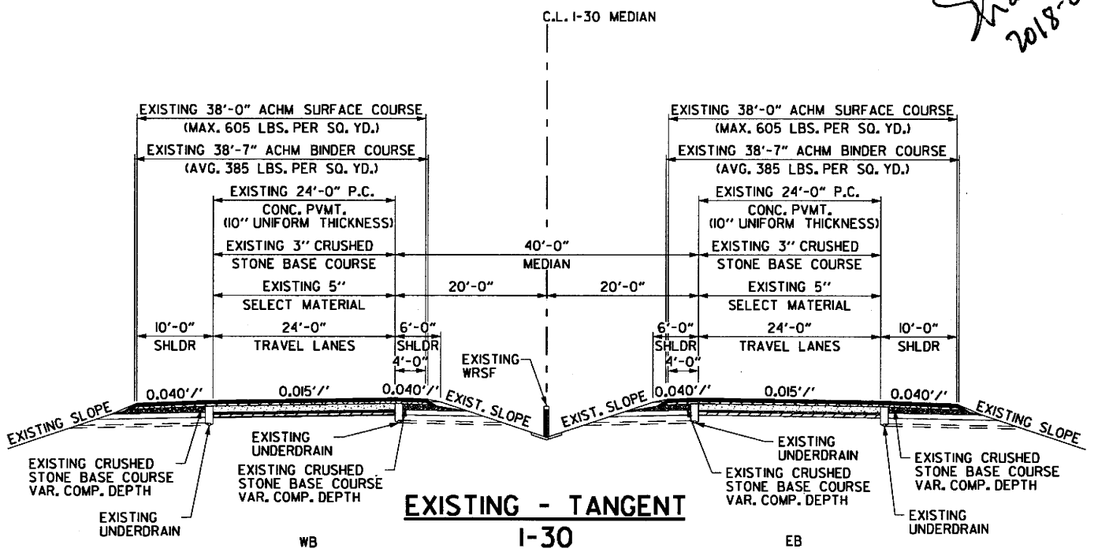
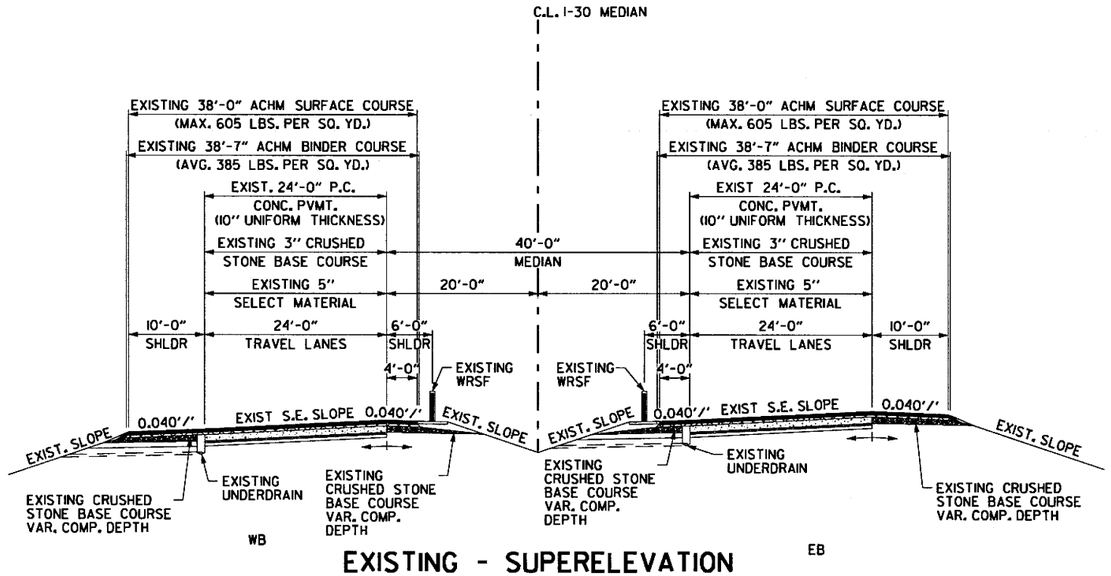
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	6	1465

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



EXISTING - TANGENT
I-30



EXISTING - SUPERELEVATION
I-30

(FOR INFORMATION ONLY)
TYPICAL SECTIONS OF IMPROVEMENT

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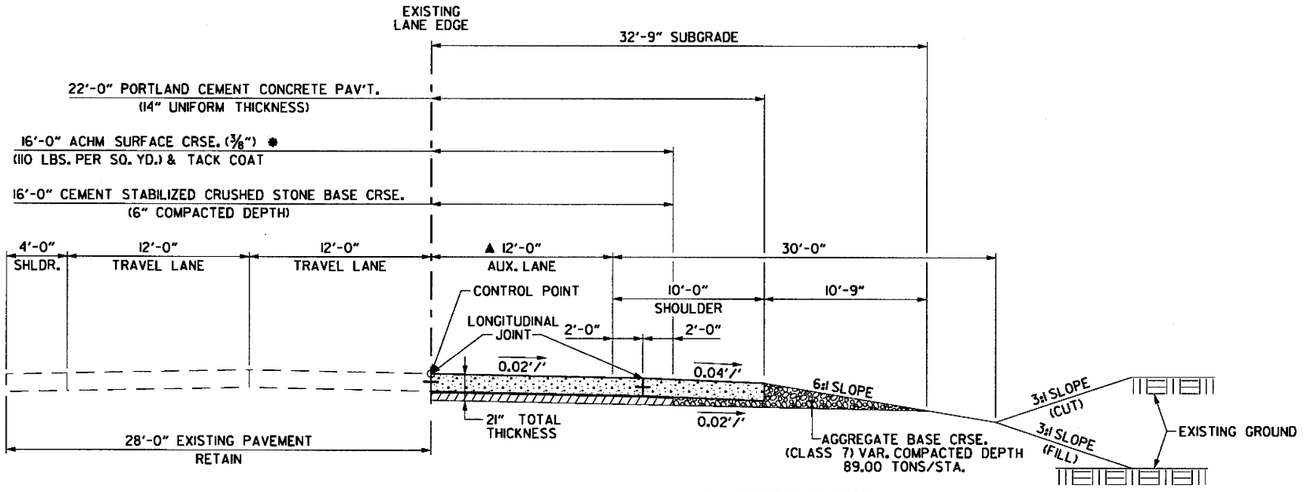
				6	ARK.			
				JOB NO.		CA0601	7	1465
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SHAD
2018-06-26



NOTCH & WIDEN
TYPICAL SECTION - TANGENT

(SHOWN IN DIRECTION OF TRAVEL)

WB I-30 - STA. 3221+30.29 TO STA. 3227+55.17

* DENSITY REQUIREMENTS WAIVED

▲ TRANSITION WB FROM 0'-0" AT STA. 3221+30.29 TO 12'-0" AT STA. 3224+30.29

NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
3. REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF BARRIERS TO BE CONSTRUCTED.
4. PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

TYPICAL SECTIONS OF IMPROVEMENT

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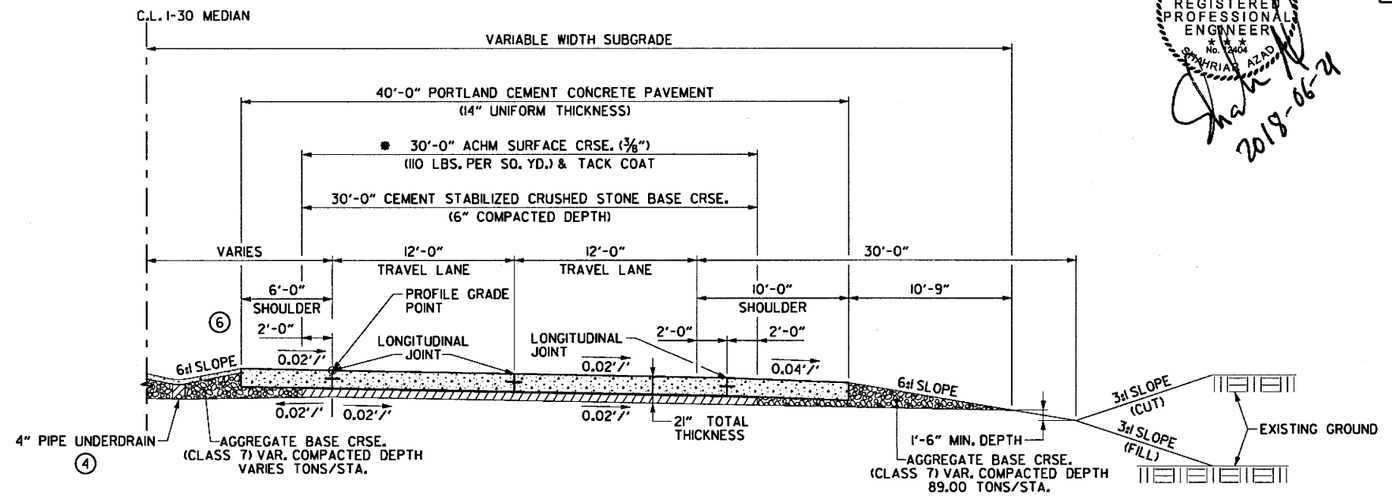
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	8	1465
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24401
SHAHRIAR AZAD
2018-06-21

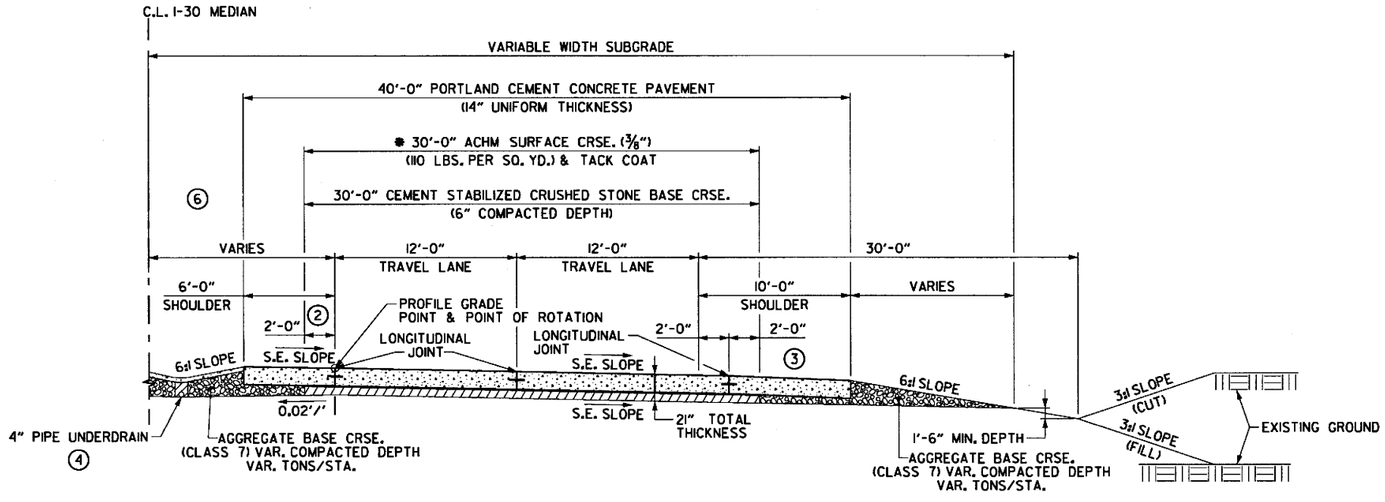


* DENSITY REQUIREMENTS WAIVED

TYPICAL SECTION - TANGENT TWO-LANE SECTION

(SHOWN IN DIRECTION OF TRAVEL)

WB I-30 - STA. 3241+76.81 TO STA. 3244+83.10
EB I-30 - STA. 2240+27.74 TO STA. 2241+74.36



TYPICAL SECTION - SUPERELEVATION TWO-LANE SECTION

* DENSITY REQUIREMENTS WAIVED

(SHOWN IN DIRECTION OF TRAVEL)
(REVERSE FOR LT. TURN SUPERELEVATION)

WB I-30 - STA. 3232+59.25 TO STA. 3241+76.81
WB I-30 - STA. 3244+83.10 TO STA. 3244+92.90
WB I-30 - STA. 3249+90.93 TO STA. 3259+70.99
EB I-30 - STA. 2227+37.96 TO STA. 2240+27.74
EB I-30 - STA. 2256+15.81 TO STA. 2275+23.77

NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.
3. SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION REGARDING 4" PIPE UNDERDRAINS. CONSTRUCT PIPE UNDERDRAINS ONLY AT THE LOW END OF THE SUPERELEVATED SECTIONS.
5. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
6. REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF BARRIERS TO BE CONSTRUCTED.
7. PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

TYPICAL SECTIONS OF IMPROVEMENT

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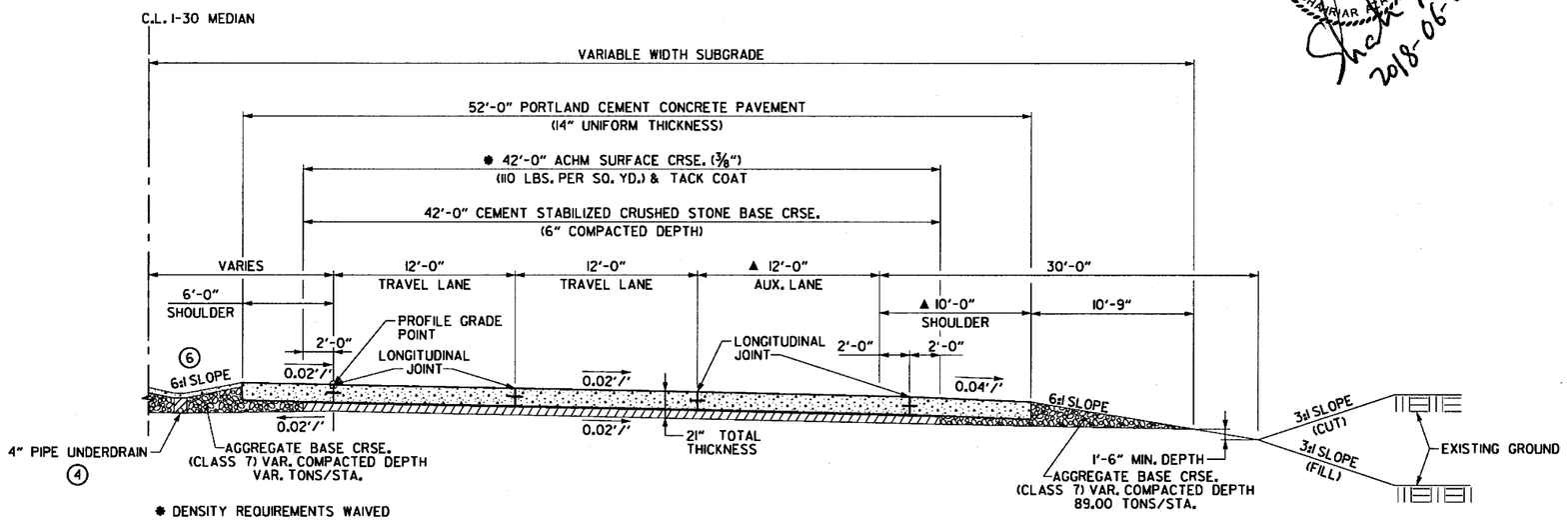
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	9	1465
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNAR READ
2018-06-21



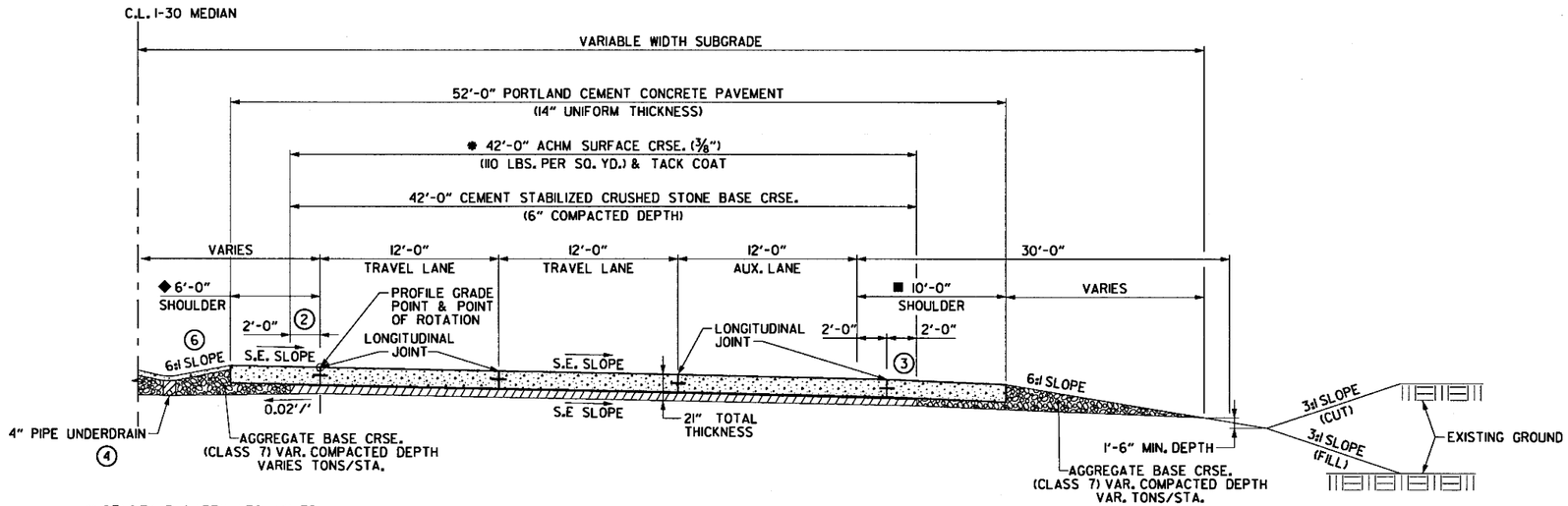
* DENSITY REQUIREMENTS WAIVED

▲ TRANSITION LANE EB FROM 0'-0" AT STA. 2241+74.36 TO 12'-0" AT STA. 2244+24.36

TYPICAL SECTION - TANGENT TWO-LANE WITH AUX. LANE

(SHOWN IN DIRECTION OF TRAVEL)

WB I-30 - STA. 3227+55.17 TO STA. 3227+63.74
EB I-30 - STA. 2241+74.36 TO STA. 2244+87.43



* DENSITY REQUIREMENTS WAIVED

◆ TRANSITION SHOULDER EB FROM 8'-0" STA. 2244+59.07 TO 6'-0" STA. 2245+09.40

◆ TRANSITION SHOULDER EB FROM 6'-0" AT STA. 2250+00.88 TO 8'-0" AT STA. 2250+50.89

TYPICAL SECTION - SUPERELEVATION TWO-LANE WITH AUX. LANE

(SHOWN IN DIRECTION OF TRAVEL)
(REVERSE FOR LT. TURN SUPERELEVATION)

WB I-30 - STA. 3227+63.74 TO STA. 3232+59.25
WB I-30 - STA. 3259+70.99 TO STA. 3275+56.27
EB I-30 - STA. 2244+87.43 TO STA. 2245+11.58
EB I-30 - STA. 2250+13.98 TO STA. 2256+15.81

■ TRANSITION SHOULDER EB FROM 10'-0" AT STA. 2250+17.62 TO 6'-0" AT STA. 2251+35.06

■ TRANSITION SHOULDER WB FROM 10'-0" AT STA. 3230+28.43 TO 6'-0" AT STA. 3231+52.99

NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.
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5. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
6. REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF BARRIERS TO BE CONSTRUCTED.
7. PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

TYPICAL SECTIONS OF IMPROVEMENT

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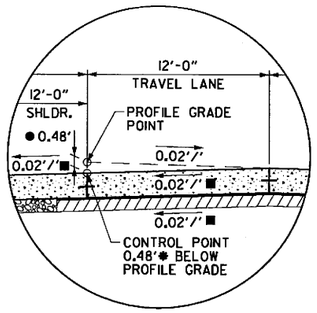
				6	ARK.			
				JOB NO.		CA0601	10	1465

(2) TYPICAL SECTIONS OF IMPROVEMENT

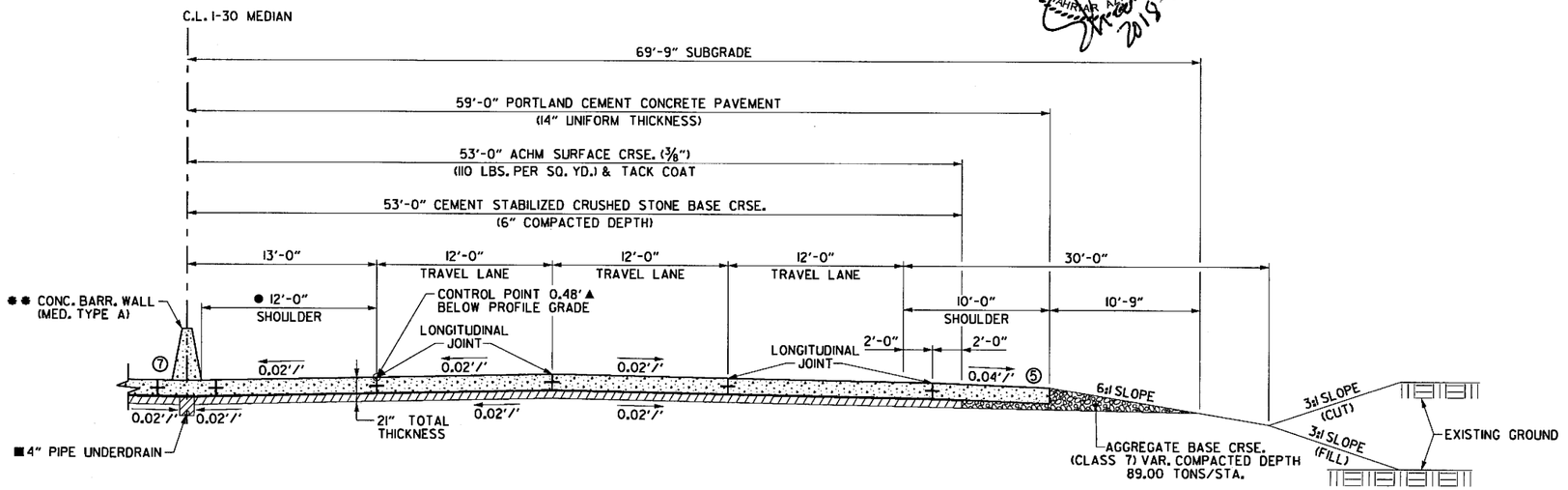
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
JAHNAR APPLEBY
2019-06-22



DETAIL 'A'

(SHOWN IN DIRECTION OF TRAVEL)

- ● DISTANCE VARIES DURING TRANSITIONS DETAILED IN THE PLANS.
- ■ SLOPE TYPICAL SLOPE VARIES DURING TRANSITIONS DETAILED IN THE PLANS.



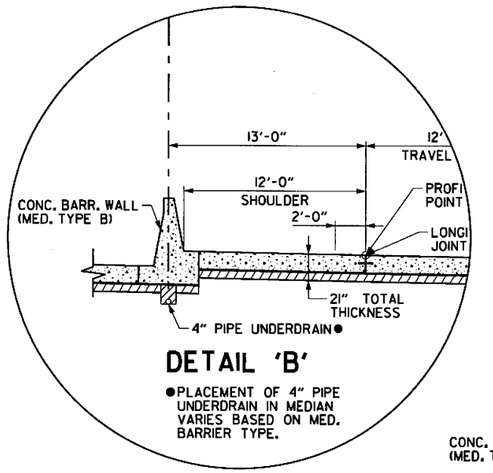
TYPICAL SECTION - TANGENT

(SHOWN IN DIRECTION OF TRAVEL)

● TRANSITION EB SHLD. FROM 15'-3" AT STA. 2511+93.27 TO 12' AT STA. 2517+47.86

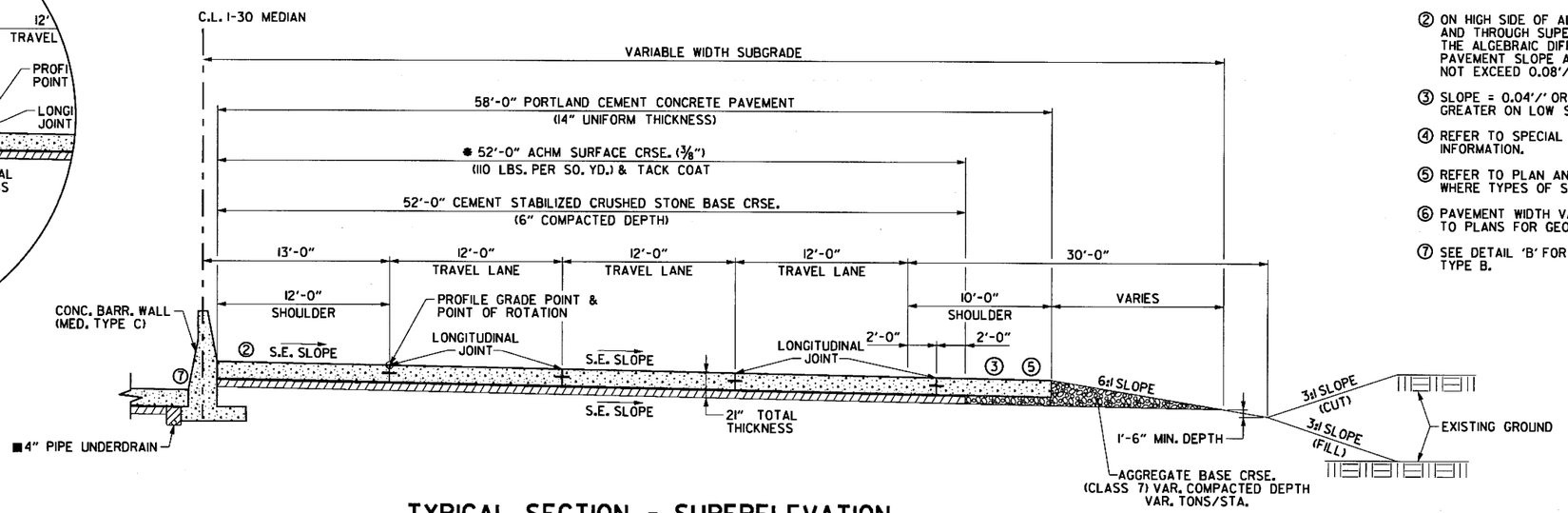
WB I-30 -	STA. 3279+91.68	TO	STA. 3285+00.00	EB I-30 -	STA. 2282+71.40	TO	STA. 2285+00.00
	STA. 284+83.27	TO	STA. 329+13.65		STA. 285+16.73	TO	STA. 327+54.47
	STA. 339+13.65	TO	STA. 365+96.13		STA. 336+04.47	TO	STA. 355+67.06
	STA. 447+56.03	TO	STA. 460+85.88		STA. 368+82.06	TO	STA. 375+77.09
	STA. 3516+24.78	TO	STA. 3517+70.84		STA. 420+24.89	TO	STA. 431+20.67
					STA. 446+92.69	TO	STA. 463+60.11
					STA. 2511+93.27	TO	STA. 2517+81.94

▲ REFER TO DETAIL 'A'
■ REFER TO DETAIL 'B'
✱ DENSITY REQUIREMENTS WAIVED
✱✱ REFER TO PLAN SHEETS FOR LOCATIONS WHERE TYPES OF MEDIAN BARRIERS TO BE CONSTRUCTED.



DETAIL 'B'

●PLACEMENT OF 4" PIPE UNDERDRAIN IN MEDIAN VARIES BASED ON MED. BARRIER TYPE.



TYPICAL SECTION - SUPERELEVATION

(SHOWN IN DIRECTION OF TRAVEL)

✱ DENSITY REQUIREMENTS WAIVED
■ REFER TO DETAIL 'B'

WB I-30 -	STA. 3275+56.27	TO	STA. 3279+91.68	EB I-30 -	STA. 2275+23.77	TO	STA. 2282+71.40
	STA. 380+22.97	TO	STA. 382+80.05		STA. 431+20.67	TO	STA. 433+20.67
	STA. 398+80.05	TO	STA. 411+46.20		STA. 444+92.69	TO	STA. 446+92.69
	STA. 417+88.24	TO	STA. 419+44.83		STA. 463+60.11	TO	STA. 494+00.00
	STA. 433+49.83	TO	STA. 433+84.01		STA. 2494+00.00	TO	STA. 2495+84.32
	STA. 445+56.03	TO	STA. 447+56.03				
	STA. 3494+95.02	TO	STA. 3516+24.78				

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② ON HIGH SIDE OF ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER ON LOW SIDE OF SUPERELEVATED CURVES.

④ REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑤ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

⑥ PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

⑦ SEE DETAIL 'B' FOR LOCATIONS WITH MEDIAN BARRIER TYPE B.

TYPICAL SECTIONS OF IMPROVEMENT

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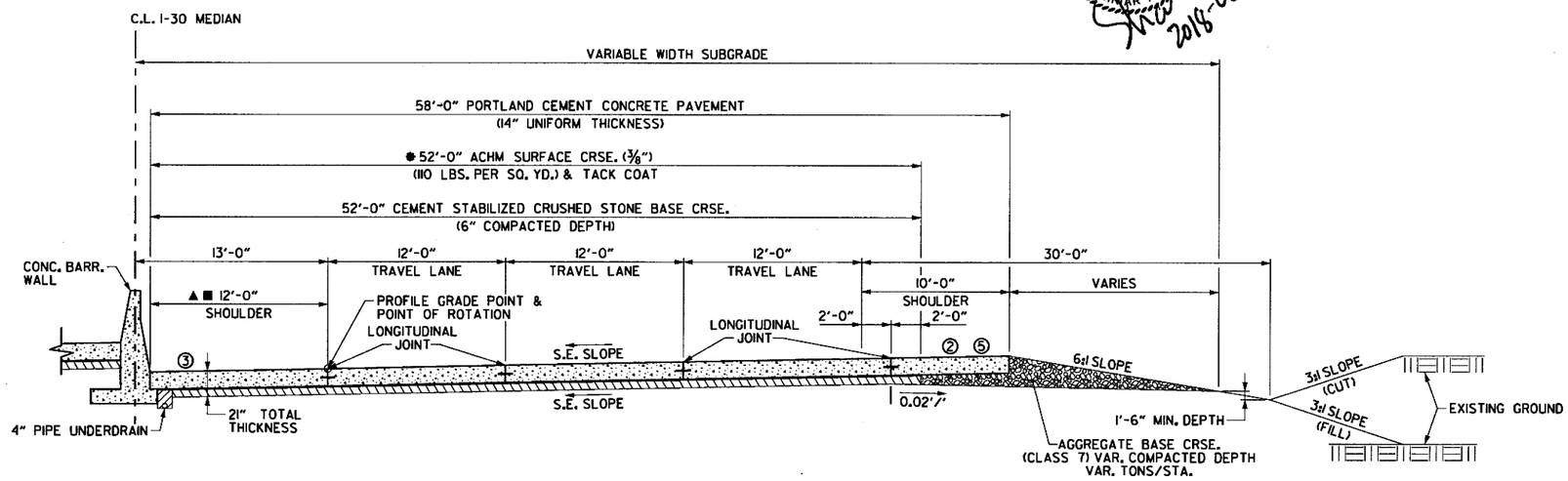
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	11	1465

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHANNAR A. NEAL
2018-06-21



TYPICAL SECTION - SUPERELEVATION

(SHOWN IN DIRECTION OF TRAVEL)

■ TRANSITION EB SHLD. FROM 12' AT STA. 2498+10.03 TO 21' AT STA. 2504+80.41

▲ TRANSITION EB SHLD. FROM 21' AT STA. 2504+80.41 TO 15'-3" AT STA. 2511+93.27

✱ DENSITY REQUIREMENTS WAIVED

WB I-30 - STA. 471+35.88 TO STA. 494+00.00
STA. 3494+00.00 TO STA. 3494+95.02

EB I-30 - STA. 375+77.09 TO STA. 395+36.94
STA. 397+88.75 TO STA. 406+23.14
STA. 2495+84.32 TO STA. 2511+93.27

NOTES

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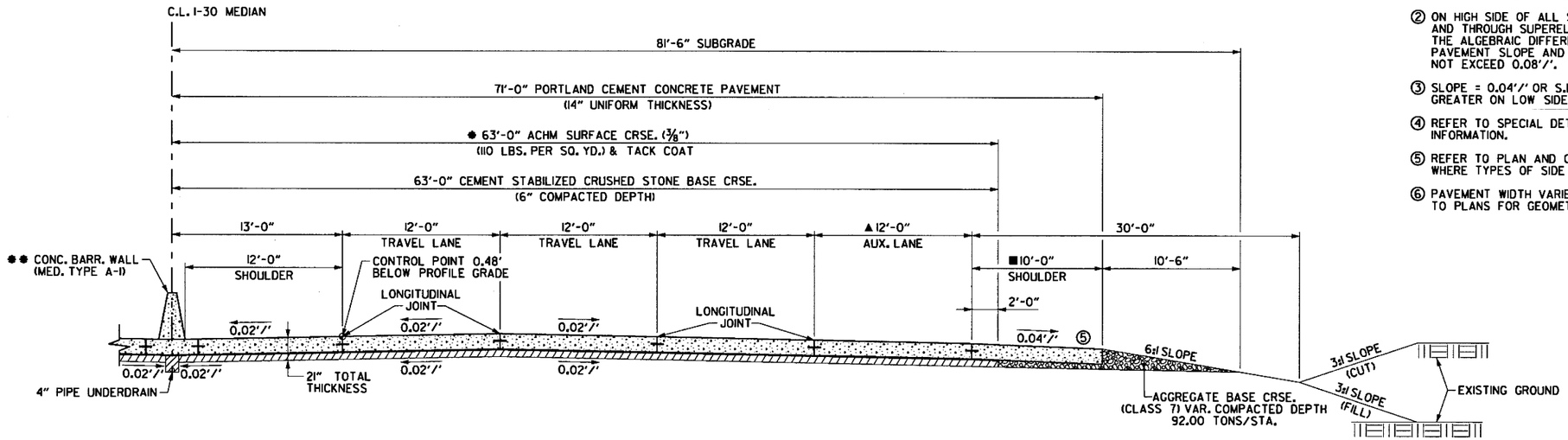
⑤ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

⑥ PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.



TYPICAL SECTION - TANGENT WITH AUX. LANE

(SHOWN IN DIRECTION OF TRAVEL)

✱ DENSITY REQUIREMENTS WAIVED

✱✱ REFER TO PLAN SHEETS FOR LOCATIONS WHERE TYPES OF MEDIAN BARRIERS TO BE CONSTRUCTED.

WB I-30 - STA. 329+13.65 TO STA. 339+13.65
STA. 365+96.13 TO STA. 370+85.86
STA. 420+06.35 TO STA. 431+84.01
STA. 460+85.88 TO STA. 468+54.23

EB I-30 - STA. 327+54.47 TO STA. 336+04.47
STA. 355+67.06 TO STA. 368+82.06
STA. 420+06.35 TO STA. 420+24.89

■6' OR 8' SHLD. IN SOME LOCATIONS SEE PLANS

▲ TRANSITION EB FROM 0' AT STA. 327+54.47 TO 12' AT STA. 329+54.47

▲ TRANSITION EB FROM 12' AT STA. 365+82.06 TO 0' AT STA. 368+82.06

▲ TRANSITION EB FROM 9" AT STA. 420+06.35 TO 0' AT STA. 420+24.89

▲ TRANSITION WB FROM 0' AT STA. 329+13.65 TO 12' AT STA. 332+13.65

▲ TRANSITION WB FROM 12' AT STA. 431+49.83 TO 9'-11" AT STA. 431+84.01

▲ TRANSITION WB FROM 0' AT STA. 460+85.88 TO 12' AT STA. 463+85.88

TYPICAL SECTIONS OF IMPROVEMENT

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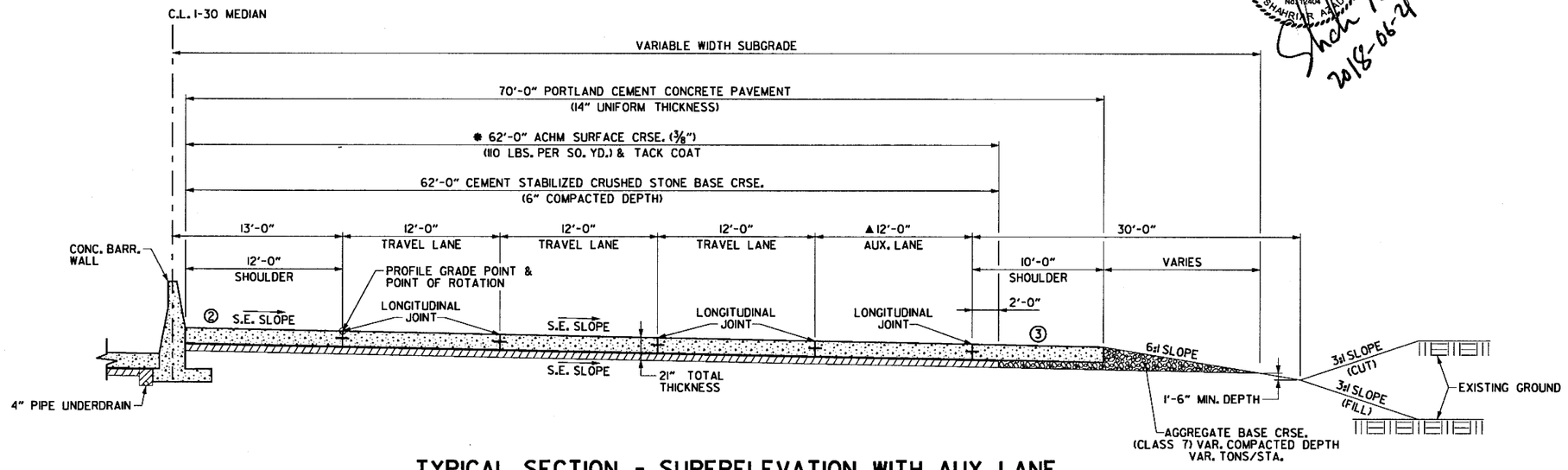
				6	ARK.			
				JOB NO.		CA0601	12	1465

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR ALAM
2018-06-21



TYPICAL SECTION - SUPERELEVATION WITH AUX. LANE

(SHOWN IN DIRECTION OF TRAVEL)
(REVERSE FOR LT. TURN SUPERELEVATION)

* DENSITY REQUIREMENTS WAIVED

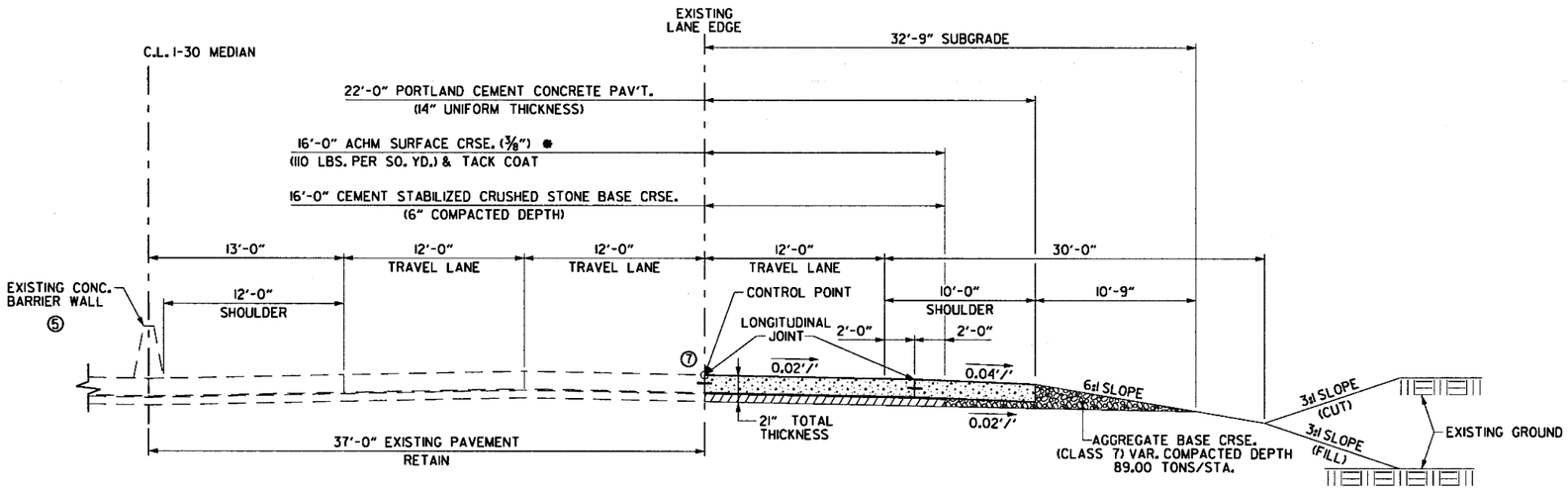
WB I-30 - STA. 370+85.86 TO STA. 380+22.97
STA. 382+80.05 TO STA. 398+80.05
STA. 419+44.83 TO STA. 420+06.35
STA. 431+84.01 TO STA. 433+49.83
STA. 468+54.23 TO STA. 471+35.88

EB I-30 - STA. 406+23.14 TO STA. 410+71.56
STA. 417+24.89 TO STA. 420+06.35

▲ TRANSITION EB FROM 12' AT STA. 417+24.89 TO 9" AT STA. 420+06.35

▲ TRANSITION WB FROM 0' AT STA. 382+80.05 TO 12' AT STA. 385+80.05

▲ TRANSITION WB FROM 9'-11" AT STA. 431+84.01 TO 0' AT STA. 433+49.83



NOTCH & WIDEN
TYPICAL SECTION - TANGENT

* DENSITY REQUIREMENTS WAIVED

(SHOWN IN DIRECTION OF TRAVEL)

EB I-30 - STA. 2517+81.94 TO STA. 2521+75.78

NOTES

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② ON HIGH SIDE OF ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER ON LOW SIDE OF SUPERELEVATED CURVES.

④ REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑤ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE EXISTING MEDIAN BARRIER IS TO BE REMOVED & FOR TYPE OF BARRIER TO BE CONSTRUCTED.

⑥ EXISTING CONCRETE PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED BY SAWING ALONG A NEAT LINE. LONGITUDINAL SAWCUT LINES ALONG THE MAINLANES SHALL BE LOCATED AT EXISTING LONGITUDINAL JOINT LOCATIONS. REFER TO THE PLAN SHEETS FOR APPROXIMATE SAWCUT LINE LOCATIONS. THESE LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

⑦ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

⑧ PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

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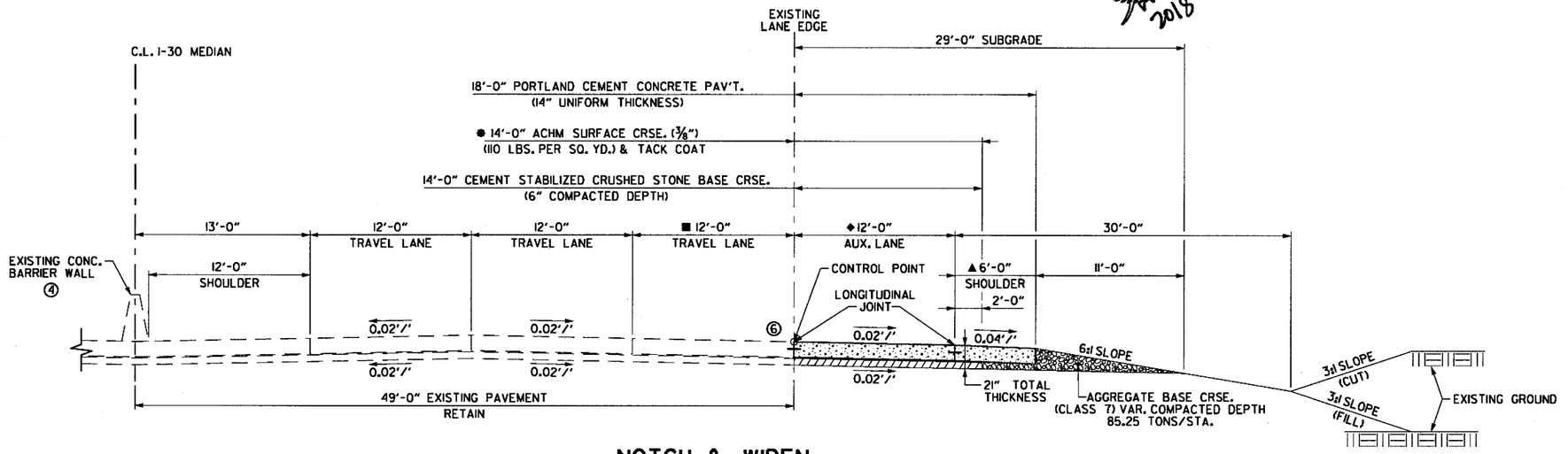
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	13	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN R. ANDERSON
2018-06-21



NOTCH & WIDEN
TYPICAL SECTION - TANGENT WITH AUX. LANE

● DENSITY REQUIREMENTS WAIVED

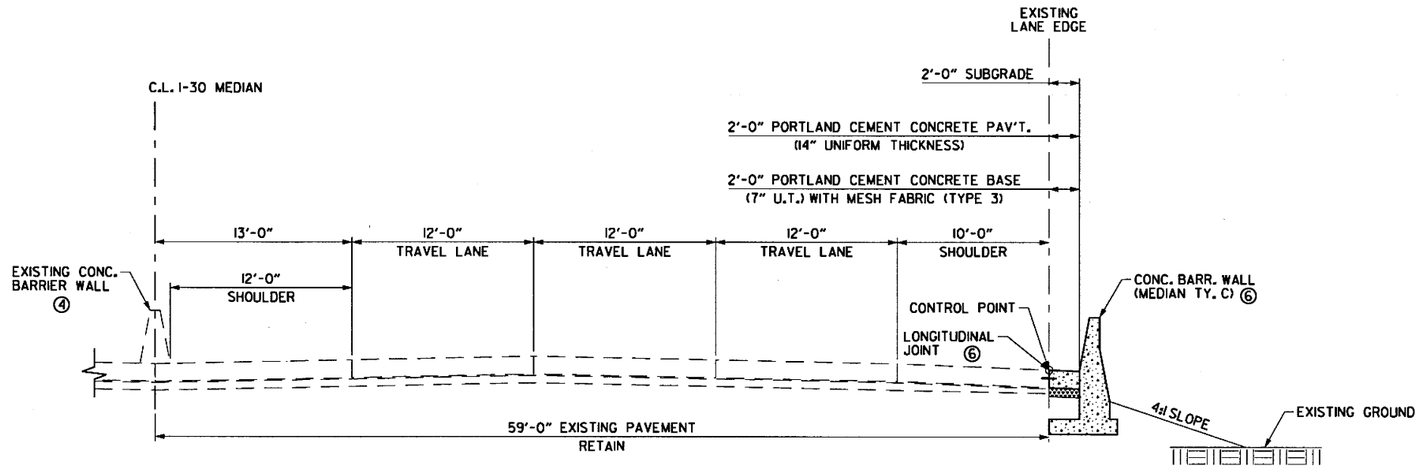
■ CONSTRUCT TRAVEL LANE FROM STA. 2521+75.78 TO STA. 2523+75.75

(SHOWN IN DIRECTION OF TRAVEL)

EB I-30 - STA. 2521+75.78 TO STA. 2531+75.78

◆ TRANSITION AUX. LANE FROM 12' AT STA. 2528+75.78 TO 0' AT STA. 2531+75.78

▲ TRANSITION SHOULDER FROM 6' AT STA. 2530+03.67 TO 10' AT STA. 2531+75.78



NOTCH & WIDEN
TYPICAL SECTION - TANGENT

(SHOWN IN DIRECTION OF TRAVEL)

WB I-30 - STA. 3517+70.84 TO STA. 3519+71.68

NOTES

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③ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

④ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE EXISTING MEDIAN BARRIER IS TO BE REMOVED & FOR TYPE OF BARRIER TO BE CONSTRUCTED.

⑤ EXISTING CONCRETE PAVEMENT TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPERATED BY SAWING ALONG A NEAT LINE. LONGITUDINAL SAWCUT LINES ALONG THE MAINLANES SHALL BE LOCATED AT EXISTING LONGITUDINAL JOINT LOCATIONS. REFER TO THE PLAN SHEETS FOR APPROXIMATE SAWCUT LINE LOCATIONS. THESE LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE TO THE PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	14	1465

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHNIAR AZAD

2018-06-21

NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.
3. SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.
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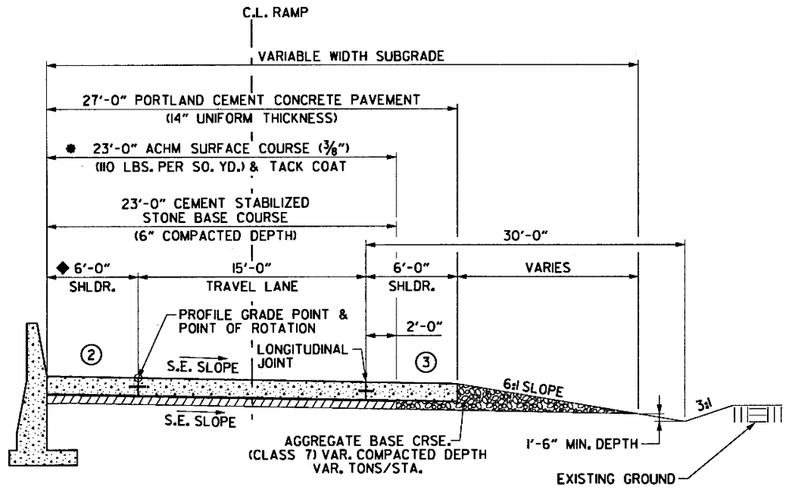
6. PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.



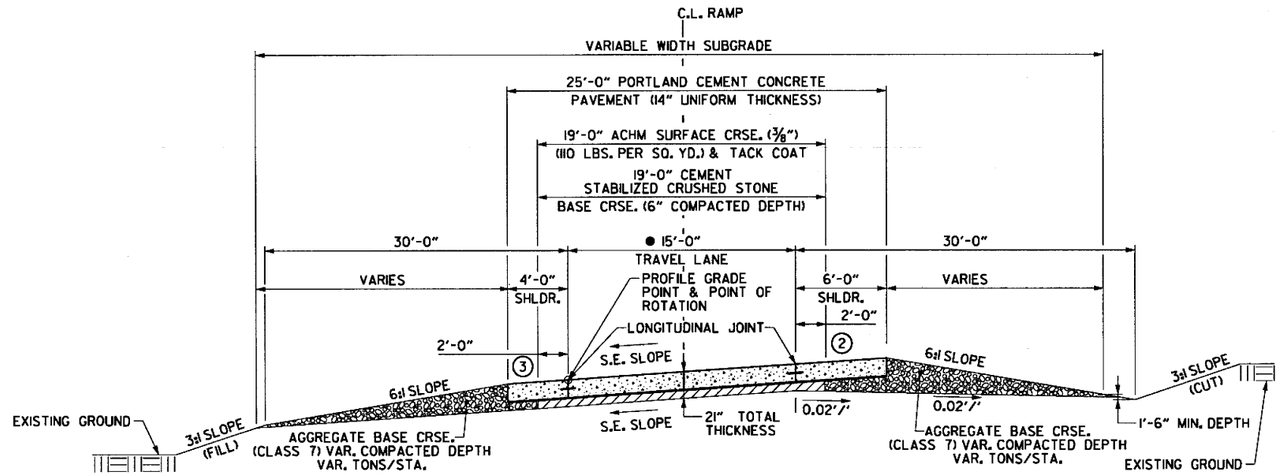
TYPICAL SECTION - SUPERELEVATION FULL DEPTH CONSTRUCTION HWY. 70 RAMP 1

(SHOWN IN DIRECTION OF TRAVEL)
(REVERSE FOR LT. TURN SUPERELEVATION)

HWY. 70 RAMP 1 - STA. 105+96.07 TO STA. 125+36.12

● DENSITY REQUIREMENTS WAIVED

◆ SHOULDER 4'-0" FROM STA. 106+45.34 TO STA. 112+50.00



TYPICAL SECTION - SUPERELEVATION ONE LANE INTERCHANGE RAMP HWY. 70 RAMPS 2, 3 & 4

(SHOWN IN DIRECTION OF TRAVEL)
(REVERSE FOR RT. TURN SUPERELEVATION)

HWY. 70 RAMP 2 - STA. 222+30.36 TO STA. 250+85.04
HWY. 70 RAMP 3 - STA. 326+34.58 TO STA. 330+55.22
HWY. 70 RAMP 4 - STA. 402+28.99 TO STA. 410+92.46

● DENSITY REQUIREMENTS WAIVED

● TRANSITION LANE FROM 24'-0" AT STA. 326+34.58 TO 15'-0" AT STA. 327+86.20

TYPICAL SECTIONS OF IMPROVEMENT

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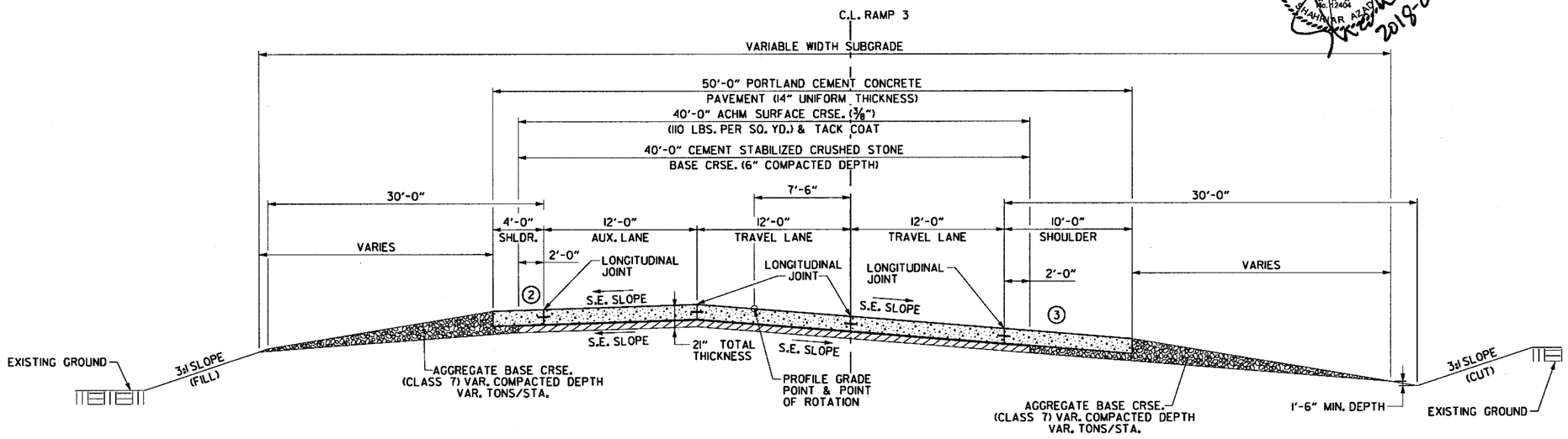
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	15	1465

(2) TYPICAL SECTIONS OF IMPROVEMENT

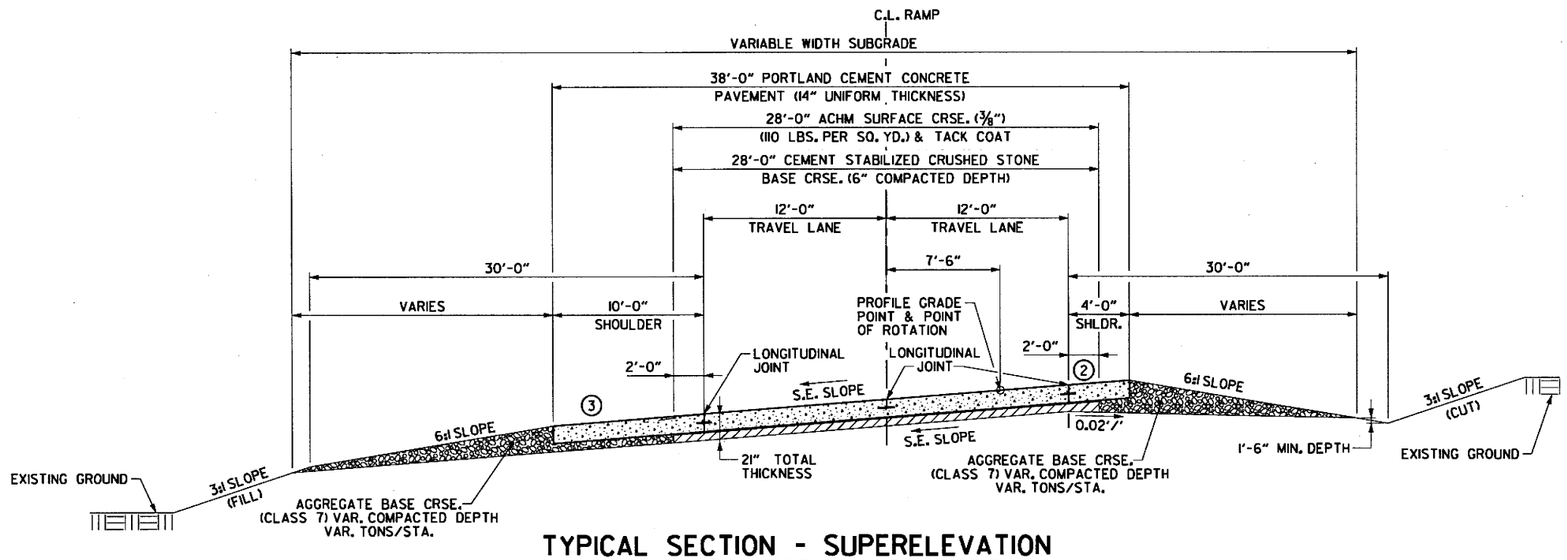
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHNAWAR AZAD
2018-06-21



TYPICAL SECTION - SUPERELEVATION
TWO LANE WITH AUX. LANE INTERCHANGE RAMP
HWY. 70 RAMP 3

(SHOWN IN DIRECTION OF TRAVEL)

HWY. 70 RAMP 3 - STA. 311+49.71 TO STA. 314+86.31



* DENSITY REQUIREMENTS WAIVED

TYPICAL SECTION - SUPERELEVATION
TWO LANE INTERCHANGE RAMP
HWY. 70 RAMP 3

(SHOWN IN DIRECTION OF INCREASING STATION)
(REVERSE FOR RT. TURN SUPERELEVATION)

HWY. 70 RAMP 3 - STA. 314+86.31 TO STA. 326+34.58

NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.
3. SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
5. REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF BARRIERS TO BE CONSTRUCTED.
6. PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0601	16	1465
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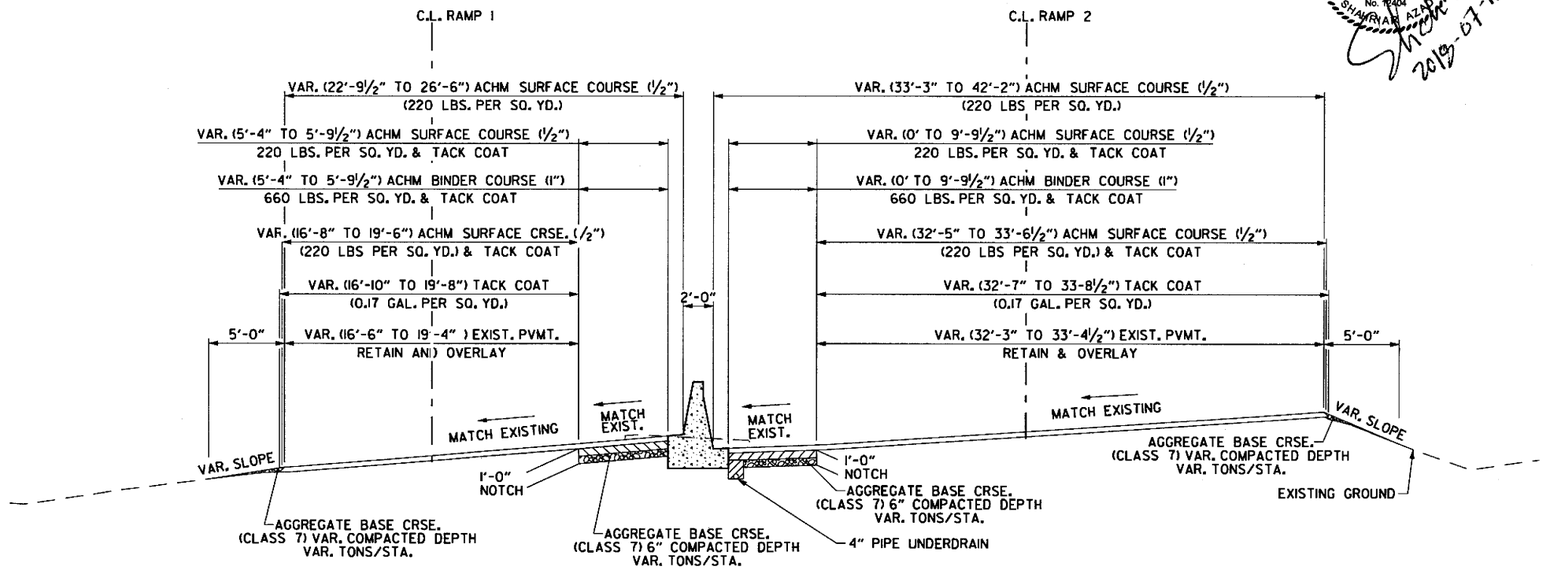
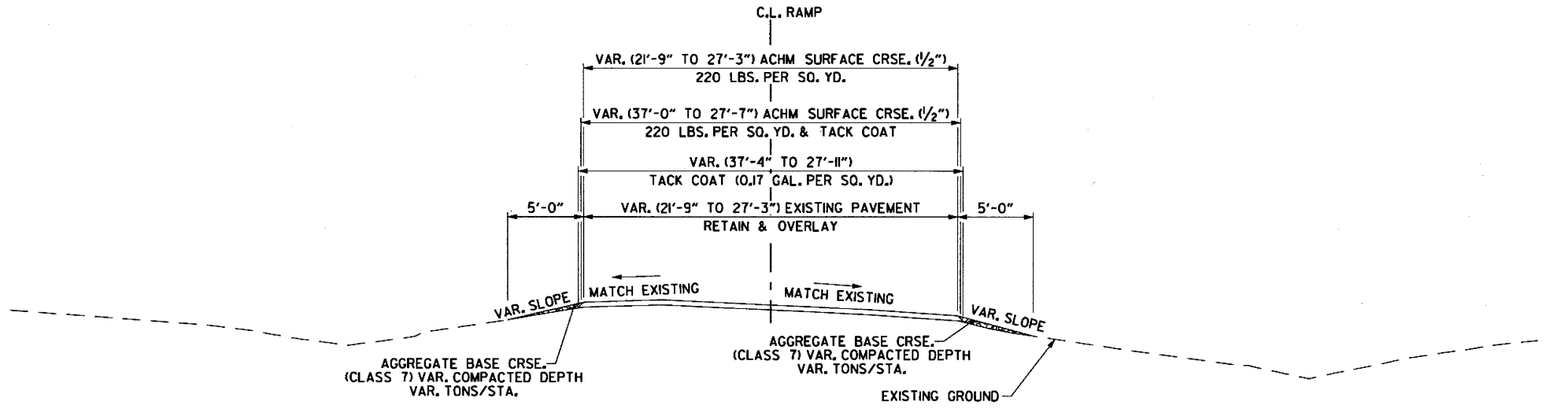
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRIAR AZAD
2018-07-13



TYPICAL SECTION - RAMP OVERLAY WITH NOTCH & WIDEN - HWY. 70 RAMP 1 & 2

(SHOWN IN RAMP 2 DIRECTION OF TRAVEL)
(REVERSE FOR RIGHT TURN SUPERELEVATION)

HWY. 70 RAMP 1 - STA. 125+36.12 TO STA. 127+18.13
HWY. 70 RAMP 2 - STA. 220+43.80 TO STA. 222+30.36



TYPICAL SECTION - ONE LANE OVERLAY INTERCHANGE RAMP RAMP 1 & 4

(SHOWN IN DIRECTION OF TRAVEL)

HWY. 70 RAMP 1 - STA. 127+18.13 TO STA. 132+59.03
HWY. 70 RAMP 4 - STA. 410+92.46 TO STA. 414+51.52
HWY. 70 RAMP 4 - STA. 418+32.93 TO STA. 423+32.16

NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
3. REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF BARRIERS TO BE CONSTRUCTED.
4. PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.
5. EXISTING ASPHALT SHOULDER SHALL BE REMOVED FROM REMAINING PAVEMENT BY SAWING ALONG A NEAT LINE. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN IN PLACE. ANY DAMAGE TO PAVEMNET THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

TYPICAL SECTIONS OF IMPROVEMENT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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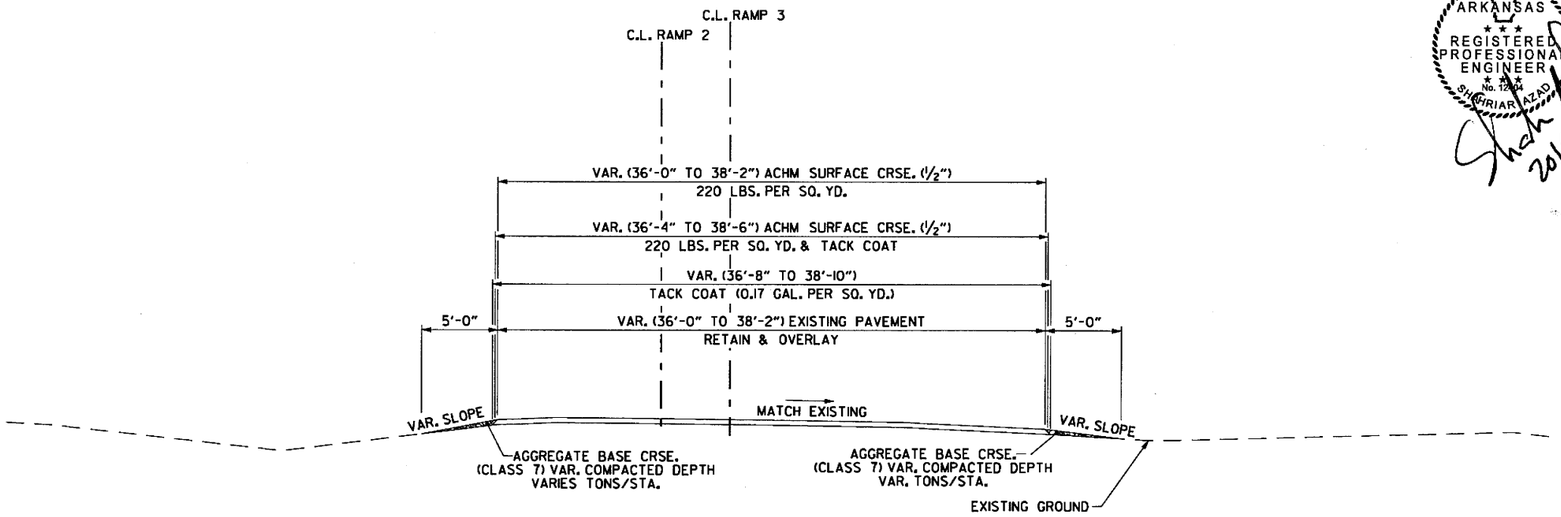
				JOB NO.		CA0601	17	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12904
SHAHRIAR AZAD
2019-06-21



TYPICAL SECTION - TWO LANE OVERLAY INTERCHANGE RAMP HWY. 70 RAMP 2 & 3

(SHOWN IN DIRECTION OF TRAVEL)

HWY. 70 RAMP 2 - STA. 200+00.00 TO STA. 206+93.72
HWY. 70 RAMP 2 - STA. 211+54.65 TO STA. 220+43.80
HWY. 70 RAMP 3 - STA. 300+00.00 TO STA. 303+98.99

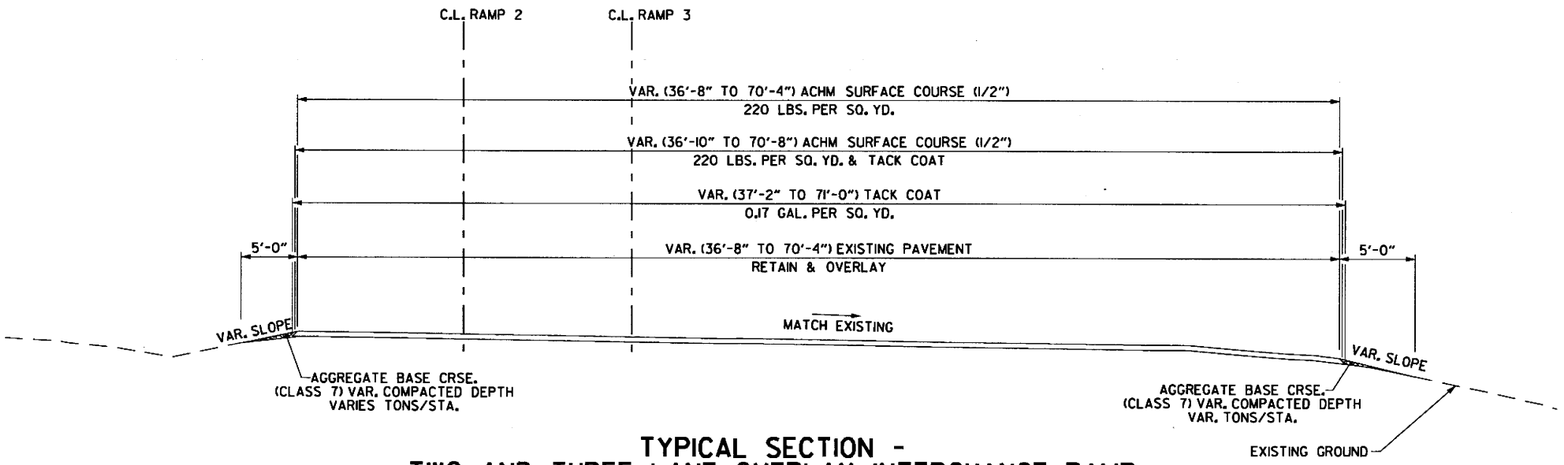
NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

③ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF BARRIERS TO BE CONSTRUCTED.

④ PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.



TYPICAL SECTION - TWO AND THREE LANE OVERLAY INTERCHANGE RAMP HWY. 70 RAMP 2 & 3

(SHOWN IN DIRECTION OF TRAVEL)

HWY. 70 RAMP 2 - STA. 206+93.72 TO STA. 211+54.65
HWY. 70 RAMP 3 - STA. 303+98.99 TO STA. 311+49.71

TYPICAL SECTIONS OF IMPROVEMENT

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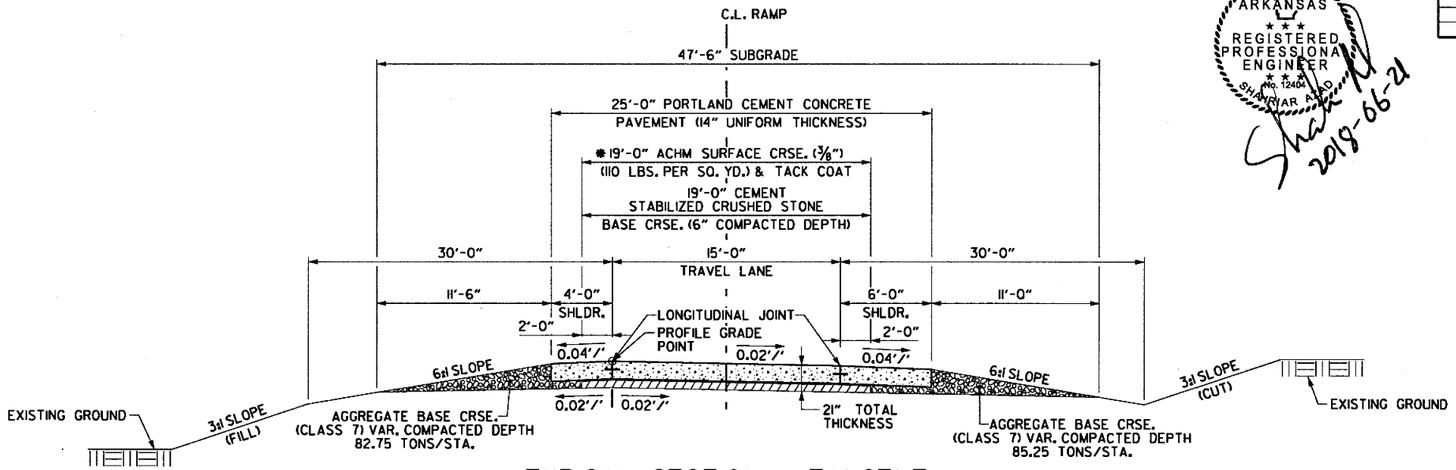
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALI
2018-06-21



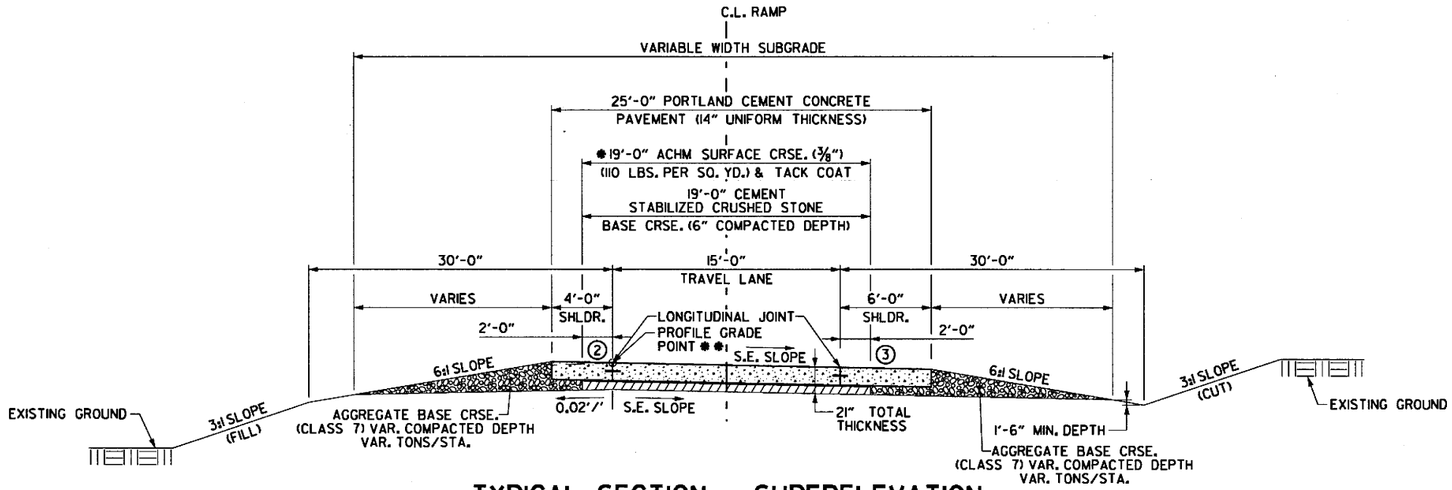
TYPICAL SECTION - TANGENT INTERCHANGE RAMP

(SHOWN IN DIRECTION OF TRAVEL)

* DENSITY REQUIREMENTS WAIVED

IS RAMP 2	-	STA. 203+45.00	TO	STA. 204+13.28
IS RAMP 3	-	STA. 305+85.67	TO	STA. 305+89.65
IS RAMP 4	-	STA. 404+73.71	TO	STA. 406+00.00
HWY. 67 RAMP 1	-	STA. 111+18.42	TO	STA. 111+65.59
HWY. 67 RAMP 2	-	STA. 208+84.86	TO	STA. 209+97.83
HWY. 67 RAMP 5	-	STA. 504+59.74	TO	STA. 506.09.63
SS RAMP 1	-	STA. 106+36.27	TO	STA. 117+01.91
SS RAMP 1	-	STA. 119+03.48	TO	STA. 119+28.16
SS RAMP 4	-	STA. 404+01.35	TO	STA. 409+18.00

SS = SOUTH ST.
IS = INSPECTION STATION



TYPICAL SECTION - SUPERELEVATION INTERCHANGE RAMP

* DENSITY REQUIREMENTS WAIVED
** AND POINT OF ROTATION

(SHOWN IN DIRECTION OF TRAVEL)

IS RAMP 1	-	STA. 103+31.96	TO	STA. 104+67.57
IS RAMP 2	-	STA. 204+13.28	TO	STA. 206+38.66
IS RAMP 3	-	STA. 305+89.65	TO	STA. 306+61.84
IS RAMP 4	-	STA. 401+77.03	TO	STA. 404+73.71
HWY. 67 RAMP 4	-	STA. 402+82.48	TO	STA. 411+03.13
HWY. 67 RAMP 5	-	STA. 501+65.07	TO	STA. 504+59.74
HWY. 67 RAMP 5	-	STA. 506+09.63	TO	STA. 518+79.70
SS RAMP 1	-	STA. 117+01.91	TO	STA. 119+28.16

(REVERSE FOR LT. TURN SUPERELEVATION)

IS RAMP 1	-	STA. 104+67.57	TO	STA. 105+85.00
IS RAMP 3	-	STA. 302+60.00	TO	STA. 305+85.67
HWY. 67 RAMP 1	-	STA. 107+98.50	TO	STA. 111+18.42
HWY. 67 RAMP 2	-	STA. 209+97.83	TO	STA. 210+89.01
SS RAMP 2	-	STA. 208+08.10	TO	STA. 209+79.90
SS RAMP 4	-	STA. 409+18.00	TO	STA. 413+56.20

SS = SOUTH ST.
IS = INSPECTION STATION

NOTES

1. REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.
2. ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.
3. SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
5. REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.
6. PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

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TYPICAL SECTIONS OF IMPROVEMENT

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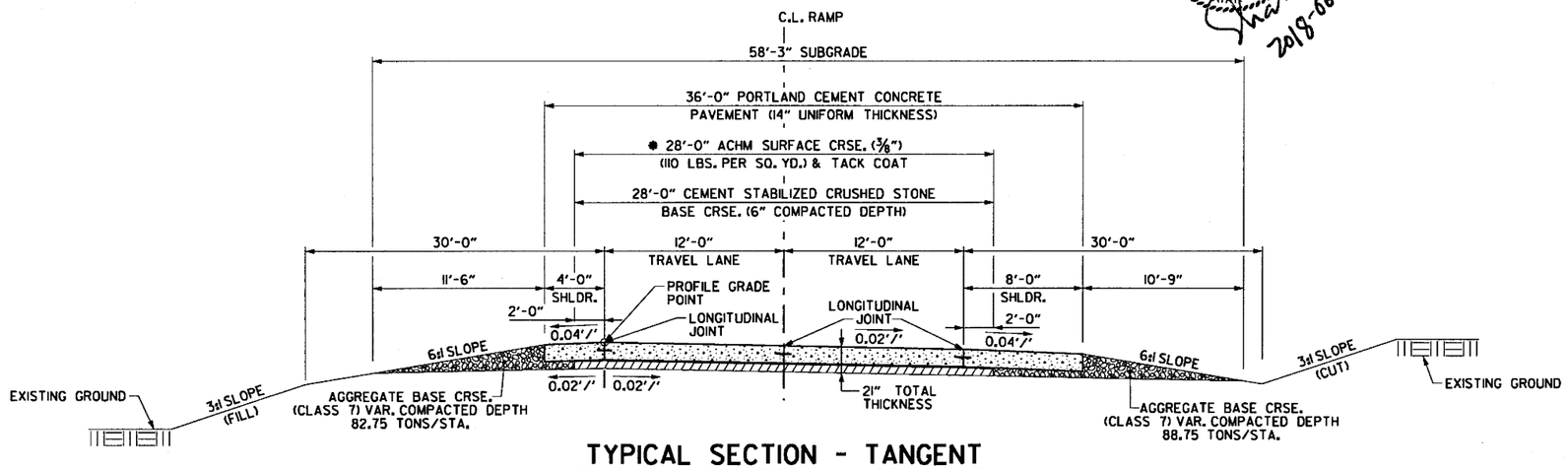
				JOB NO.		CA0601	19	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

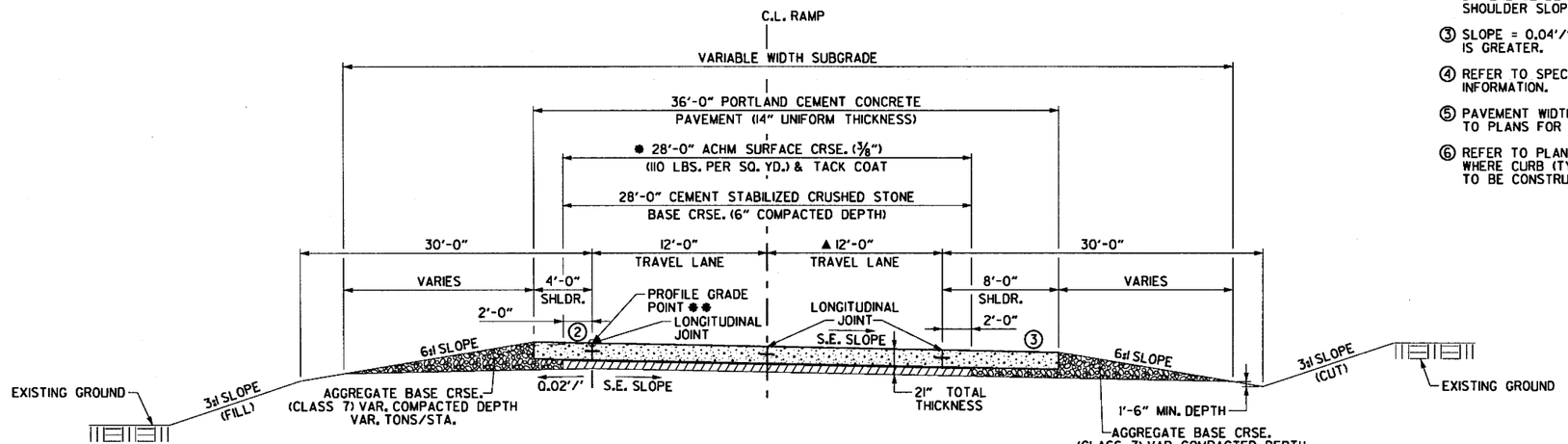
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



TYPICAL SECTION - TANGENT
TWO LANE INTERCHANGE RAMP
HWY. 67 RAMP 3

(SHOWN IN DIRECTION OF TRAVEL)
HWY. 67 RAMP 3 - STA. 317+38.44 TO STA. 318+49.55

* DENSITY REQUIREMENTS WAIVED



TYPICAL SECTION - SUPERELEVATION
TWO LANE INTERCHANGE RAMP
HWY. 67 RAMP 3

(SHOWN IN DIRECTION OF TRAVEL)
(REVERSE FOR LT. TURN SUPERELEVATION)
HWY. 67 RAMP 3 - STA. 308+50.00 TO STA. 311+08.41

* DENSITY REQUIREMENTS WAIVED

* * AND POINT OF ROTATION

▲ TRANSITION LANE FROM 12' AT STA. 316+00.00 TO 3' AT STA. 318+00.00

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑤ PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

⑥ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

TYPICAL SECTIONS OF IMPROVEMENT

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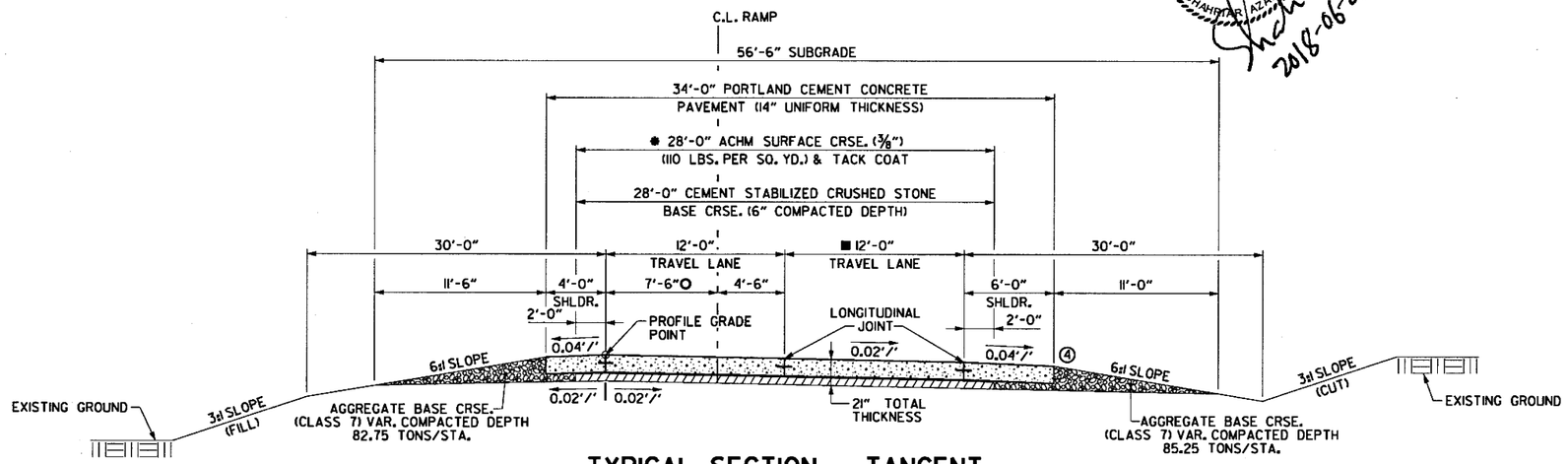
				JOB NO.		CA0601	20	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZAD
2018-06-21



TYPICAL SECTION - TANGENT TWO LANE INTERCHANGE RAMP SOUTH ST. RAMP 2

(SHOWN IN DIRECTION OF TRAVEL)

SOUTH ST. RAMP 2 - STA. 200+06.79 TO STA. 207+19.11

* DENSITY REQUIREMENTS WAIVED

O SOUTH ST. RAMP 2
C.L. RAMP LOCATED 7.5' RT. OF LT. PAV'T. EDGE
PROFILE GRADE POINT LOCATED 7.5' LT. OF C.L. RAMP

■ TRANSITION LANE FROM
12' AT STA. 203+28.10 TO
3' AT STA. 208+08.10

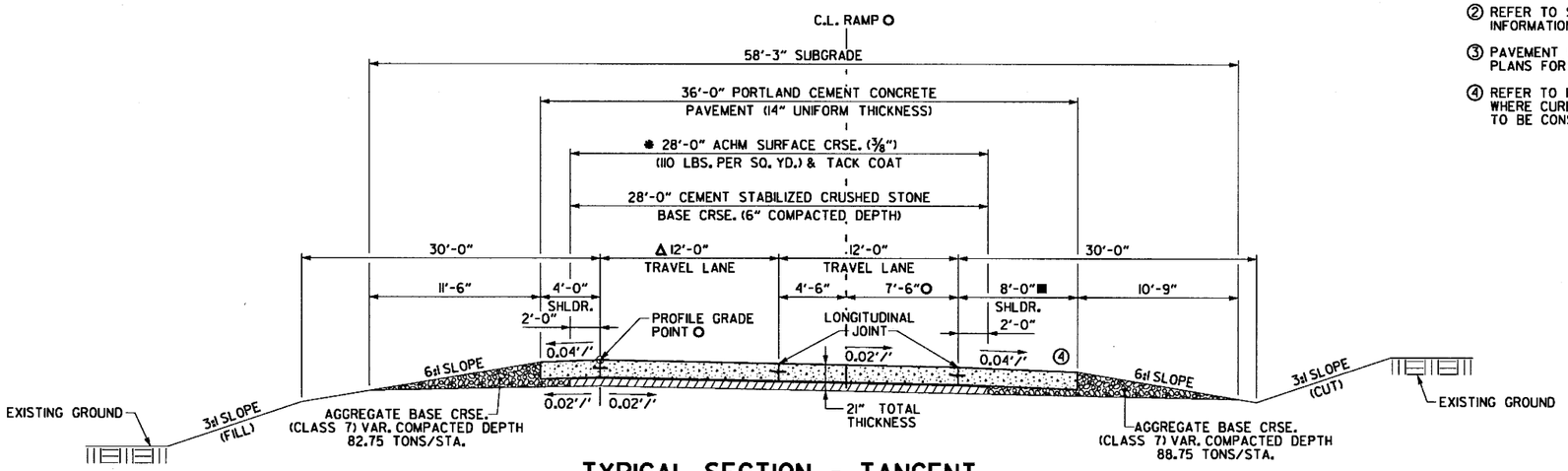
NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

③ PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.

④ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE CURB (TY. A) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.



TYPICAL SECTION - TANGENT TWO LANE INTERCHANGE RAMP HWY. 67 RAMP 2

(SHOWN IN DIRECTION OF TRAVEL)

HWY. 67 RAMP 2 - STA. 200+42.38 TO STA. 208+84.86

* DENSITY REQUIREMENTS WAIVED

Δ TRANSITION LANE FROM
12' AT STA. 204+84.86 TO
0' AT STA. 208+84.86

■ 10'-0" OUTSIDE SHOULDER
STA. 204+10.00 TO 206+60.00

O HWY. 67 RAMP 2
C.L. RAMP LOCATED 7.5' LT. OF RT. PAV'T. EDGE
PROFILE GRADE POINT LOCATED 7.5' LT. OF C.L. RAMP

TYPICAL SECTIONS OF IMPROVEMENT

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHNAR ALI
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	21	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

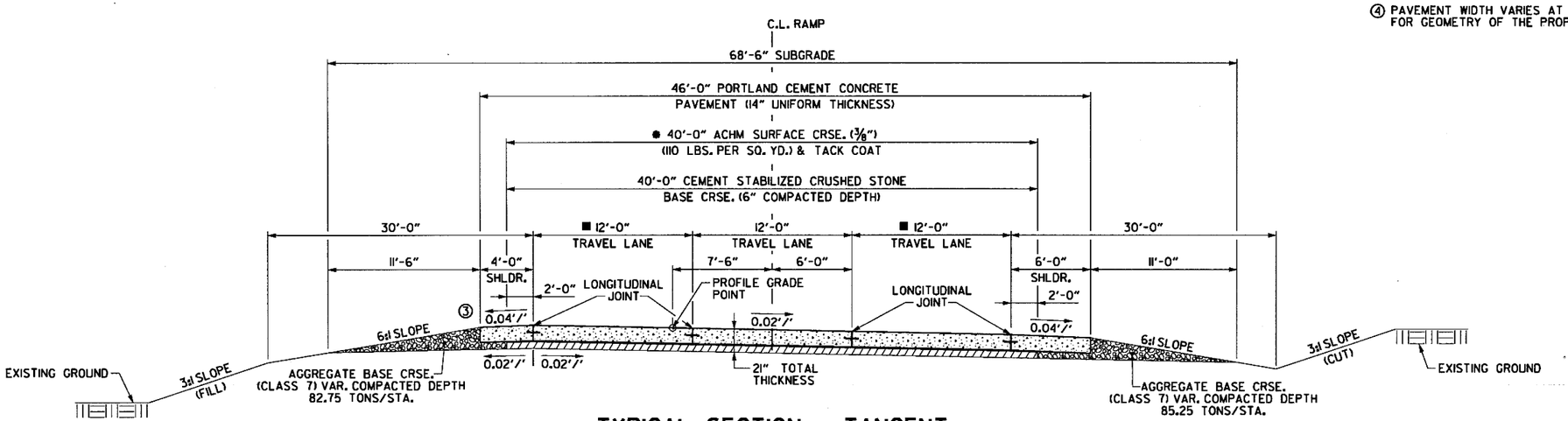
NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

③ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

④ PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.



TYPICAL SECTION - TANGENT THREE LANE INTERCHANGE RAMP HWY. 67 RAMP I

(SHOWN IN DIRECTION OF TRAVEL)

HWY. 67 RAMP I - STA. 111+65.59 TO STA. 117+94.69

* DENSITY REQUIREMENTS WAIVED

■ TRANSITION LANE(S) FROM 0' AT STA. 111+65.59 TO 12' AT STA. 113+65.59

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TYPICAL SECTIONS OF IMPROVEMENT

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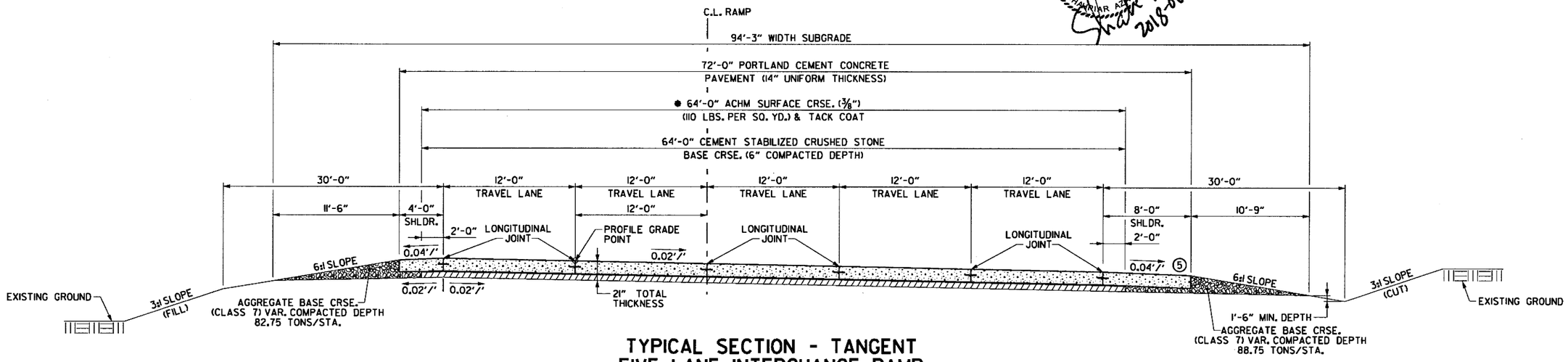
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	22	1465

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON A. KILO
2018-06-21



TYPICAL SECTION - TANGENT
FIVE LANE INTERCHANGE RAMP
HWY. 67 RAMP 3

(SHOWN IN DIRECTION OF TRAVEL)

HWY. 67 RAMP 3 - STA. 300+36.20 TO STA. 300+70.46

* DENSITY REQUIREMENTS WAIVED

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

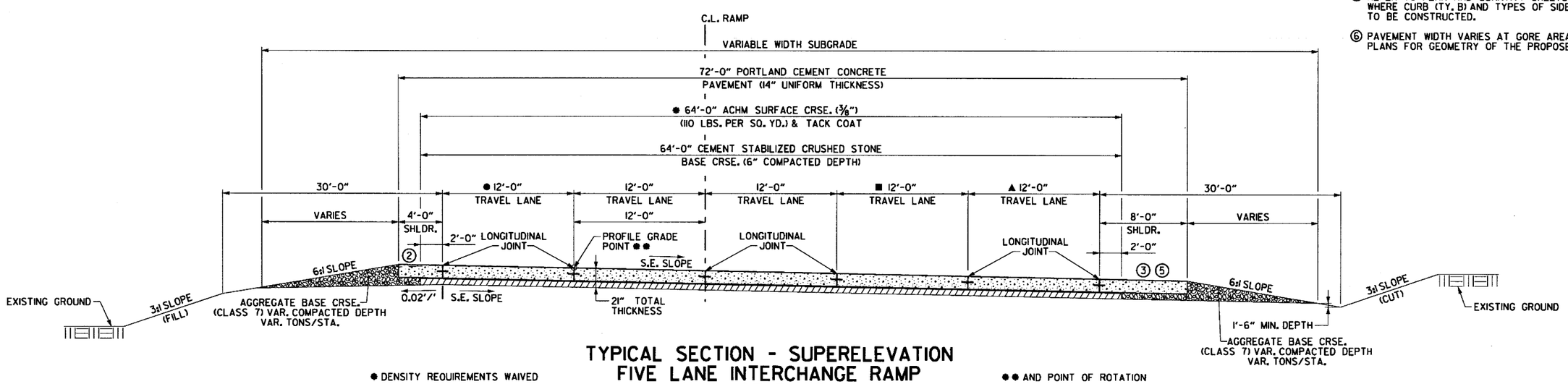
② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑤ REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.

⑥ PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF THE PROPOSED PAVEMENT.



TYPICAL SECTION - SUPERELEVATION
FIVE LANE INTERCHANGE RAMP
HWY. 67 RAMP 3

(SHOWN IN DIRECTION OF TRAVEL)

HWY. 67 STA. 300+70.46 TO STA. 308+50.00

* DENSITY REQUIREMENTS WAIVED

● TRANSITION LANE FROM 12' AT STA. 306+50.00 TO 0' AT STA. 308+50.00

● ● AND POINT OF ROTATION

■ TRANSITION LANE FROM 12' AT STA. 305+70.00 TO 0' AT STA. 307+70.00

▲ TRANSITION LANE FROM 12' AT STA. 303+70.00 TO 0' AT STA. 305+70.00

TYPICAL SECTIONS OF IMPROVEMENT

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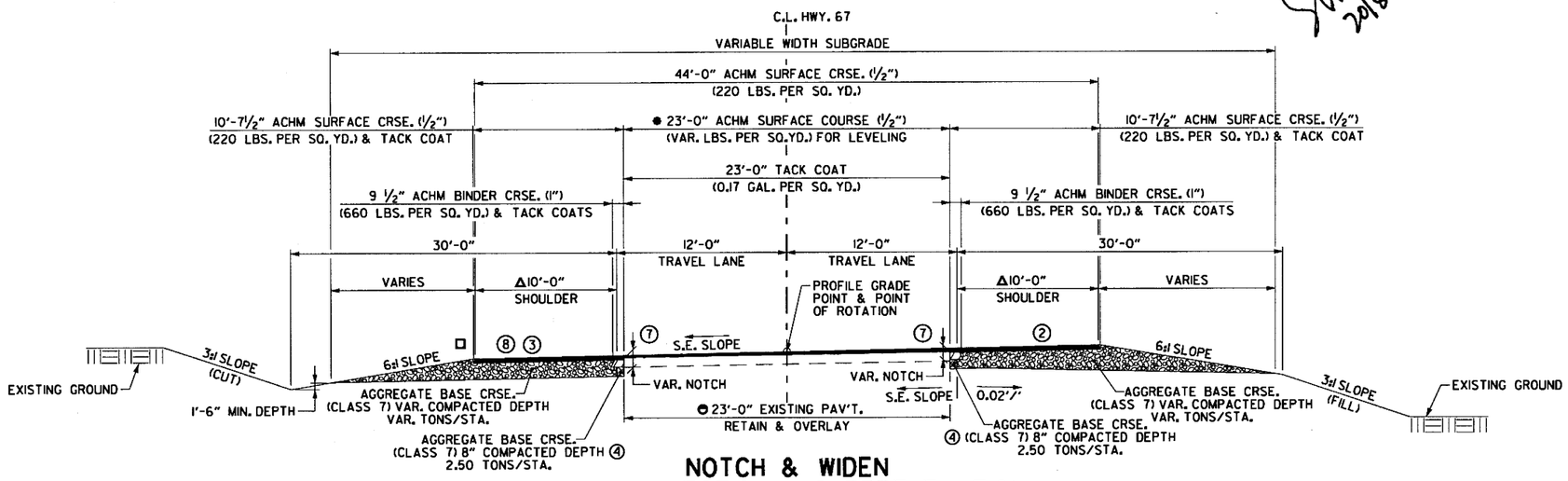
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	23	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24041
SHANNON AZAR
2018-06-21



NOTCH & WIDEN
TYPICAL SECTION - SUPERELEVATION
HWY. 67

STA. 506+50.00 TO STA. 508+75.00

ΔSHOULDERS TRANSITION FROM 2'-0" AT STA. 506+50.00 TO 10'-0" AT STA. 507+00.00

□BEGIN TYPE A CURB AT STA. 507+00.00

●TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

⊖CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT WIDTH

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

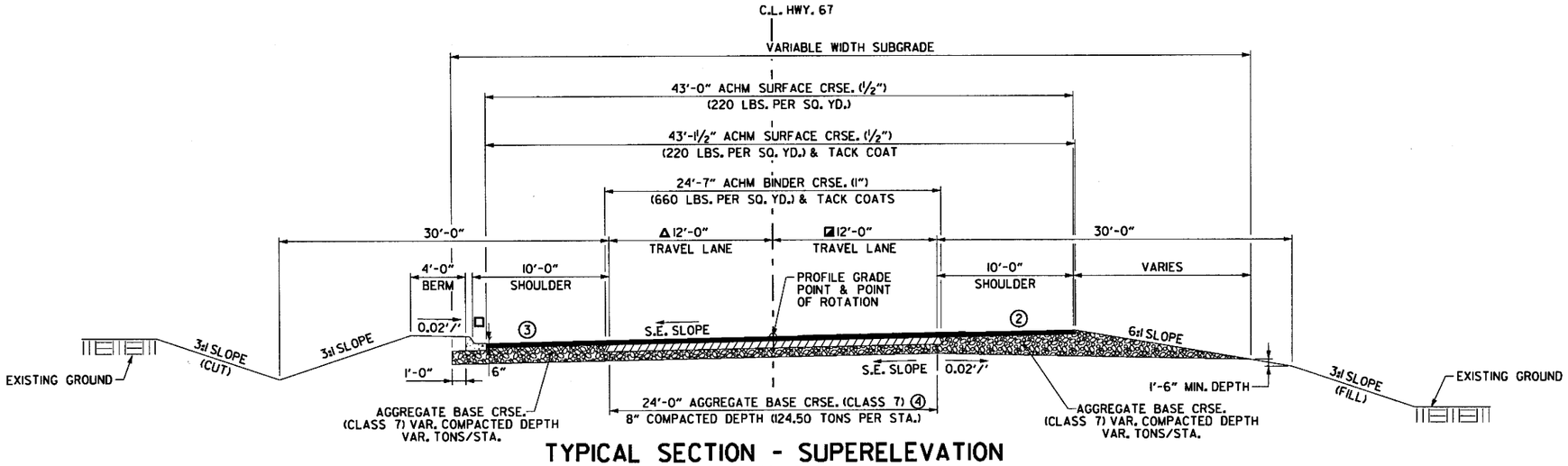
⑤ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑥ EXISTING ASPHALT SHOULDER SHALL BE REMOVED FROM REMAINING PAVEMENT BY SAWING ALONG A NEAT LINE. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN IN PLACE. ANY DAMAGE TO PAVEMNET THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

⑦ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

⑧ REFER TO PLAN SHEETS FOR LOCATIONS WHERE CURB (TY. A) TO BE CONSTRUCTED.

⑨ PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.



TYPICAL SECTION - SUPERELEVATION
HWY. 67

STA. 508+75.00 TO STA. 512+00.29

ΔSOUTHBOUND LANES TRANSITION FROM 12'-0" AT STA. 507+50.00 TO 22'-0" AT STA. 513+50.00

□END TYPE A CURB AT STA. 511+22.91

◪NORTHBOUND LANES TRANSITION FROM 12'-0" AT STA. 510+50.00 TO 24'-0" AT STA. 512+00.29

TYPICAL SECTIONS OF IMPROVEMENT

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				6	ARK.			
				JOB NO.		CA0601	24	1465

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahriar 2018-06-21

NOTES

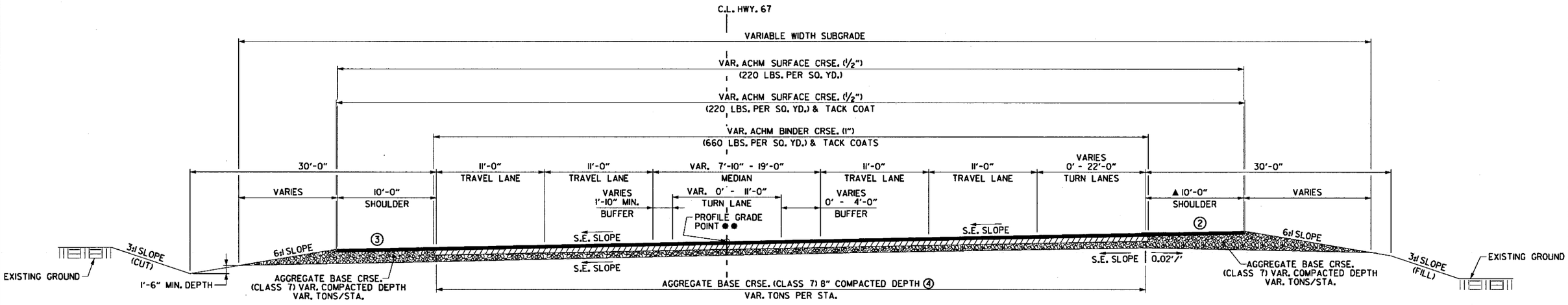
① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑤ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.



TYPICAL SECTION - SUPERELEVATION HWY. 67 WITH LT. TURN LANE

STA. 512+00.29 TO STA. 516+50.00

●● AND POINT OF ROTATION
▲ SHOULDERS TRANSITION FROM 10'-0" AT STA. 516+11.50 TO 8'-0" AT STA. 516+50.00

TYPICAL SECTIONS OF IMPROVEMENT

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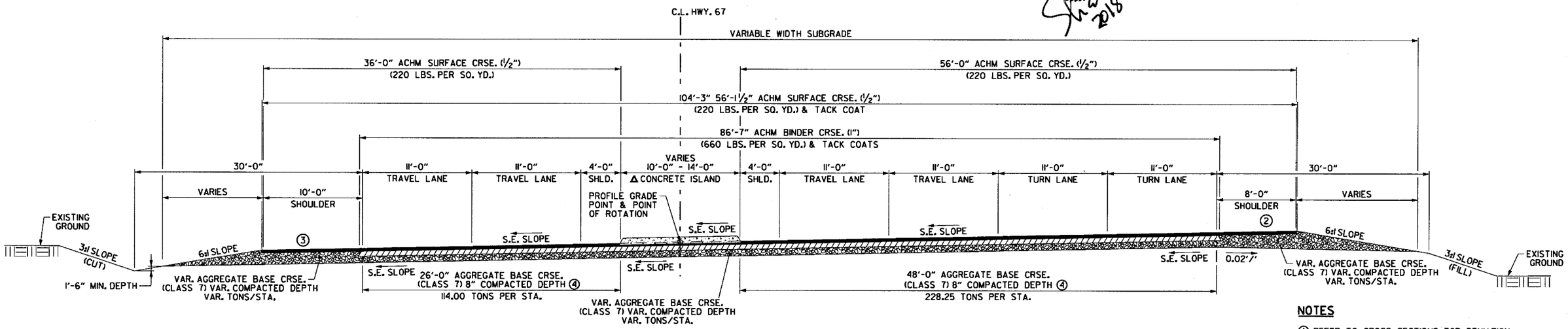
				6	ARK.			
				JOB NO.		CA0601	25	1465

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANE R. ARNOLD
2018-06-21



TYPICAL SECTION - SUPERELEVATION HWY. 67 WITH DUAL RT. TURN LANES

STA. 516+50.00 TO STA. 517+60.00

Δ REFER TO PLAN AND INTERSECTION SPECIAL DETAILS FOR LOCATION AND CURB FACE TYPE.

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

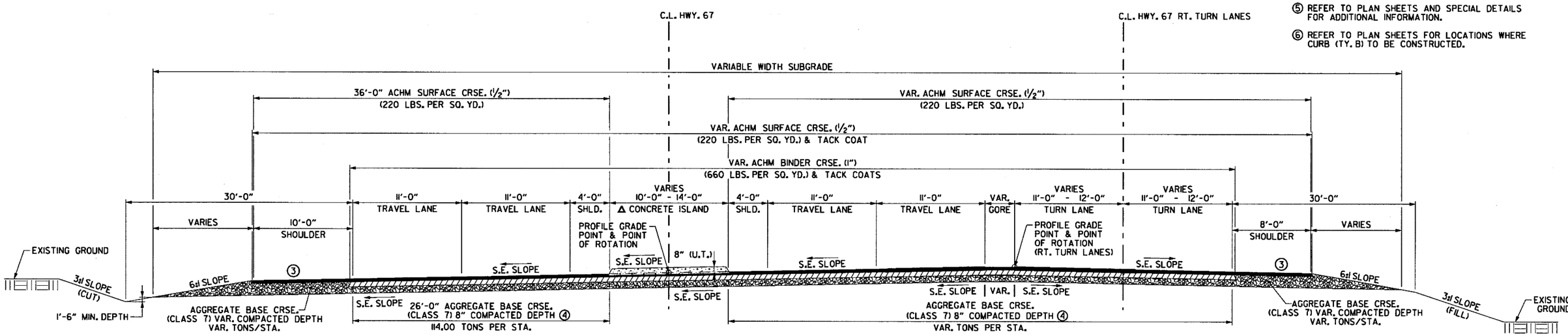
② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑤ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑥ REFER TO PLAN SHEETS FOR LOCATIONS WHERE CURB (TY. B) TO BE CONSTRUCTED.



TYPICAL SECTION - SUPERELEVATION HWY. 67 WITH DUAL RT. TURN LANES

STA. 517+60.00 TO STA. 520+99.90

Δ REFER TO PLAN AND INTERSECTION SPECIAL DETAILS FOR LOCATION AND CURB FACE TYPE.

TYPICAL SECTIONS OF IMPROVEMENT

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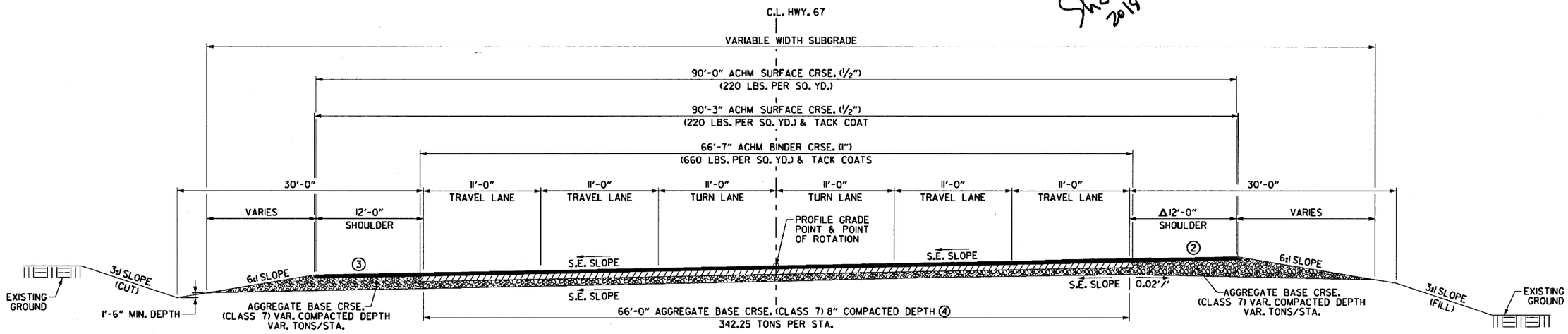
				6	ARK.			
				JOB NO.		CA0601	26	1465
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHARMAR HEAD
2019-06-21



TYPICAL SECTION - SUPERELEVATION HWY. 67 WITH DUAL LT. TURN LANES

(REVERSE FOR RT. TURN SUPERELEVATION)

STA. 520+99.90 TO STA. 524+90.42

ΔNORTHBOUND SHLD. 10' FROM STA. 520+48.05 TO STA. 521+16.05

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

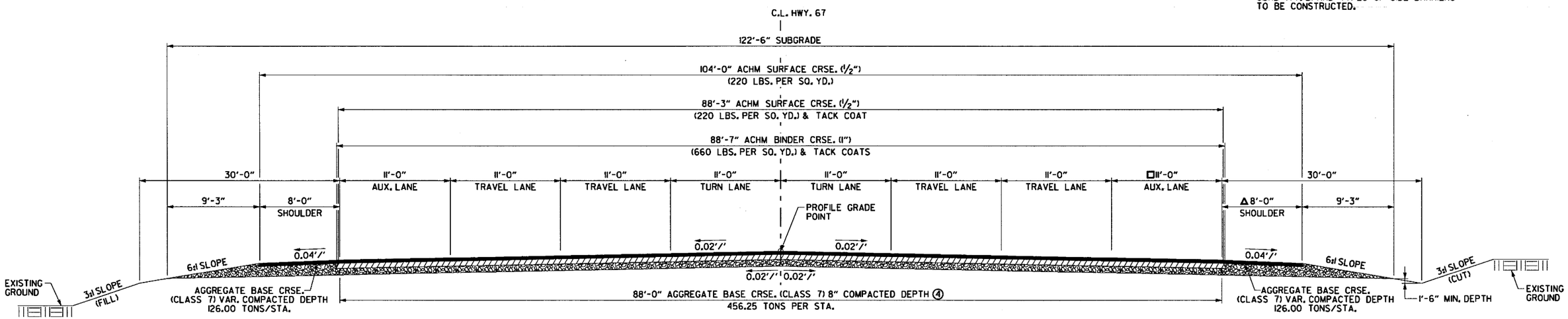
② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑤ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑥ REFER TO PLAN SHEETS FOR LOCATIONS WHERE CURB (TY. B) AND TYPES OF SIDE BARRIERS TO BE CONSTRUCTED.



TYPICAL SECTION - TANGENT HWY. 67 WITH DUAL LT. TURN LANES

STA. 524+90.42 TO STA. 526+85.73

□NORTHBOUND LANE TRANSITION FROM 0' AT STA. 525+00.00 TO 11' AT STA. 526+00.00

ΔNORTHBOUND SHLD. TRANSITION FROM 12' AT STA. 525+00.00 TO 8' AT STA. 526+35.90

TYPICAL SECTIONS OF IMPROVEMENT

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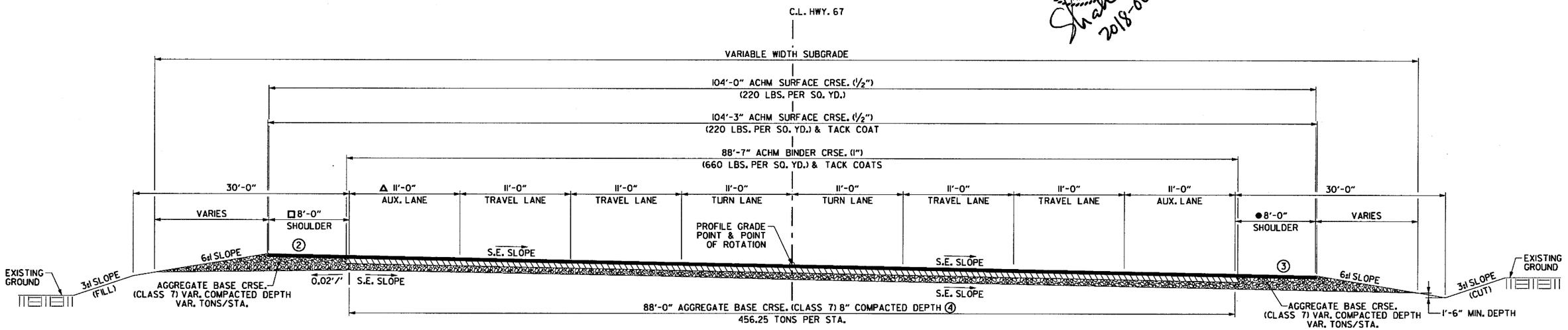
				6	ARK.			
				JOB NO.		CA0601	27	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ALI
2018-06-21



△ SOUTHBOUND LANE TRANSITION FROM 11' AT STA. 527+15.00 TO 0' AT STA. 528+15.00

□ SOUTHBOUND SHLD. TRANSITION FROM 8' AT STA. 527+97.16 TO 10' AT STA. 528+15.00

● NORTHBOUND SHLD. TRANSITION FROM 8' AT STA. 528+00.00 TO 6' AT STA. 528+29.93

TYPICAL SECTION - SUPERELEVATION HWY. 67 WITH AUXILIARY LANES

STA. 526+85.73 TO STA. 529+06.52

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

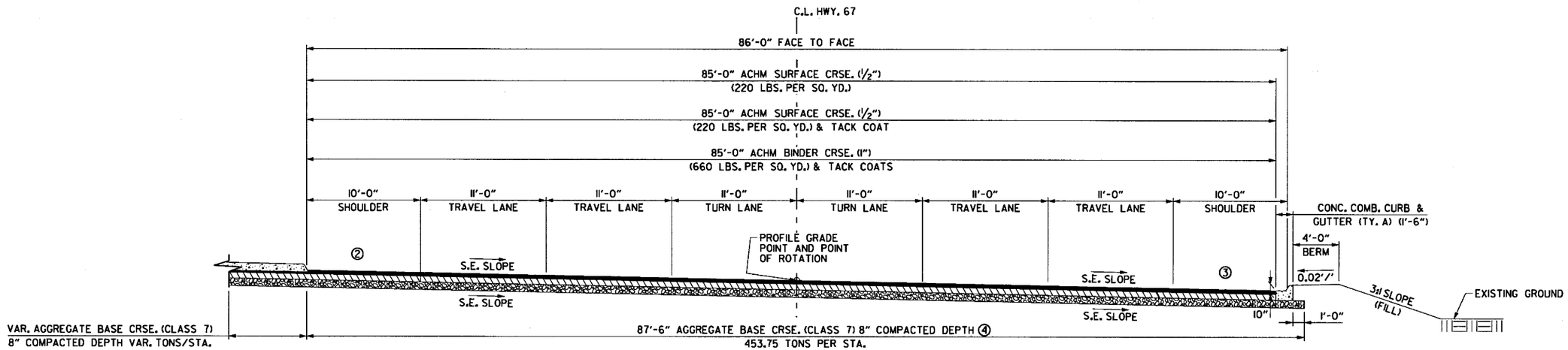
② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑤ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑥ REFER TO PLAN SHEETS FOR LOCATIONS WHERE CURB (TY. B) TO BE CONSTRUCTED.



TYPICAL SECTION - SUPERELEVATION HWY. 67 WITH DUAL LT. TURN LANE

STA. 529+06.52 TO STA. 530+72.36

TYPICAL SECTIONS OF IMPROVEMENT

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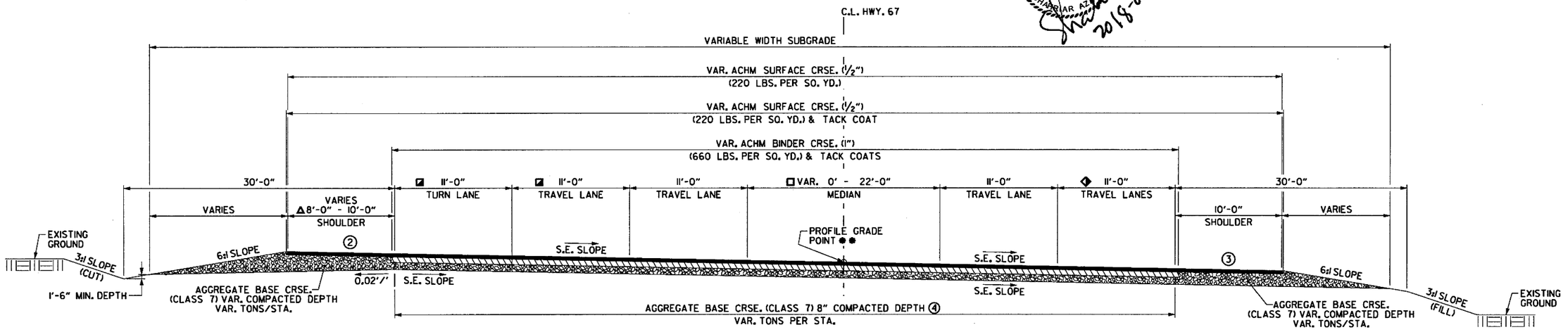
				6	ARK.			
				JOB NO.		CA0601	28	1465

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2018-06-21



TYPICAL SECTION - SUPERELEVATION HWY. 67 WITH LT. TURN LANE

(REVERSE FOR RT. TURN SUPERELEVATION)

STA. 530+72.36 TO STA. 537+00.00

△SHOULDERS TRANSITION FROM 8'-0" TO 10'-0", SEE PLAN

◪SOUTHBOUND LANES TRANSITION FROM 0'-0" AT STA. 538+00.00 TO 11'-0" AT STA. 535+00.00

✱✱AND POINT OF ROTATION

□MEDIAN TRANSITION FROM 22'-0" AT STA. 531+31.41 TO 0'-0" AT STA. 537+94.57

◆NORTHBOUND LANE TRANSITION FROM 11'-0" AT STA. 534+50.00 TO 0'-0" AT STA. 540+50.00

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

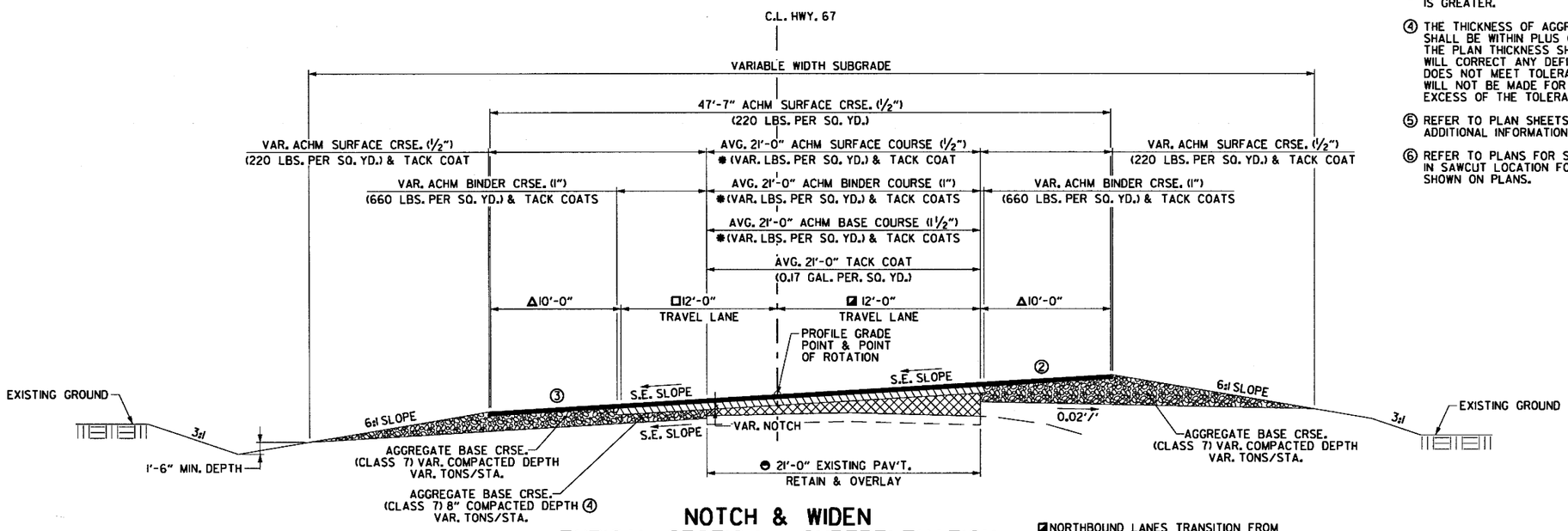
② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑤ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑥ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.



NOTCH & WIDEN TYPICAL SECTION - SUPERELEVATION HWY. 67 - TRANSITION TO EXISTING

(REVERSE FOR RT. TURN SUPERELEVATION)

STA. 537+00.00 TO STA. 541+80.83

△SHOULDERS TRANSITION FROM 10'-0" AT STA. 540+65.00 TO 1'-0" STA. 541+15.00

□SOUTHBOUND LANE TRANSITIONS FROM 12'-0" AT STA. 540+65.00 TO 11'-0" AT STA. 541+15.00

◪NORTHBOUND LANES TRANSITION FROM 22'-0" TO 11'-0", SEE PLAN

⊖CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT WIDTH

✱TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

TYPICAL SECTIONS OF IMPROVEMENT

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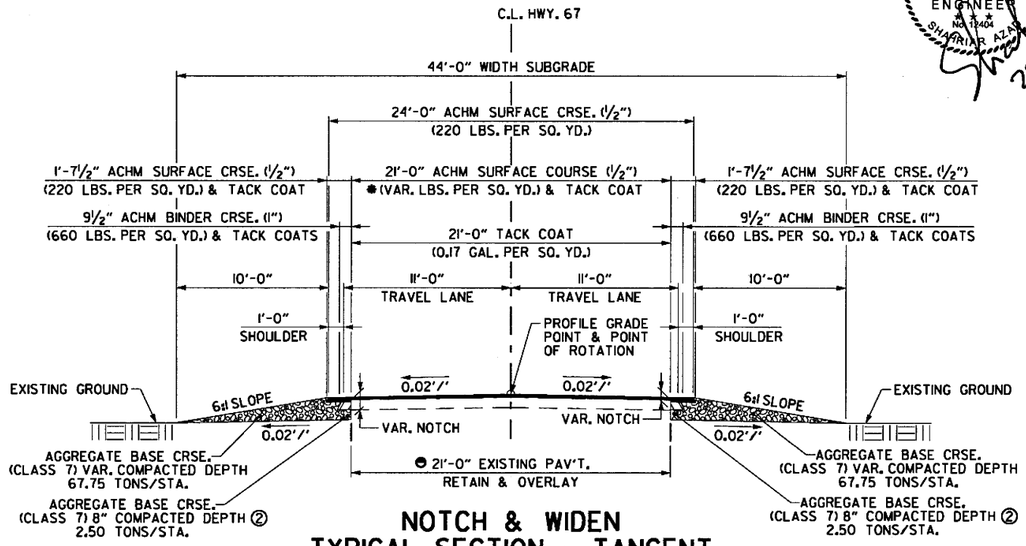
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	29	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-06-21

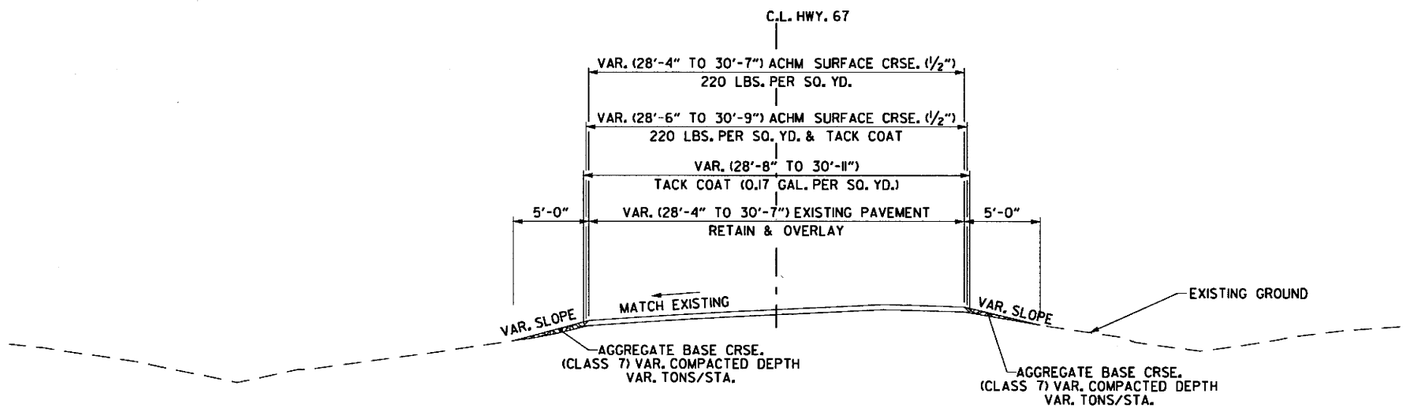


NOTCH & WIDEN
TYPICAL SECTION - TANGENT
HWY. 67 - TRANSITION TO EXISTING

STA. 541+80.83 TO STA. 542+00.00

*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

⊖CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT WIDTH



TYPICAL SECTION - OVERLAY HWY. 67

STA. 501+38.60 TO STA. 506+50.00

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

③ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

④ EXISTING ASPHALT SHOULDER SHALL BE REMOVED FROM REMAINING PAVEMENT BY SAWING ALONG A NEAT LINE. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN IN PLACE. ANY DAMAGE TO PAVEMNET THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

⑤ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

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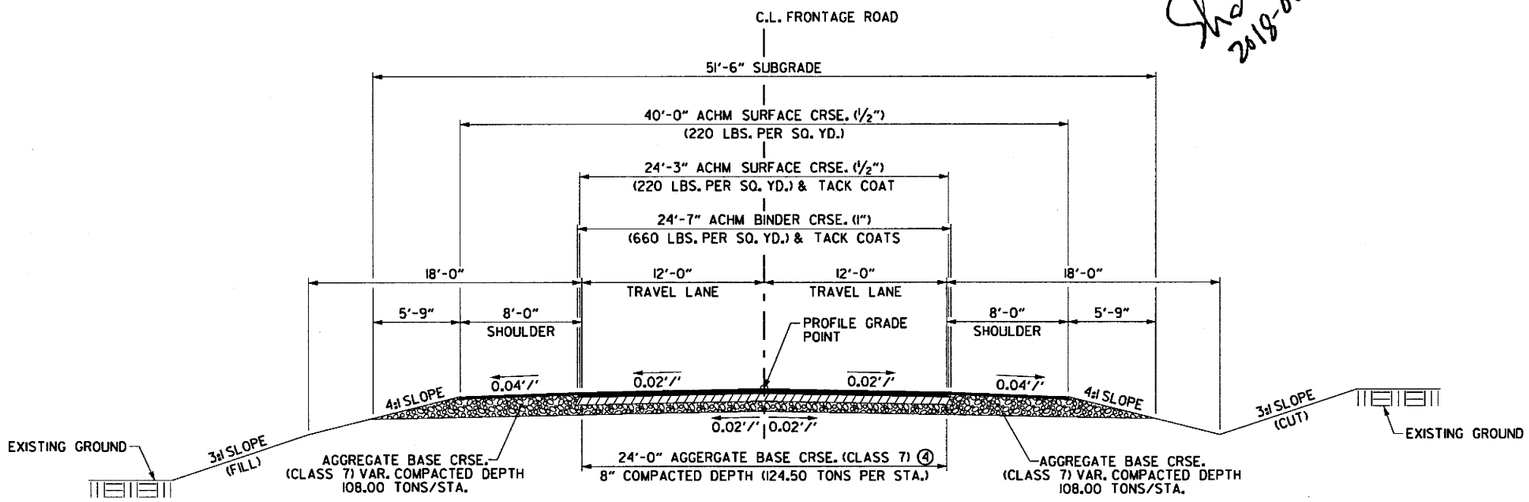
TYPICAL SECTIONS OF IMPROVEMENT

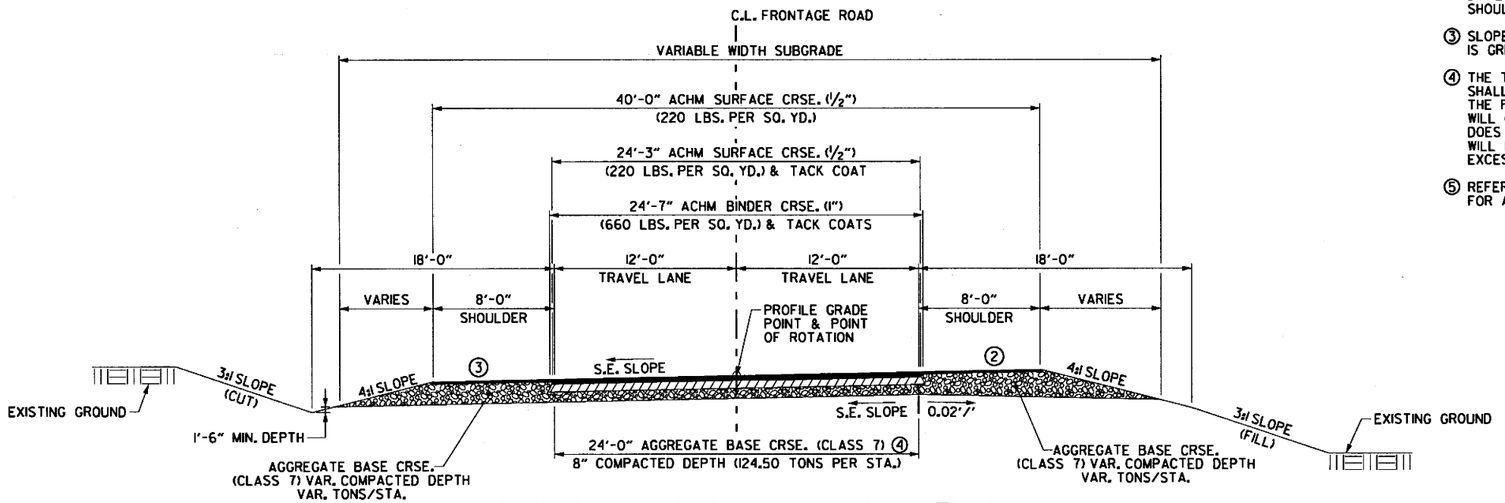
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	30	1465
				(2)	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALI
2018-06-29



TYPICAL SECTION - TANGENT FRONTAGE ROAD

FRTG. RD. A - STA. 43+51.32 TO STA. 44+68.28
FRTG. RD. B - STA. 52+75.00 TO STA. 53+05.99
FRTG. RD. B - STA. 58+50.56 TO STA. 60+79.17
FRTG. RD. B - STA. 69+42.49 TO STA. 70+74.64



TYPICAL SECTION - SUPERELEVATION FRONTAGE ROAD

(REVERSE FOR RT. TURN SUPERELEVATION)

FRTG. RD. A - STA. 41+50.00 TO STA. 43+51.32
FRTG. RD. B - STA. 53+05.99 TO STA. 58+50.56
FRTG. RD. B - STA. 60+79.17 TO STA. 69+42.49
FRTG. RD. B - STA. 70+74.64 TO STA. 72+60.00
FRTG. RD. C - STA. 85+50.00 TO STA. 88+00.00

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑤ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

TYPICAL SECTIONS OF IMPROVEMENT

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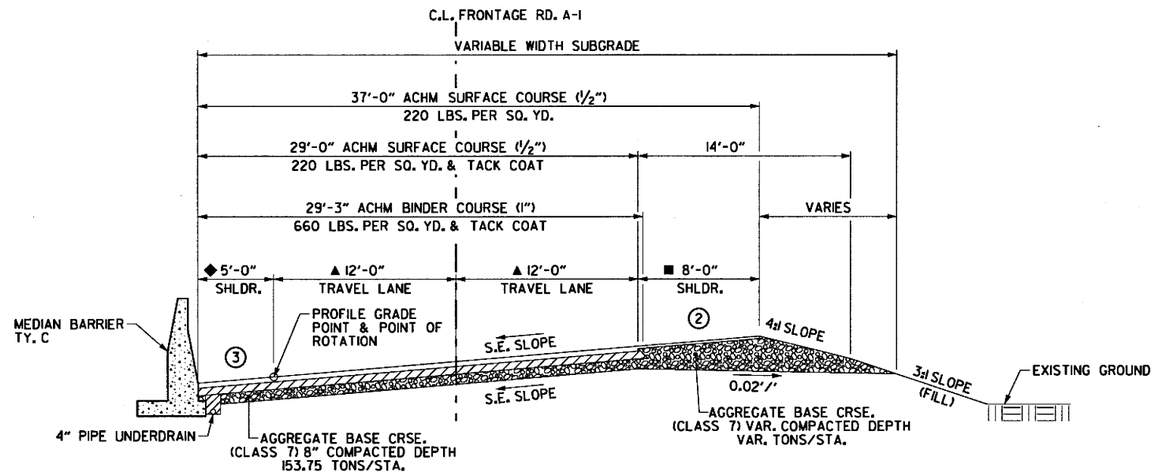
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	31	1465

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



◆ TRANSITION SHOULDER FROM 2'-0" AT STA. 6+37.97 TO 5'-0" AT STA. 7+37.97

◆ TRANSITION SHOULDER FROM 5'-0" AT STA. 14+16.00 TO 1'-0" AT STA. 14+91.00

■ TRANSITION SHOULDER FROM 2'-0" AT STA. 6+37.97 TO 8'-0" AT STA. 7+37.97

■ TRANSITION SHOULDER FROM 8'-0" AT STA. 14+16.00 TO 1'-0" AT STA. 14+91.00

TYPICAL SECTION - SUPERELEVATION FRONTAGE ROAD A

(SHOWN IN DIRECTION OF INCREASING STATION)
(REVERSE FOR RT. TURN SUPERELEVATION)
FRONTAGE RD. A - STA. 6+37.97 TO STA. 14+91.00

▲ TRANSITION LANE FROM 9'-6" AT STA. 6+37.97 TO 12'-0" AT STA. 7+37.97

▲ TRANSITION LANE FROM 12'-0" AT STA. 14+16.00 TO 9'-6" AT STA. 14+91.00

NOTES

(1) REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

(2) ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

(3) SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

(4) REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

(5) REFER TO PLAN AND QUANTITY SHEETS FOR LOCATIONS WHERE TYPES OF BARRIERS TO BE CONSTRUCTED.

(6) PAVEMENT WIDTH VARIES AT GORE AREA. REFER TO PLANS FOR GEOMETRY OF PROPOSED PAVEMENT.

TYPICAL SECTIONS OF IMPROVEMENT

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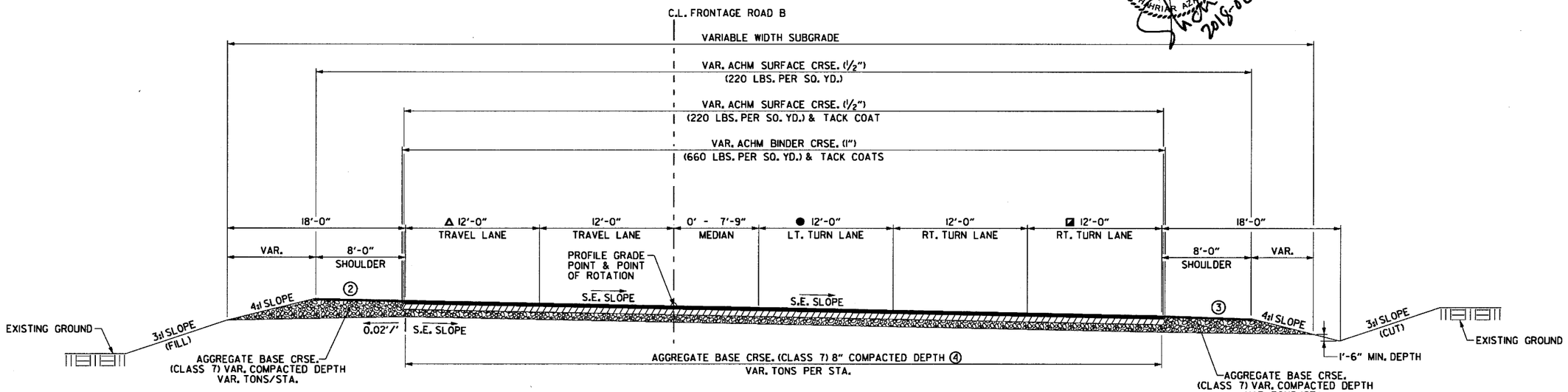
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	32	1465

② TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHANNON M. AZLIN
2018-06-21



TYPICAL SECTION - SUPERELEVATION FRONTAGE ROAD B (APPROACHING HWY. 67)

STA. 72+60.00 TO STA. 77+50.09

ΔWESTBOUND LANES TRANSITION FROM 0'-0" AT STA. 72+60.00 TO 12'-0" AT STA. 76+60.00

●EASTBOUND LANE TRANSITIONS FROM 0'-0" AT STA. 76+00.00 TO 12'-0" AT STA. 77+00.00

◪EASTBOUND LANE TRANSITIONS FROM 0'-0" AT STA. 73+00.00 TO 12'-0" AT STA. 76+00.00

NOTES

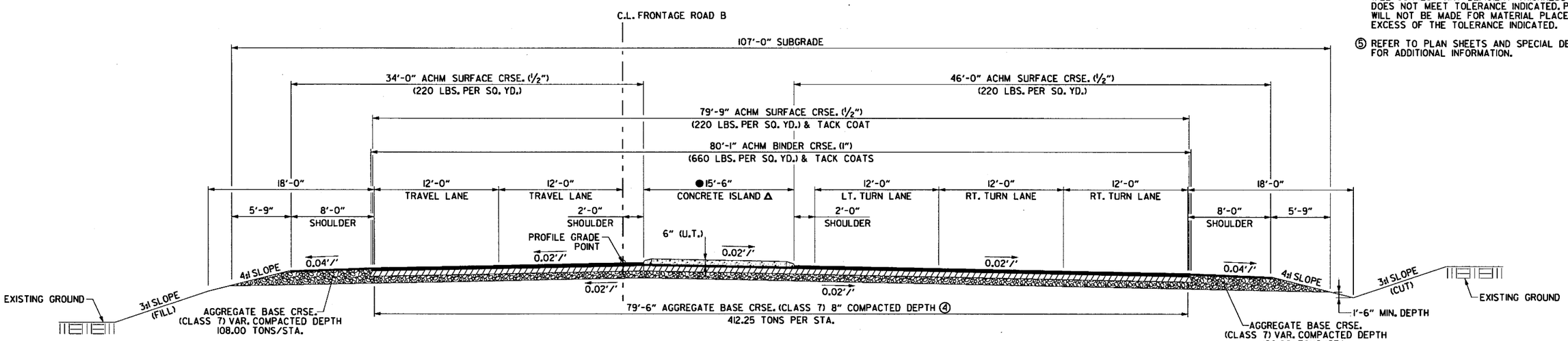
① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

③ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑤ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.



TYPICAL SECTION - TANGENT FRONTAGE ROAD B (APPROACHING HWY. 67)

STA. 79+50.09 TO STA. 79+66.90

●CONCRETE ISLAND VARIES 4'-0" TO 15'-6"

Δ REFER TO PLAN AND INTERSECTION SPECIAL DETAILS FOR LOCATION AND CURB FACE TYPE.

TYPICAL SECTIONS OF IMPROVEMENT

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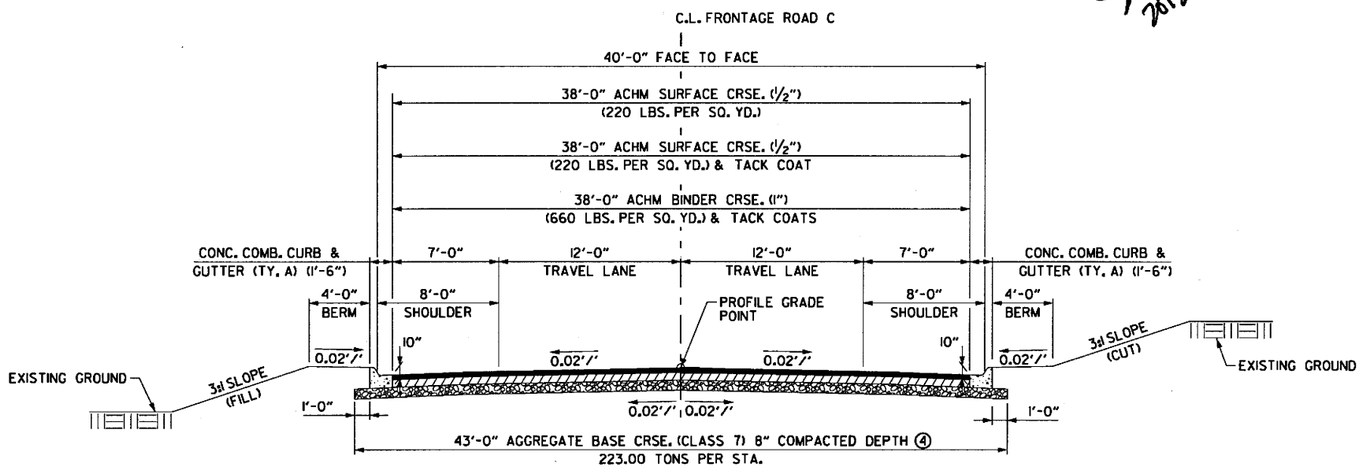
				6	ARK.			
				JOB NO.		CA0601	33	1465

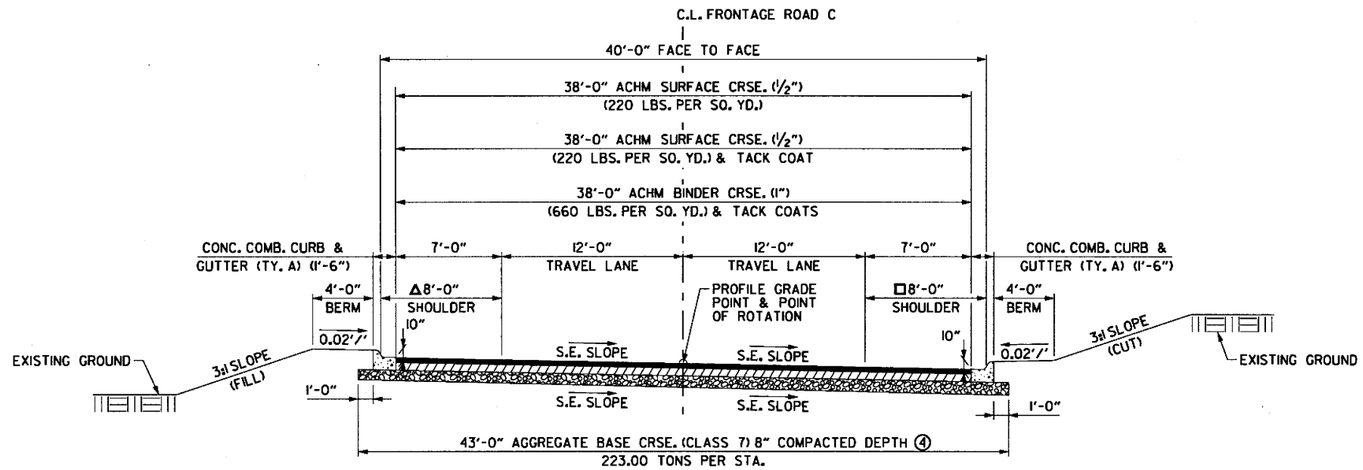
(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALAO
2018-06-21



TYPICAL SECTION - TANGENT
FRONTAGE ROAD C

STA. 92+45.60 TO STA. 92+88.40



TYPICAL SECTION - SUPERELEVATION
FRONTAGE ROAD C

△SHOULDERS TRANSITION FROM
8'-0" AT STA. 95+00.00 TO
0'-0" AT STA. 96+00.00

STA. 88+00.00 TO STA. 92+45.60
STA. 92+88.40 TO STA. 96+00.00

□SHOULDER AT 0' EAST OF FAIRFIELD RD.

NOTES

(1) REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

(2) PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

(3) REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

(4) THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

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TYPICAL SECTIONS OF IMPROVEMENT

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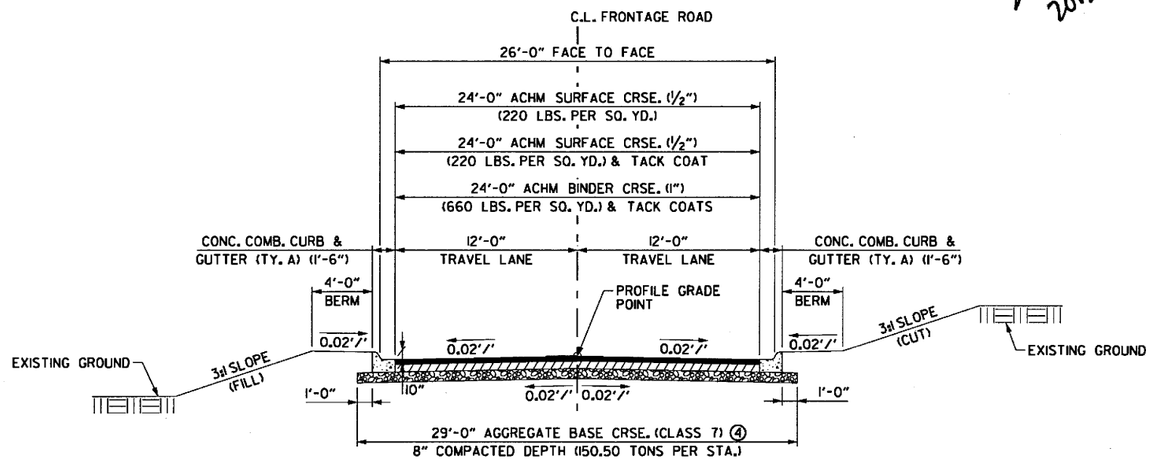
				6	ARK.			
				JOB NO.		CA0601	34	1465

② TYPICAL SECTIONS OF IMPROVEMENT

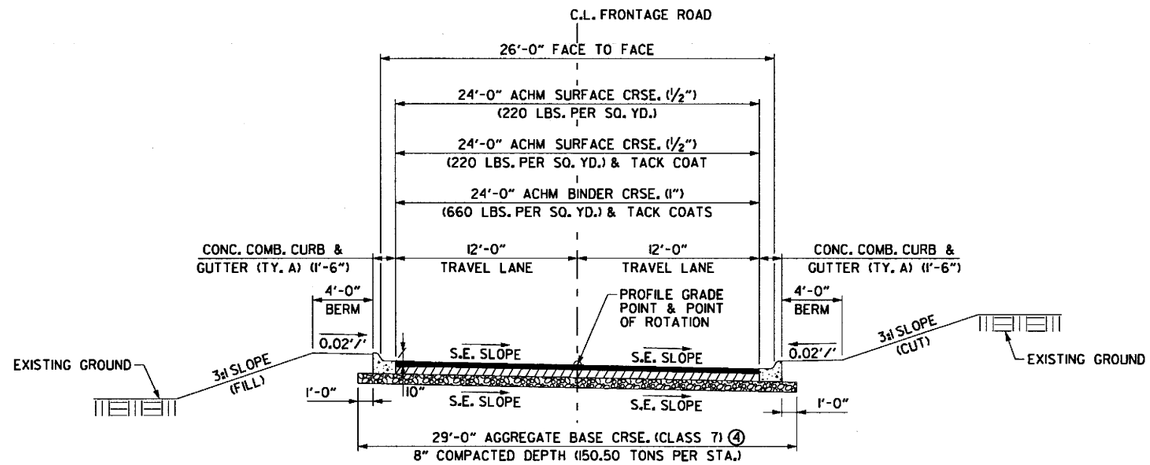
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHARRIAR ASAD

2018-06-21



TYPICAL SECTION - TANGENT FRONTAGE ROAD

FRTG. RD. C - STA. 103+57.42 TO STA. 109+77.55



TYPICAL SECTION - SUPERELEVATION FRONTAGE ROAD

(REVERSE FOR LT. TURN SUPERELEVATION)

FRTG. C STA. 96+00.00 TO STA. 103+57.42

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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TYPICAL SECTIONS OF IMPROVEMENT

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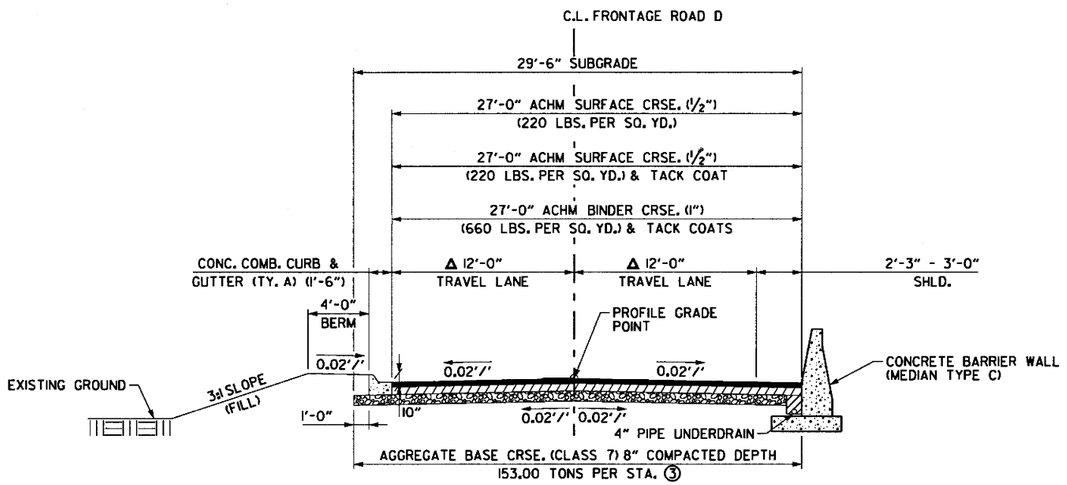
				6	ARK.			
				JOB NO.		CA0601	35	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

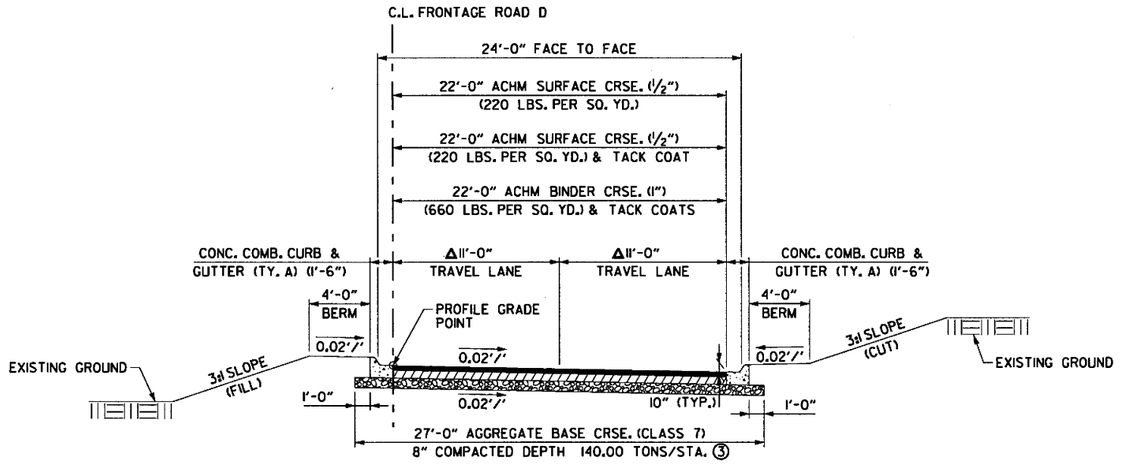
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHARIAR ASHRAF
2018-06-21



TYPICAL SECTION - TANGENT FRONTAGE ROAD D

STA. 145+35.00 TO STA. 148+86.21

ΔTYPICAL DIMENSION
LANES VARY, SEE PLAN



TYPICAL SECTION FRONTAGE ROAD D

(SHOWN IN DIRECTION OF TRAVEL)
STA. 150+36.21 TO 153+50.00

ΔTYPICAL DIMENSION
LANES VARY, SEE PLAN

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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④ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

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TYPICAL SECTIONS OF IMPROVEMENT

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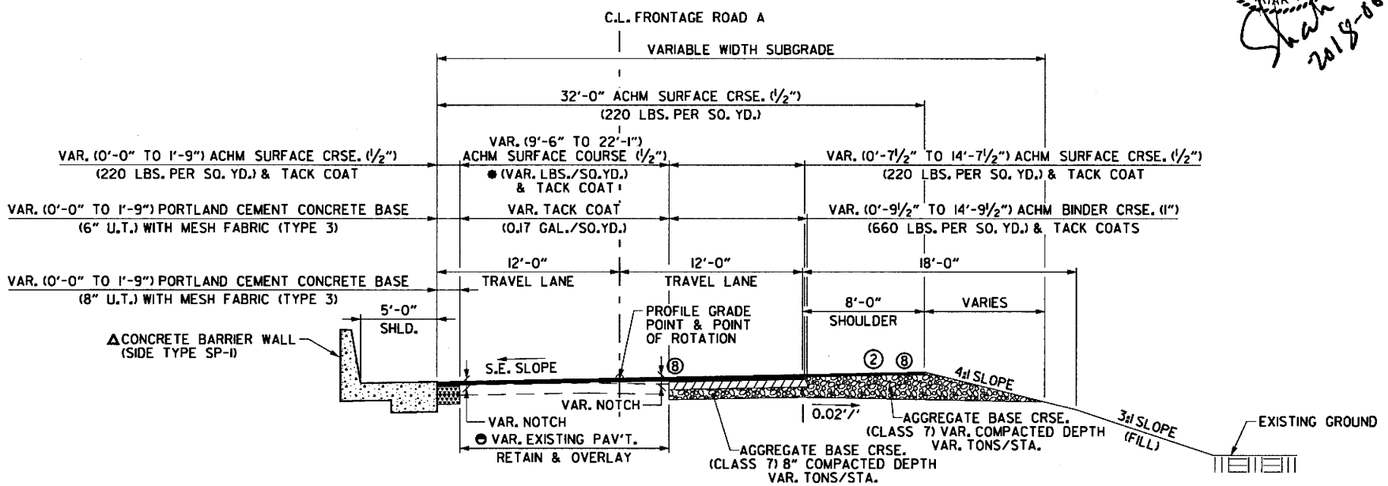
				6	ARK.			
				JOB NO.		CA0601	36	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
2018-06-21



NOTCH & WIDEN
TYPICAL SECTION - SUPERELEVATION
FRONTAGE ROAD A

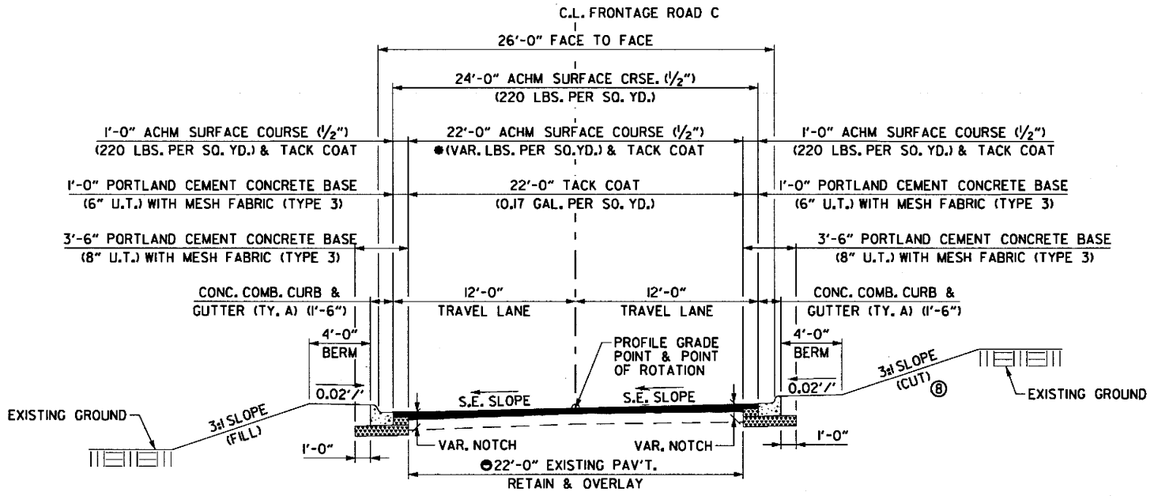
(REVERSE FOR RT. TURN SUPERELEVATION)

(NORMAL CROWN) STA. 31+60.00 TO STA. 31+65.64
STA. 31+65.64 TO STA. 41+50.00

⊖CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT LIMIT & REMOVE EXISTING PAVEMENT BEYOND THE FULL DEPTH PAVEMENT

△END LT. BARRIER AT STA. 40+80.00

●TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER



NOTCH & WIDEN
TYPICAL SECTION - SUPERELEVATION
FRONTAGE ROAD C

STA. 114+93.66 TO STA. 118+89.70

●TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

⊖CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT WIDTH

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

③ ON ALL SUPERELEVATED CURVES AND THROUGH SUPERELEVATED TRANSITIONS (Ls), THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 0.08'/'.

④ SLOPE = 0.04'/' OR S.E. SLOPE, WHICHEVER IS GREATER.

⑤ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

⑥ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

⑦ EXISTING ASPHALT SHOULDER SHALL BE REMOVED FROM REMAINING PAVEMENT BY SAWING ALONG A NEAT LINE. THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN IN PLACE. ANY DAMAGE TO PAVEMNET THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

⑧ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATIONS IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

TYPICAL SECTIONS OF IMPROVEMENT

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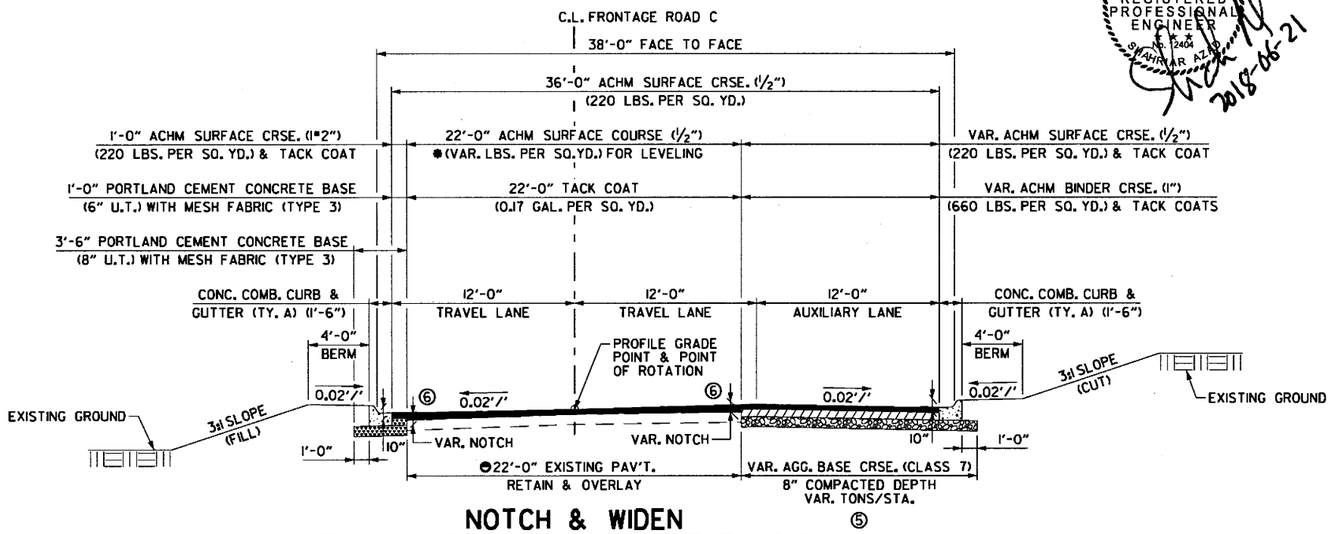
				6	ARK.			
				JOB NO.		CA0601	37	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24017
SAHRAR AZAD
2018-06-21

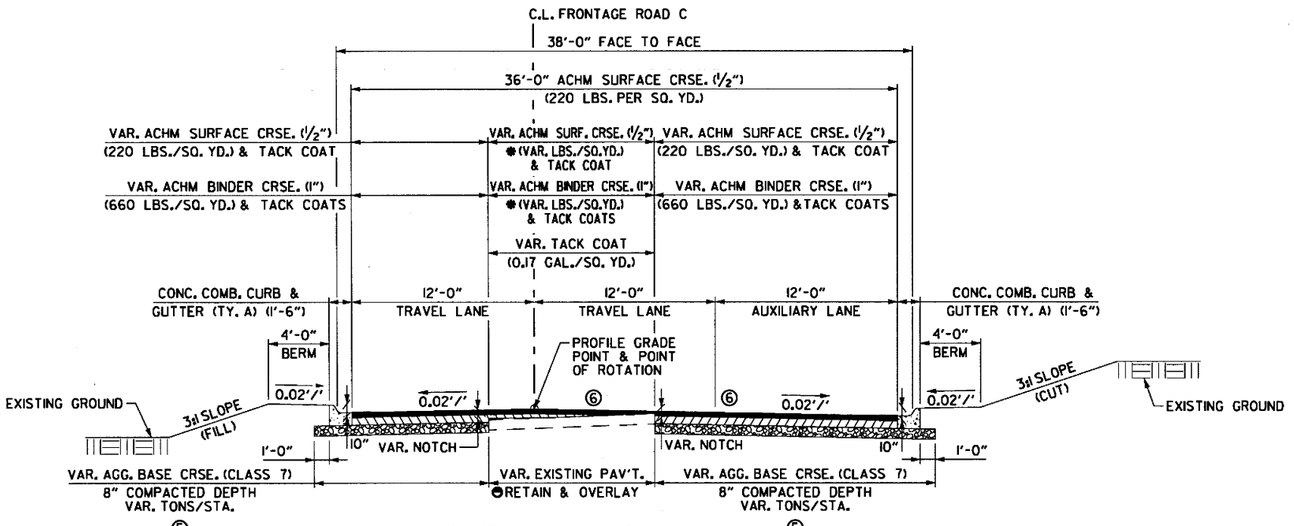


NOTCH & WIDEN
TYPICAL SECTION - SUPERELEVATION
FRONTAGE ROAD C

STA. 118+89.70 TO STA. 120+90.67

*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

◓CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT WIDTH



NOTCH & WIDEN
TYPICAL SECTION - TANGENT
FRONTAGE ROAD C

STA. 120+90.67 TO STA. 123+00.00

*TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

◓CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT WIDTH

NOTES

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⑥ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATIONS IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

TYPICAL SECTIONS OF IMPROVEMENT

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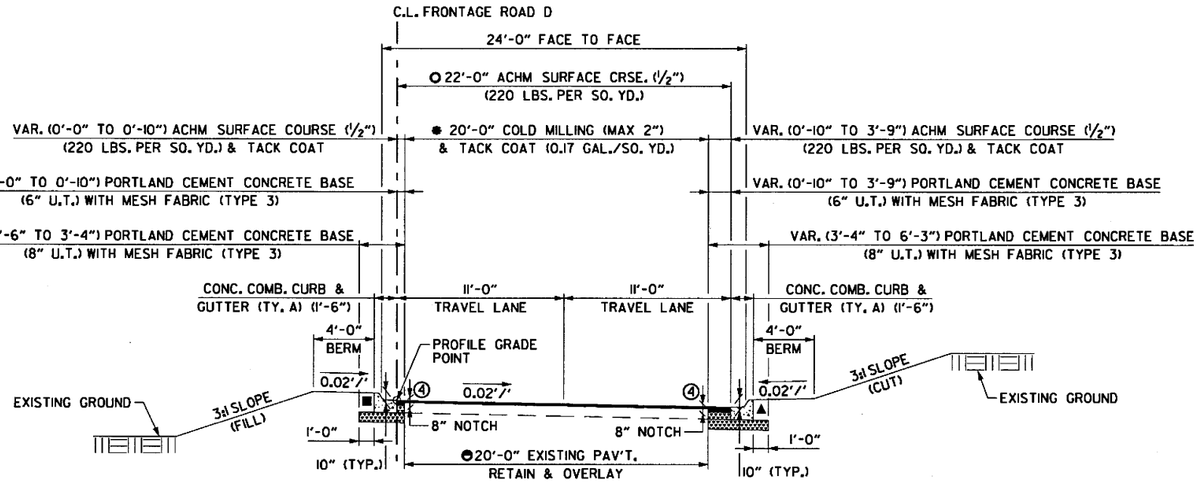
				6	ARK.			
				JOB NO.		CA0601	38	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			





NOTCH & WIDEN TYPICAL SECTION FRONTAGE ROAD D

(SHOWN IN DIRECTION OF TRAVEL)

STA. 153+50.00 TO 156+88.39

✱ TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

◒ CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT WIDTH

○ OVERLAY ENDS AT STA. 154+50.00

▲ NOTCH & WIDENING ENDS AT STA. 155+04.42

■ NOTCH & WIDENING ENDS AT STA. 156+88.39

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

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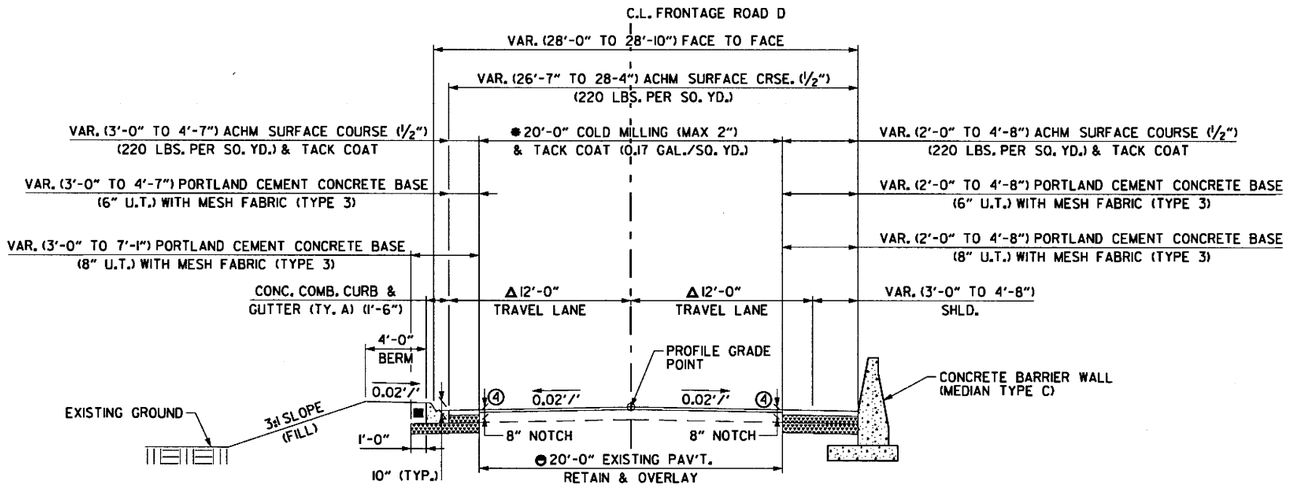
③ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

④ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.



NOTCH & WIDEN TYPICAL SECTION FRONTAGE ROAD D

(SHOWN IN DIRECTION OF TRAVEL)

STA. 143+85.00 TO 145+35.00

✱ TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER

◒ CONTRACTOR SHALL VERIFY FULL DEPTH PAVEMENT WIDTH

△ TYPICAL DIMENSION LANES VARY. SEE PLAN

■ CURB & GUTTER BEGINS AT STA. 144+45.00

CURB & GUTTER BEGINS AT STA. 144+45.00

TYPICAL SECTIONS OF IMPROVEMENT

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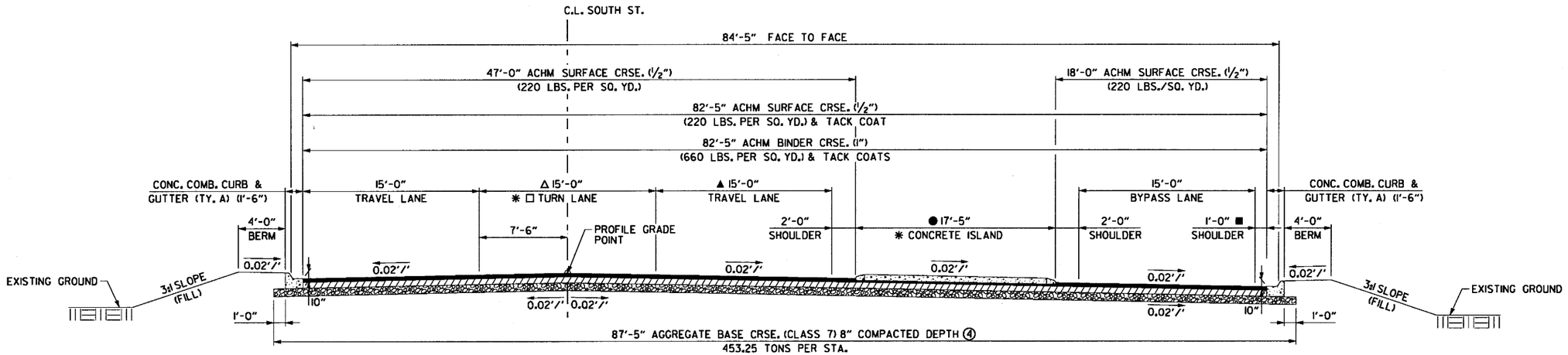
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	39	1465

(2) TYPICAL SECTIONS OF IMPROVEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19804
SHAHRIAR AZAD
2018-06-21



▲ 18'-0" LANE FROM STA. 20+75.00 TO STA. 21+56.25

TYPICAL SECTION SOUTH ST. WITH BYPASS LANE

STA. 20+75.00 TO STA. 23+86.00

□ CONCRETE ISLAND STA. 20+77.11 TO STA. 21+68.37

△ LANE TRANSITION FROM 0' AT STA. 21+56.25 TO 15' AT STA. 22+76.25

■ SHOULDER VARIES FROM 1' TO 7'

● CONCRETE ISLAND VARIES FROM 2'-0" TO 17'-5"

* REFER TO PLAN AND INTERSECTION SPECIAL DETAILS FOR LOCATION AND CURB FACE TYPE.

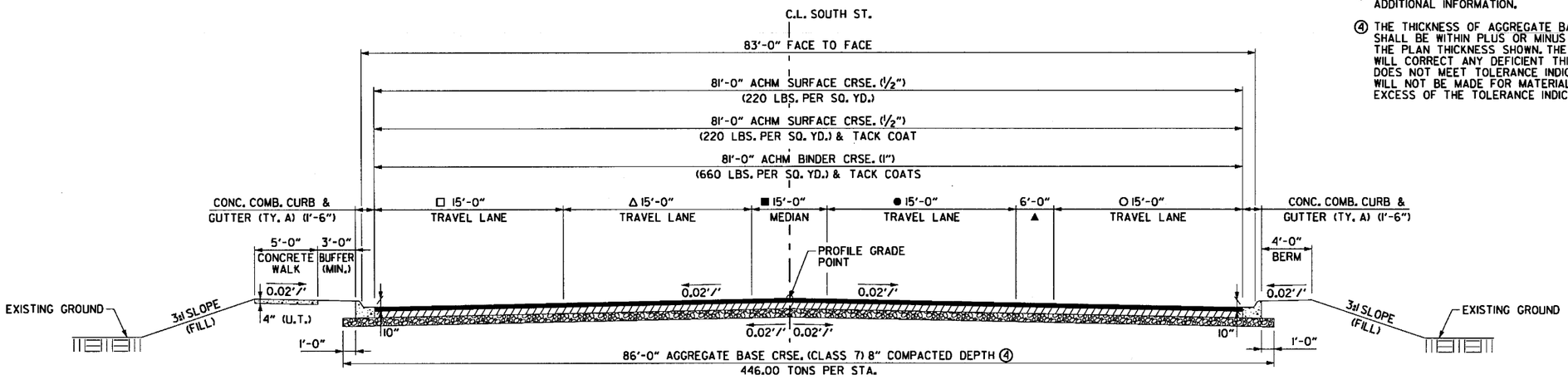
NOTES

(1) REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

(2) PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

(3) REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

(4) THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



□ MEDIAN TRANSITION FROM 15' AT STA. 24+90.99 TO 12' AT STA. 26+09.31

△ MEDIAN TRANSITION FROM 15' AT STA. 25+22.08 TO 12' AT STA. 26+24.44

TYPICAL SECTION SOUTH ST.

STA. 23+86.00 TO STA. 26+62.13

■ MEDIAN TRANSITION FROM 15' AT STA. 23+90.35 TO 0' AT STA. 26+15.35

▲ PAINTED GORE 6' AT STA. 23+86.00 TO 0' AT STA. 25+48.23

● LANE TRANSITION FROM 15' AT STA. 25+48.23 TO 12' AT STA. 26+57.22

○ LANE TRANSITION FROM 15' AT STA. 25+70.31 TO 12' AT STA. 26+62.13

TYPICAL SECTIONS OF IMPROVEMENT

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
CHRIAR L. ZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	40	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

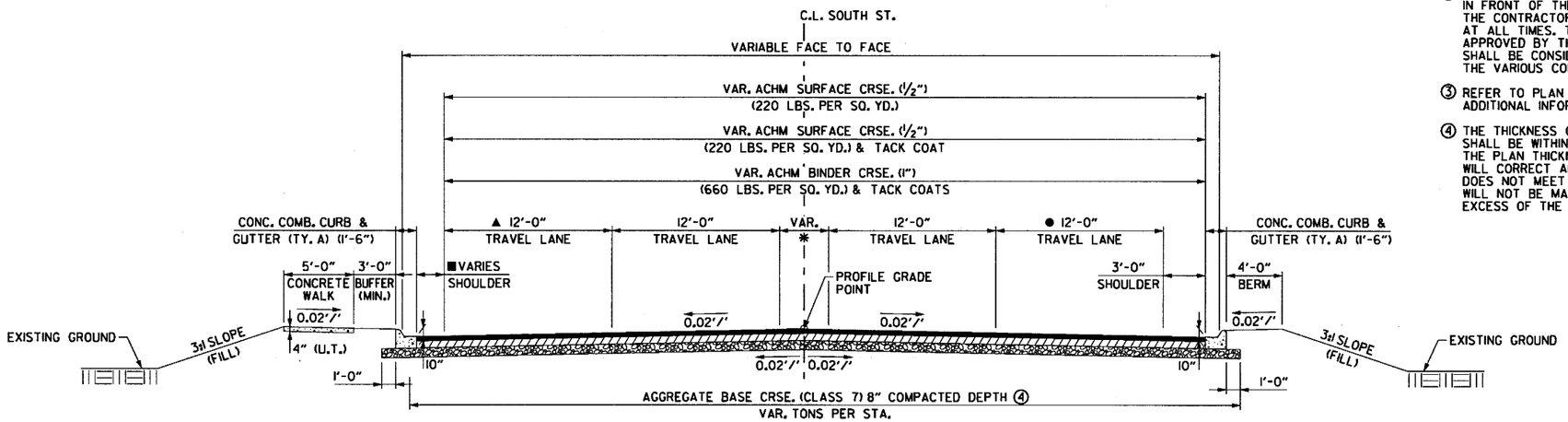
NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

③ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

④ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



■ SHOULDER TRANSITION FROM 0'-0" AT STA. 29+80.70 TO 8'-0" AT STA. 30+21.26.
▲ TRAVEL LANE ENDS AT STA. 30+59.06

TYPICAL SECTION SOUTH ST.

STA. 29+10.13 TO STA. 30+59.06

* MEDIAN TRANSITION FROM 0'-0" AT STA. 29+80.70 TO 3'-5" AT STA. 30+59.06
● TRAVEL LANE ENDS AT STA. 30+21.37

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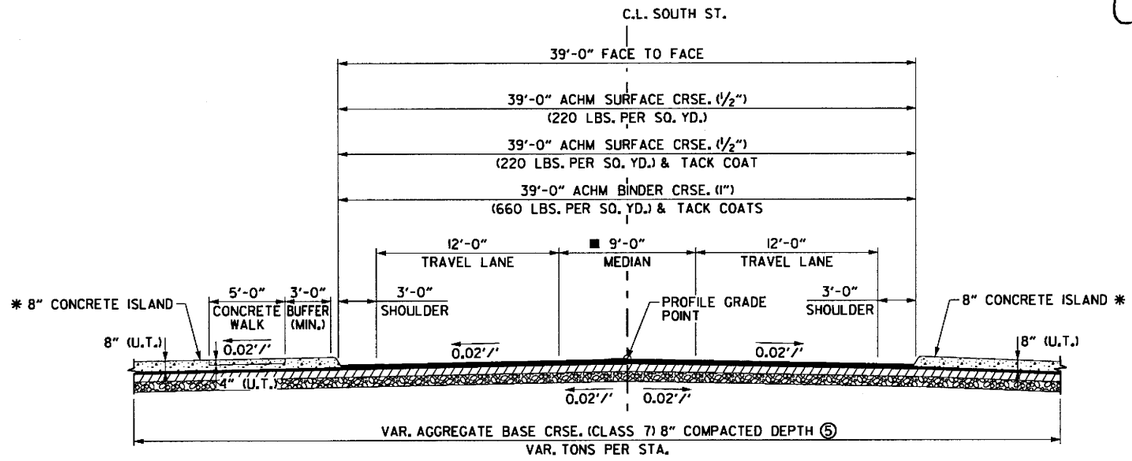
TYPICAL SECTIONS OF IMPROVEMENT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	41	1465
				② TYPICAL SECTIONS OF IMPROVEMENT				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2018-06-21

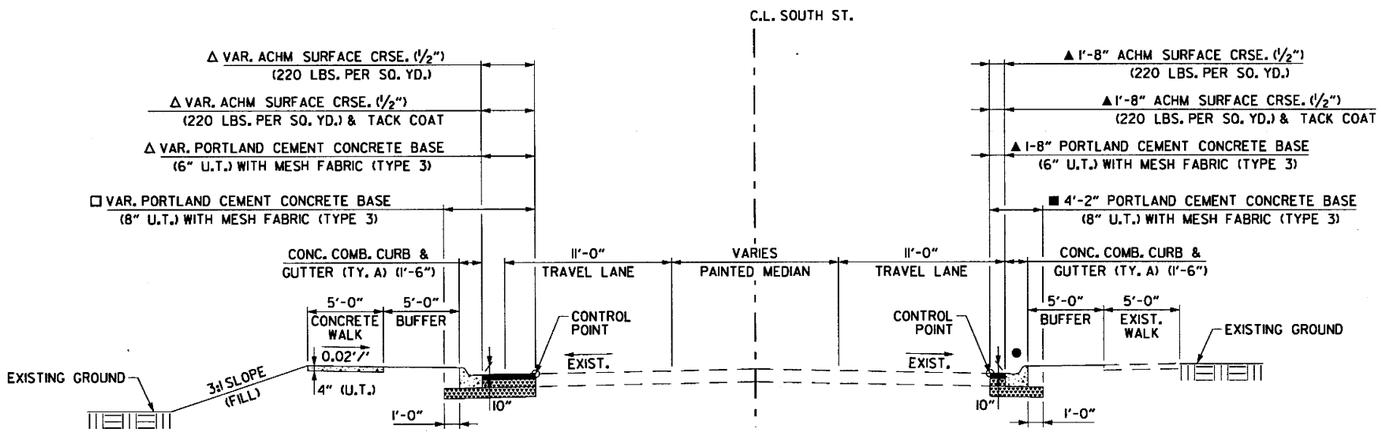


TYPICAL SECTION SOUTH ST.

STA. 30+59.06 TO STA. 33+00.00

■ MEDIAN TRANSITION FROM 3'-5" AT STA. 30+59.06 TO 9'-0" AT STA. 33+00.00

* REFER TO PLAN AND INTERSECTION SPECIAL DETAILS FOR LOCATION AND CURB FACE TYPE.



NOTCH & WIDEN TYPICAL SECTION SOUTH ST.

STA. 33+00.00 TO STA. 33+80.00

□ WIDENING VARIES FROM 11'-1" AT STA. 33+00.00 TO 2'-6" AT STA. 33+28.20

△ WIDENING VARIES FROM 8'-7" AT STA. 33+00.00 TO 0'-0" AT STA. 33+80.00

■ WIDENING VARIES FROM 4'-2" AT STA. 33+00.00 TO 2'-11" AT STA. 33+28.20

● CURB & GUTTER ENDS AT STA. 33+32.00

▲ WIDENING VARIES FROM 1'-8" AT STA. 33+00.00 TO 0'-5" AT STA. 33+28.20 TO 1'-2" AT STA. 33+32.00

NOTES

① REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

② PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

③ REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

④ REFER TO PLANS FOR SAWCUT LOCATION. DEVIATION IN SAWCUT LOCATION FOR NOTCH AND WIDENING ARE SHOWN ON PLANS.

⑤ THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.

TYPICAL SECTIONS OF IMPROVEMENT

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6/20/2018
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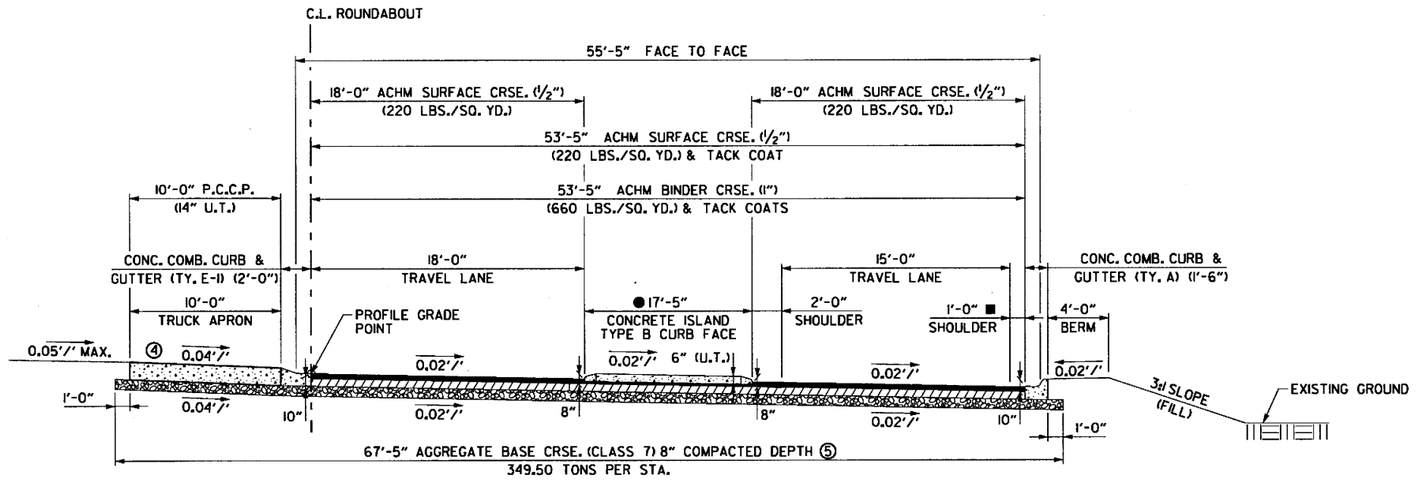
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	42	1465

(2) TYPICAL SECTIONS OF IMPROVEMENT

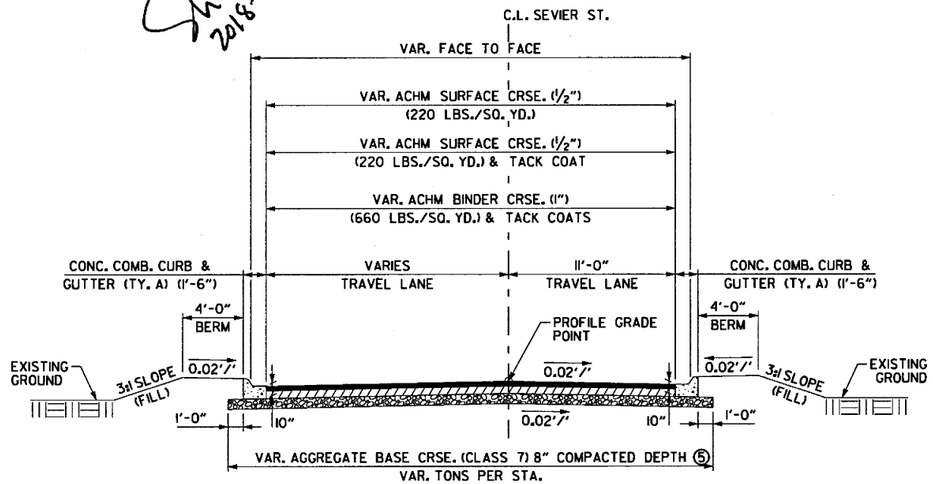
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHARIAR AZIZ
2018-06-21



TYPICAL SECTION
ROUNDABOUT WITH BYPASS LANE

SOUTH ST. - STA. 20+00.00 TO STA. 20+75.00

■ SHOULDER VARIES FROM 1' TO 7'
● CONCRETE ISLAND VARIES FROM 4'-0" TO 17'-5"



TYPICAL SECTION
SEVIER ST. CUL-DE-SAC

STA. 5+00.00 TO STA. 6+30.00

NOTES

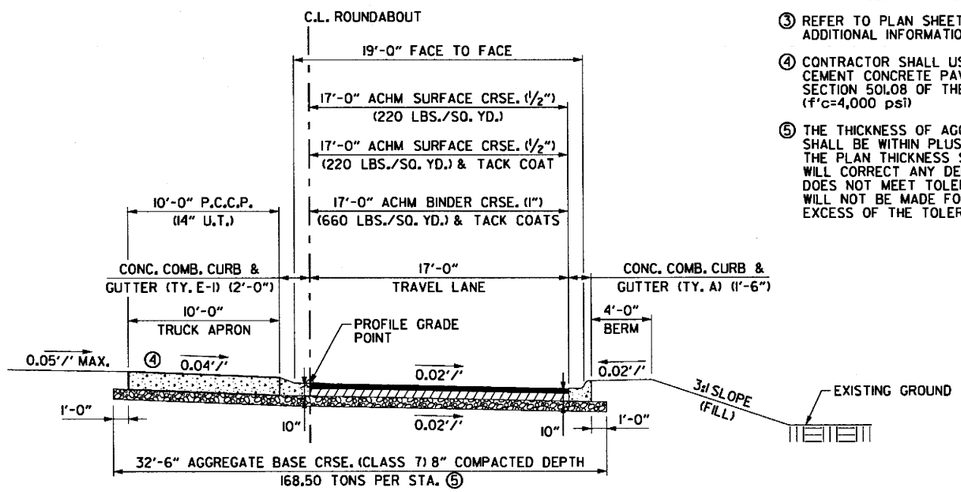
(1) REFER TO CROSS SECTIONS FOR DEVIATION FROM THE NORMAL SLOPES. NO CHANGES SHALL BE MADE FROM THE PLANNED SLOPES WITHOUT THE APPROVAL OF THE ENGINEER.

(2) PRIOR TO AND DURING PLACEMENT OF PAVEMENT IN FRONT OF THE CURB OR CURB & GUTTER, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES. THE METHOD(S) USED SHALL BE APPROVED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

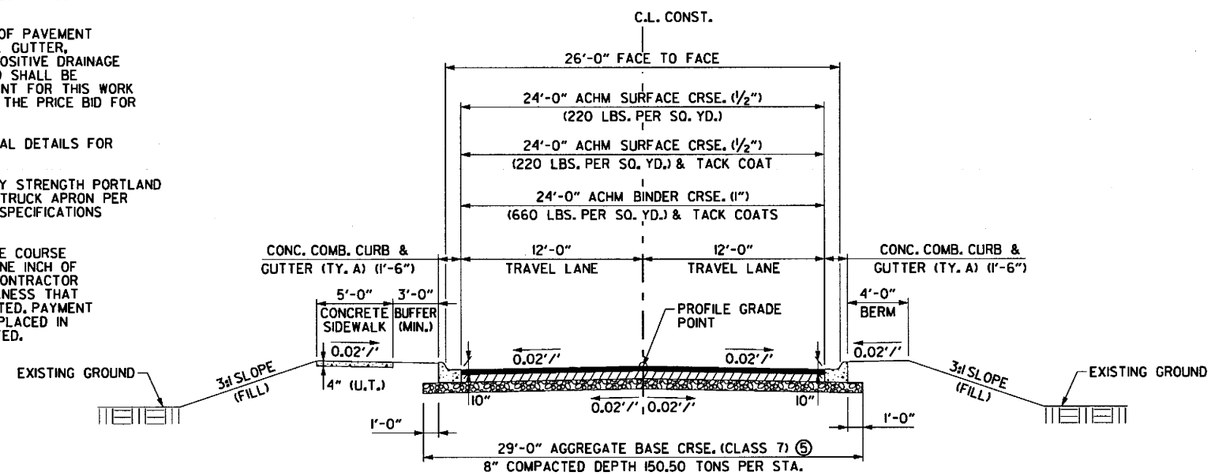
(3) REFER TO PLAN SHEETS AND SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

(4) CONTRACTOR SHALL USE HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT FOR TRUCK APRON PER SECTION 501.08 OF THE STANDARD SPECIFICATIONS (f'c=4,000 psi)

(5) THE THICKNESS OF AGGREGATE BASE COURSE SHALL BE WITHIN PLUS OR MINUS ONE INCH OF THE PLAN THICKNESS SHOWN. THE CONTRACTOR WILL CORRECT ANY DEFICIENT THICKNESS THAT DOES NOT MEET TOLERANCE INDICATED. PAYMENT WILL NOT BE MADE FOR MATERIAL PLACED IN EXCESS OF THE TOLERANCE INDICATED.



TYPICAL SECTION
ROUNDABOUT



TYPICAL SECTION
BELL ST.
LEANDER ST. &
FAIRFIELD RD.

BELL ST. - STA. 40+24.00 TO STA. 41+68.75
LEANDER ST. - STA. 61+05.59 TO STA. 62+65.27
FAIRFIELD RD. - STA. 5+90.00 TO STA. 7+88.00

TYPICAL SECTIONS OF IMPROVEMENT

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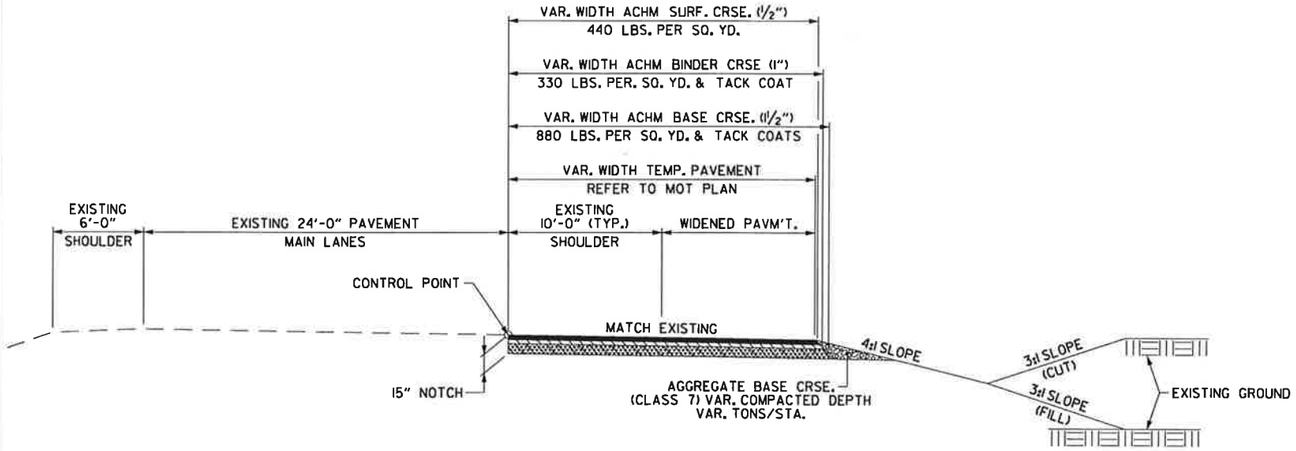
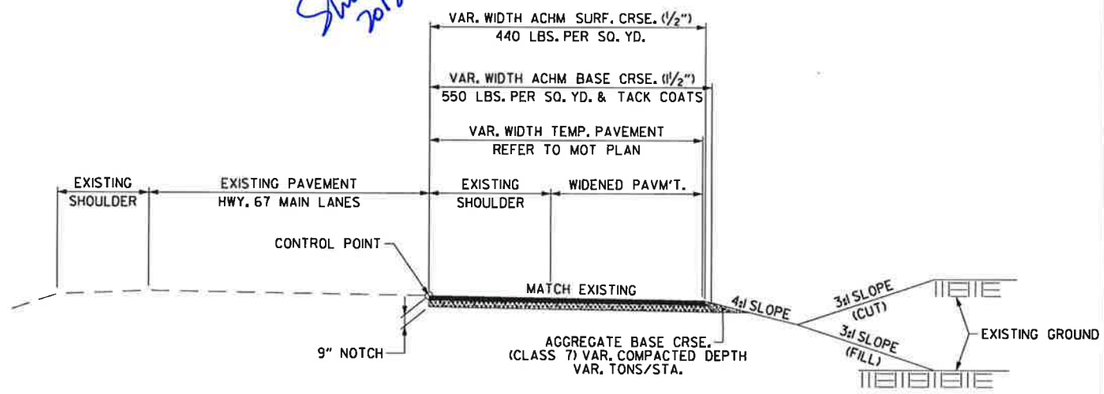
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	43	1465
				②	TYPICAL SECTIONS OF IMPROVEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR AZAD
2018-11-26



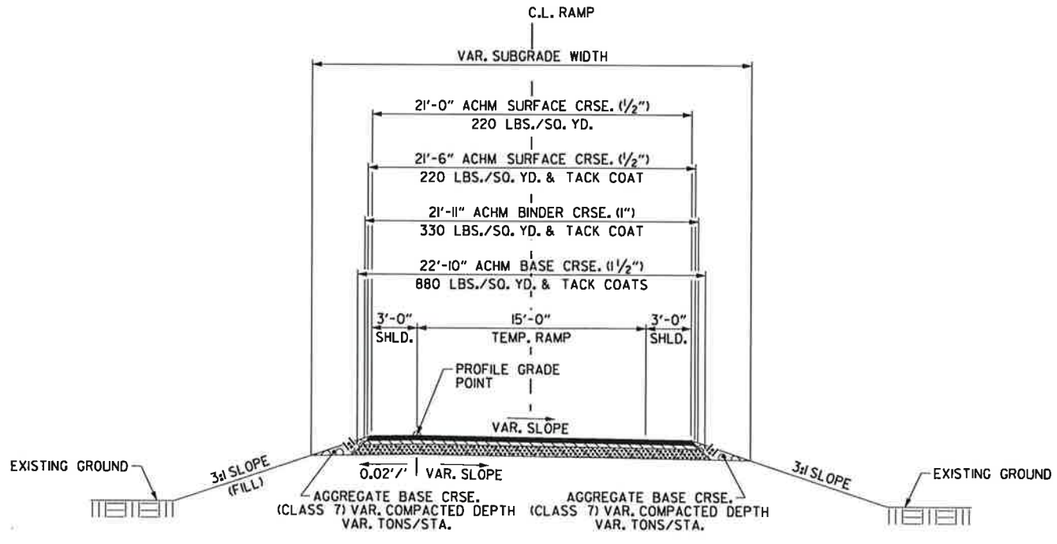
TEMPORARY WIDENING TYPICAL SECTION

REFER TO PLANS FOR LOCATION
(SHOWN IN DIRECTION OF TRAVEL)
(REVERSE FOR INSIDE TEMP. PAVM'T.)



TEMPORARY WIDENING HWY. 67 TYPICAL SECTION

REFER TO PLANS FOR LOCATION
(SHOWN IN DIRECTION OF TRAVEL)
(REVERSE FOR INSIDE TEMP. PAVM'T.)



TEMPORARY INTERCHANGE RAMP TYPICAL SECTION

(SHOWN IN DIRECTION OF TRAVEL)

TYPICAL SECTIONS OF IMPROVEMENT

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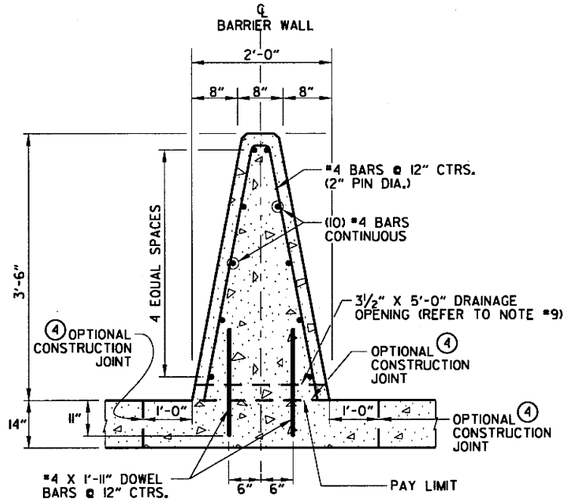
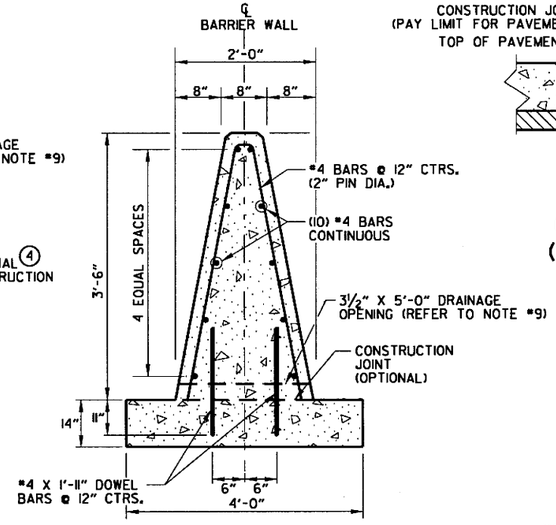
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	44	1465

② SPECIAL DETAILS

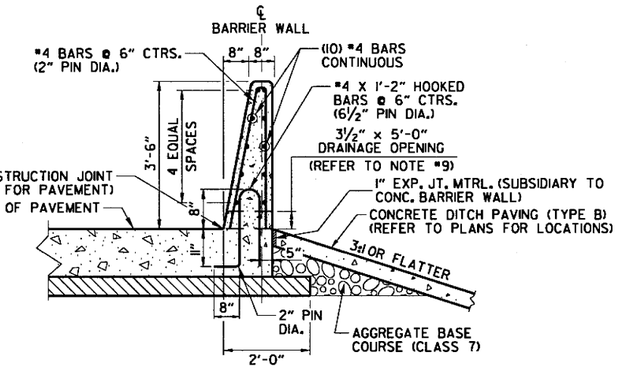
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAZ ALI
2018-06-22



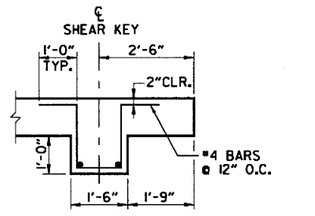
CONCRETE BARRIER WALL
(MEDIAN TYPE A; MASH TL-4)
N.T.S.



CONCRETE BARRIER WALL
(MEDIAN TYPE A-1; MASH TL-4)
N.T.S.



CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)
N.T.S.



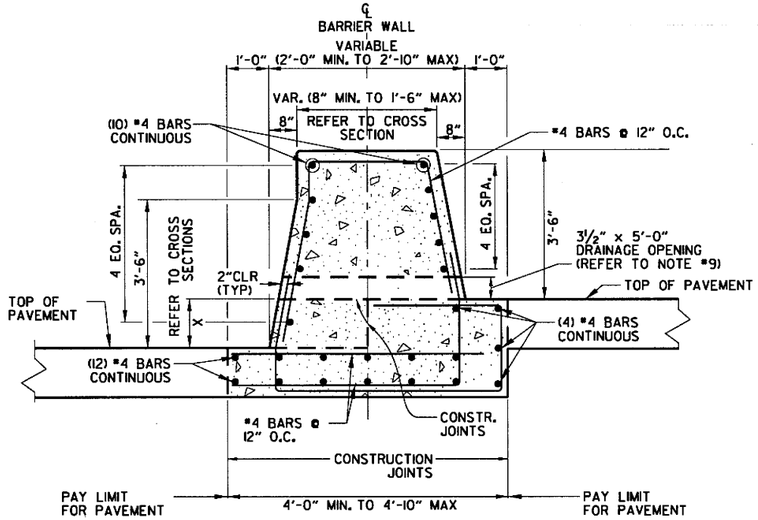
NOTE: FOOTING REINFORCEMENT OMITTED FOR CLARITY.

SHEAR KEY DETAIL

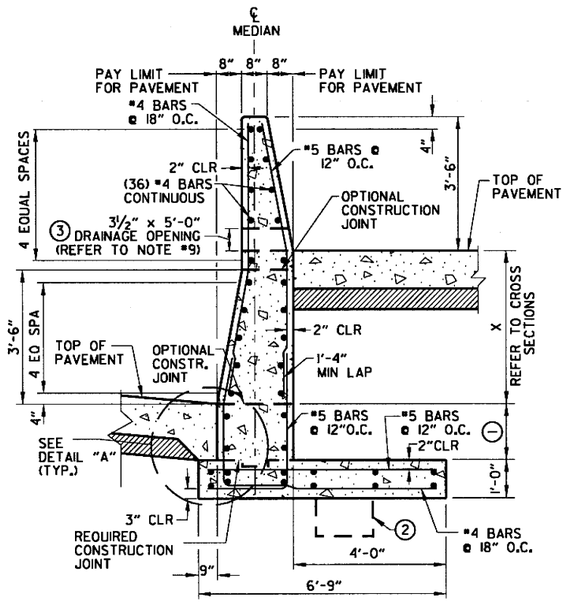
GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. PREFORMED EXPANSION JOINT MATERIAL SHALL MEET THE REQUIREMENTS OF SUBSECTION 501.02(H) OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
3. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
4. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A, SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
10. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
11. BARRIER REINFORCING BARS ANCHORED INTO CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

CONTRACTION JOINT DETAIL

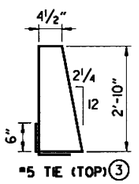


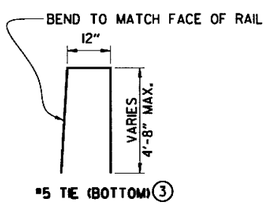
CONCRETE BARRIER WALL
(MEDIAN TYPE B; MASH TL-4)
X = 0'-0" TO 1'-0" MAX
N.T.S.

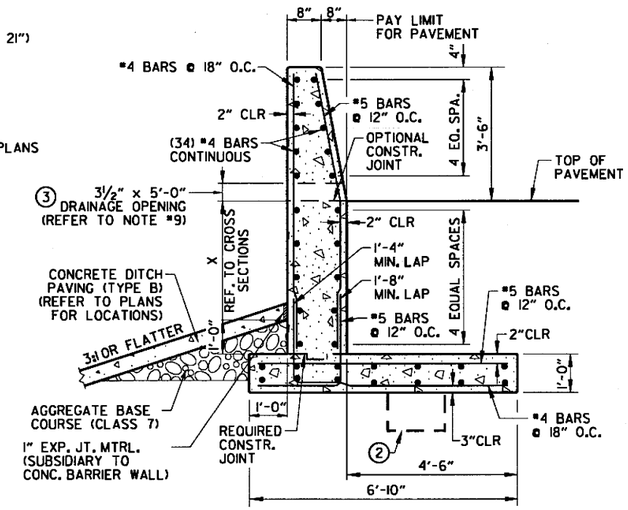


CONCRETE BARRIER WALL
(MEDIAN TYPE C; MASH TL-4)
X =0'-0" TO 5'-0" MAX
N.T.S.

① MATCH DEPTH OF PAVEMENT (MINIMUM 21")
② SHEAR KEY REQUIRED WHEN "X" EXCEEDS 3'-6"
③ BAR BENDING DIAGRAMS FOR MEDIAN TYPE C & SIDE TYPE E BARRIERS AT DRAINAGE OPENINGS
④ REFER TO MAINTENANCE OF TRAFFIC PLANS







CONCRETE BARRIER WALL
(SIDE TYPE E; MASH TL-4)
X = 1'-0" TO 5'-0" MAX
N.T.S.

SPECIAL DETAILS

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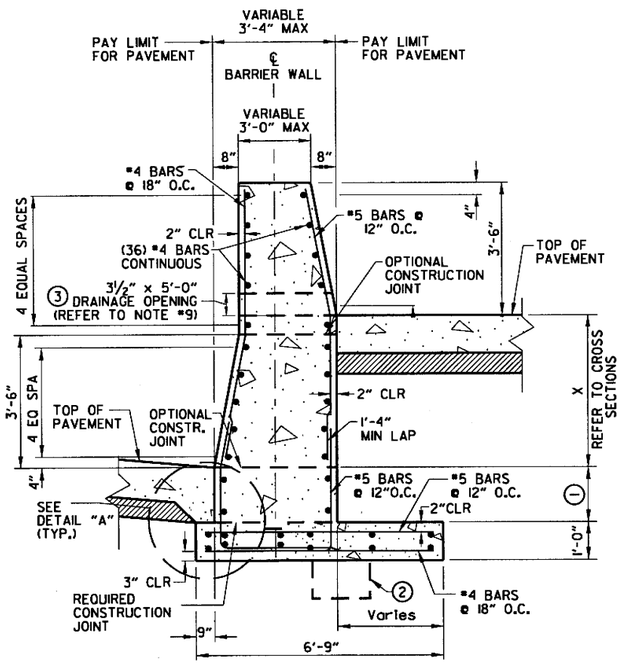
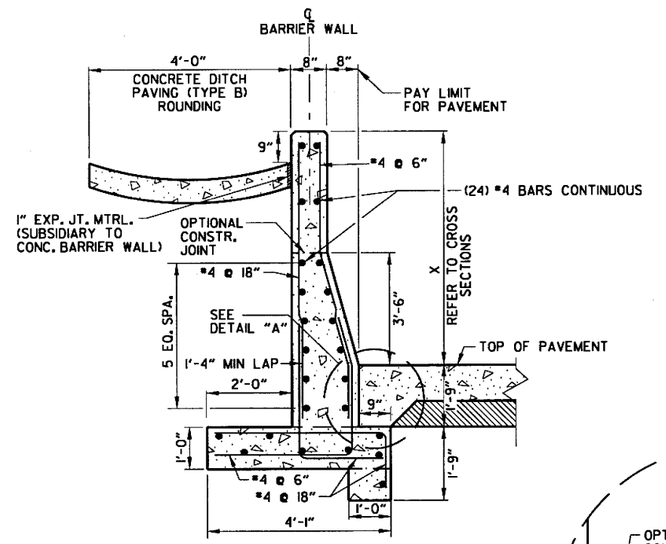
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	45	1465
				(2)		SPECIAL DETAILS		



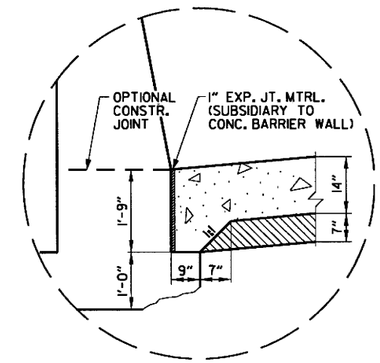
CONCRETE BARRIER WALL
(MEDIAN TYPE C-1; MASH TL-4)
X = 1'-0" TO 5'-0" MAX

N.T.S.

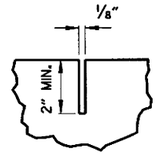


CONCRETE BARRIER WALL
(SIDE TYPE D; MASH TL-4)
X = 0'-0" TO 5'-0" MAX

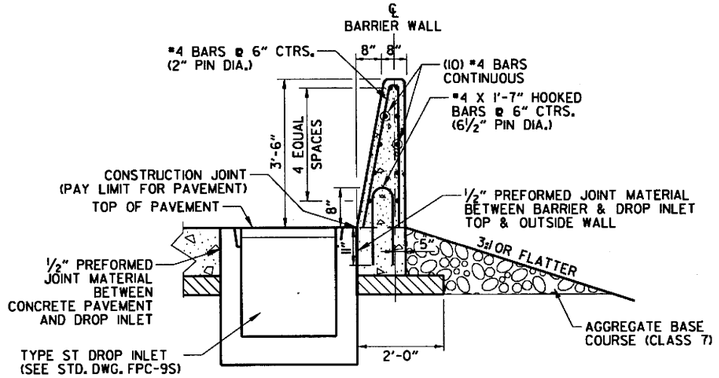
N.T.S.



DETAIL "A"
PAVEMENT NOTCH DETAIL
FOR TYPE C & D BARRIER WALLS

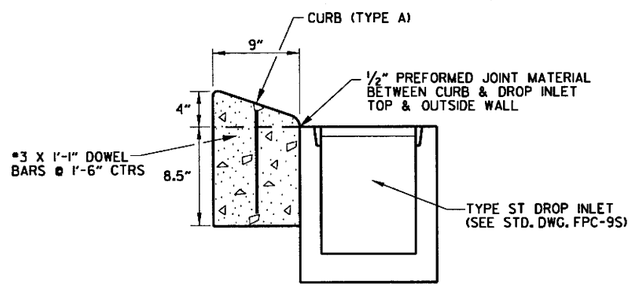


CONTRACTION
JOINT DETAIL



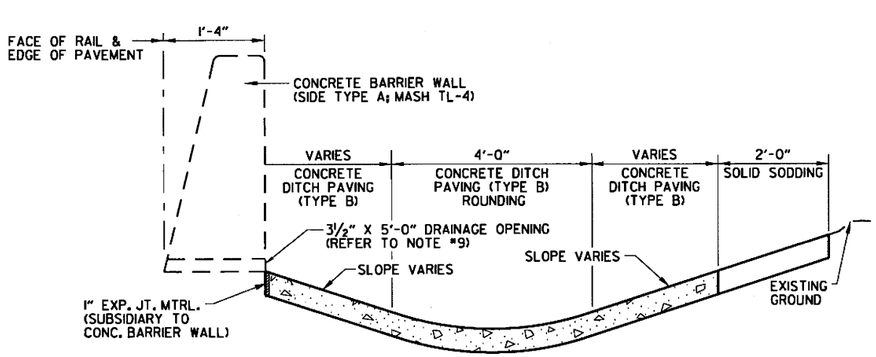
TRANSVERSE SECTION OF TYPE ST DROP INLET
ADJACENT TO CONCRETE BARRIER WALL
(SIDE TYPE A; MASH TL-4)

N.T.S.



TRANSVERSE SECTION OF TYPE ST DROP INLET
ADJACENT TO CURB

N.T.S.



DITCH PAVING (TYPE B)
BEHIND CONCRETE BARRIER WALL
(SIDE TYPE A)

N.T.S.

NOTE:
THE COST FOR THE MODIFICATION OF THE BARRIERS AND DROP INLETS ARE TO BE SUBSIDIARY TO CONCRETE BARRIER WALLS AND CURBS.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. PREFORMED EXPANSION JOINT MATERIAL SHALL MEET THE REQUIREMENTS OF SUBSECTION 501.02(H) OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
3. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
4. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
5. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
6. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
7. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
8. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A, SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
9. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
10. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
11. BARRIER REINFORCING BARS ANCHORED INTO CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR AZADI
2018-06-22

SPECIAL DETAILS

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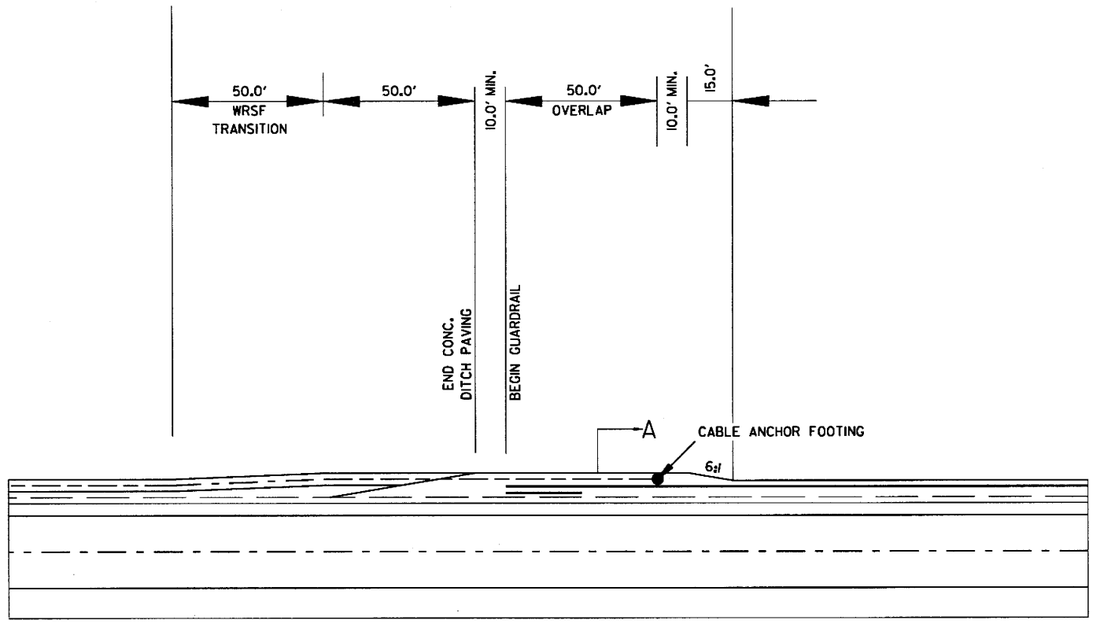
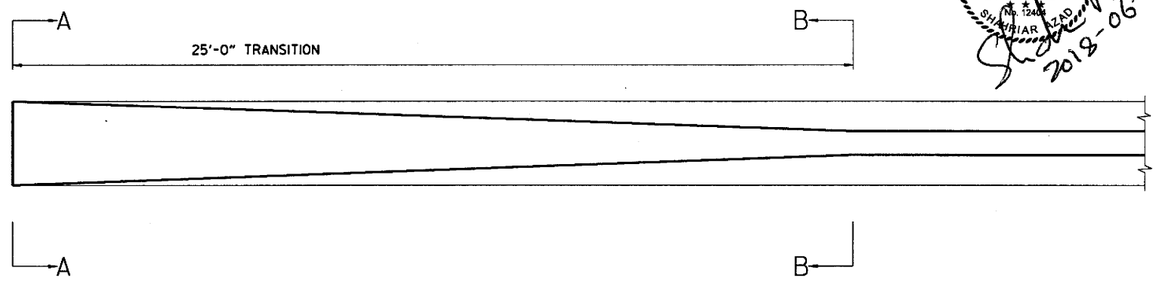
				6	ARK.			
				JOB NO.		CA0601	46	1465

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

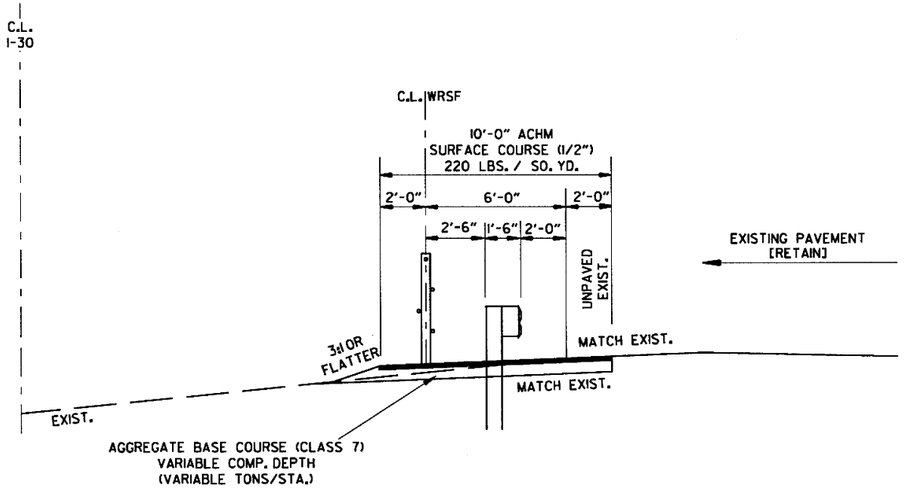


PLAN VIEW
GUARDRAIL OVERLAPS WITH ENDS OF
WIRE ROPE SAFETY FENCE
N.T.S.



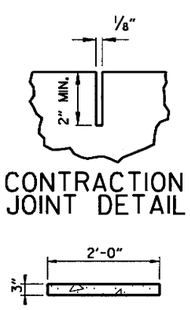
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

NOTE: TRANSITION TO BE CONSTRUCTED AT BEGINNING AND END OF BARRIER WALL.

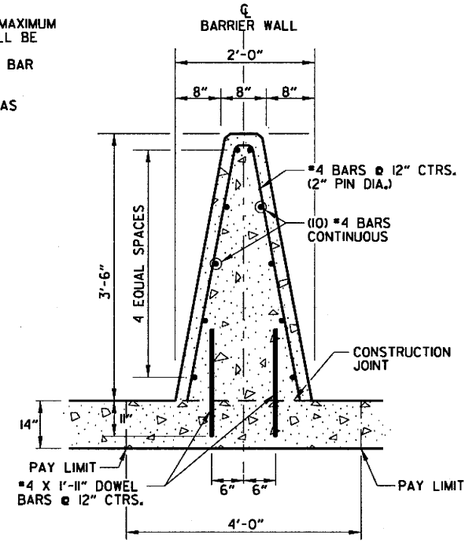


GUARDRAIL OVERLAPS WITH ENDS OF
WIRE ROPE SAFETY FENCE
(SECTION A-A)
N.T.S.

NOTES FOR MEDIAN BARRIER:
1. ALL EXPOSED EDGES SHALL HAVE ¾" CHAMFERS.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT 15'-0" MAXIMUM SPACING IN TOP AND SIDES OF MEDIAN BARRIER AND SHALL BE FORMED IN FRESH CONCRETE.
3. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
4. ALL REINFORCING BARS SHALL HAVE 2" MINIMUM COVER.
5. BARRIER TRANSITIONS WILL BE MEASURED AND PAID FOR AS "CONCRETE BARRIER WALL (MEDIAN TYPE A)".



CONTRACTION
JOINT DETAIL



CONCRETE BARRIER WALL
(MEDIAN TYPE A)
(SECTION A-A)
N.T.S.

CONCRETE BARRIER WALL
(MEDIAN TYPE A-1; MASH TL-4)
(SECTION B-B)
N.T.S.

CONCRETE BARRIER WALL (MEDIAN TYPE A) TRANSITION

SPECIAL DETAILS

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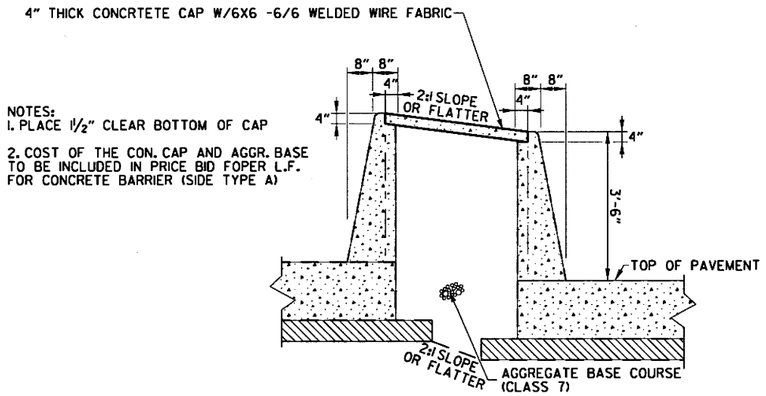
② SPECIAL DETAILS

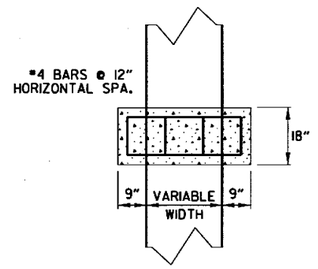


NOTES:
1. PLACE 1½" CLEAR BOTTOM OF CAP
2. COST OF THE CON. CAP AND AGGR. BASE TO BE INCLUDED IN PRICE BID FOPER L.F. FOR CONCRETE BARRIER (SIDE TYPE A)

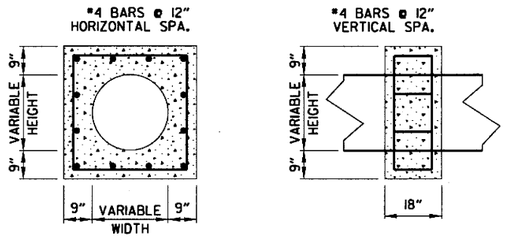
CONCRETE CAP
(SUBSIDIARY TO CONCRETE BARRIER WALL)
N.T.S.

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. PREFORMED EXPANSION JOINT MATERIAL SHALL MEET THE REQUIREMENTS OF SUBSECTION 501.02(H) OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
3. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING FOR BARRIER TYPES MEDIAN A, SIDE A. A 30'-0" MAXIMUM SPACING IS REQUIRED FOR TYPES MEDIAN C, SIDE C, D & E.
4. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
5. DOWEL BARS FOR BARRIER TYPES MEDIAN A, SIDE A WILL NOT BE REQUIRED IF BARRIER AND MINIMUM 4' WIDE BASE ARE CAST AS A COMPLETE UNIT.
6. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
7. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
8. THE DESIGN OF BARRIER WALL TYPES SIDE C, D & E IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
9. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT FOR BARRIER TYPES MEDIAN A, SIDE A OR 120 FT FOR BARRIER TYPES SIDE C, D & E. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
10. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
11. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.

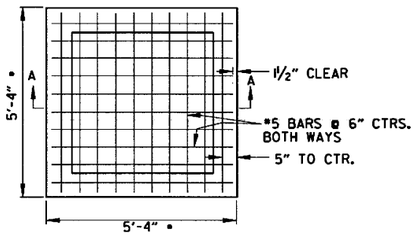


TOP VIEW

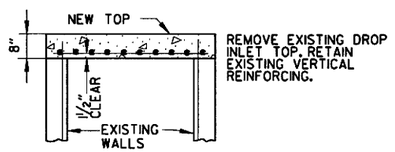


FRONT VIEW SIDE VIEW

PIPE EXTENSION
REINFORCED CONCRETE COLLAR DETAIL
(SUBSIDIARY TO PIPE CULVERT)
N.T.S.



TOP VIEW



• CONTRACTOR TO VERIFY DIMENSION OF EXISTING DROP INLETS, AND IF NECESSARY, ADJUST REINFORCEMENT DETAILS TO MATCH EXISTING INLET AS APPROVED BY THE ENGINEER.

SECTION A-A

DETAILS OF MODIFIED DROP INLET
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR AZAD
2017-06-22

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SPECIAL DETAILS

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				JOB NO.		CA0601	48	1465
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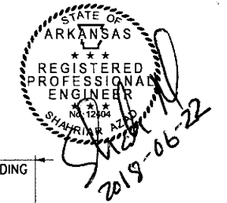
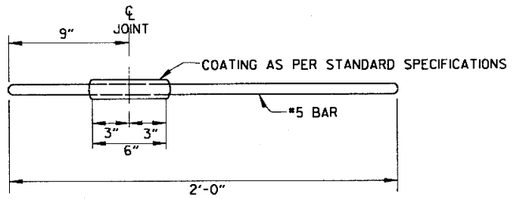
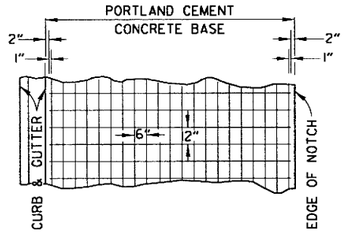




DETAIL OF TIE BAR COATING

NOTES:

1. TIE BARS SHALL BE SECURED INTO HOLES DRILLED AT MID SLAB AS SHOWN. NO TIE BARS SHALL BE PLACED CLOSER THAN 15" TO AN EXISTING TRANSVERSE JOINT.
2. MATERIALS FOR SECURING TIE BARS IN EXISTING SLAB SHALL MEET THE REQUIREMENTS AS SPECIFIED IN SUBSECTION 507.02 OF THE STANDARD SPECIFICATIONS.
3. PAYMENT FOR SAWED LONGITUDINAL CONSTRUCTION JOINTS AND ALL OTHER JOINTS IN NEW CRCP SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT".



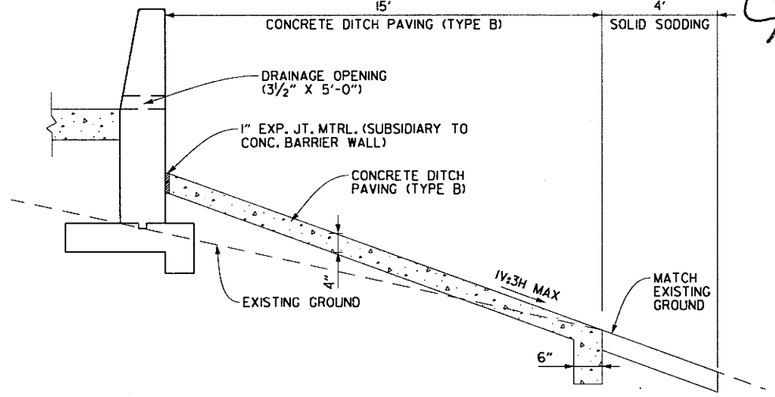
DETAIL OF REINFORCING STEEL FOR PAVEMENT (MESH FABRIC TYPE 3)

6"X 12" MESH FABRIC (TYPE 3) (W5.5 x W2.9) = 4.26 LBS./SQ.YD.

N.T.S.

NOTES:

1. LAP MESH FABRIC MIN. 12" LONGITUDINALLY AND MIN. 6" TRANSVERSELY.
2. MESH FABRIC IS NOT REQUIRED WHEN WIDTH OF PORTLAND CEMENT CONCRETE BASE IS LESS THAN 12".
3. MESH FABRIC (TYPE 3) WILL NOT BE PAID FOR DIRECTLY, BUT FULL COMPENSATION, THEREFORE, WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE BID PER SQ. YD. FOR PORTLAND CEMENT CONCRETE BASE.



SECTION AT DRAINAGE OPENINGS ON CONCRETE BARRIER WALL

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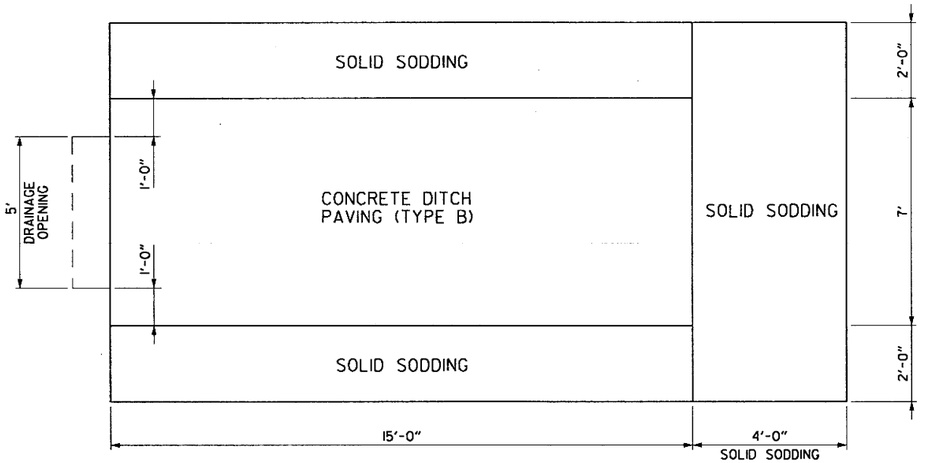

PLAN AT DRAINAGE OPENINGS ON CONCRETE BARRIER WALLS

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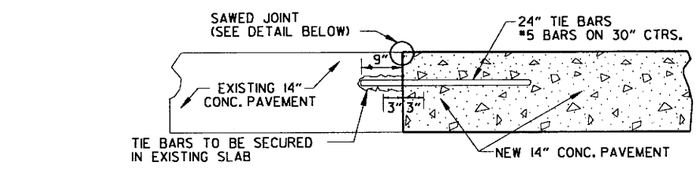

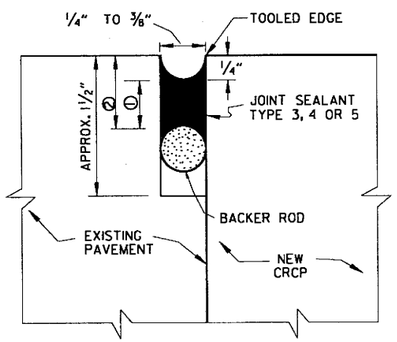

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS (1)	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH (2)
INCHES			
1/4	1/4	3/8	1/2
3/8	1/4	1/2	1/2

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS (1)	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH (2)
INCHES			
1/4	1/2	3/8	
3/8		1/2	1

DETAIL OF SAWED LONGITUDINAL CONSTRUCTION JOINT

DETAIL OF CONCRETE DITCH PAVING AT DRAINAGE OPENINGS ON CONCRETE BARRIER WALLS

NOTES:

1. REFER TO STANDARD DRAWING CDP-1.
2. REFER TO PLAN FOR LOCATIONS.

SPECIAL DETAILS

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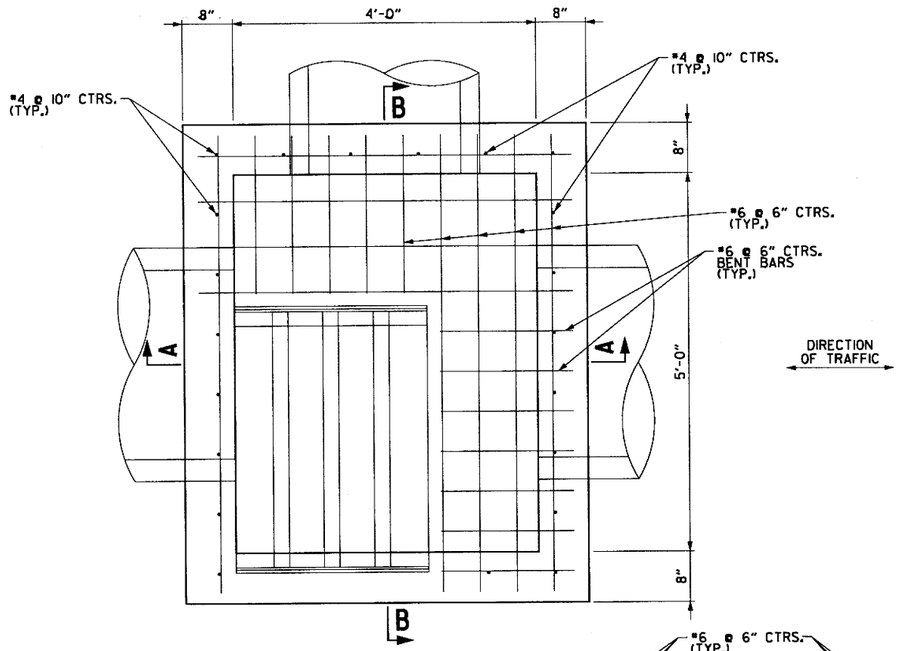
(2) SPECIAL DETAILS

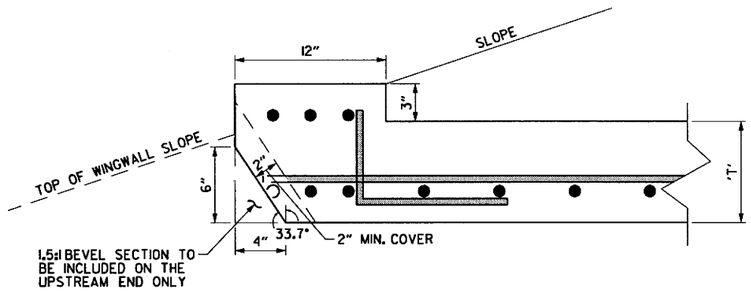
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2015-07-13



SECTION A-A SECTION B-B

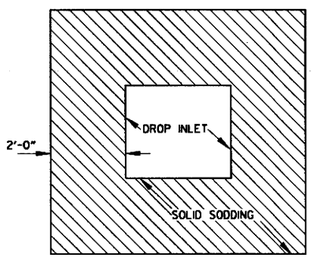
TYPE RM SPECIAL DROP INLET
(4' X 5' X H= 4'-0" TO 8'-0" MAX)
N.T.S.

NOTE:
WILL BE PAID AS TYPE RM SPECIAL DROP INLET.



R.C. BOX CULVERT
UPSTREAM TOP SLAB
TYPICAL BEVEL DETAIL

LOCATIONS:
R.C. BOX AT STA. 11+32
R.C. BOX AT STA. 260+00
R.C. BOX AT STA. 259+07
R.C. BOX AT STA. 372+70
R.C. BOX AT STA. 399+78



DETAIL FOR SOLID SODDING
AROUND DROP INLETS
(TYPE RM & TM)
N.T.S.

SPECIAL DETAILS

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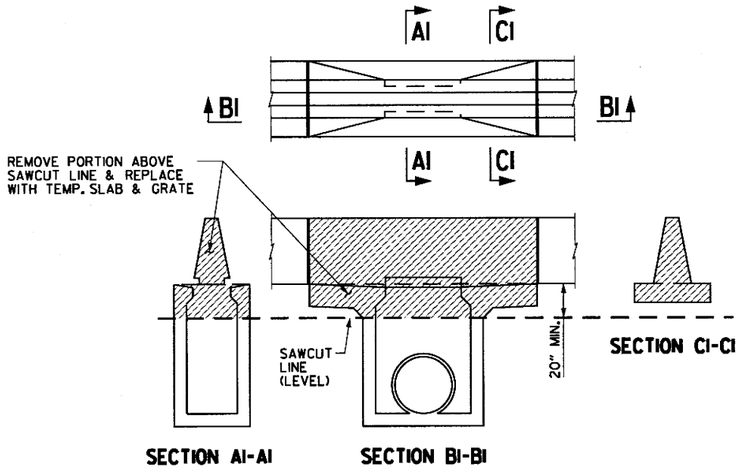
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-22



REMOVAL SKETCH

GENERAL METHOD OF WORK

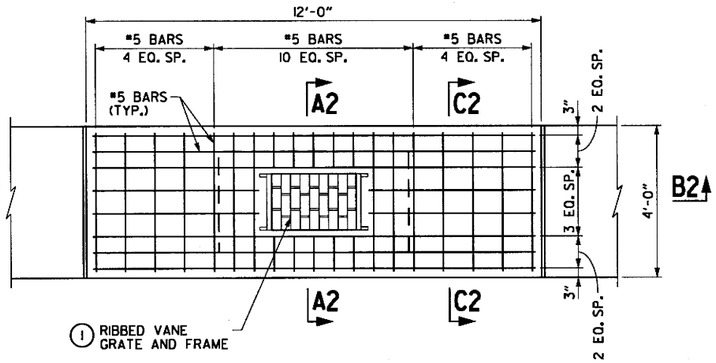
1. REMOVE EXISTING AREAS AS SHOWN IN REMOVAL SKETCH.
2. CONSTRUCT SLAB WITH RIBBED VANE GRATE AS SHOWN FOR TEMPORARY CONDITION.
3. REMOVE SLAB WITH RIBBED VANE GRATE AND CONSTRUCT BARRIER AND SLAB FOR FINAL CONDITION

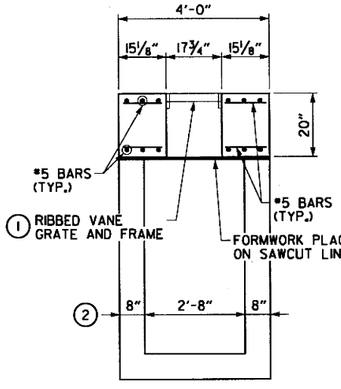
GENERAL NOTES FOR MODIFICATION OF MEDIAN DROP INLET TYPE SPECIAL

1. ALL BARRIER WALLS & INLETS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. PREFORMED EXPANSION JOINT MATERIAL SHALL MEET THE REQUIREMENTS OF SUBSECTION 501.02(H) OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
3. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
4. BARRIER WALL BASE SLAB SHALL BE PLACED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
5. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
6. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
7. BARRIER REINFORCING BARS ANCHORED INTO CONCRETE SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.
8. PAYMENT FOR ALL LABOR AND MATERIALS FOR REMOVAL, MODIFICATION OF EXISTING INLET FOR TEMPORARY CONDITION, AND RESTORATION OF EXISTING INLET TO FINAL CONDITION IS SUBSIDIARY TO DROP INLET TYPE SPECIAL.

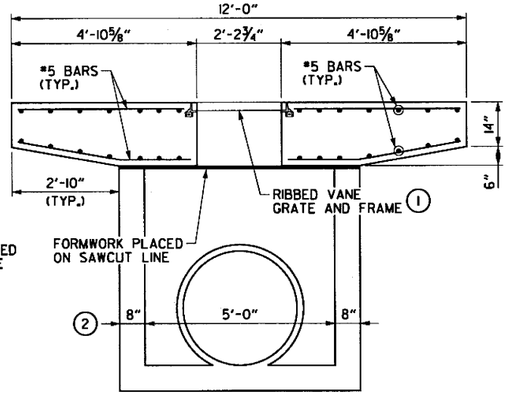
① FOR "DETAILS OF RIBBED VANE GRATE AND FRAME" REFER TO ARDOT STD. DWG. FPC-9S

② DIMENSIONS ARE FROM AS-BUILT INFORMATION, CONTRACTOR SHALL FIELD VERIFY.

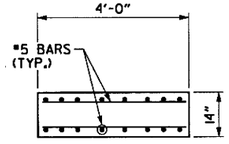




SECTION A2-A2

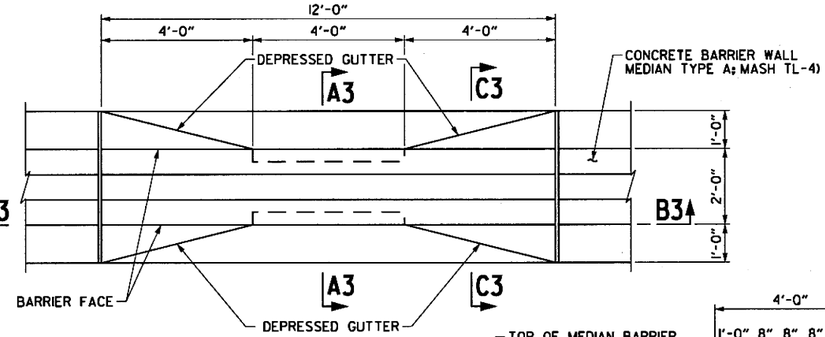


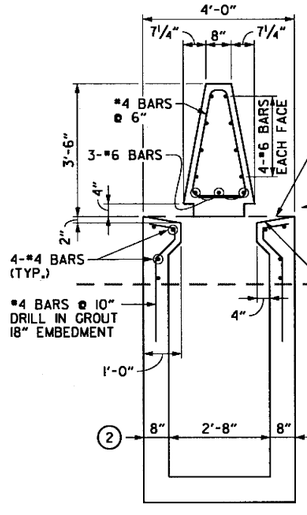
SECTION B2-B2



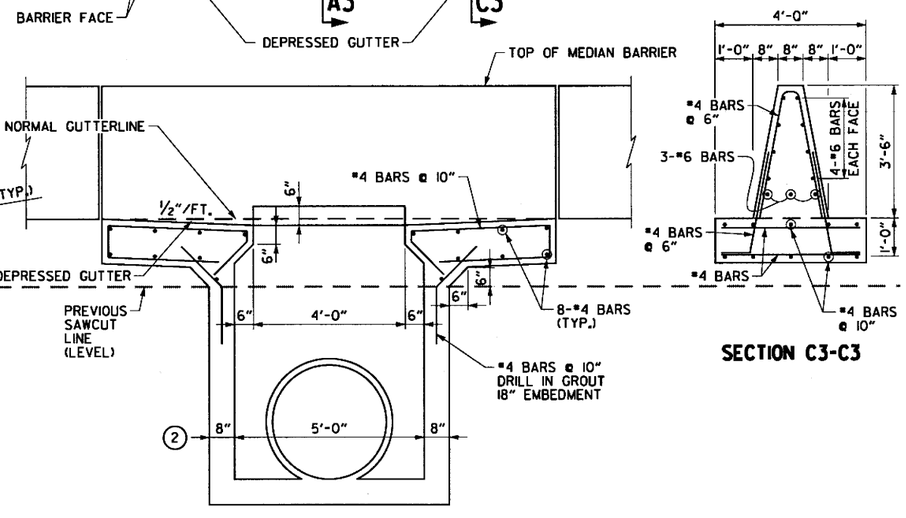
SECTION C2-C2

MODIFICATION OF MEDIAN DROP INLET TYPE SPECIAL (FOR TEMPORARY CONDITION)





SECTION A3-A3



SECTION B3-B3

MODIFICATION OF MEDIAN DROP INLET TYPE SPECIAL (FOR FINAL CONDITION)

SPECIAL DETAILS

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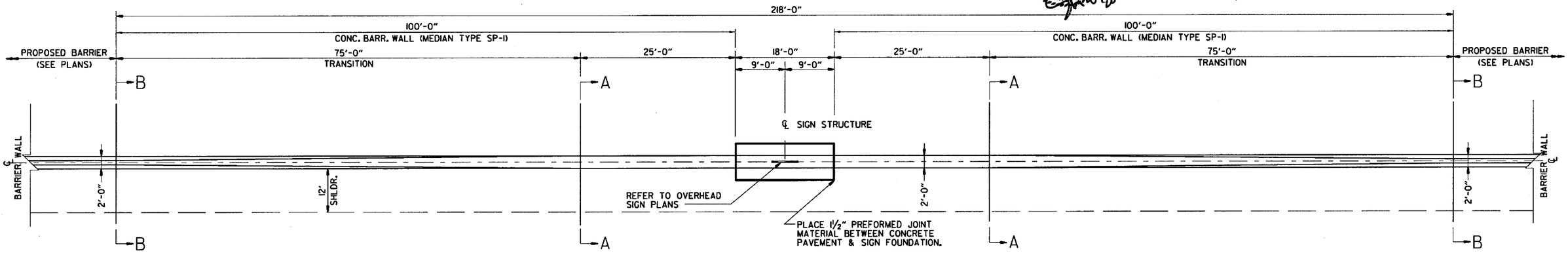
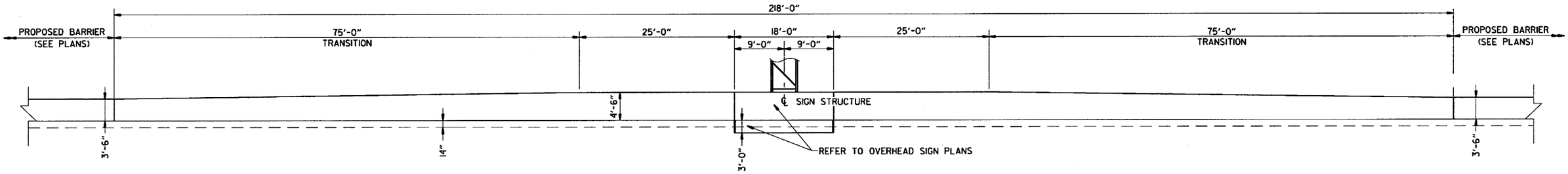
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	51	1465

② SPECIAL DETAILS

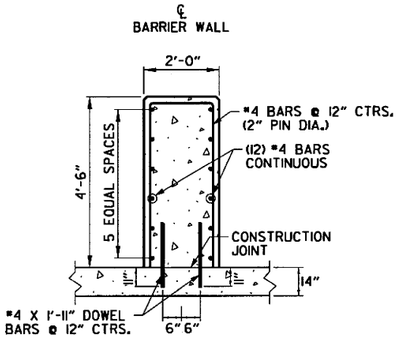
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER SHAHRIAR AZAD 2018-06-22



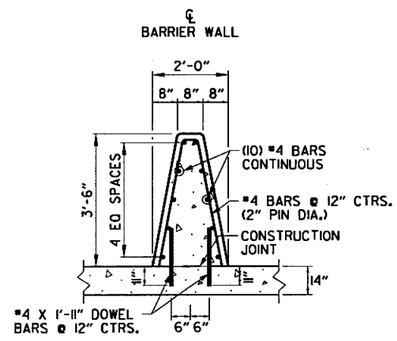
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-1) TRANSITION



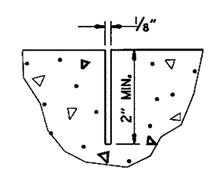
ELEVATION VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-1) TRANSITION



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-1)
(SECTION A-A)
N.T.S.



CONCRETE BARRIER WALL
(MEDIAN TYPE A)
(SECTION B-B)
N.T.S.



CONTRACTION JOINT DETAIL
N.T.S.

NOTES FOR BARRIER WALL TRANSITION

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
6. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT.
7. PREFORMED JOINT MATERIAL, AND REMOVAL AND DISPOSAL OF ANY PAVEMENT FOR CONSTRUCTION OF THE OVERHEAD SIGN FOUNDATION SHALL BE INCLUDED IN THE PRICE BID FOR "OVERHEAD SIGN STRUCTURE".
8. THE 100'-0" TRANSITION BETWEEN THE ROADWAY CONCRETE BARRIER AND THE OVERHEAD SIGN STRUCTURE SHALL BE PAID AS CONCRETE BARRIER WALL (MEDIAN TYPE SP-1).
9. BARRIER REINFORCING BARS ANCHORED INTO CONCRETE PAVEMENT SHALL BE INSTALLED AND SECURED ACCORDING TO 804.06 USING AN APPROVED ANCHORING SYSTEM FROM QPL.

CONCRETE BARRIER WALL (MEDIAN TYPE SP-1) TRANSITION
FOR OVERHEAD SIGN STRUCTURE

SPECIAL DETAILS

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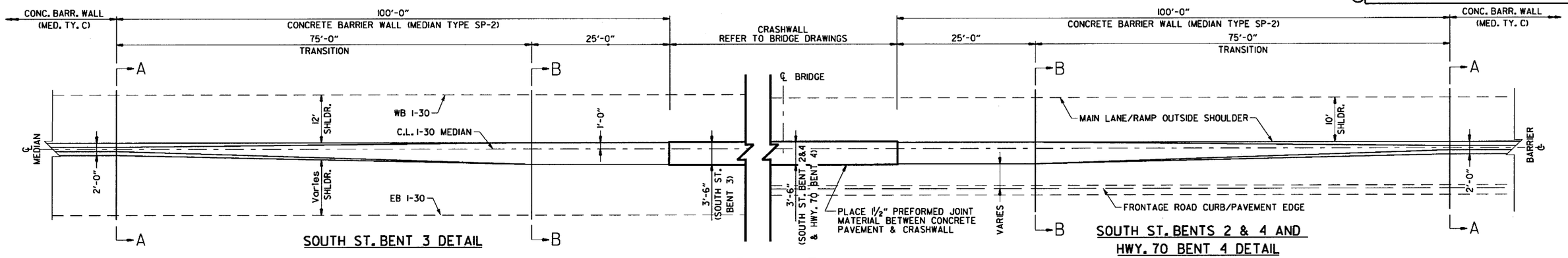
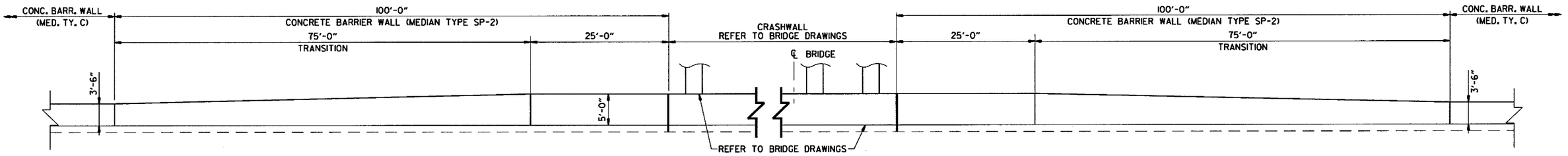
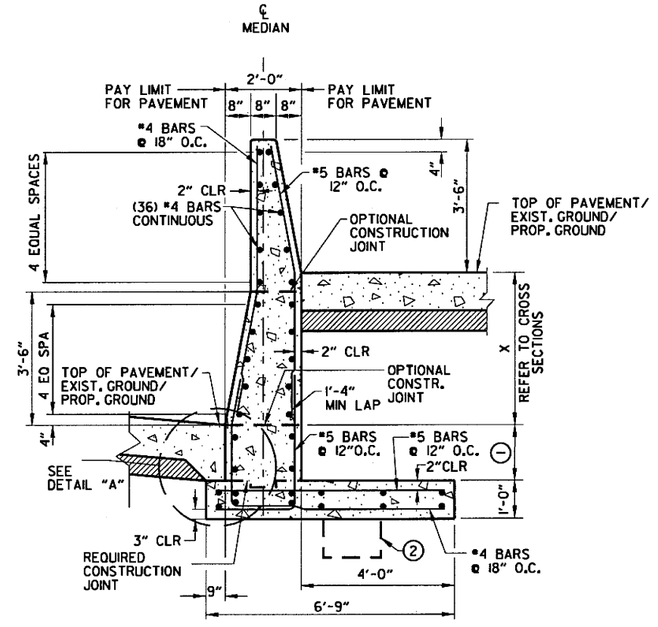
② SPECIAL DETAILS



PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-2) TRANSITION



ELEVATION VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-2) TRANSITION



CONCRETE BARRIER WALL (MEDIAN TYPE C) (SECTION A-A)

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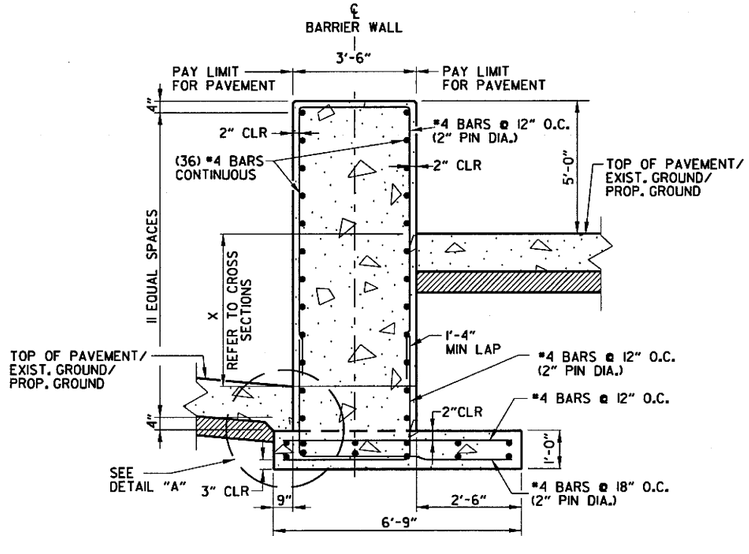
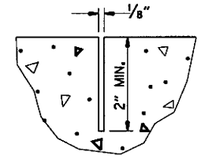


CONCRETE BARRIER WALL (MEDIAN TYPE SP-2) (SECTION B-B)

N.T.S.

CONCRETE BARRIER WALL (MEDIAN TYPE SP-2) TRANSITION FOR BRIDGE CRASHWALL



CONTRACTION JOINT DETAIL

N.T.S.

NOTES FOR BARRIER WALL TRANSITION

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
6. MAINTAIN 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
7. PREFORMED JOINT MATERIAL, AND REMOVAL AND DISPOSAL OF ANY PAVEMENT FOR CONSTRUCTION OF THE BRIDGE CRASHWALL SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BRIDGE ITEMS.
8. THE 100'-0" TRANSITION BETWEEN THE ROADWAY CONCRETE BARRIER AND THE BRIDGE CRASHWALL SHALL BE PAID AS CONCRETE BARRIER WALL (MEDIAN TYPE SP-2).

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER SHAHRIAR SHAHIDI 2018-06-22

SPECIAL DETAILS

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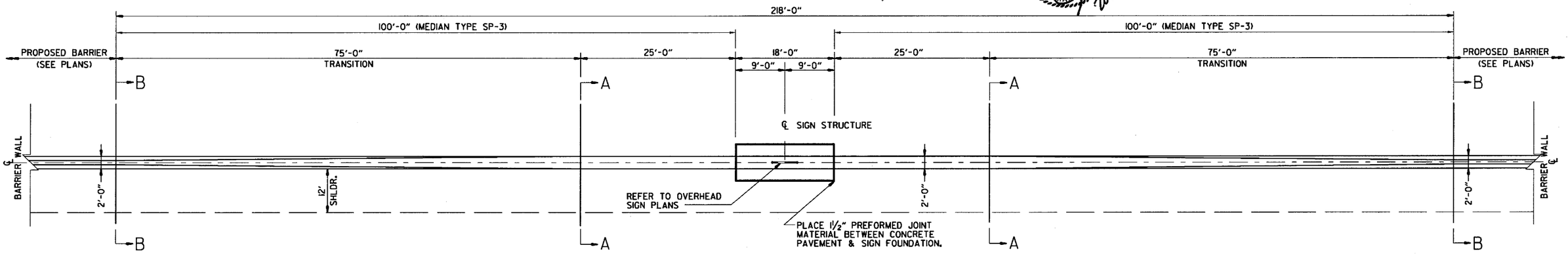
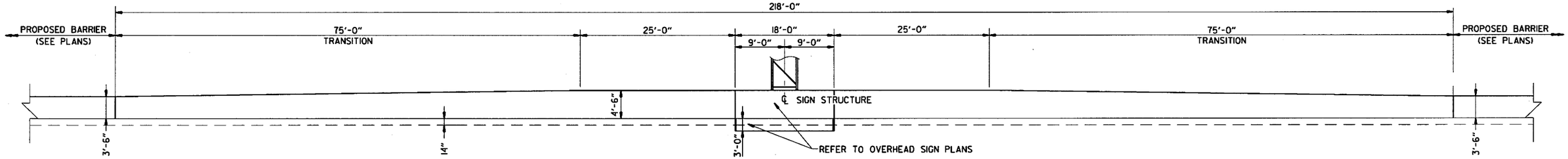
				6	ARK.			
				JOB NO.		CA0601	53	1465

(2) SPECIAL DETAILS

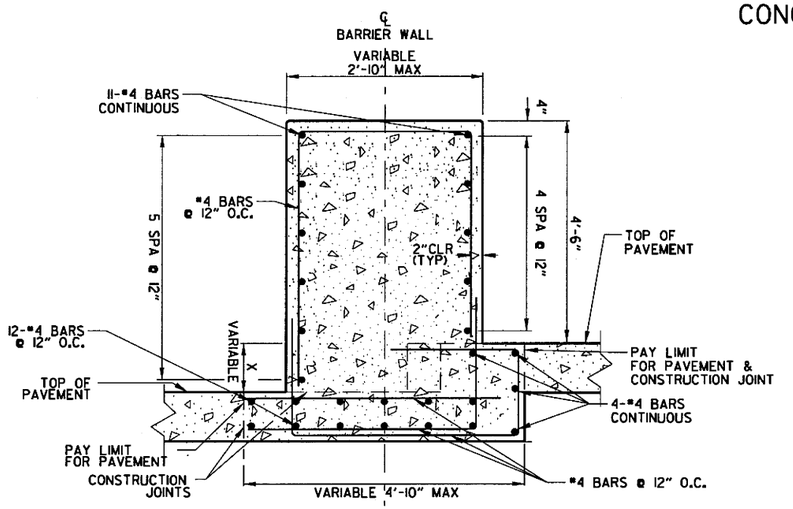
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR
2018-06-22



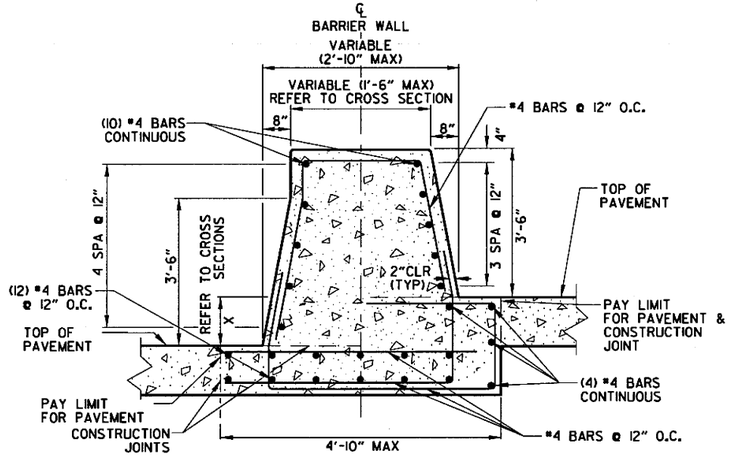
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-3) TRANSITION



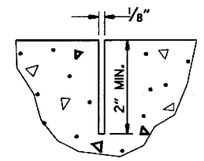
ELEVATION VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-3) TRANSITION



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-3)
X = 0'-0" TO 1'-0" MAX
(SECTION A-A)
N.T.S.



CONCRETE BARRIER WALL
(MEDIAN TYPE B)
X = 0'-0" TO 1'-0" MAX
(SECTION B-B)
N.T.S.



CONTRACTION JOINT DETAIL
N.T.S.

NOTES FOR BARRIER WALL TRANSITION

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
6. MAINTAIN 2" CLEARANCE ON ALL REINFORCEMENT.
7. PREFORMED JOINT MATERIAL, AND REMOVAL AND DISPOSAL OF ANY PAVEMENT FOR CONSTRUCTION OF THE OVERHEAD SIGN FOUNDATION SHALL BE INCLUDED IN THE PRICE BID FOR "OVERHEAD SIGN STRUCTURE".
8. THE 100'-0" TRANSITION BETWEEN THE ROADWAY CONCRETE BARRIER AND THE OVERHEAD SIGN STRUCTURE SHALL BE PAID AS CONCRETE BARRIER WALL (MEDIAN TYPE SP-3).

CONCRETE BARRIER WALL (MEDIAN TYPE SP-3)
TRANSITION FOR OVERHEAD SIGN STRUCTURE

SPECIAL DETAILS

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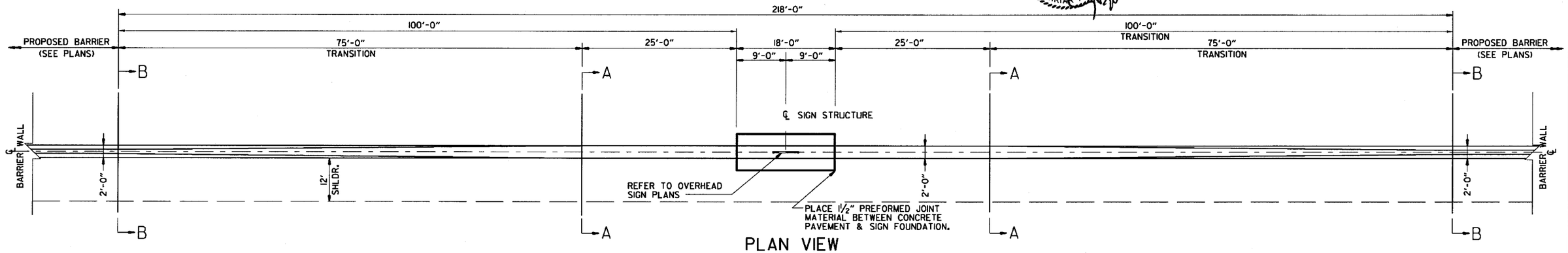
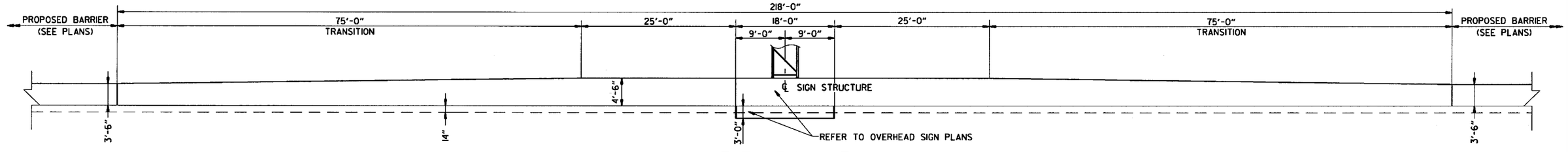
				JOB NO.		CA0601	54	1465

(2) SPECIAL DETAILS

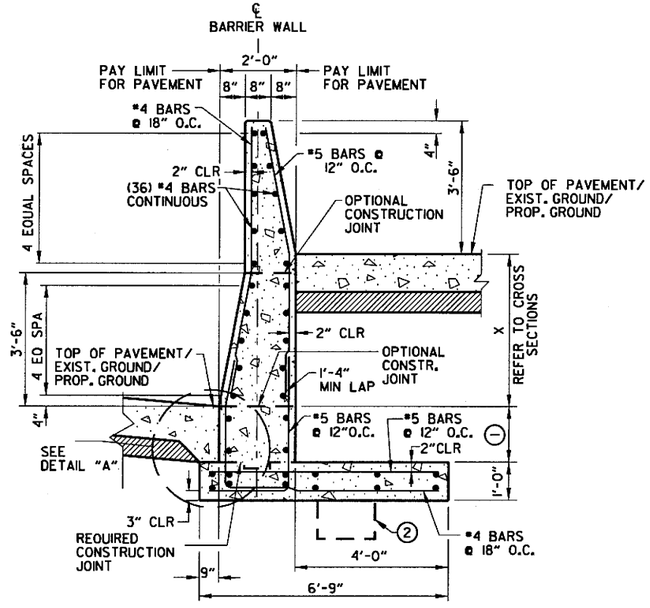
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



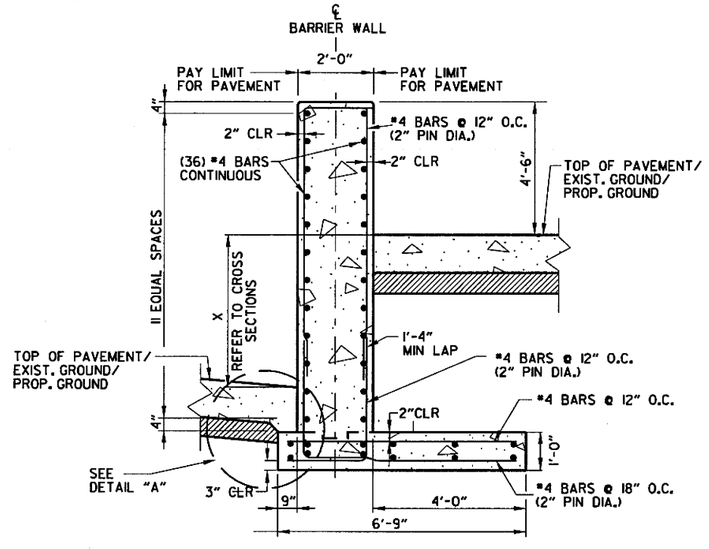
PLAN VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-4) TRANSITION



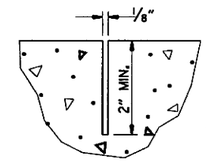
ELEVATION VIEW
CONCRETE BARRIER WALL (MEDIAN TYPE SP-4) TRANSITION



CONCRETE BARRIER WALL
(MEDIAN TYPE C)
(SECTION B-B)
N.T.S.



CONCRETE BARRIER WALL
(MEDIAN TYPE SP-4)
(SECTION A-A)
N.T.S.



CONTRACTION JOINT DETAIL
N.T.S.

NOTES FOR BARRIER WALL TRANSITION

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 15'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
6. MAINTAIN 2" CLEARANCE ON ALL OTHER REINFORCEMENT.
7. PREFORMED JOINT MATERIAL, AND REMOVAL AND DISPOSAL OF ANY PAVEMENT FOR CONSTRUCTION OF THE OVERHEAD SIGN FOUNDATION SHALL BE INCLUDED IN THE PRICE BID FOR "OVERHEAD SIGN STRUCTURE".
8. THE 100'-0" TRANSITION BETWEEN THE ROADWAY CONCRETE BARRIER AND THE BRIDGE CRASHWALL SHALL BE PAID AS CONCRETE BARRIER WALL (MEDIAN TYPE SP-4).

CONCRETE BARRIER WALL (MEDIAN TYPE SP-4) TRANSITION
FOR SIGN STRUCTURE

SPECIAL DETAILS

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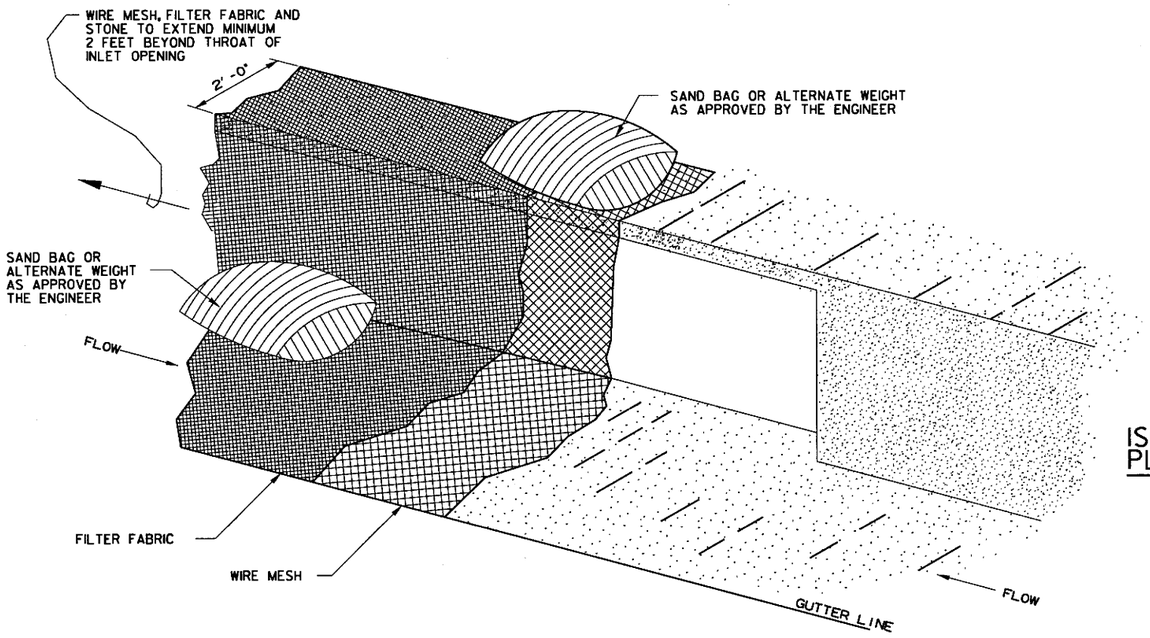
				②	SPECIAL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JAMES M. TIMMONS 12404
SCOTT AR AZ
2018-06-22

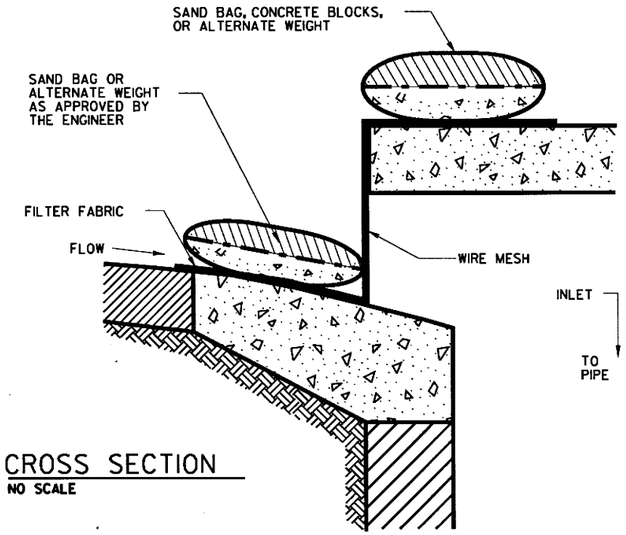
CURB INLET PROTECTION DETAILS (E-15)



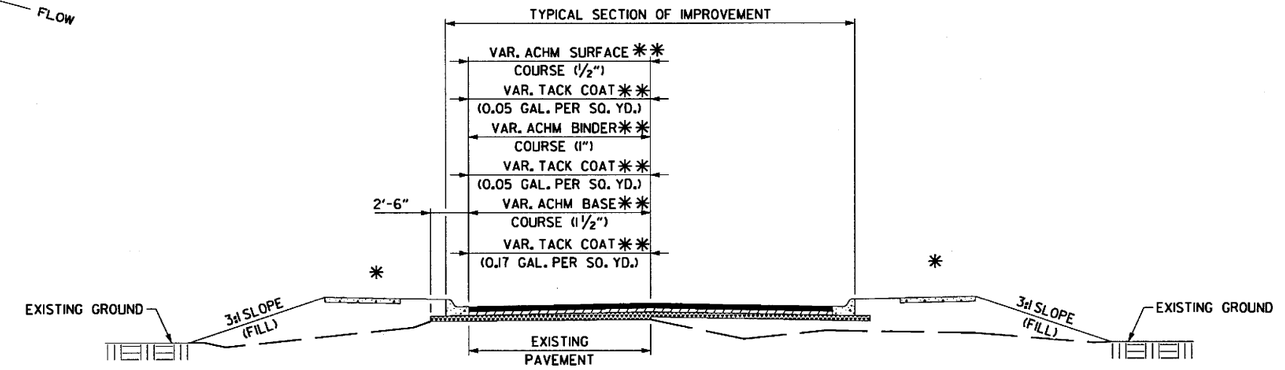
ISOMETRIC PLAN VIEW
N.T.S.

NOTES:

1. PLACE A CONTINUOUS PIECE OF WIRE MESH (30" MIN WIDTH BY INLET THROAT LENGTH PLUS 4 FEET) OVER INLET OPENING. EXTEND THE WIRE MESH 2' ACROSS THE INLET TOP.
2. PLACE A PIECE OF APPROVED FILTER FABRIC OF THE SAME DIMENSIONS AS THE WIRE MESH OVER THE WIRE MESH WITH WIRE TIES SPACED EVERY 6" IN ALL DIRECTIONS.
3. HOLD THE WIRE MESH AND FILTER FABRIC IN PLACE BY SANDBAGS OR ALTERNATE WEIGHT.
4. FORM THE WIRE MESH AND FILTER FABRIC TO THE CONCRETE GUTTER AND AGAINST THE FACE OF CURB ON BOTH SIDES OF THE INLET. PLACE SAND BAG OR ALTERNATE WEIGHT OVER THE WIRE MESH AND FILTER FABRIC IN SUCH A MANNER AS TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE FILTER FABRIC.
5. ASSURE THAT STORM FLOW DOES NOT BYPASS INLET BY INSTALLING TEMPORARY EARTH OR SANDBAG DIKES DIRECTING FLOW INTO INLET IF NECESSARY.
6. THIS TYPE OF PROTECTION MUST BE INSPECTED FREQUENTLY AND THE FILTER FABRIC REPLACED WHEN CLOGGED WITH SEDIMENT.



CROSS SECTION
NO SCALE



METHOD OF RAISING GRADE

NOTES:

(1) THIS DETAIL TO BE USED ONLY WHERE DIRECTED BY THE ENGINEER.

(2) QUANTITIES FOR METHOD OF GRADE RAISE USING ASPHALT WERE CALCULATED ON THIS PROJECT AT LOCATIONS WHERE THE DISTANCE BETWEEN THE EXISTING ASPHALT ROADWAY AND THE PROPOSED SUBGRADE WAS ONE FOOT OR LESS.

(3) IN LOCATIONS WHERE THE DISTANCE BETWEEN THE PROPOSED SUBGRADE AND THE EXISTING ASPHALT ROADWAY IS MORE THAN ONE FOOT, SCARIFICATION OF THE EXISTING ASPHALT ROADWAY WILL BE REQUIRED AS STATED IN SECTION 210, SUBSECTION 210.09, OF THE STANDARD SPECIFICATIONS.

* VARIATIONS ARE NOTED ON PLANS

** TO DETERMINE THE OVERLAY PAVEMENT LAYERS THE PRIORITY LIST BELOW SHALL BE USED. EACH LAYER WILL BE USED UP TO ITS MAXIMUM THICKNESS BEFORE INCLUDING THE LAYER BELOW.

1. TOP ACHM SURFACE COURSE (2")
2. BOTTOM ACHM SURFACE COURSE (MAX 2")
3. ACHM BINDER COURSE (MAX 6")
4. ACHM BASE COURSE (MAX 18")

SPECIAL DETAILS

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STATE OF ARKANSAS
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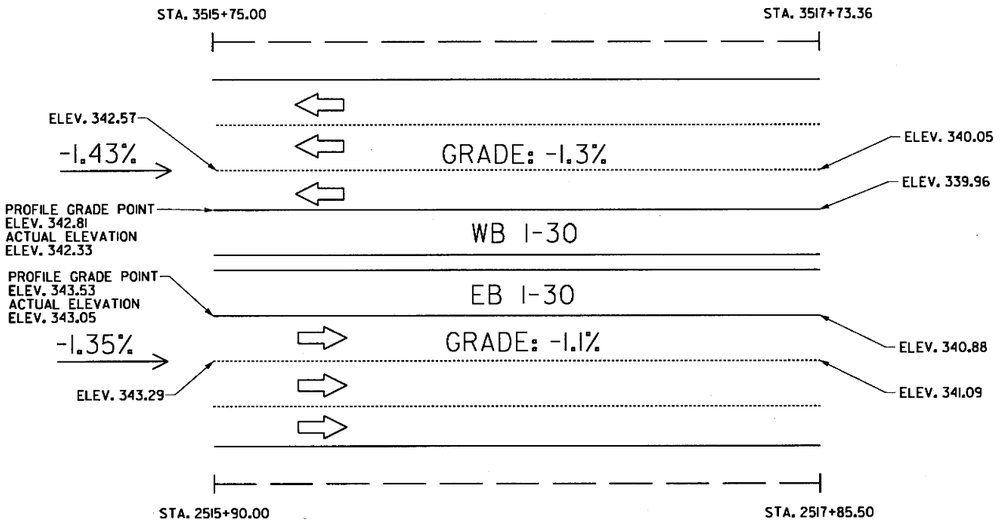
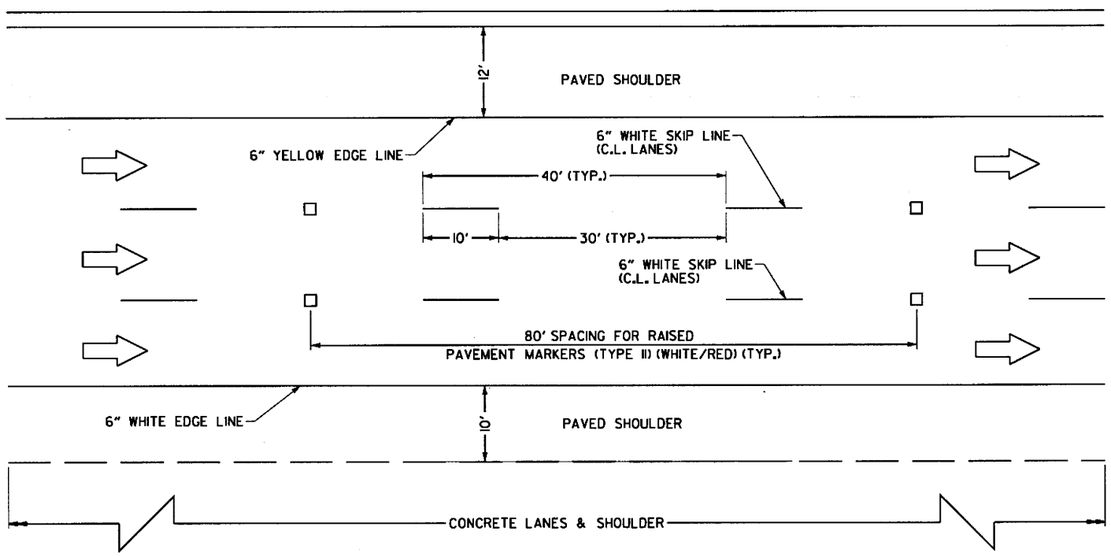
No. 12404
2018-06-22



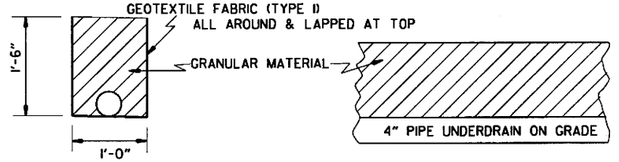
DETAIL SHOWING END OF JOB TRANSITION TO EXISTING CONCRETE PAVEMENT

CONCRETE ROADWAY

SKIP LINE - ENHANCED THERMOPLASTIC PAVEMENT MARKING
EDGE LINES - ENHANCED THERMOPLASTIC PAVEMENT MARKING
REFER TO SPECIAL PROVISION - ENHANCED THERMOPLASTIC PAVEMENT MARKING

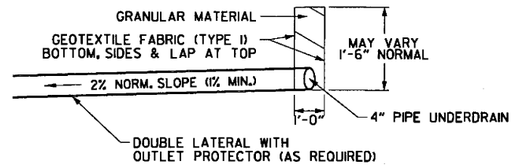


PERMANENT PAVEMENT MARKING DETAILS I-30 MAIN LANES

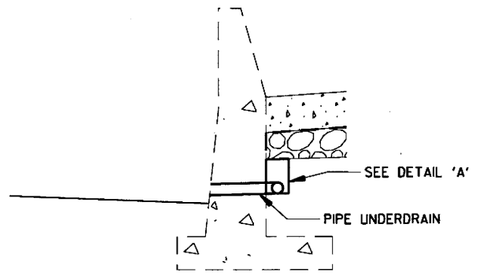


DETAILS OF PIPE UNDERDRAINS

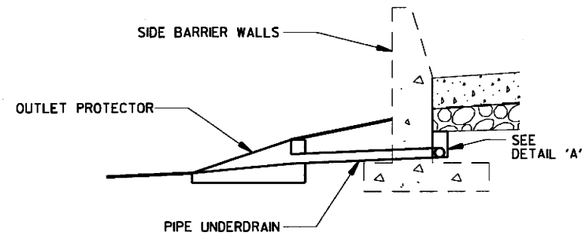
NOTE: GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTIONS 625 FOR TYPE I.



DETAIL 'A'



LATERAL THROUGH WALL ABOVE EMBANKMENT



LATERAL THROUGH WALL BELOW EMBANKMENT

NOTES FOR UNDERDRAIN PIPES:

1. REFER TO TYPICAL SECTIONS AND SPECIAL DETAILS FOR PAVEMENT SECTIONS AND BARRIERS.
2. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE CONSIDERED INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.
3. 4" NON-PERFORATED PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON OR ON STD. DWG. PU-1. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.
4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.
5. AT LOCATIONS WHERE A SINGLE LATERAL IS USED, THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1.) INSTALL OUTLET PROTECTOR AS SHOWN ON STD. DWG. PU-1 AND GROUT THE UNUSED HOLE OR 2.) INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE. PAYMENT SHALL BE INCLUDED IN THE PRICE BID EACH FOR "UNDERDRAIN OUTLET PROTECTORS."
6. ANY EXISTING UNDERDRAINS OR LATERALS ENCOUNTERED SHALL BE REMOVED. EXISTING TRENCHES SHALL BE FILLED WITH SUITABLE MATERIAL AS DETERMINED BY THE ENGINEER AND THOROUGHLY COMPACTED WITH A MECHANICAL TAMPER UNTIL IT IS AS FIRM AND UNYIELDING AS THE SURROUNDING MATERIAL. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

SPECIAL DETAILS

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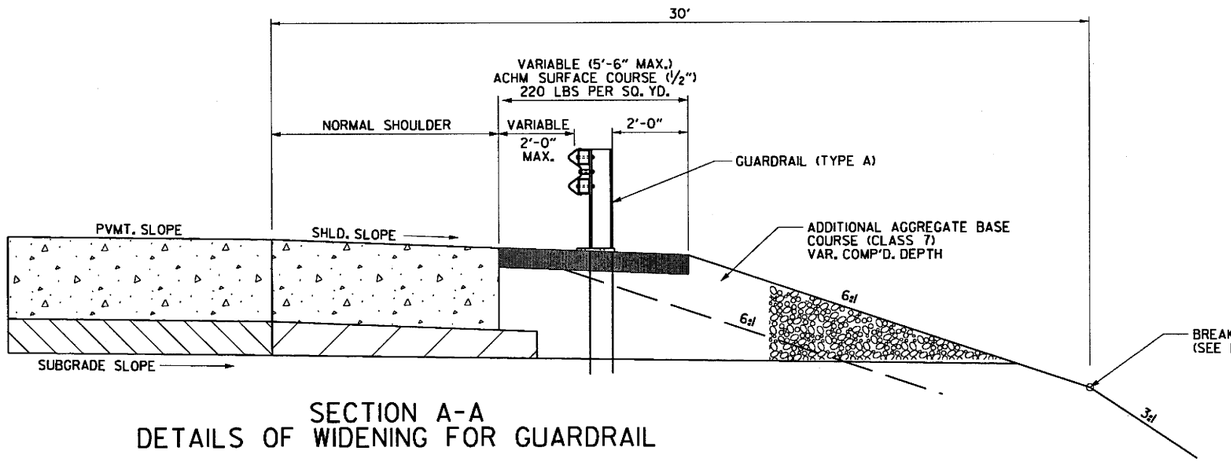
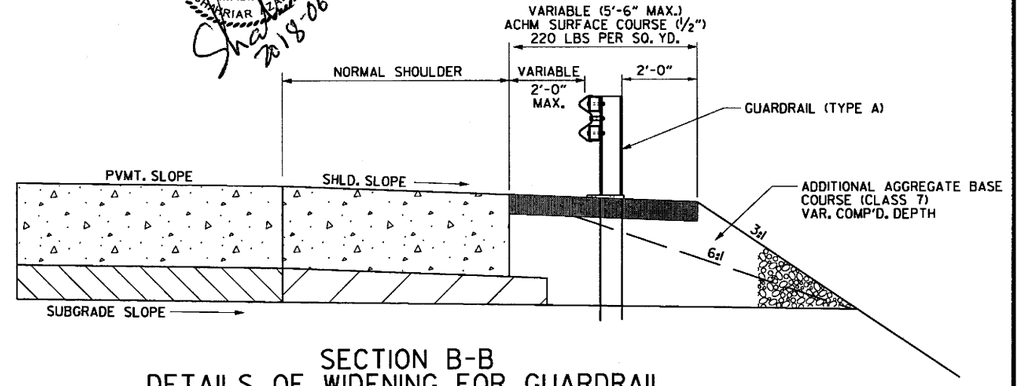
② SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12405 SHARIAR AZAD

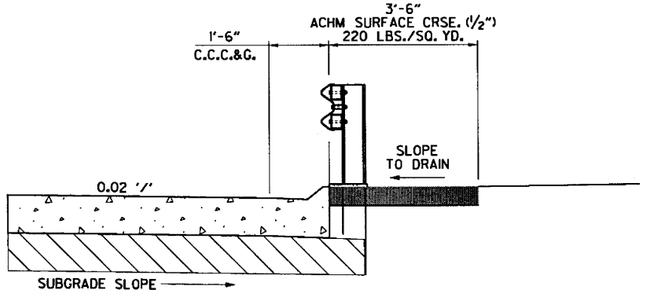
Shariar Azad 2018-06-22



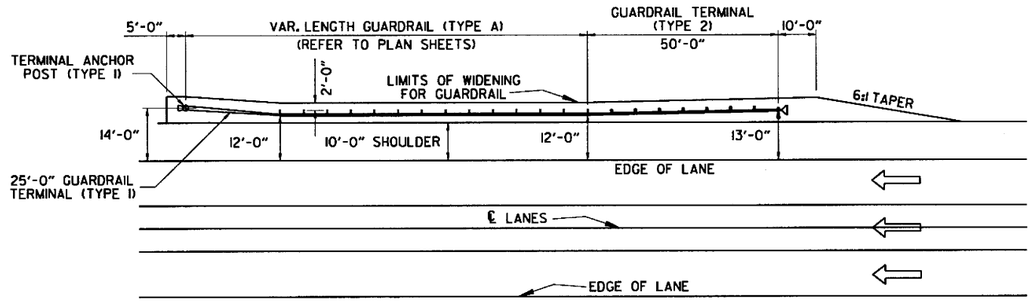
SECTION A-A
DETAILS OF WIDENING FOR GUARDRAIL



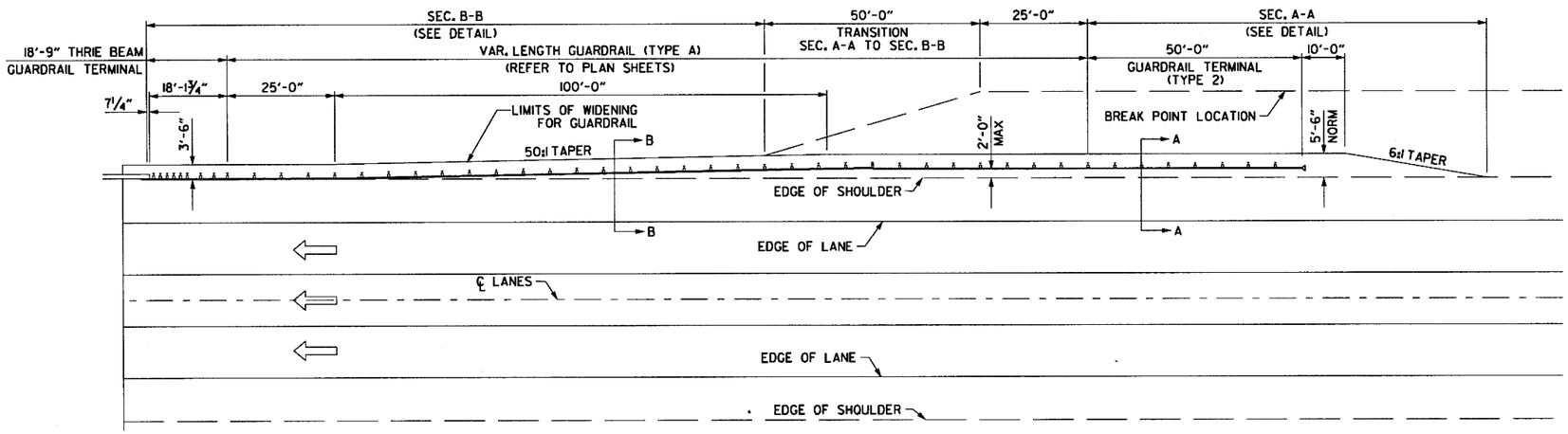
SECTION B-B
DETAILS OF WIDENING FOR GUARDRAIL



SECTION A-A
DETAILS OF WIDENING FOR GUARDRAIL
IN CURB SECTION



TYPICAL LAYOUT OF GUARDRAIL ALONG ROADWAY



TYPICAL LAYOUT OF GUARDRAIL AT BARRIER ENDS
(TO BE USED FOR EMBANKMENT WIDENING ONLY)

SPECIAL DETAILS

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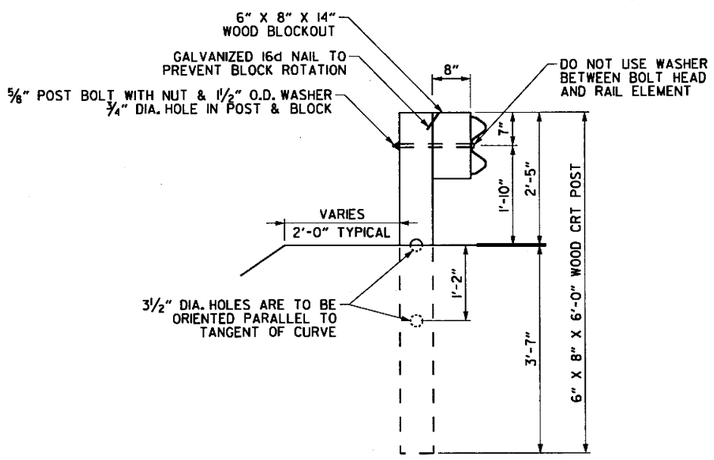
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWNRIAN AZIAD
2018-06-22

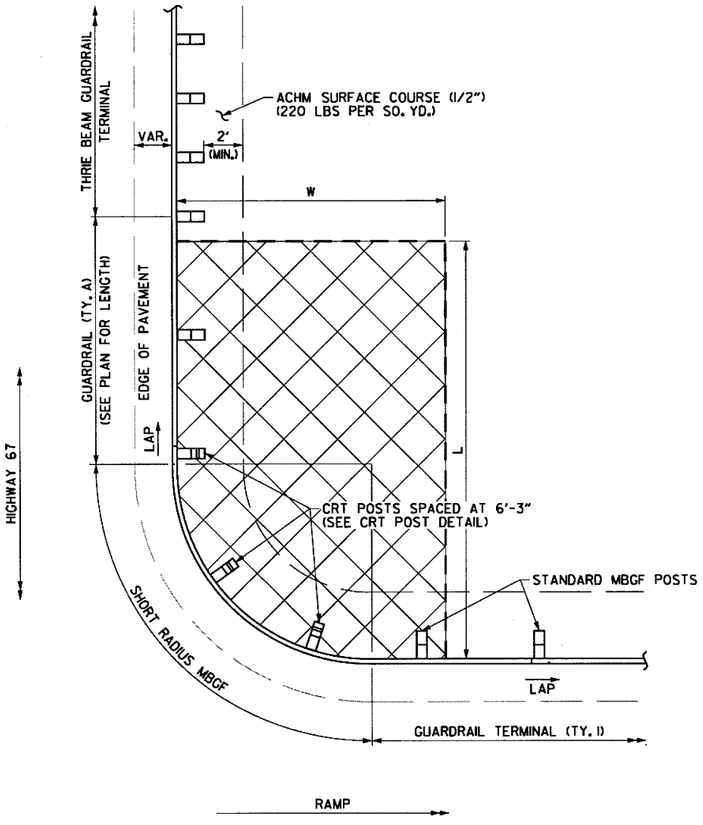


(CRT) POST DETAIL
CONTROLLED RELEASE TERMINAL POST

GENERAL NOTES

1. THE CONTROLLED RELEASE TERMINAL (CRT) POST, WOOD OR PLASTIC BLOCKOUTS, RAIL, & FITTINGS (BOLTS, NUTS, & WASHERS) SHALL MEET ALL THE REQUIREMENTS OF STD. DWG. GR-8 & SECTION 617 OF THE STANDARD SPECIFICATIONS (2014).
2. STEEL W-BEAM POSTS ARE NOT PERMITTED AT CRT POST POSITIONS.
3. THE ROADWAY SHALL INCLUDE WIDENING FOR GUARD RAIL TO ACCOMMODATE THE MBGF IN ACCORDARNCE WITH STD. DWG. GR-9A & SPECIAL DETAILS.

LOCATION	RADIUS	CURVE LENGTH	No. CRT POST	REQUIRED AREA FREE OF FIXED OBJECTS (L X W)
HWY. 67 @ RAMP 5	17'-0"	43'-9"	8	30' X 15'
HWY. 67 @ RAMP 2	35'-0"	75'-0"	13	50' X 20'



TYPICAL PLAN VIEW

SHORT RADIUS GUARDRAIL DETAIL

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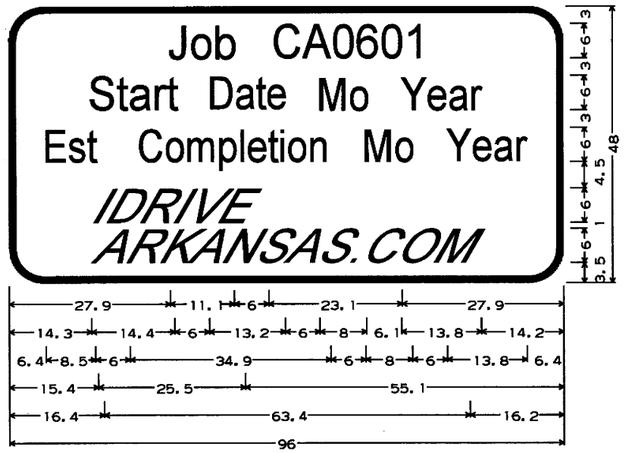
				JOB NO.		CA0601	59	1465

(2) SPECIAL DETAILS

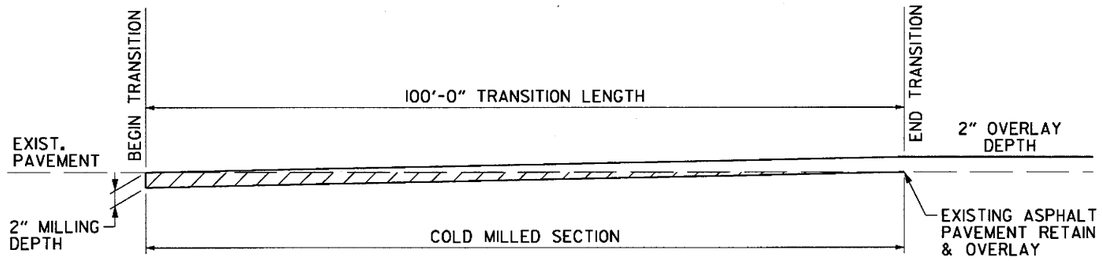
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD

Shah
2018-06-22



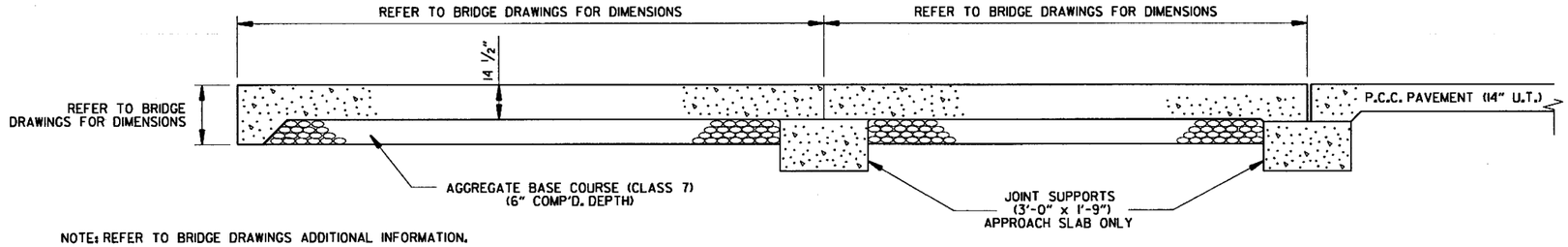
6.0' Radius, 1.3' Border, Black on Orange;
'Job CA0601' C 2K; 'Start Date Mo Year' C 2K;
'Est Completion Mo Year' C 2K; 'IDRIVE' Arial;
'ARKANSAS.COM' Arial;

CONSTRUCTION PROJECT INFORMATION SIGN



DETAIL SHOWING TRANSITION TO EXISTING PAVEMENT

TO BE USED WHERE DIRECTED BY THE ENGINEER



NOTE: REFER TO BRIDGE DRAWINGS ADDITIONAL INFORMATION.

LONGITUDINAL SECTION OF APPROACH SLABS

SPECIAL DETAILS

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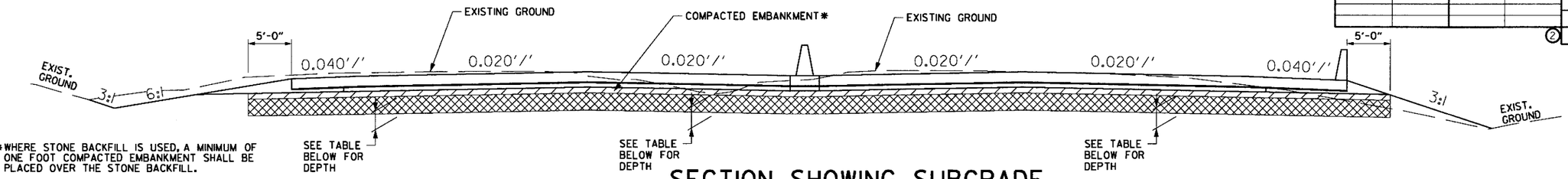
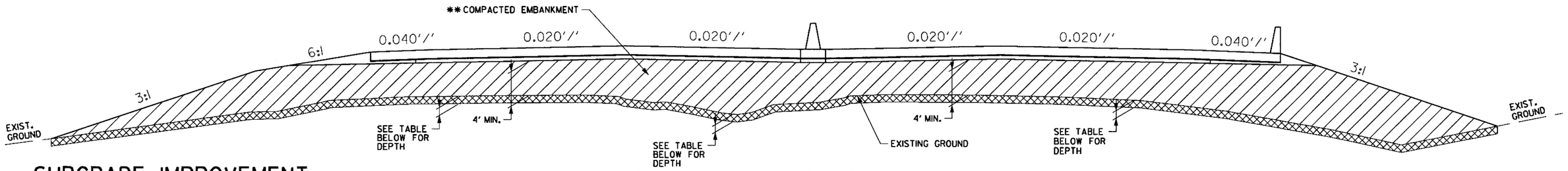
(2) SPECIAL DETAILS



*WHERE STONE BACKFILL IS USED, A MINIMUM OF ONE FOOT COMPACTED EMBANKMENT SHALL BE PLACED OVER THE STONE BACKFILL.

**QUANTIFIED AS EARTHWORK QUANTITY

SECTION SHOWING SUBGRADE IMPROVEMENTS - CUT CONDITION



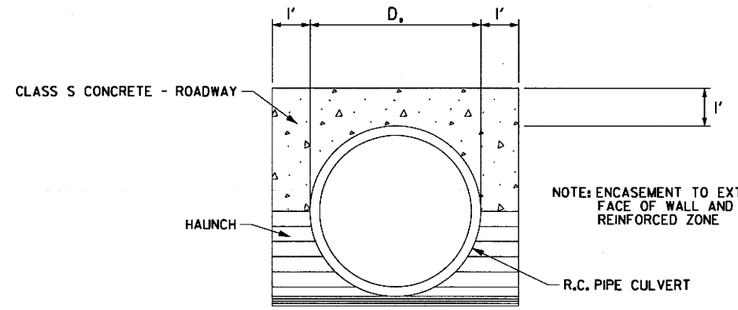
SECTION SHOWING SUBGRADE IMPROVEMENTS - FILL CONDITION

SUBGRADE IMPROVEMENT

PROJECT FEATURE	C.L. I-30 MEDIAN STA.	C.L. I-30 MEDIAN STA.	ESTIMATED IMPROVEMENT DEPTH
I-30 MAIN LANE	221+00	250+00	MINIMAL
I-30 MAIN LANE	250+00	252+50	2'
I-30 MAIN LANE	252+50	257+50	2'
I-30 MAIN LANE	257+50	262+50	2'
I-30 MAIN LANE	262+50	267+50	2'
I-30 MAIN LANE	267+50	272+50	2'
I-30 MAIN LANE	272+50	282+50	MINIMAL
I-30 MAIN LANE	282+50	297+50	2'
I-30 MAIN LANE	297+50	302+50	MINIMAL
I-30 MAIN LANE	302+50	307+50	MINIMAL
I-30 MAIN LANE	307+50	322+50	MINIMAL
I-30 MAIN LANE	322+50	326+00	2'
I-30 MAIN LANE	326+00	337+50	MINIMAL
I-30 MAIN LANE	337+50	347+50	MINIMAL
I-30 MAIN LANE	347+50	352+50	2'
I-30 MAIN LANE	352+50	367+00	MINIMAL
I-30 MAIN LANE	367+00	372+50	2'
I-30 MAIN LANE	372+50	382+00	MINIMAL
I-30 MAIN LANE	382+00	387+00	MINIMAL
I-30 MAIN LANE	387+00	422+50	MINIMAL
I-30 MAIN LANE	422+50	448+50	2'
I-30 MAIN LANE	448+50	467+00	MINIMAL
I-30 MAIN LANE	467+00	477+50	MINIMAL
I-30 MAIN LANE	477+50	482+50	2'
I-30 MAIN LANE	482+50	507+50	MINIMAL
I-30 MAIN LANE	507+50	512+50	MINIMAL
I-30 MAIN LANE	512+50	515+00	2'
HWY. 70 RAMP 1	249+00	260+00	2'
HWY. 67 RAMP 1	394+00	395+00	2'
SOUTH ST. RAMP 1	473+00	474+00	MINIMAL
HWY. 67 RAMP 2	405+00	406+00	MINIMAL
HWY. 67 RAMP 2	398+00	399+00	MINIMAL
HWY. 70 RAMP 2	249+00	275+00	2'
SOUTH ST. RAMP 2	513+00	516+60	MINIMAL
SOUTH ST. RAMP 2	516+60	520+20	MINIMAL
HWY. 70 RAMP 3	249+00	260+00	MINIMAL
INSPECTION STATION RAMP 3	364+50	365+50	MINIMAL
HWY. 67 RAMP 3	402+00	407+00	2'
HWY. 67 RAMP 4	402+00	403+00	MINIMAL
SOUTH ST. RAMP 4	475+00	476+00	MINIMAL
SOUTH ST. RAMP 4	476+00	478+50	MINIMAL
HWY. 67 RAMP 5	384+00	387+00	MINIMAL
HWY. 67 RAMP 5	387+00	396+70	MINIMAL
WEST SOUTH ST	507+00	509+50	2'
SOUTH ST. RAMP A	509+00	510+00	2'
SOUTH ST. RAMP C/LEANDER ST	510+00	511+50	MINIMAL
SOUTH ST. RAMP D	507+00	508+00	MINIMAL
FRONTAGE ROAD D	504+00	505+00	MINIMAL

NOTES:

1. UNDERCUT/IMPROVEMENT DEPTHS ARE PROVIDED FOR INFORMATION ONLY. ACTUAL UNDERCUT OR IMPROVEMENT REQUIREMENTS WILL DEPEND ON SEASONAL SITE CONDITIONS AND FINAL SITE GRADING.
2. ALL ROADWAY SUBGRADE SHOULD BE EVALUATED BY THE ENGINEER DURING SITE GRADING OPERATIONS. FINAL DETERMINATION ABOUT THE TYPE AND DEPTH OF SUBGRADE IMPROVEMENT SHALL BE MADE BY THE ENGINEER BASED ON FIELD CONDITIONS.
3. BASIS OF ESTIMATE:
   A. 18" SOIL STABILIZATION WAS ASSUMED FOR MINIMAL IMPROVEMENTS.
   B. UNCLASSIFIED EXCAVATION AND COMPACTED EMBANKMENT WAS ASSUMED FOR 2' IMPROVEMENTS. FOR FILL CONDITION AS SHOWN IN THE ABOVE SECTION, NO ADDITIONAL UNCLASSIFIED EXCAVATION AND COMPACTED EMBANKMENT QUANTITIES WERE ESTIMATED.
4. DEPTH ESTIMATED FROM THE BORINGS DRILLED IN JUNE, JULY AND AUGUST 2015. ACTUAL UNSTABLE SOIL ZONE DEPTH MUST BE FIELD VERIFIED.
5. POSITIVE SURFACE DRAINAGE SHOULD BE ESTABLISHED AT THE START OF WORK AND MAINTAINED THROUGHOUT CONSTRUCTION TO PREVENT SURFACE WATER PONDING AND SATURATION OF SUBGRADE SOILS. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. USE OF BRIDGING TECHNIQUES AND THICKENED FILL LIFTS SHALL BE SPECIFICALLY APPROVED BY THE ENGINEER.
7. THE TOP 18" OF EMBANKMENT FILL SHALL BE COMPRISED OF LOW-PLASTICITY SOILS WITH A MAXIMUM PLASTICITY INDEX OF 18. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM 210 COMPACTED EMBANKMENT.
8. STONE BACKFILL SHALL BE USED IF AND WHERE DIRECTED BY THE ENGINEER. 1-6" MIN. PLATING SHALL BE PLACED ON UPHILL SIDE OF SLOPES WHERE STONE BACKFILL IS USED. PLATING SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM 210.



NOTE: ENCASEMENT TO EXTEND 10' PAST THE FACE OF WALL AND 10' OUTSIDE OF THE REINFORCED ZONE

CONCRETE ENCASEMENT FOR R.C. PIPE CULVERT UNDER RETAINING WALL

N.T.S.

18" R.C. PIPE (LINE M) UNDER WALL DD AT STA. 396+60.94 LT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9404
MAHRIAR AZMI
2018-08-06

SPECIAL DETAILS

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				JOB NO.		CA0601	61	1465
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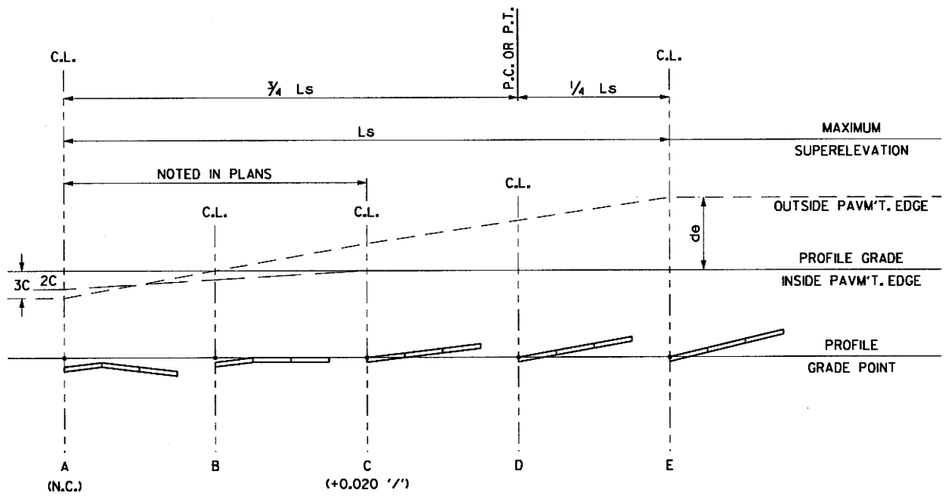
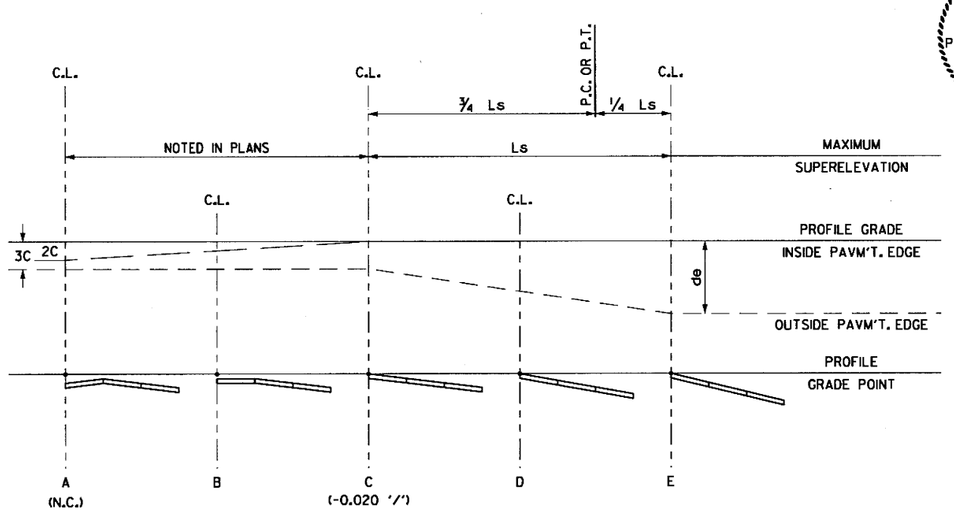


SUPERELEVATION TRANSITIONS FOR I-30 MAIN LANE CURVES TO THE LEFT

NOTE: C.L. SHOWN IS LOCATED AT THE INSIDE PAVM'T EDGE OF EASTBOUND/WESTBOUND I-30.



SUPERELEVATION TRANSITIONS FOR I-30 MAIN LANE CURVES TO THE RIGHT

NOTE: C.L. SHOWN IS LOCATED AT THE INSIDE PAVM'T EDGE OF EASTBOUND/WESTBOUND I-30.

ABBREVIATIONS

N.C.- NORMAL CROWN
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.)
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)

CURVES TO THE LEFT

CURVE NO.	TRANSITION	STA.	e (FT. PER FT.)	NOTE
WB I-30 CURVE 2	IN	3244+83.10	-0.020	SE-1 APPLIES
		3252+08.10	+0.085	
	OUT	3275+11.68	+0.085	
		3278+08.82	+0.020	
		3279+91.68	N.C.	
I-30 MEDIAN CURVE 4 (EB)	IN	375+77.09	N.C.	
		380+68.32	+0.020	
		382+77.09	+0.037	
	OUT	409+06.35	+0.037	
		418+06.35	-0.020	
		420+06.35	N.C.	
I-30 MEDIAN CURVE 5 (WB)	IN	468+54.23	N.C.	
		470+81.26	+0.020	
		472+74.23	+0.054	
	OUT	490+60.24	+0.054	SE-1 APPLIES
		494+82.24	-0.020	
EB I-30 CURVE 4	IN	2495+84.32	-0.020	SE-1 APPLIES
		2500+04.32	+0.070	
	OUT	2507+73.27	+0.070	
		2510+06.60	+0.020	
		2511+93.27	N.C.	

CURVES TO THE RIGHT

CURVE NO.	TRANSITION	STA.	e (FT. PER FT.)	NOTE
EB I-30 CURVE 2	IN	2244+87.43	-0.020	SE-1 APPLIES
		2251+87.43	-0.085	
	OUT	2274+96.01	-0.085	
		2279+76.01	-0.020	
		2282+71.40	N.C.	
I-30 MEDIAN CURVE 4 (WB)	IN	370+85.86	N.C.	
		375+77.09	-0.020	
		382+77.09	-0.037	
	OUT	409+06.35	-0.037	
		418+06.35	-0.020	
		420+06.35	N.C.	
I-30 MEDIAN CURVE 5 (EB)	IN	463+60.11	N.C.	
		468+54.23	-0.020	
		472+74.23	-0.054	
	OUT	490+60.24	-0.054	SE-1 APPLIES
		494+82.24	-0.020	
WB I-30 CURVE 5	IN	3495+95.02	-0.020	SE-1 APPLIES
		3499+15.02	-0.062	
	OUT	3508+04.45	-0.062	
		3512+24.78	-0.020	
		3516+24.78	N.C.	

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

SPECIAL DETAILS

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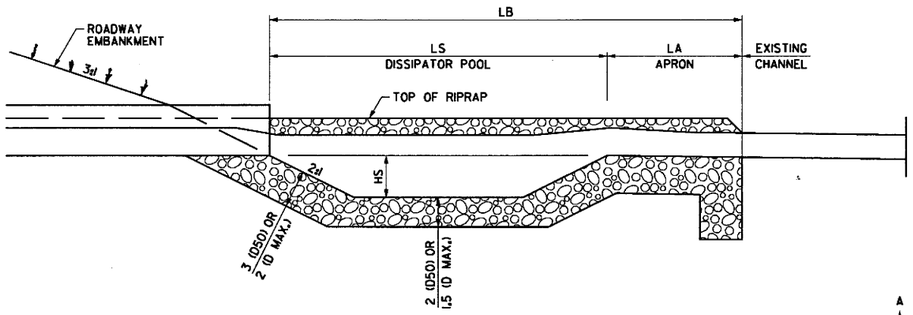
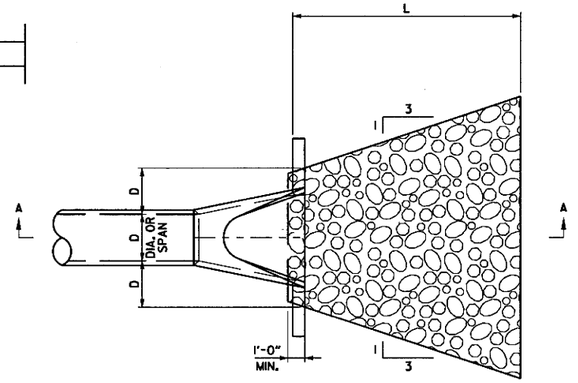
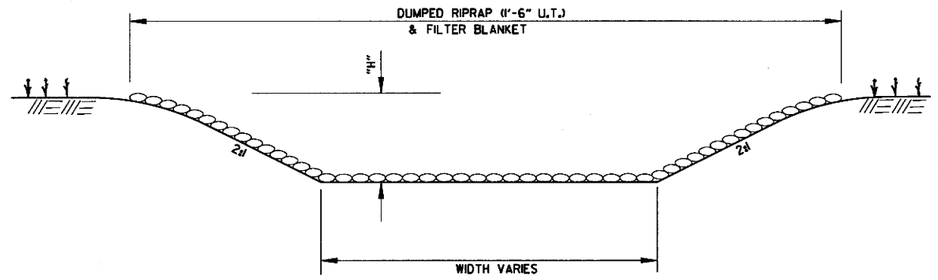
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



PROFILE OF RIPRAP BASIN

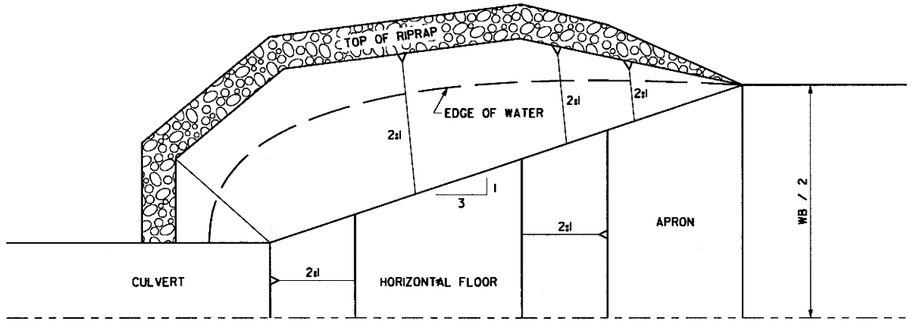


PLAN OF RIPRAP APRON

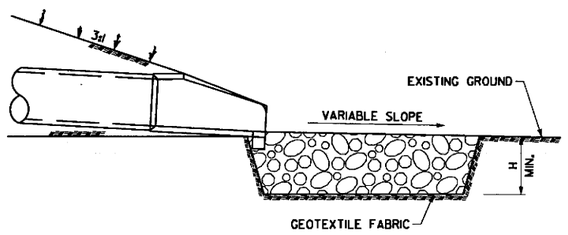


DETAILS OF DITCH WITH DUMPED RIPRAP

OUTFALL AT STATION 75+26
AND STATION 399+78



HALF PLAN OF RIPRAP BASIN



SECTION A-A

RIPRAP BASINS

STATION	ROCK SIZE		FLOW		BASIN			APRON	POOL	
	D50 (ft.)	D MAX. (ft.)	DEPTH OF FLOW (ft.)	VEL. (fps)	THICK. (ft.)	LB LENGTH (ft.)	WB WIDTH (ft.)	LA LENGTH (ft.)	LS LENGTH (ft.)	HS DEPTH (ft.)
260+00 (I-30)	0.591	1.5	4.99	14.76	2.25	64.00	58.67	16.00	48.00	1.18
11+21 (FRONTAGE RD. A)	0.609	1.5	4.45	15.26	2.25	40.00	36.67	10.00	30.00	1.22
346+78 (I-30)	1.024	1.5	5.17	20.92	2.25	40.26	36.84	10.26	30.00	2.05
365+26 (I-30)	0.643	1.5	1.59	19.30	2.25	19.40	16.93	6.47	12.93	1.29
372+70 (I-30)	0.748	1.5	2.08	18.89	2.25	22.54	20.03	7.51	15.03	1.50
520+12 (HWY. 67)	0.397	1	1.50	13.75	1.5	12.01	10.50	4.00	8.01	0.80

RIPRAP APRONS

STATION	ROCK SIZE		FLOW	APRON		
	D50 (ft.)	D MAX. (ft.)	NORMAL DEPTH (ft.)	H (ft.)	VEL. (fps)	L LENGTH (ft.)
332+78 (I-30)	0.417	0.625	1.35	1.46	13.09	6.62
536+36 (HWY. 67)	0.833	1.25	2.64	2.00	11.53	14.25

DITCH WITH DUMPED RIPRAP

STATION	ROCK SIZE		FLOW		DITCH	
	D50 (ft.)	D MAX. (ft.)	OUTLET DEPTH (ft.)	VEL. (fps)	H (ft.)	L LENGTH (ft.)
74+25 (FRTG. RD. B)	0.317	1	6.00	10.00	6.52	50.68
399+78 (I-30)	0.500	1	2.46	22.41	10.00	51.76

SPECIAL DETAILS

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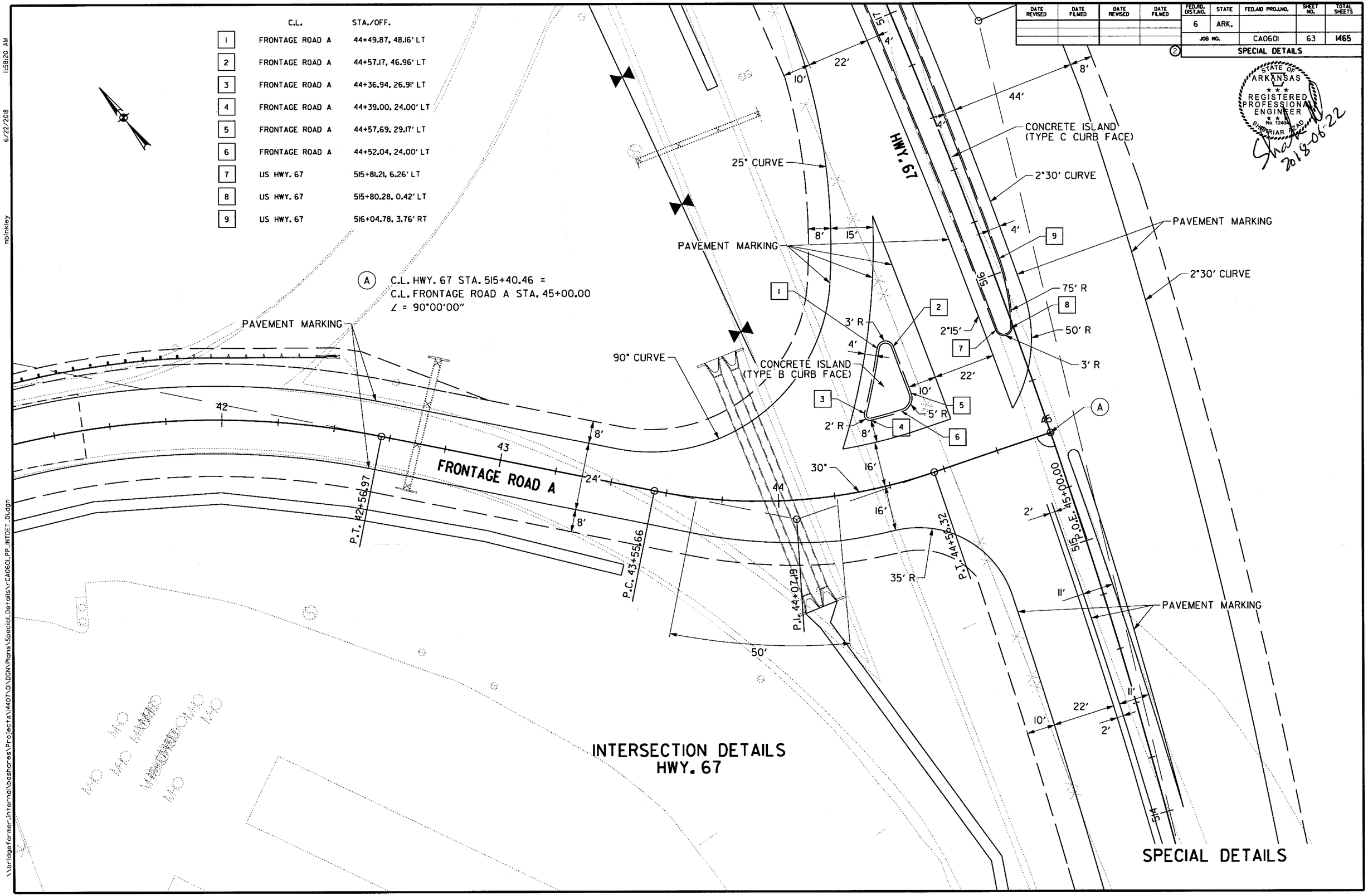
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	63	1465

② SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ROAD

Shahriar 2018-06-22

	C.L.	STA./OFF.
1	FRONTAGE ROAD A	44+49.87, 48.16' LT
2	FRONTAGE ROAD A	44+57.17, 46.96' LT
3	FRONTAGE ROAD A	44+36.94, 26.91' LT
4	FRONTAGE ROAD A	44+39.00, 24.00' LT
5	FRONTAGE ROAD A	44+57.69, 29.17' LT
6	FRONTAGE ROAD A	44+52.04, 24.00' LT
7	US HWY. 67	515+81.21, 6.26' LT
8	US HWY. 67	515+80.28, 0.42' LT
9	US HWY. 67	516+04.78, 3.76' RT



INTERSECTION DETAILS
HWY. 67

SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	64	1465

SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
2017-06-22

	C.L.	STA./OFF.
1	US HWY. 67 RAMP 1	117+14.95, 14.00' RT
2	US HWY. 67 RAMP 1	117+13.27, 19.48' RT
3	US HWY. 67	520+10.36, 46.16' LT
4	US HWY. 67	520+12.19, 43.32' LT
5	US HWY. 67	520+50.86, 43.03' LT
6	US HWY. 67 RAMP 1	117+67.02, 14.00' RT
7	US HWY. 67	520+51.04, 42.99' RT
8	US HWY. 67	520+50.72, 46.97' RT
9	US HWY. 67 RAMP 2	200+45.20, 7.32' RT
10	US HWY. 67 RAMP 2	200+49.47, 3.43' RT
11	US HWY. 67 RAMP 2	200+68.28, 9.39' LT
12	US HWY. 67 RAMP 2	200+71.12, 9.35' LT

	C.L.	STA./OFF.
13	US HWY. 67 RAMP 2	200+87.02, 4.40' RT
14	US HWY. 67 RAMP 2	200+86.67, 7.82' RT
15	US HWY. 67	521+42.45, 1.29' LT
16	US HWY. 67	521+43.73, 7.00' LT
17	US HWY. 67	521+85.85, 7.00' LT
18	US HWY. 67	521+87.54, 1.52' LT
19	US HWY. 67	521+78.24, 5.66' RT
20	US HWY. 67	521+74.69, 6.88' RT
21	US HWY. 67	520+79.98, 7.00' LT
22	US HWY. 67	520+79.98, 7.00' RT

(B) C.L. HWY. 67 STA. 520+99.90 =
C.L. RAMP 1 STA. 118+32.96 =
C.L. RAMP 2 STA. 200+00.00
∠ = 60°29'22"

INTERSECTION DETAILS
HWY. 67

SPECIAL DETAILS

I-30 394 395

RAMP 1 RAMP 2

U.S. HWY. 67

CONCRETE BARRIER WALL (SIDE TYPE SP-2)

CONCRETE ISLAND (TYPE C CURB FACE)

62° CURVE 43°15' CURVE 95° CURVE 2°15' CURVE 2°30' CURVE 24° CURVE

P.T. 521+80.51 P.I. 201+57.64 P.I. 521+15.68 P.I. 396+53.01 P.C. 520+47.21 P.C. 200+29.87

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	65	1465

(2) SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHARIAR AZAD
2018-06-22

INTERSECTION DETAILS HWY. 67

	C.L.	STA./OFF.
1	FRONTAGE RD B	78+01.64, 2.00' RT
2	FRONTAGE RD B	78+01.30, 5.97' RT
3	FRONTAGE RD B	78+30.84, 12.32' RT
4	FRONTAGE RD B	79+26.76, 7.82' RT
5	FRONTAGE RD B	79+25.74, 2.00' RT
6	FRONTAGE RD B	79+02.38, 34.90' RT
7	FRONTAGE RD B	79+02.15, 40.76' RT
8	US HWY. 67	529+95.71, 47.38' LT
9	US HWY. 67	529+97.50, 45.01' LT
10	US HWY. 67	530+27.21, 43.00' LT
11	FRONTAGE RD B	79+52.59, 18.96' RT

HWY. 67

16° CURVE
CONCRETE ISLAND (TYPE B CURB FACE)
80° CURVE
CONCRETE ISLAND (TYPE B CURB FACE)
FRONTAGE ROAD B
17° CURVE
35° CURVE
60° CURVE
CONCRETE ISLAND (TYPE C CURB FACE)
80° CURVE
CONCRETE ISLAND (TYPE C CURB FACE)
20° CURVE
90° R
RAMP 3
INTEGRAL CURB (TYPE A)
CURB & GUTTER (TYPE A)
RAMP 4

P.T. 532+02.28
P.I. 410+75.56
P.O.B. 300+00.00
P.O.E. 80+00.00
P.I. 530+01.73
P.C.C. 411+08.51

(D) C.L. HWY. 67 STA. 530+51.31 = C.L. FRONTAGE ROAD B STA. 80+00.00
∠ = 94°01'19"

(E) C.L. HWY. 67 STA. 530+51.31 = C.L. RAMP 3 STA. 300+00.00
∠ = 85°36'50"

	C.L.	STA./OFF.
17	FRONTAGE RD B	79+29.93, 37.58' LT
18	FRONTAGE RD B	79+30.91, 36.01' LT
19	FRONTAGE RD B	79+54.41, 40.07' LT
20	US HWY. 67	530+92.01, 45.00' LT
21	US HWY. 67	531+24.97, 45.00' LT
22	US HWY. 67	531+26.10, 50.77' LT
23	US HWY. 67	530+88.66, 43.00' RT
24	US HWY. 67 RAMP 3	300+51.20, 28.01' LT
25	US HWY. 67 RAMP 3	301+13.26, 32.01' LT
26	US HWY. 67 RAMP 3	301+14.15, 37.80' LT
27	US HWY. 67	531+27.42, 44.48' RT
28	US HWY. 67	531+26.54, 43.00' RT

	C.L.	STA./OFF.
12	US HWY. 67	530+20.77, 43.00' RT
13	US HWY. 67 RAMP 3	300+44.98, 28.74' RT
14	US HWY. 67 RAMP 3	300+55.31, 28.00' RT
15	US HWY. 67	529+30.45, 50.18' RT
16	US HWY. 67 RAMP 4	410+81.87, 11.50' RT

SPECIAL DETAILS

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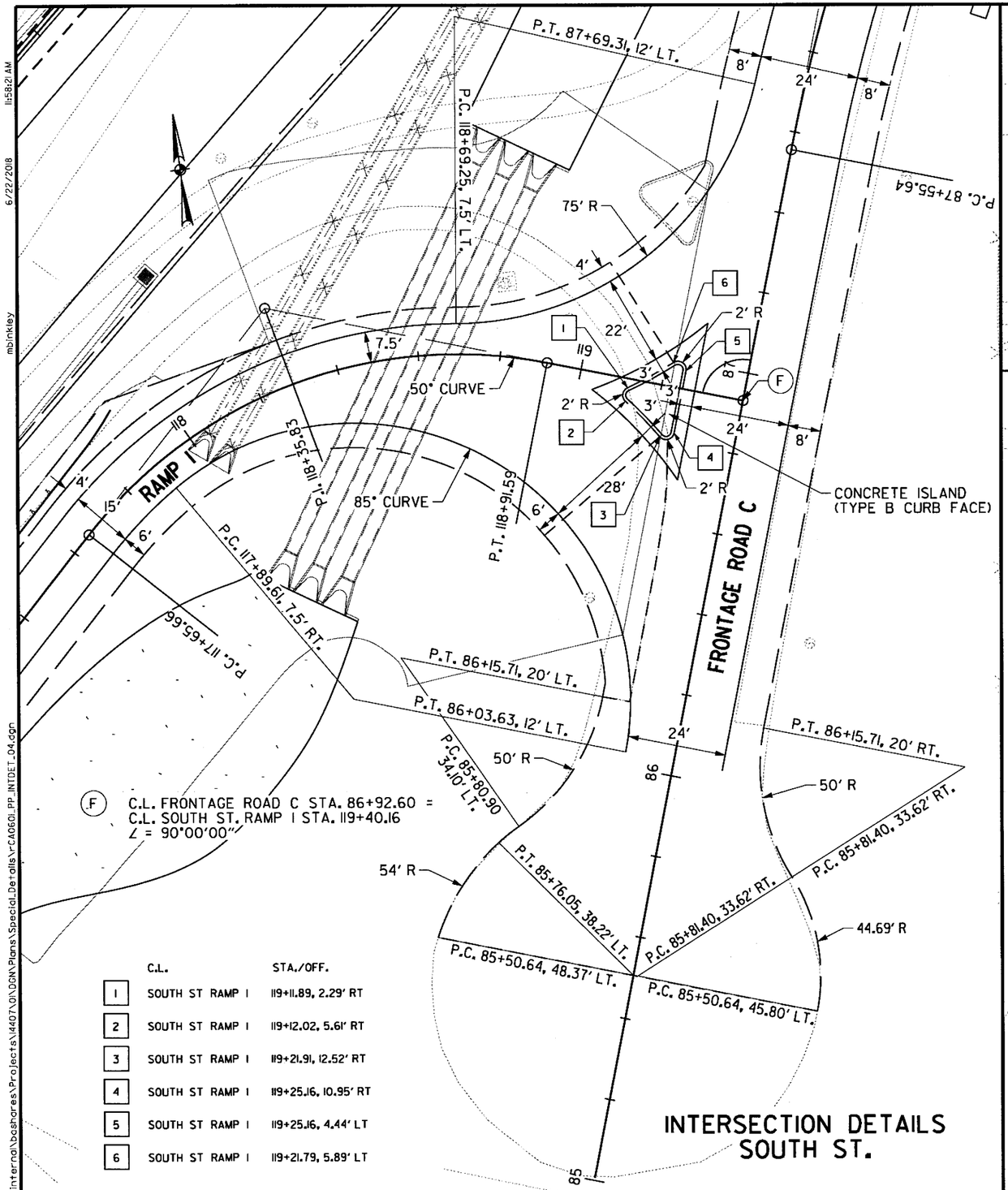
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	66	1465

(2) SPECIAL DETAILS

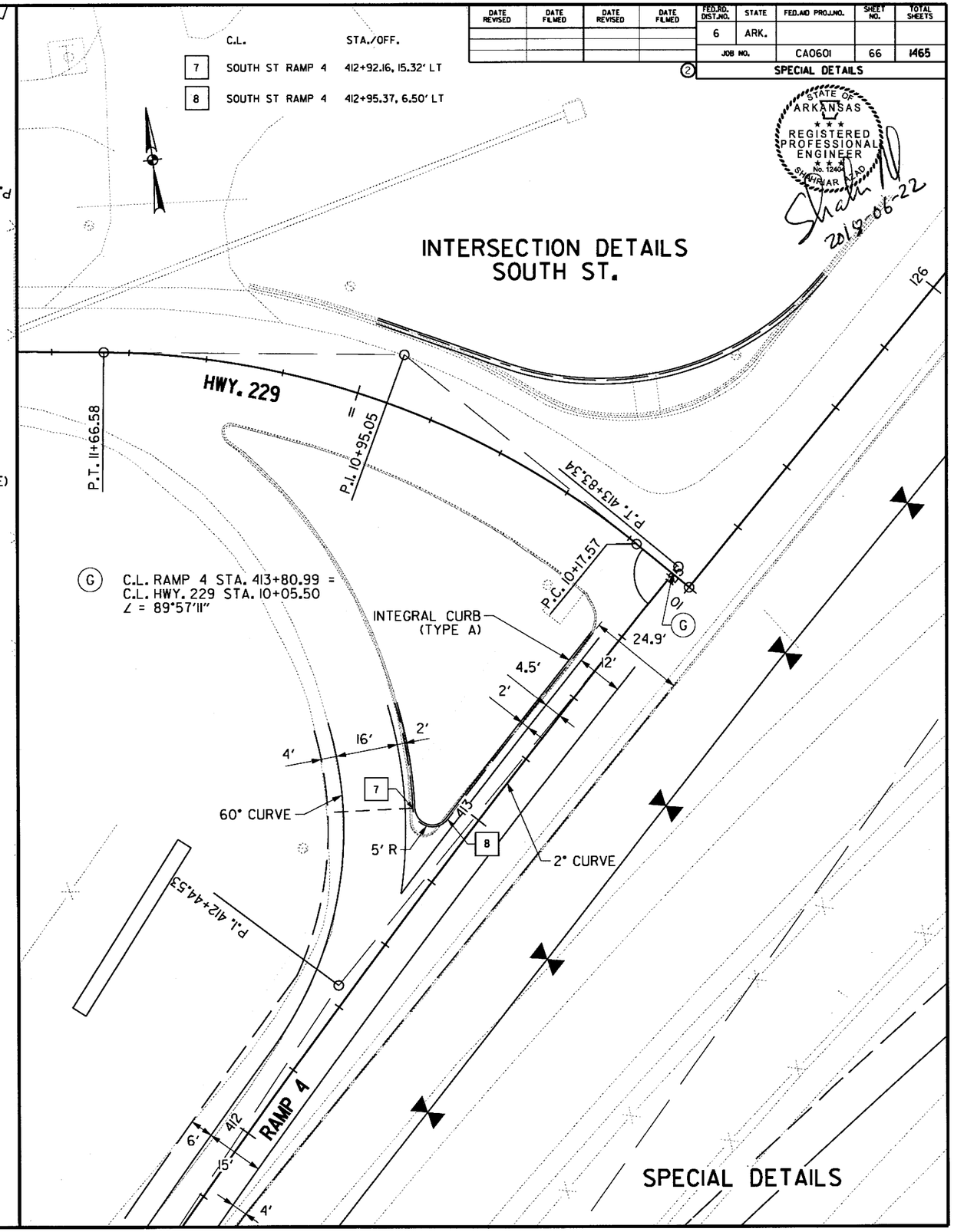


(F) C.L. FRONTAGE ROAD C STA. 86+92.60 = C.L. SOUTH ST. RAMP 1 STA. 119+40.16 ∠ = 90°00'00"

	C.L.	STA./OFF.
1	SOUTH ST RAMP 1	119+11.89, 2.29' RT
2	SOUTH ST RAMP 1	119+12.02, 5.61' RT
3	SOUTH ST RAMP 1	119+21.91, 12.52' RT
4	SOUTH ST RAMP 1	119+25.16, 10.95' RT
5	SOUTH ST RAMP 1	119+25.16, 4.44' LT
6	SOUTH ST RAMP 1	119+21.79, 5.89' LT

INTERSECTION DETAILS
SOUTH ST.

	C.L.	STA./OFF.
7	SOUTH ST RAMP 4	412+92.16, 15.32' LT
8	SOUTH ST RAMP 4	412+95.37, 6.50' LT



(G) C.L. RAMP 4 STA. 413+80.99 = C.L. HWY. 229 STA. 10+05.50 ∠ = 89°57'11"

SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

Shahriar Azad 2018-06-22

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				6	ARK.			
				JOB NO.		CA0601	67	1465

SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

ROUNDABOUT POINT TABLE (BOX 1 OF 2)

POINT	STATION	OFFSET	ELEVATION
RB-1	148+71.59	0.00' LT.	331.58
RB-2	148+51.85	4.49' LT.	336.87
RB-3	148+88.01	16.33' LT.	338.35
RB-4	149+04.09	48.61' LT.	338.58
RB-5	148+54.28	20.02' LT.	336.76
RB-6	146+92.71	12.04' LT.	331.79
RB-7	148+12.30	5.42' RT.	335.36
RB-8	148+52.08	8.81' RT.	336.78
RB-9	148+88.71	19.22' RT.	338.31
RB-10	149+06.06	50.83' RT.	338.46
RB-11	148+54.45	24.15' RT.	336.65
RB-12	148+13.76	18.88' RT.	335.14
RB-13	147+45.13	13.49' RT	333.08
RB-14	146+71.56	12.00' RT.	331.34
RB-15	147+00.00	15.15' RT.	331.89
RB-16	147+75.00	15.99' RT.	333.92
RB-17	148+32.46	2.28' RT.	336.36
RB-18	148+82.18	8.42' LT.	338.24
RB-19	148+83.79	13.07' RT.	338.24
RB-20	151+94.58	12.20' LT.	340.42
RB-21	151+07.70	15.08' LT.	339.36
RB-22	150+16.16	51.04' LT.	339.90
RB-23	150+34.78	15.50' LT.	339.77
RB-24	150+97.78	0.00' RT.	339.62
RB-25	151+12.42	0.00' RT.	339.69
RB-26	152+32.16	0.00' RT.	341.37
RB-27	150+38.15	9.50' LT.	339.69
RB-28	150+37.08	9.36' LT.	339.71
RB-29	150+87.92	1.00' RT.	339.85
RB-30	152+76.81	22.00' LT.	341.77
RB-31	151+19.35	38.18' LT.	338.94
RB-32	151+29.02	37.52' LT.	339.30
RB-33	151+22.92	18.38' LT.	339.38
RB-34	151+16.46	23.44' LT.	339.24

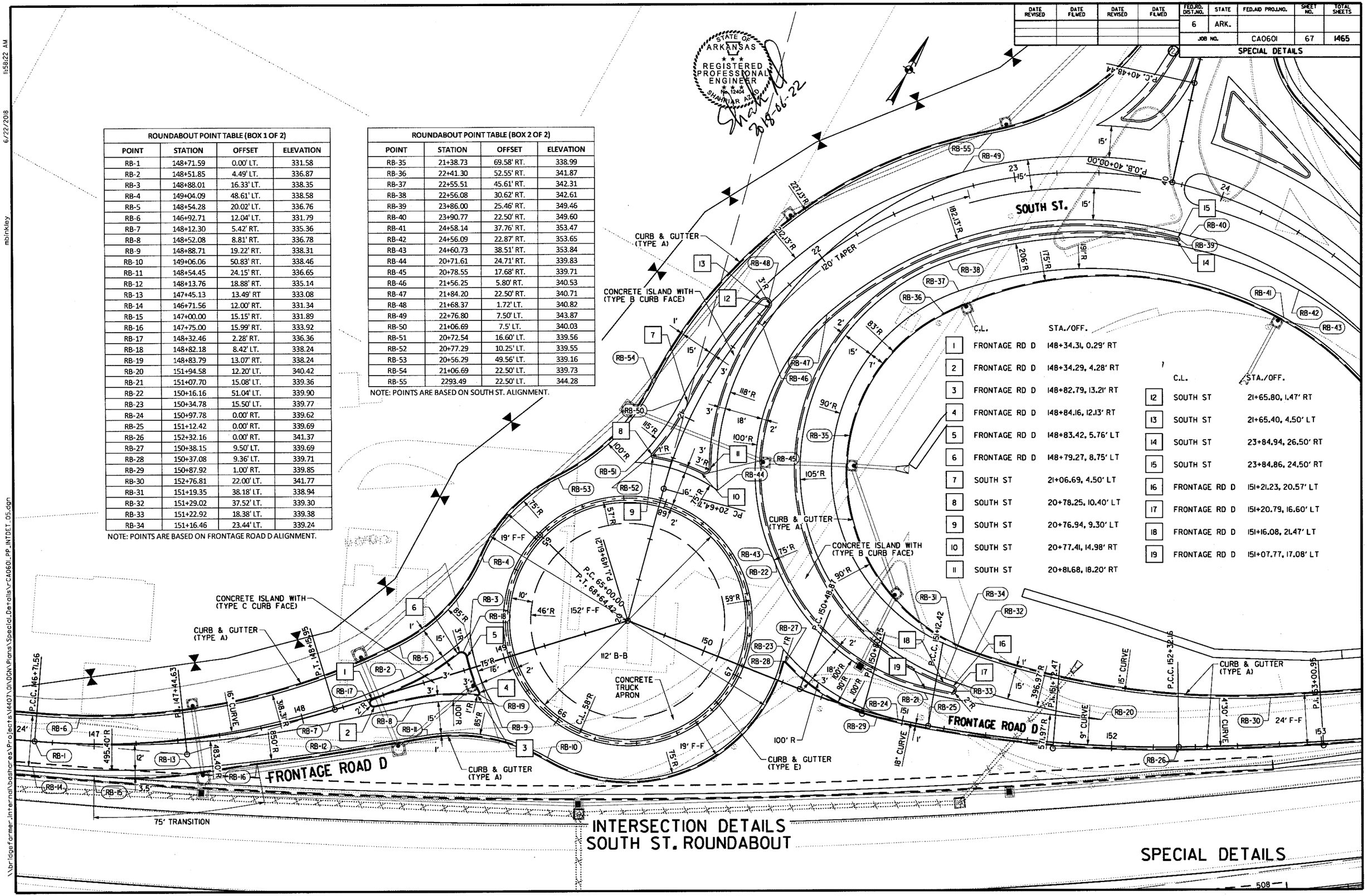
NOTE: POINTS ARE BASED ON FRONTAGE ROAD D ALIGNMENT.

ROUNDABOUT POINT TABLE (BOX 2 OF 2)

POINT	STATION	OFFSET	ELEVATION
RB-35	21+38.73	69.58' RT.	338.99
RB-36	22+41.30	52.55' RT.	341.87
RB-37	22+55.51	45.61' RT.	342.31
RB-38	22+56.08	30.62' RT.	342.61
RB-39	23+86.00	25.46' RT.	349.46
RB-40	23+90.77	22.50' RT.	349.60
RB-41	24+58.14	37.76' RT.	353.47
RB-42	24+56.09	22.87' RT.	353.65
RB-43	24+60.73	38.51' RT.	353.84
RB-44	20+71.61	24.71' RT.	339.83
RB-45	20+78.55	17.68' RT.	339.71
RB-46	21+56.25	5.80' RT.	340.53
RB-47	21+84.20	22.50' RT.	340.71
RB-48	21+68.37	1.72' LT.	340.82
RB-49	22+76.80	7.50' LT.	343.87
RB-50	21+06.69	7.5' LT.	340.03
RB-51	20+72.54	16.60' LT.	339.56
RB-52	20+77.29	10.25' LT.	339.55
RB-53	20+56.29	49.56' LT.	339.16
RB-54	21+06.69	22.50' LT.	339.73
RB-55	2293.49	22.50' LT.	344.28

NOTE: POINTS ARE BASED ON SOUTH ST. ALIGNMENT.

	C.L.	STA./OFF.
1	FRONTAGE RD D	148+34.31, 0.29' RT
2	FRONTAGE RD D	148+34.29, 4.28' RT
3	FRONTAGE RD D	148+82.79, 13.21' RT
4	FRONTAGE RD D	148+84.16, 12.13' RT
5	FRONTAGE RD D	148+83.42, 5.76' LT
6	FRONTAGE RD D	148+79.27, 8.75' LT
7	SOUTH ST	21+06.69, 4.50' LT
8	SOUTH ST	20+78.25, 10.40' LT
9	SOUTH ST	20+76.94, 9.30' LT
10	SOUTH ST	20+77.41, 14.98' RT
11	SOUTH ST	20+81.68, 18.20' RT
12	SOUTH ST	21+65.80, 1.47' RT
13	SOUTH ST	21+65.40, 4.50' LT
14	SOUTH ST	23+84.94, 26.50' RT
15	SOUTH ST	23+84.86, 24.50' RT
16	FRONTAGE RD D	151+21.23, 20.57' LT
17	FRONTAGE RD D	151+20.79, 16.60' LT
18	FRONTAGE RD D	151+16.08, 21.47' LT
19	FRONTAGE RD D	151+07.77, 17.08' LT



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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	68	1465

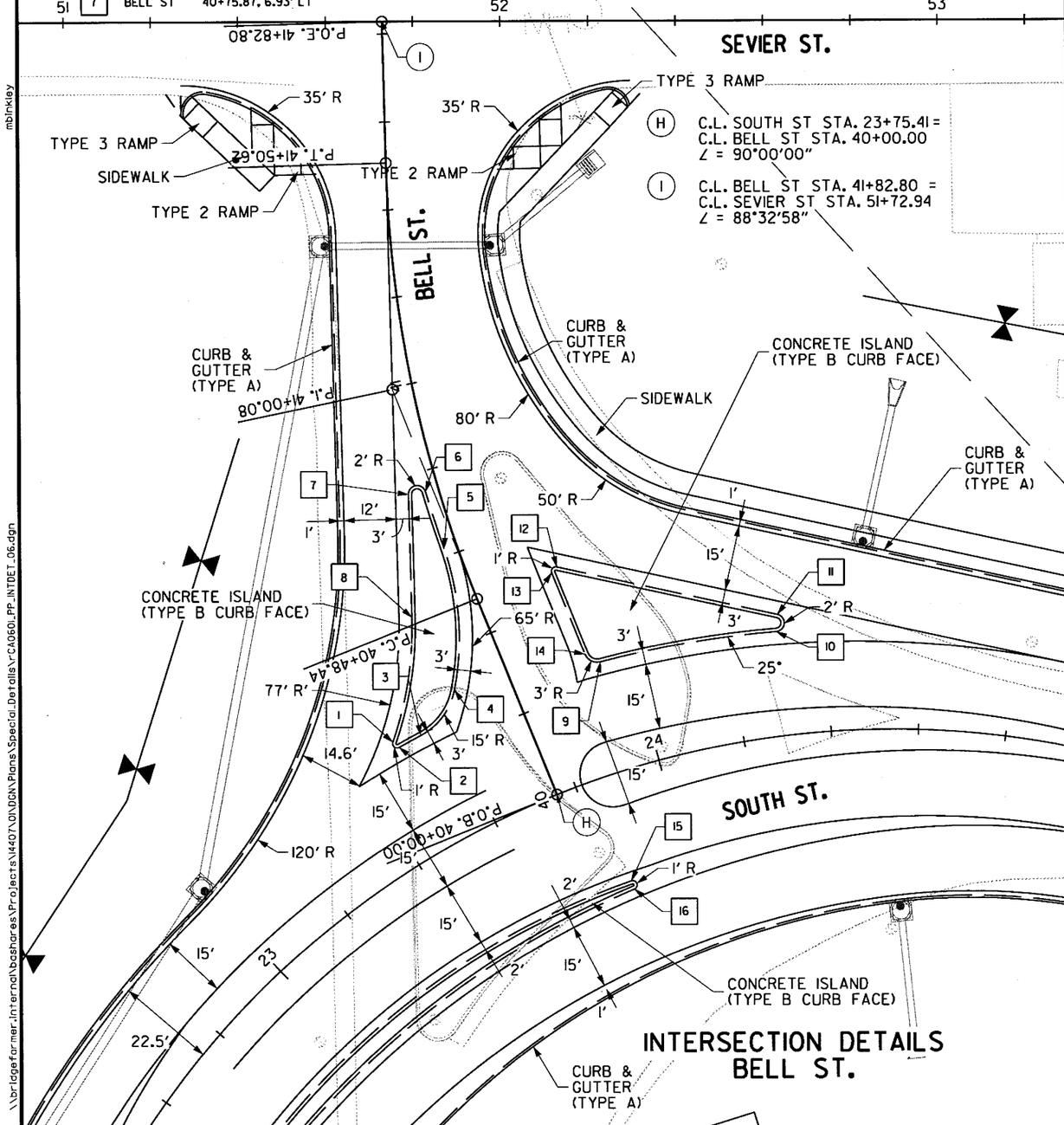
SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-23

	C.L.	STA./OFF.		C.L.	STA./OFF.		C.L.	STA./OFF.
1	SOUTH ST	23+48.63, 27.25' LT	8	BELL ST	40+50.02, 15.43' LT	14	BELL ST	40+27.41, 18.00' RT
2	SOUTH ST	23+49.22, 25.50' LT	9	SOUTH ST	23+93.79, 25.36' LT	15	SOUTH ST	23+84.86, 24.50' RT
3	SOUTH ST	23+54.30, 25.50' LT	10	SOUTH ST	24+30.20, 23.93' LT	16	SOUTH ST	23+84.94, 26.50' RT
4	BELL ST	40+31.01, 12.68' LT	11	SOUTH ST	24+30.84, 27.82' LT			
5	BELL ST	40+61.83, 3.00' LT	12	BELL ST	40+48.37, 19.56' RT			
6	BELL ST	40+75.37, 3.00' LT	13	BELL ST	40+47.54, 18.00' RT			
7	BELL ST	40+75.87, 6.93' LT						

	C.L.	STA./OFF.
17	SEVIER ST	57+08.44, 8.12' RT
18	SEVIER ST	57+10.57, 3.00' RT
19	SEVIER ST	57+44.93, 3.00' RT
20	FRONTAGE RD D	157+76.57, 31.00' LT
21	FRONTAGE RD D	157+44.00, 31.00' LT
22	FRONTAGE RD D	157+43.10, 32.45' LT

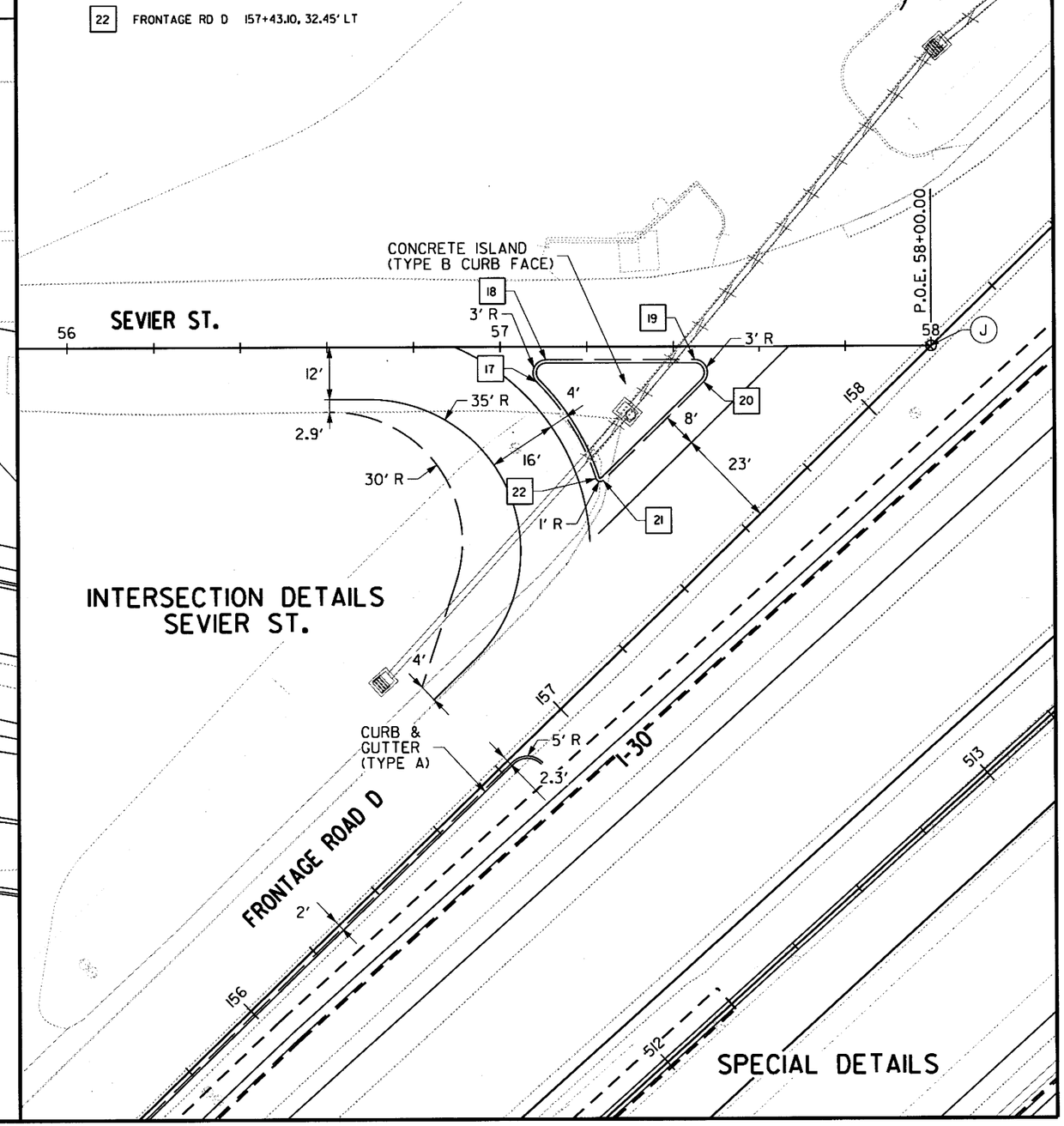


(H) C.L. SOUTH ST STA. 23+75.41 = C.L. BELL ST STA. 40+00.00 ∠ = 90°00'00"

(I) C.L. BELL ST STA. 41+82.80 = C.L. SEVIER ST STA. 51+72.94 ∠ = 88°32'58"

INTERSECTION DETAILS BELL ST.

(J) C.L. FRONTAGE RD D STA. 158+20.30 = C.L. SEVIER ST STA. 58+00.00 ∠ = 44°05'01"



INTERSECTION DETAILS SEVIER ST.

SPECIAL DETAILS

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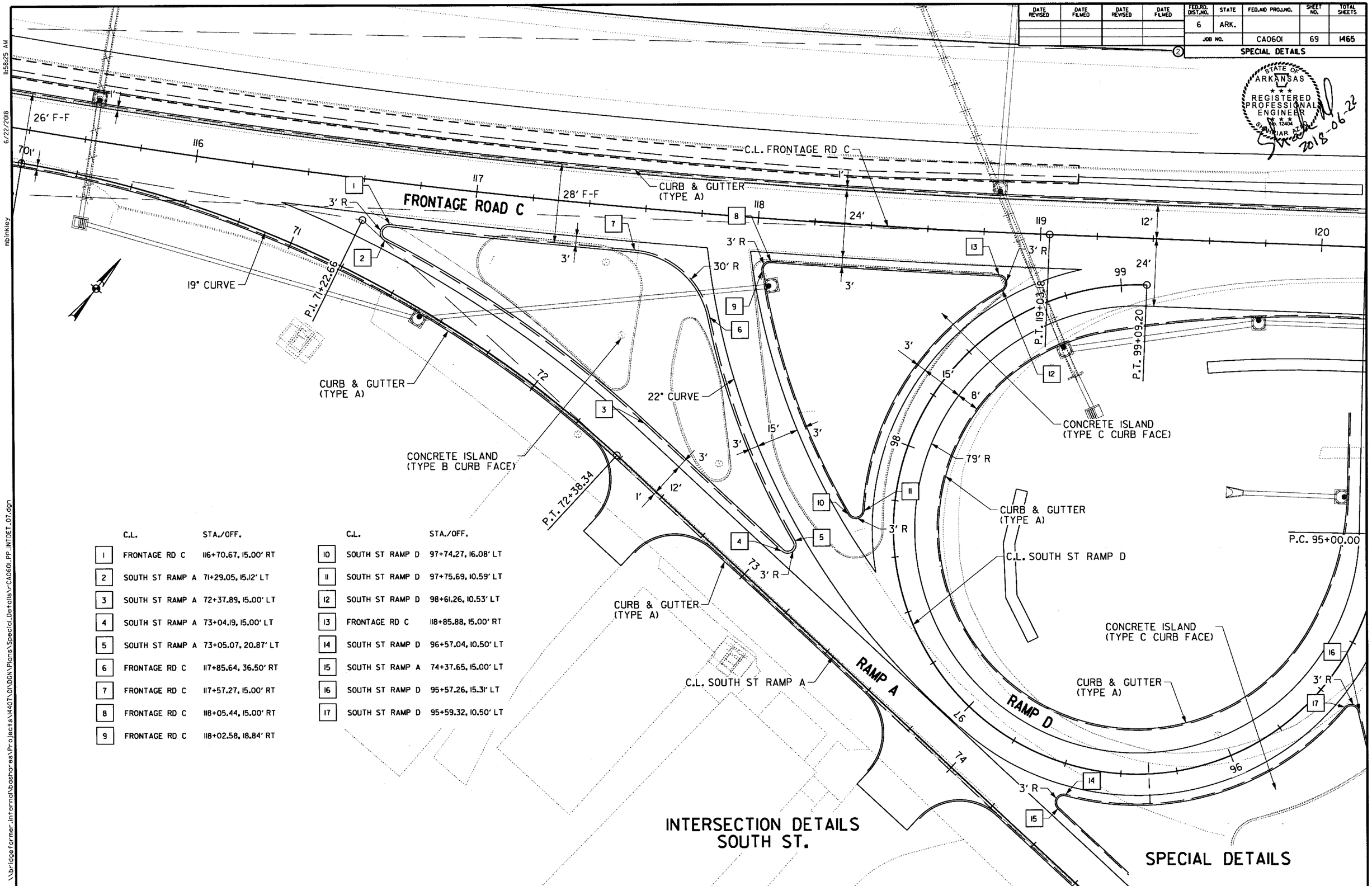
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	69	1465

SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 2018-06-22



	C.L.	STA./OFF.
1	FRONTAGE RD C	116+70.67, 15.00' RT
2	SOUTH ST RAMP A	71+29.05, 15.12' LT
3	SOUTH ST RAMP A	72+37.89, 15.00' LT
4	SOUTH ST RAMP A	73+04.19, 15.00' LT
5	SOUTH ST RAMP A	73+05.07, 20.87' LT
6	FRONTAGE RD C	117+85.64, 36.50' RT
7	FRONTAGE RD C	117+57.27, 15.00' RT
8	FRONTAGE RD C	118+05.44, 15.00' RT
9	FRONTAGE RD C	118+02.58, 18.84' RT
10	SOUTH ST RAMP D	97+74.27, 16.08' LT
11	SOUTH ST RAMP D	97+75.69, 10.59' LT
12	SOUTH ST RAMP D	98+61.26, 10.53' LT
13	FRONTAGE RD C	118+85.88, 15.00' RT
14	SOUTH ST RAMP D	96+57.04, 10.50' LT
15	SOUTH ST RAMP A	74+37.65, 15.00' LT
16	SOUTH ST RAMP D	95+57.26, 15.31' LT
17	SOUTH ST RAMP D	95+59.32, 10.50' LT

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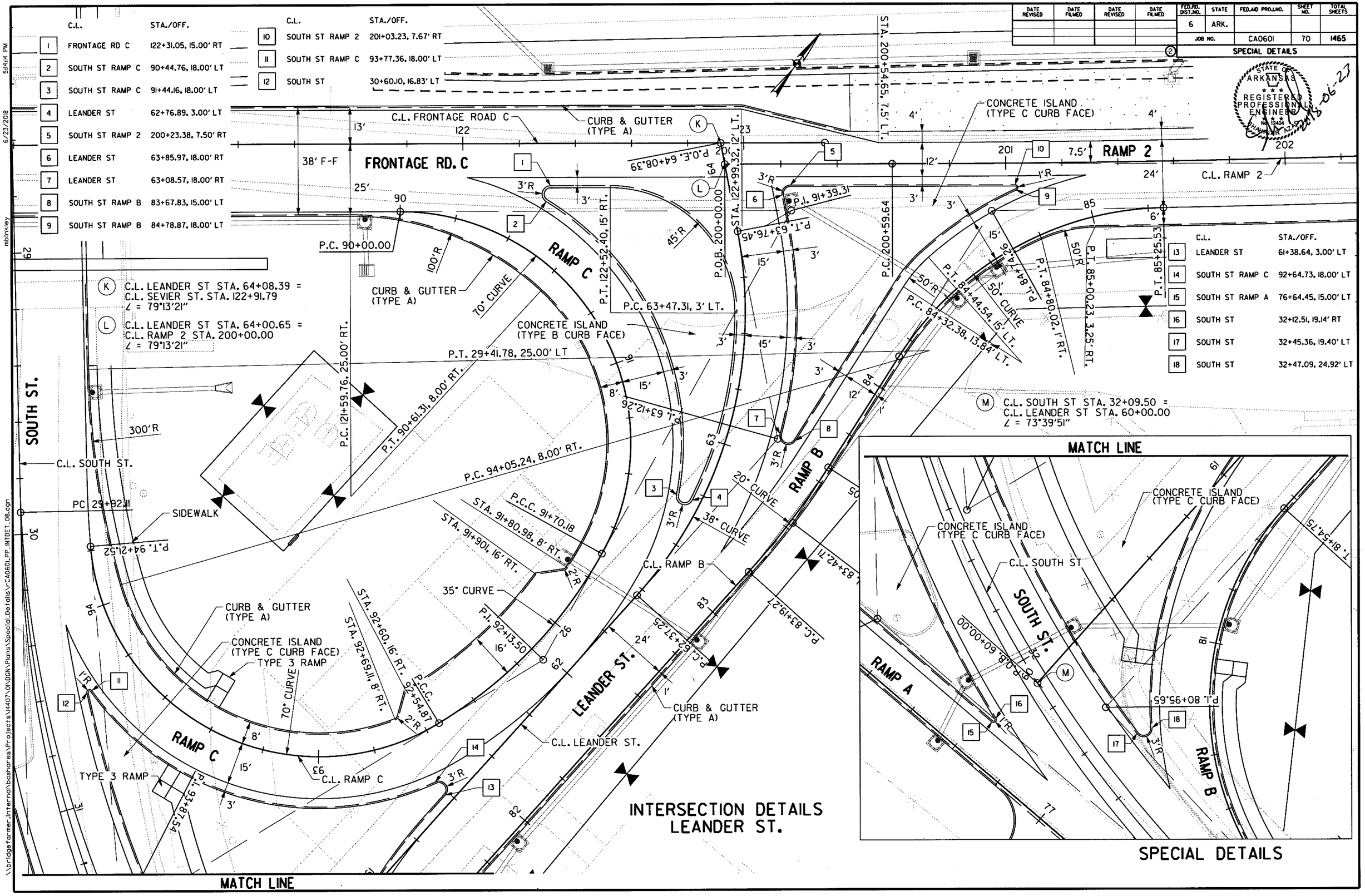
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	70	1465

SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRAM AZAD 2018-06-23

	C.L.	STA./OFF.
1	FRONTAGE RD C	122+31.05, 15.00' RT
2	SOUTH ST RAMP C	90+44.76, 18.00' LT
3	SOUTH ST RAMP C	91+44.16, 18.00' LT
4	LEANDER ST	62+76.89, 3.00' LT
5	SOUTH ST RAMP 2	200+23.38, 7.50' RT
6	LEANDER ST	63+85.97, 18.00' RT
7	LEANDER ST	63+08.57, 18.00' RT
8	SOUTH ST RAMP B	83+67.83, 15.00' LT
9	SOUTH ST RAMP B	84+78.87, 18.00' LT
10	SOUTH ST RAMP 2	201+03.23, 7.67' RT
11	SOUTH ST RAMP C	93+77.36, 18.00' LT
12	SOUTH ST	30+60.10, 16.83' LT
13	LEANDER ST	61+38.64, 3.00' LT
14	SOUTH ST RAMP C	92+64.73, 18.00' LT
15	SOUTH ST RAMP A	76+64.45, 15.00' LT
16	SOUTH ST	32+12.51, 19.14' RT
17	SOUTH ST	32+45.36, 19.40' LT
18	SOUTH ST	32+47.09, 24.92' LT



(K) C.L. LEANDER ST STA. 64+08.39 = C.L. SEVIER ST. STA. 122+91.79 ∠ = 79°13'21"

(L) C.L. LEANDER ST STA. 64+00.65 = C.L. RAMP 2 STA. 200+00.00 ∠ = 79°13'21"

(M) C.L. SOUTH ST STA. 32+09.50 = C.L. LEANDER ST STA. 60+00.00 ∠ = 73°39'51"

INTERSECTION DETAILS
LEANDER ST.

MATCH LINE

SPECIAL DETAILS

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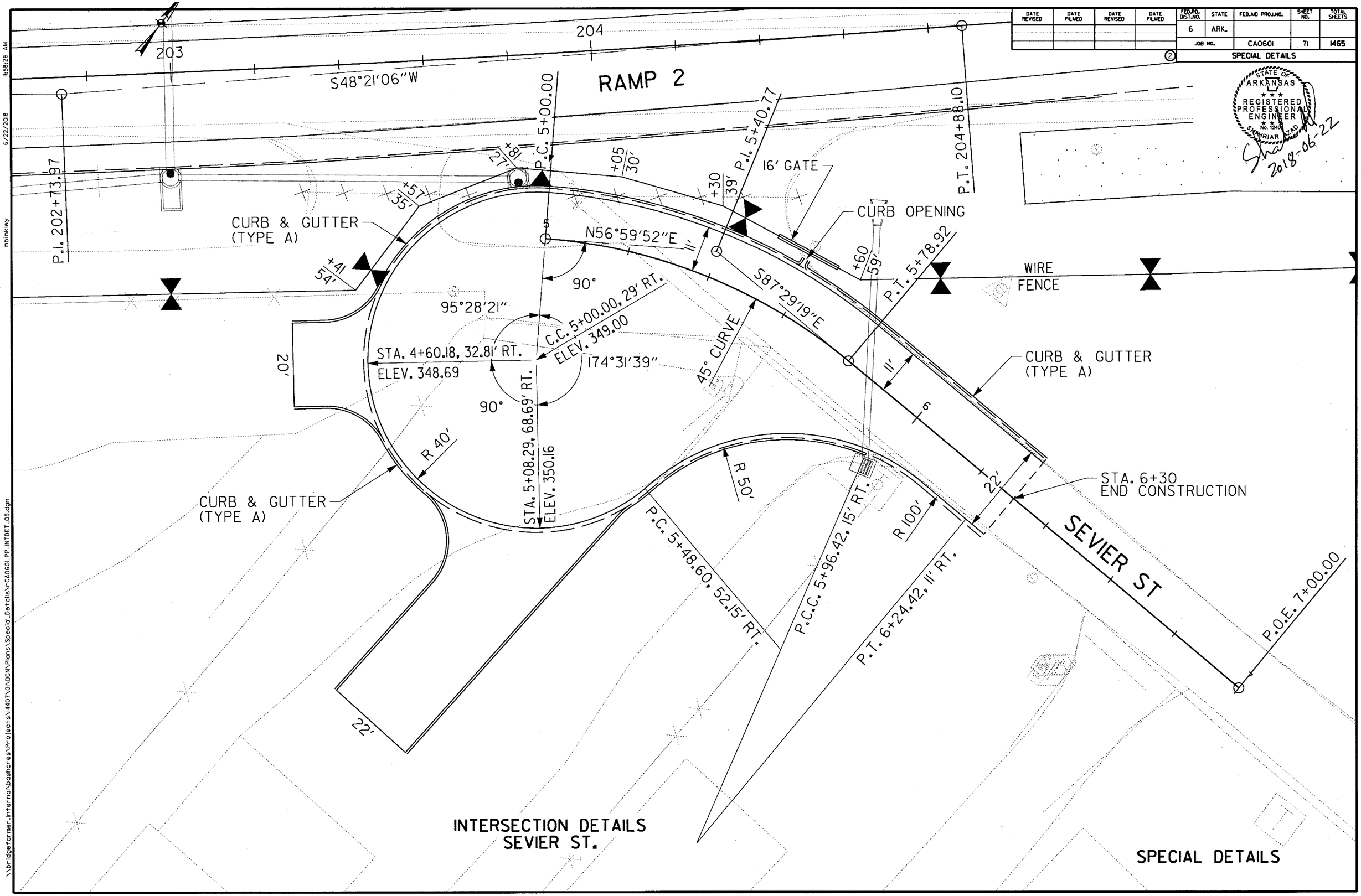
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	71	1465

SPECIAL DETAILS



INTERSECTION DETAILS
SEVIER ST.

SPECIAL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-22

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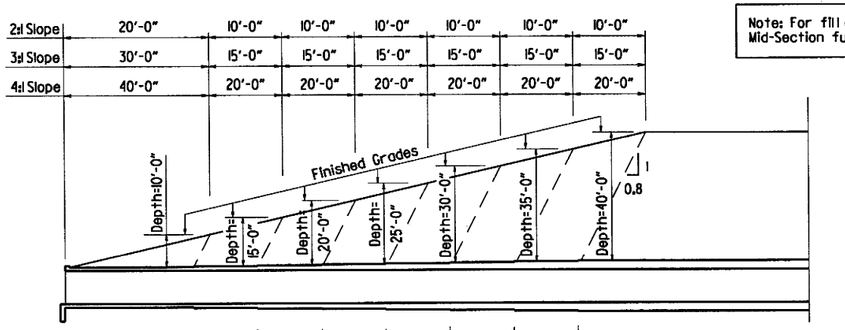


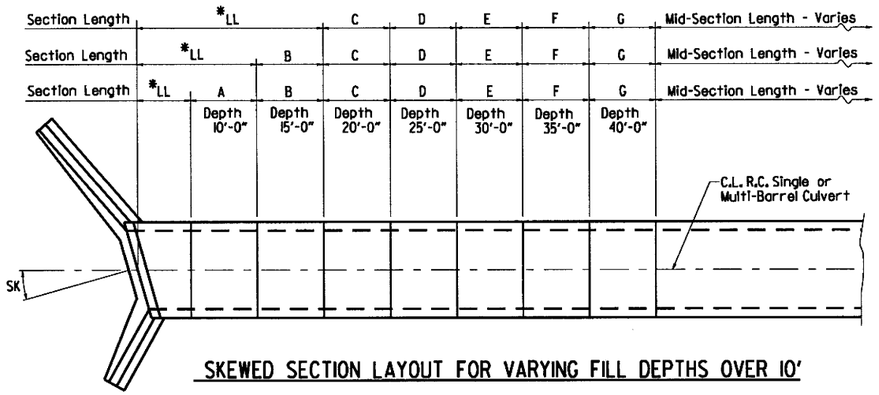
Slope Section Length @ 2:1 Slope	A=12'-0"	B=6'-0"	C=6'-0"	D=6'-0"	E=6'-0"	F=6'-0"	G=6'-0"	Mid-Section Length - Varies
Slope Section Length @ 3:1 Slope	A=22'-0"	B=11'-0"	C=11'-0"	D=11'-0"	E=11'-0"	F=11'-0"	G=11'-0"	Mid-Section Length - Varies
Slope Section Length @ 4:1 Slope	A=32'-0"	B=16'-0"	C=16'-0"	D=16'-0"	E=16'-0"	F=16'-0"	G=16'-0"	Mid-Section Length - Varies

Note: For fill depths 10' and under, use Mid-Section full length of box culvert.

LONGITUDINAL SECTION LENGTH SCHEDULE FOR VARYING FILL DEPTHS OVER 10'

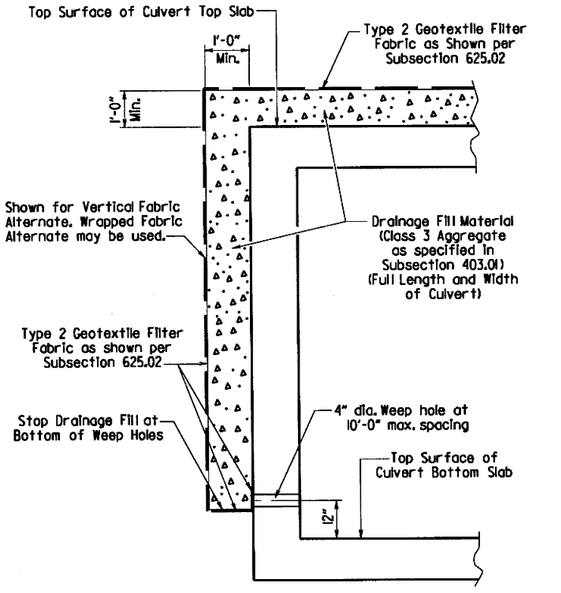
Lengths for Non-Skewed Boxes

*LL = Skewed End Section Length - See "Skewed End Section Details" Length LL varies with skew angle, overall box width and fill depth and may eliminate the need for some slope section lengths as shown.



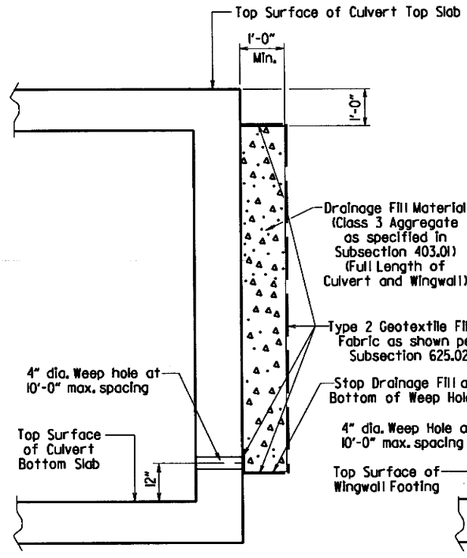
SKEWED SECTION LAYOUT FOR VARYING FILL DEPTHS OVER 10'



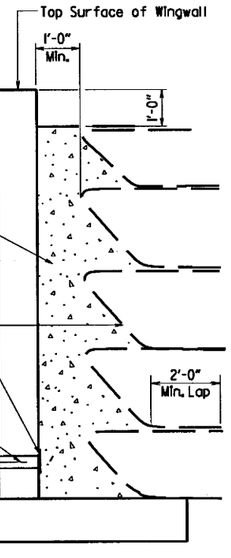


CULVERT DRAINAGE DETAIL FOR ROCK FILL

This detail shall be used when rock fill is specified for embankment construction.



VERTICAL FABRIC ALTERNATE
(Shown for Culvert, Similar for Wingwall)



WRAPPED FABRIC ALTERNATE
(Shown for Wingwall, Similar for Culvert)

For Details of Excavation and Pay Limits, see Standard Drawing RCB-2.

WINGWALL & CULVERT DRAINAGE DETAIL

GENERAL NOTES:

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Section and Subsection refer to the Standard Construction Specifications unless otherwise noted in the Plans.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Fifth Edition (2010) with 2010 interim revisions.

LIVE LOADING: HL-93

All concrete shall be Class S with a minimum 28-day compressive strength of 3,500 psi and shall be poured in the dry. All exposed corners to have ¾" chamfers.

Reinforcing Steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

Reinforcing Steel Tolerances: The tolerances for reinforcing steel shall meet those listed in 'Manual of Standard Practice' published by Concrete Reinforcing Steel Institute (CRSI) except that the tolerance for truss bars such as Figure 3 on page 7-4 of the CRSI Manual shall be minus zero to plus 1/2 inch.

Excavation and backfilling shall be in accordance with the requirements of Section 801.

Membrane Waterproofing shall conform to the requirements of Section 815. Membrane Waterproofing shall be Type C and as directed by the Engineer applied to all construction joints in the top slab and the sidewalls of R.C. Box culverts and to the construction joint between wingwalls and R.C. Box culvert walls.

Weep Holes in box culvert walls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. The drain opening shall be 4" diameter and shall be placed 12" above the top of the bottom slab.

Weep Holes in wingwalls shall have a maximum horizontal spacing of 10'-0" and shall be spaced to clear all reinforcing steel. There shall be a minimum of two (2) weep holes in each wingwall. The drain opening shall be 4" diameter and shall be placed 12" above the top of the wingwall footing.

The barrel components of the culvert may be constructed using continuous pours. For longer culvert construction, the Contractor may use multiple pours with transverse construction joints spaced a minimum of 50 feet apart unless superseded by stage construction or site constraints as approved by the Engineer. Construction joints between footings and walls shall be made only where shown in the Plans. Joints shall be normal to the centerline of barrel and shall be keyed. Longitudinal reinforcing shall be continuous through joints unless shown otherwise. All longitudinal construction joints shall be submitted to the Engineer for approval.

Membrane Waterproofing, Weep Holes, Geotextile Filter Fabric, and Drainage Fill Material will not be paid for directly but shall be considered subsidiary to Class S Concrete.

When the top slab of the box culvert serves as finished roadway surface, curing and finishing shall be in accordance with subsections 802.17 and 802.20 for bridge roadway surface and a tine finish shall be applied in accordance with subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Curing and finishing shall not be paid for directly, but shall be considered incidental to the item "Class S Concrete-Roadway". Class 1 Protective Surface Treatment shall be applied to the roadway surface and this work shall be paid for under the unit price bid for "Class 1 Protective Surface Treatment".

When precast reinforced concrete box culverts are substituted for cast in place box culverts, they shall be manufactured according to ASTM C 1577 and meet the requirements of Section 607. When the top slab of the box culvert serves as the finished roadway surface, a precast reinforced concrete box culvert substitution is not allowed.

SHEET 1 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE

SPECIAL DETAILS

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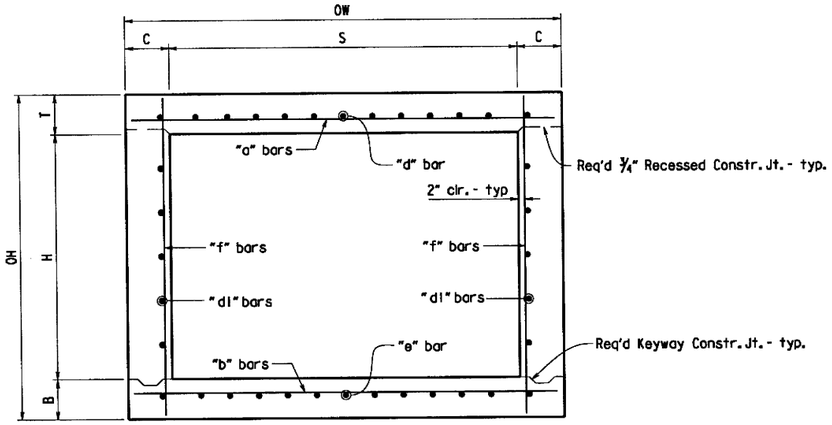
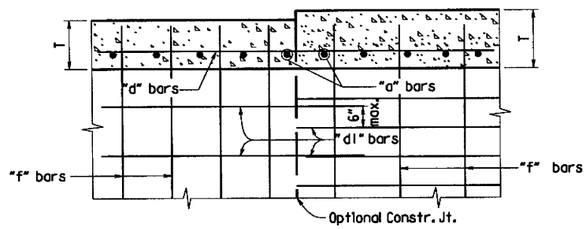
				6	ARK.			
				JOB NO.		CA0601	73	1465
				SPECIAL DETAILS				

Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



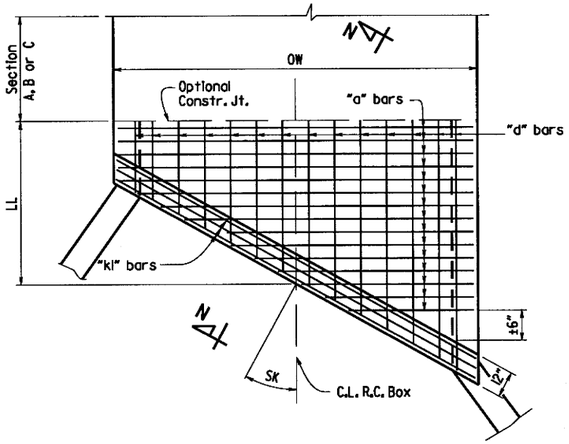
TYPICAL SECTION M-M



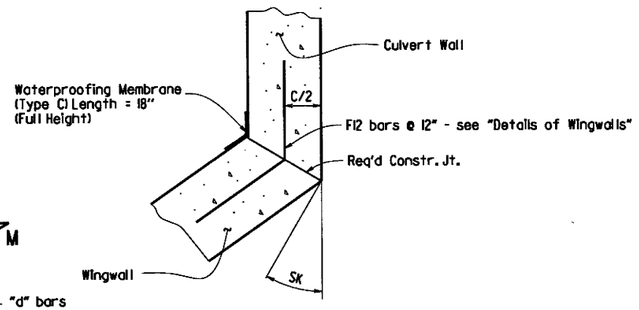
Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR

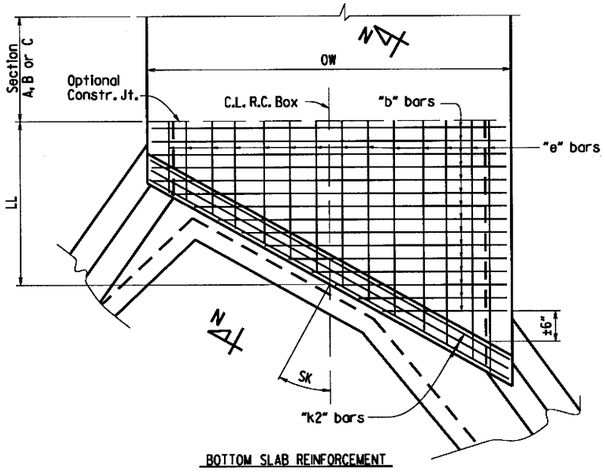


TOP SLAB REINFORCEMENT

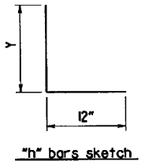


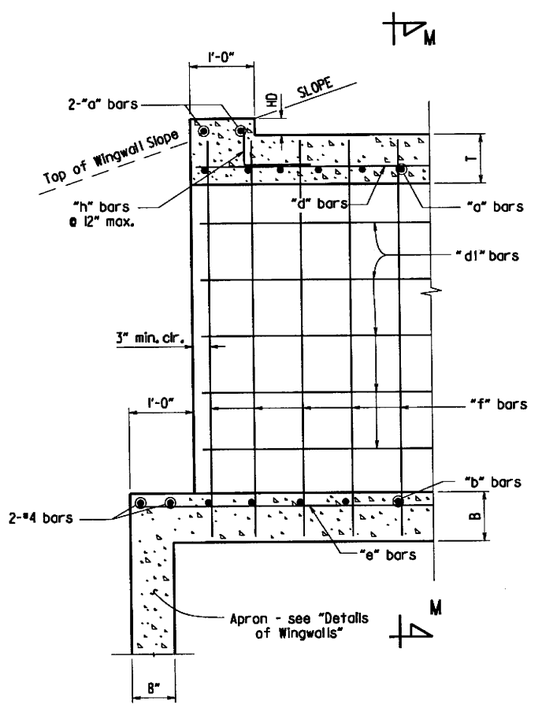
WINGWALL ATTACHMENT

See "Details of Wingwalls" for additional information and wingwall details.



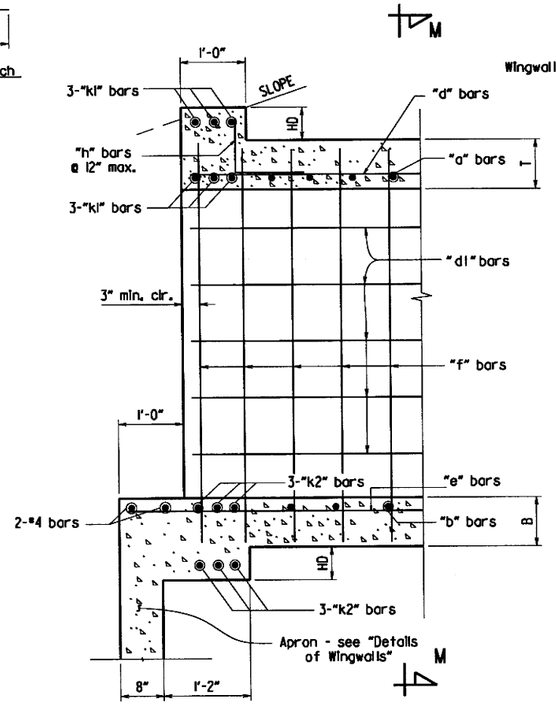
BOTTOM SLAB REINFORCEMENT





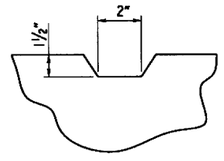
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

(Skewed Ends)



TYPICAL KEYWAY DETAIL

(All Construction Joints)

SKEWED END SECTION DETAILS

SHEET 2 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF SINGLE BARREL R.C. BOX CULVERT

SPECIAL DETAILS

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

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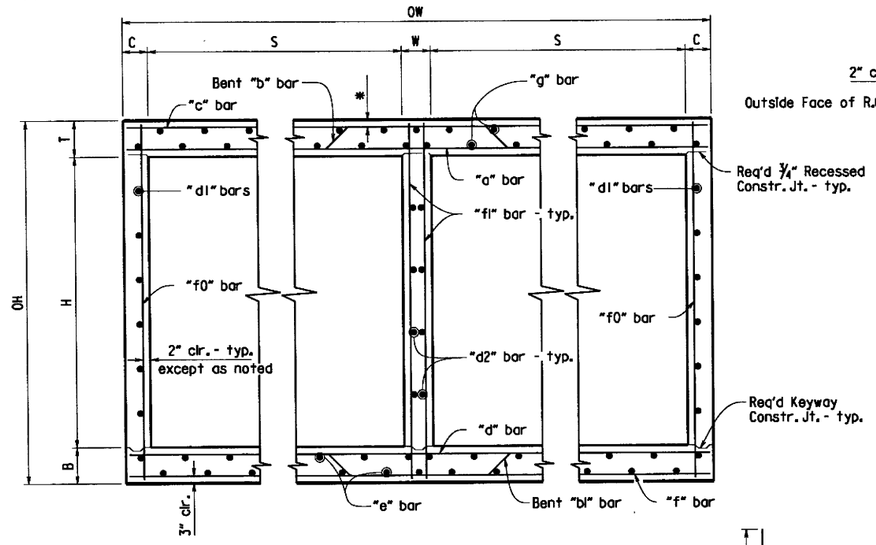
				6	ARK.			
				JOB NO.		CA0601	74	1465

SPECIAL DETAILS

*2" clr. for fill depth (D) greater than 2 ft.
2½" clr. for fill depth (D) equal to or less than 2 ft.

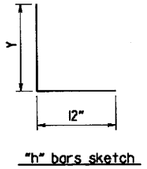
Note: When top slab of culvert serves as finished roadway surface, see General Notes on Sheet 1 of 4.



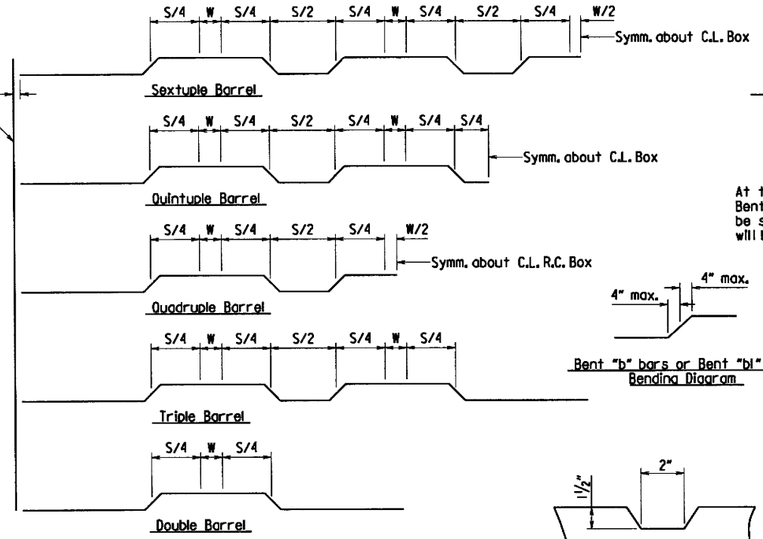
TYPICAL SECTION M-M

Top Slab
Straight "c" bars shall alternate with Bent "b" bars in top.
Straight "a" bars shall alternate with Bent "b" bars in bottom.

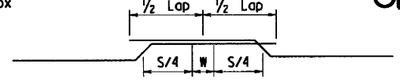
Bottom Slab
Straight "d" bars shall alternate with Bent "b1" bars in top.
Straight "f" bars shall alternate with Bent "b1" bars in bottom.



"h" bars sketch



Bent "b" bars or Bent "b1" bars sketch



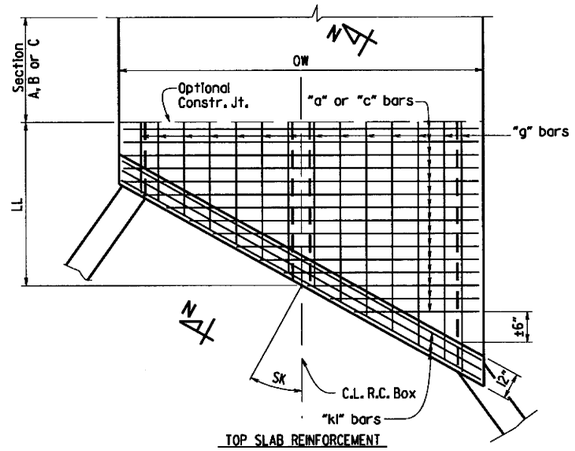
Lap Detail
For Bent "b" bars and Bent "b1" bars

At the Contractor's option in lieu of providing Bent "b" or Bent "b1" bars, one bar top and bottom of equivalent size may be substituted for each bent bar. Payment for the reinforcing will be based on the weight of the "b" or "b1" bar.

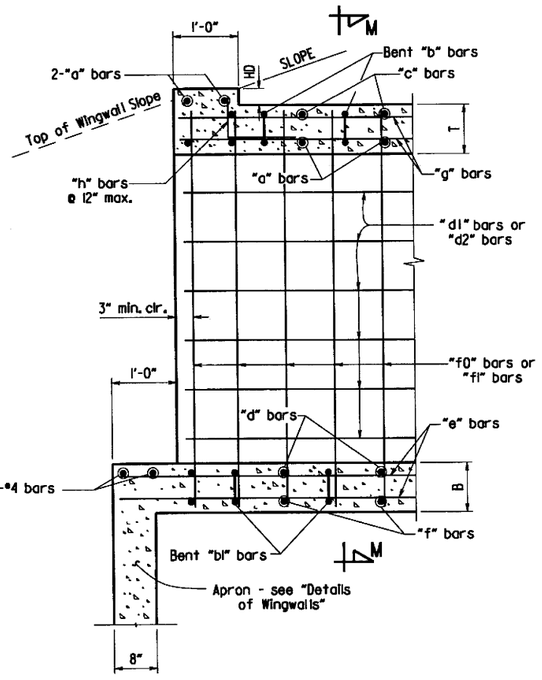
Bent "b" bars or Bent "b1" bars Bending Diagram

TYPICAL KEYWAY DETAIL

(All Construction Joints)

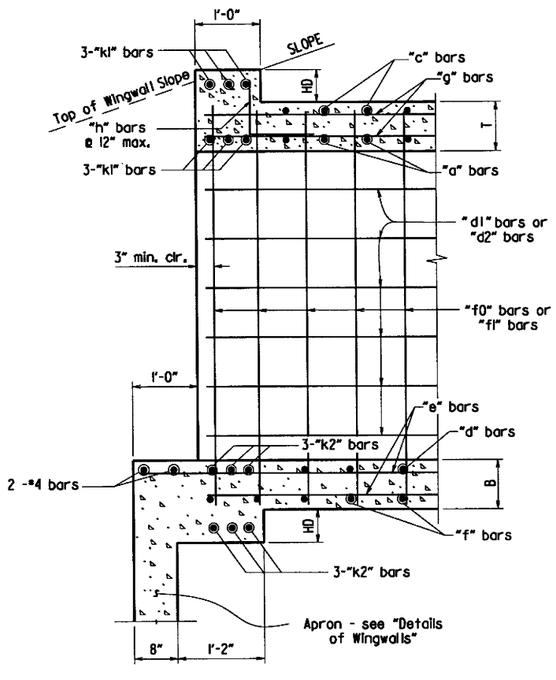


TOP SLAB REINFORCEMENT
Straight "c" bars in top.
Straight "a" bars in bottom.



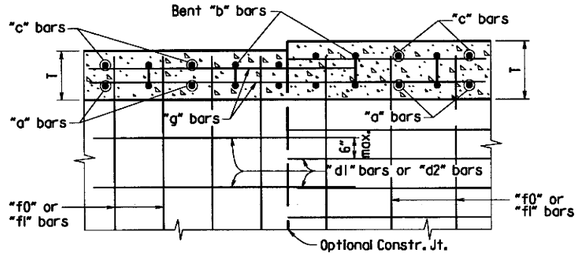
PART LONGITUDINAL SECTION

(Non-Skewed Ends)



PART LONGITUDINAL SECTION N-N

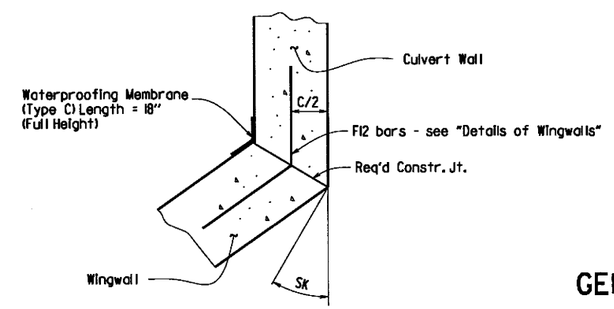
(Skewed Ends)



Longitudinal Bar Spacing at individual sections shall be maintained, which may result in noncontact bar laps.

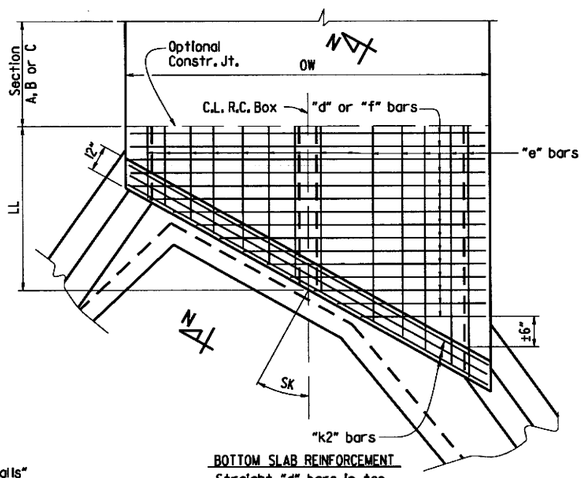
LONGITUDINAL LAP DETAIL AT CHANGE IN SECTIONS

TOP SLAB SHOWN, BOTTOM SLAB SIMILAR



WINGWALL ATTACHMENT

See "Details of Wingwalls" for additional information and wingwall details.



BOTTOM SLAB REINFORCEMENT
Straight "d" bars in top.
Straight "f" bars in bottom.

SKEWED END SECTION DETAILS

SHEET 3 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT

DETAILS OF MULTI-BARREL R.C. BOX CULVERT

SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

3:14:51 PM 8/3/2018 jharrell

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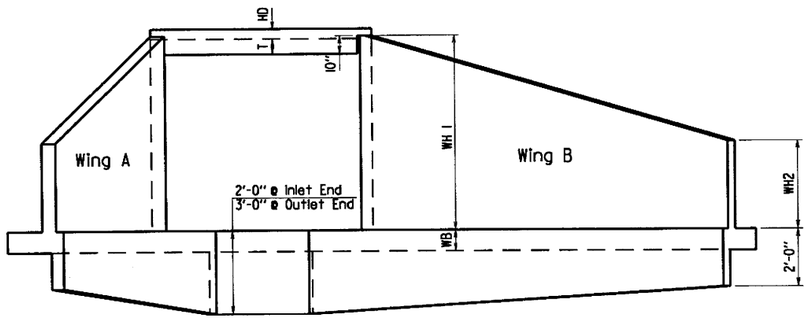
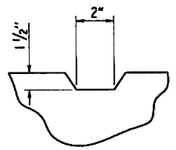
① SPECIAL DETAILS

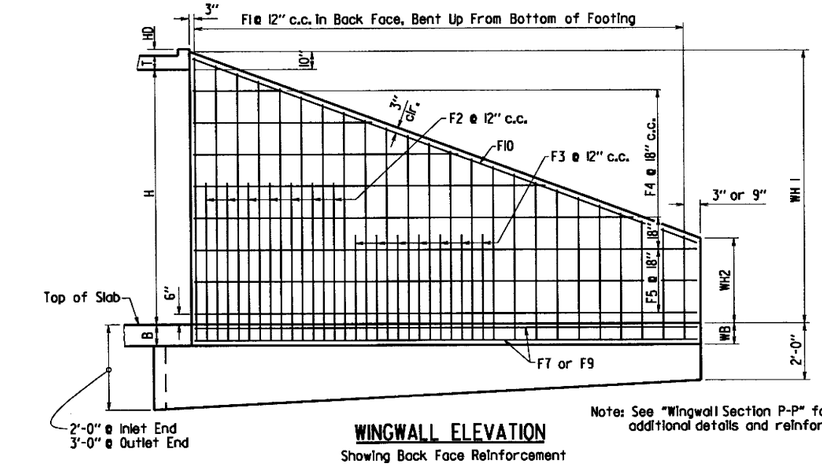


END ELEVATION
Flared Wingwalls Shown



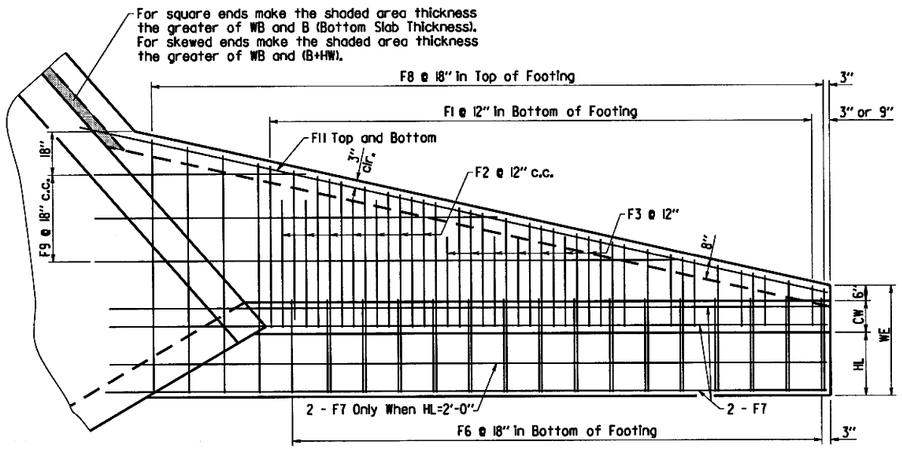
TYPICAL KEYWAY DETAIL
All Construction Joints

PART PLAN - FLARED WINGWALLS

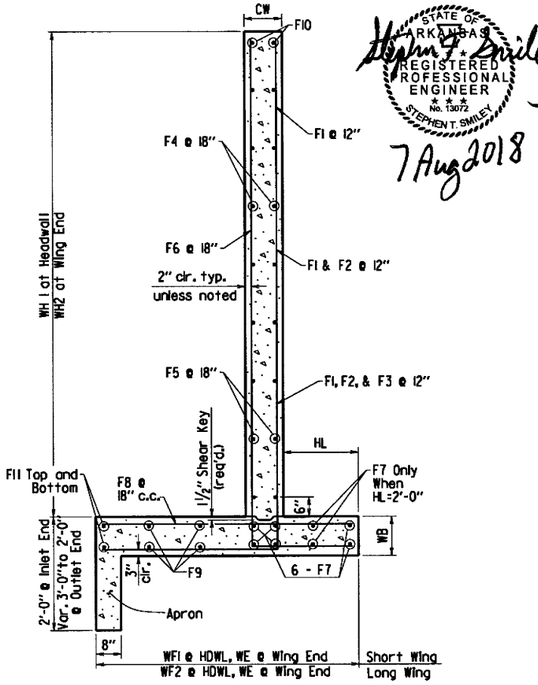


WINGWALL ELEVATION
Showing Back Face Reinforcement

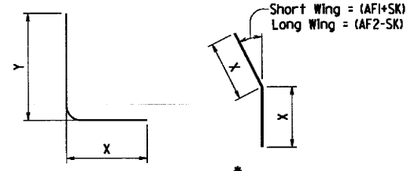
Note: See "Wingwall Section P-P" for additional details and reinforcing.



PLAN - FLARED WINGWALLS
Showing Footing Reinforcement



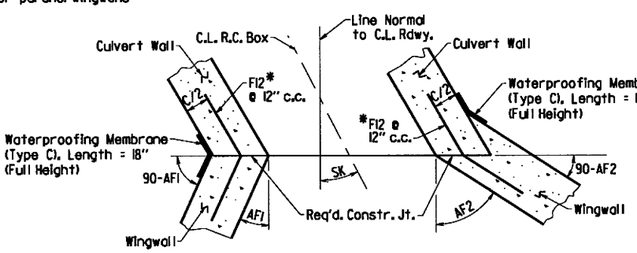
WINGWALL SECTION P-P



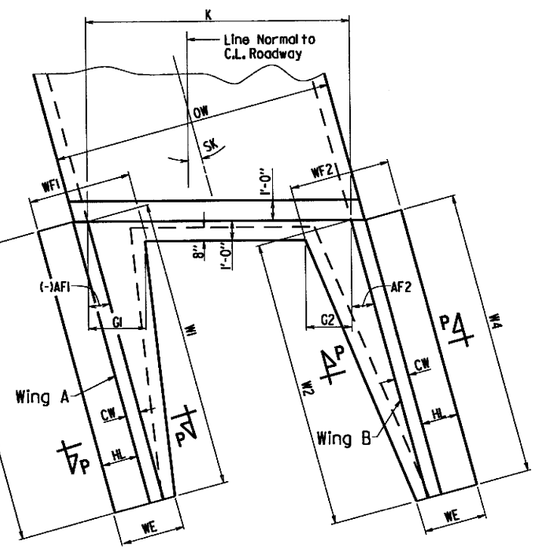
F1, F2, F3, & F6 BARS

*F12 BAR

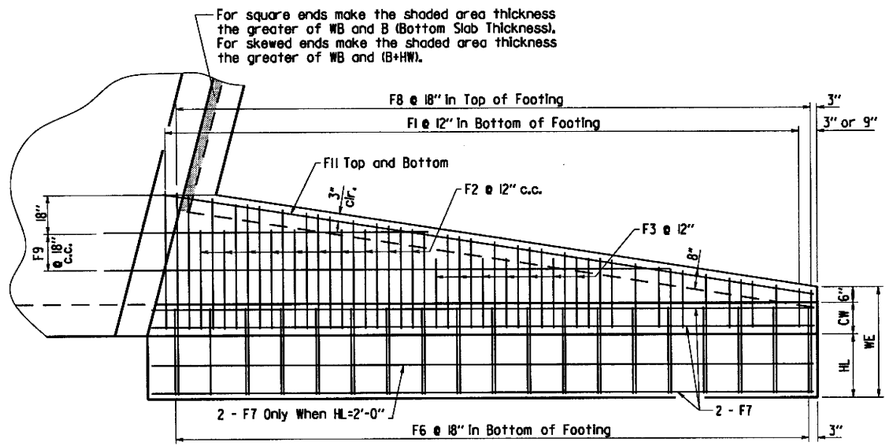
*F12 is a straight bar for parallel wingwalls



CONSTRUCTION JOINTS
Flared Wingwalls Shown



PART PLAN - PARALLEL WINGWALLS



PLAN - PARALLEL WINGWALLS
Showing Footing Reinforcement

SHEET 4 OF 4
GENERAL DETAILS OF R.C. BOX CULVERT
DETAILS OF WINGWALLS
SPECIAL DETAILS

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	76	1465

SPECIAL DETAILS

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2 & RCB-3, AND PBC-1.

For Wingwall information, See "SPECIAL DETAILS OF R.C. BOX CULVERT STA. 11+31"
Wings, curtain walls, and aprons shall be tied to each culvert section by casting bars in culvert end sections as shown on Std. Dwg. PBC-1 or by doweling and grouting.

All lean grout, membrane waterproofing, drainage fill material, geotextile filter fabric, labor, materials and equipment required for tying R.C. Box Culvert will not be paid for directly but considered subsidiary to the various bid items.

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
21 June 2018

TABULAR DATA BY: DCD DATE: 02/01/2018
CHECKED BY: JH DATE: 02/05/2018

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the Item "Reinforcing Steel - Roadway (Gr. 60)."

INLET SKEWED END SECTION

| SKEW (DEGREE) | SLOPE | DESIGN FILL DEPTH (FT.) | CLEAR SPAN (FT.) | CLEAR HEIGHT (FT.) | SECTION LENGTH | TOP SLAB THK. | HDWL DEPTH | BOTTOM SLAB THK. | SIDE WALL THK. | INTERIOR WALL THK. | OVER ALL WIDTH | OVER ALL HEIGHT | TOP SLAB REINFORCING STEEL "a" SIZE | "a" SPACING | "a" LENGTHS VARY | "a" NO. REQ'D | TOP SLAB REINFORCING STEEL "c" SIZE | "c" SPACING | "c" LENGTHS VARY | "c" NO. REQ'D | BOTTOM SLAB REINFORCING STEEL "d" SIZE | "d" SPACING | "d" LENGTHS VARY | "d" NO. REQ'D | BOTTOM SLAB REINFORCING STEEL "f" SIZE | "f" SPACING | "f" LENGTHS VARY | "f" NO. REQ'D | SIDE WALL REINFORCING STEEL "f0" SIZE | "f0" SPACING | "f0" NO. REQ'D | "f0" LENGTH | INTERIOR WALL REINFORCING STEEL "f1" SIZE | "f1" SPACING | "f1" NO. REQ'D | "f1" LENGTH | TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE | "g" SPACING | "g" NO. REQ'D | "g" LENGTHS VARY | BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE | "e" SPACING | "e" NO. REQ'D | "e" LENGTHS VARY | SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE | "d1" SPACING | "d1" NO. REQ'D | "d1" LENGTH | INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE | "d2" SPACING | "d2" NO. REQ'D | "d2" LENGTH | CLASS "S" CONCRETE (Includes HDWL) CU. YDS. | ① REINFORCING STEEL (GR 60) (Includes HDWL) LBS. |
|---|---|---|---|---|---|---|---|---

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DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	77	1465

① SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
21'-4"	6'-0"	0'-9"	0'-8"	-2.53	3:1	20'-3 1/4"	2'-0"	6'-10"	2'-0"	32.53	27.47	3'-2"	3'-6 7/8"	3'-4 7/8"	0'-5 1/8"	0'-3 3/4"	17'-0"	16'-0"	20'-6 3/8"	19'-6 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
8.97	805

	F1					F2				F3				F4				F5				F6					F7			F8				F9				F10			F11			F12				REINF. STEEL QTY. PER WING (LBS)
	WING	BAR SIZE	MAX. SPACING	NO. REQ'D	LENGTHS VARY			BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	LENGTHS VARY			BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS VARY	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	NO. REQ'D	LENGTHS	BAR SIZE	SPACING	NO. REQ'D	LENGTHS	
	WING A	4	12	17	L	Min	3'-2"	-	-	-	L -	-	-	-	L -	4	18	4	Min	4	18	4	16'-8"	4	18	12	L	Min	4'-7"	4	8	21'-4"	4	18	11	Min	-	-	-	Min	4	2	17'-2"	4	2	18'-5"	6	12	6	L 3'-4"	413
						Max	8'-1"												5'-8"									Max	9'-3"										-									
					X	Min	0'-9"				X -				X -				Max							X	Min	2'-4"				2'-8"				Max										X 1'-8"	
						Max	1'-2"												11'-0"								Max	2'-4"				Max				-										
					Y	Min	2'-6"				Y -				Y -											Y	Min	2'-4"				3'-0"														
						Max	7'-0"																				Max	7'-0"																		
	WING B	4	12	16	L	Min	3'-2"	-	-	-	L -	-	-	-	L -	4	18	4	Min	4	18	4	15'-8"	4	18	11	L	Min	4'-9"	4	8	20'-4"	4	18	11	Min	-	-	-	Min	4	2	16'-3"	4	2	17'-3"	6	12	6	L 3'-4"	392
						Max	7'-11"												5'-4"								Max	9'-3"				2'-8"				-										
					X	Min	0'-9"				X -				X -				Max							X	Min	2'-4"				Max				Max										X 1'-8"	
						Max	1'-0"												10'-4"								Max	2'-4"				2'-11"				-										
					Y	Min	2'-6"				Y -				Y -											Y	Min	2'-6"																		
						Max	7'-0"																				Max	7'-0"																		

Notes:
Inlet Wing 'OW' = 'OW' of Single 10' x 6' R.C. Box Culvert at End Section
+ 'OW' of Dbl. 4' x 6' R.C. Box Culvert at End Section
+ 6" Clearance between R.C. Box Culverts (Min.)
= 11'-1" + 9'-9" + 6"
= 21'-4"

Wingwall information to be used in conjunction with Dbl. 4' x 6' Details, See "DETAILS OF R.C. BOX CULVERT EXTENSION AT EACH END STA. 11+21".

Wings, curtain walls, and aprons shallbe tied to each culvert section by casting bars in culvert end sections as shown on STANDARD DRAWING PBC-1 or by doweling and grouting.

All lean grout, membrane waterproofing, drainage fill material, geotextile filter fabric, labor, materials and equipment required for tying R.C. Box Culvert will not be paid for directly but considered subsidiary to the various bid items.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

TABULAR DATA BY: DCD DATE: 02/01/2018
CHECKED BY: JH DATE: 02/05/2018

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF SINGLE-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2 & RCB-3, AND PBC-1.
For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h"				CLASS "S" CONCRETE (Includes HDWL.)	① REINFORCING STEEL (GR. 60) (Includes HDWL.)
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	BAR	SIZE	NO. REQ'D	LENGTH	CU. YDS.	LBS.
2.5	3:1	10	10	6	2'-3"	9	9.5	6.5	3	11'-1"	7'-6 1/2"	6	5	Max 10'-9" Min 10'-9"	0 5	6	5	Max 10'-9" Min 10'-9"	0 5	5	7	9	7'-3"	4	12	11	Max 2'-4" Min 1'-10"	4	11	12	Max 2'-4" Min 1'-10"	4	12	6	LONG 2'-4" SHORT 1'-10"	"k1" "k2" "h"	4 4 4	6 6 13	12'-9" 12'-9" Y	2.18	379

① Any Bar Lap Required for the Skewed End Section and Bars H, I, J, L, & M from Std. Dwg. PBC-1 shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Gr. 60)."

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	"a" SPACING	"a" NO. REQ'D	"a" LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	"b" SPACING	"b" NO. REQ'D	"b" LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	"d" SPACING	"d" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	CLASS "S" CONCRETE	REINFORCING STEEL (Gr. 60)
D	S	H	T	B	C	OW	OH	SL	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	SIZE	SPACING	NO. REQ'D	CU. YDS.	LBS.
A 10	10	6	10	10	7	11'-2"	7'-8"	111.47	6	5	267	10'-10"	6	4.5	297	10'-10"	4	4	668	7'-4"	4	11	12	4	11	12	4	12	12	105.74	15231

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
STA 11+32

SPECIAL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	78	1465

① SPECIAL DETAILS

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
21'-4"	6'-0"	0'-9"	0'-8"	-2.53	3:1	20'-3 1/4"	2'-0"	6'-10"	2'-0"	32.53	27.47	3'-2"	3'-6 7/8"	3'-4 7/8"	0'-5 1/8"	0'-3 3/4"	17'-0"	16'-0"	20'-6 3/8"	19'-6 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
9.84	805

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	17	L Min 3'-2" / Max 8'-1"		-	-	-		-	-	-	L - / X - / Y -	4	18	4	Min 5'-8" / Max 11'-0"	4	18	4	16'-8"	4	18	12	L Min 4'-7" / Max 9'-3"; X Min 2'-4" / Max 2'-4"; Y Min 2'-4" / Max 7'-0"		4	8	21'-4"	4	18	11	Min 2'-8" / Max 3'-0"	-	-	-	Min - / Max -	4	2	17'-2"	4	2	18'-5"	6	12	6	L 3'-4"; X 1'-8"	413
WING B	4	12	16	L Min 3'-2" / Max 7'-11"		-	-	-		-	-	-	L - / X - / Y -	4	18	4	Min 5'-4" / Max 10'-4"	4	18	4	15'-8"	4	18	11	L Min 4'-9" / Max 9'-3"; X Min 2'-4" / Max 2'-4"; Y Min 2'-6" / Max 7'-0"		4	8	20'-4"	4	18	11	Min 2'-8" / Max 2'-11"	-	-	-	Min - / Max -	4	2	16'-3"	4	2	17'-3"	6	12	6	L 3'-4"; X 1'-8"	392

SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HDWL "k1", "k2" & "h" BAR	HDWL SIZE	HDWL NO. REQ'D	HDWL LENGTH	CLASS "S" CONCRETE (Includes HDWL.) CU. YDS.	① REINFORCING STEEL (GR. 60) (Includes HDWL.) LBS.
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																																			
2.5	3:1	10	10	6	2'-3"	9	9.5	6.5	3	11'-1"	7'-6 1/2"	6	5	Max 10'-9" / Min	0	6	5	Max 10'-9" / Min	0	5	7	9	7'-3"	4	12	11	Max 2'-4" / Min 1'-10"	4	11	12	Max 2'-4" / Min 1'-10"	4	12	6	LONG 2'-4"; SHORT 1'-10"	"k1" "k2" "h"	4	6 / 6 / 13	12'-9" / 12'-9" / 1'-8" / Y / 0'-8"	2.18	379

① Any Bar Lap Required for the Skewed End Section and Bars H, I, J, L, & M from Std. Dwg. PBC-1 shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Gr. 60)."

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

Notes:
Outlet Wing 'OW' = 'OW' of Single 10' x 6' R.C. Box Culvert at End Section
+ 'OW' of Dbl. 4' x 6' R.C. Box Culvert at End Section
+ 6" Clearance between R.C. Box Culverts (Min.)
= 11'-1" + 9'-9" + 6"
= 21'-4"

Wingwall information to be used in conjunction with Dbl. 4' x 6' Details, See "DETAILS OF R.C. BOX CULVERT EXTENSION EACH END STA. 11+21".

Wings, curtain walls, and aprons shallbe tied to each culvert section by casting bars in culvert end sections as shown on STANDARD DRAWING PBC-1 or by doweling and grouting.

All lean grout, membrane waterproofing, drainage fill material, geotextile filter fabric, labor, materials and equipment required for tying R.C. Box Culvert will not be paid for directly but considered subsidiary to the various bid items.

STATE OF ARKANSAS
STEPHEN T. SMILEY
No. 13072
REGISTERED PROFESSIONAL ENGINEER
21 June 2018

TABULAR DATA BY: DCD DATE: 02/01/2018
CHECKED BY: JH DATE: 02/05/2018

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
STA 11+32

SPECIAL DETAILS

Ver. LI14 FILENAME \\bridgeformer.internal\bashcraa\Projects\14407\ON\DGN\Plans\Special Details\bCA0601-c2-IA_11+31.dgn
jharrell 6/21/2018 4:33:03 PM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	79	1465

① SPECIAL DETAILS

STATE OF ARKANSAS
Stephen F. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN F. SMILEY
21 June 2018

TABULAR DATA BY: DCD DATE: 02/02/2018
CHECKED BY: JH DATE: 01/01/0000

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	INLET	INLET
17'-9"	6'-0"	0'-9"	0'-8"	30	3:1	19'-3"	2'-0"	6'-10"	2'-0"	0	60	3'-2"	3'-2"	3'-9"	0'-6"	0'-5 1/8"	14'-6"	29'-0"	18'-0 3/8"	32'-6 3/8"	CU.YD	LBS.
																					11.39	1018

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F8 LENGTHS	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	15	L	Min 3'-0" Max 7'-8"	-	-	-	L -	-	-	-	L -	4	18	4	Min 4'-10" Max 9'-4"	4	18	4	14'-2"	4	18	10	X	Min 4'-9" Max 9'-3"	4	8	18'-10"	4	18	10	X	Min 2'-8" Max 2'-8"	-	-	-	Min - Max -	4	2	14'-10"	4	2	15'-4"	6	12	6	L 3'-4"	359
				X	Min 0'-9" Max 0'-9"				X -				X -													Min 2'-4" Max 2'-4"							Y	Min 2'-6" Max 7'-0"														X 1'-8"	
				Y	Min 2'-4" Max 7'-0"				Y -				Y -																																			
WING B	4	12	29	L	Min 3'-0" Max 8'-3"	-	-	-	L -	-	-	-	L -	4	18	4	Min 9'-10" Max 18'-10"	4	18	4	28'-8"	4	18	20	X	Min 4'-7" Max 9'-3"	4	8	33'-4"	4	18	20	X	Min 2'-8" Max 3'-3"	-	-	-	Min - Max -	4	2	28'-11"	4	2	31'-9"	6	12	6	L 3'-4"	659
				X	Min 0'-9" Max 1'-4"				X -				X -													Min 2'-4" Max 7'-0"																						X 1'-8"	
				Y	Min 2'-4" Max 7'-0"				Y -				Y -																																			

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft - 344.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the Item "Reinforcing Steel - Roadway (Gr. 60)."

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH
30	3:1	10	8	6	7'-1"	8	3	9.5	6.5	8	17'-9"	7'-5 1/2"

TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" LENGTH	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" LENGTH	"c" NO. REQ'D
4	5.5	Max	17'-5"	19	6	6.5	Max	17'-5"	16
		Min	3'-1"				Min	3'-1"	
			17'-5"	5				17'-5"	4

BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" LENGTH	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" LENGTH	"f" NO. REQ'D
4	4	Max	17'-5"	25	4	7	Max	17'-5"	15
		Min	3'-1"				Min	3'-1"	
			17'-5"	6				17'-5"	4

SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH
5	7	25	7'-2"

INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH
4	12	16	7'-2"

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY
4	12	35	Max 12'-1"
			Min 1'-10"

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY
4	11	39	Max 12'-1"
			Min 1'-10"

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH
4	12	6	LONG 11'-10"
		6	SHORT 2'-1"

INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
4	12	12	6'-11"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
10.01	1832

"k1" HDWL BARS SIZE	"k1" LENGTH	"k1" NO. REQ'D
4	20'-1"	6

"k2" HDWL BARS SIZE	"k2" LENGTH	"k2" NO. REQ'D
4	20'-1"	6

"h" HDWL BARS SIZE	"h" LENGTH	"h" Y	"h" NO. REQ'D
4	1'-7"	0'-7"	22

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)
	D	S	H	T	B	C	W	OW	OH	SL
A	10	8	6	8	9.5	6.5	8	17'-9"	7'-5 1/2"	12.7
B	15	8	6	10.5	11.5	7.0	8	17'-10"	7'-10"	12.7

TOP SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

R.C. BOX SECTION	"a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D
A	4	17'-5"	6	17'-7"	6	17'-5"	13	11
B	4	17'-6"	8	17'-9"	4	17'-6"	14	10

BOTTOM SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

R.C. BOX SECTION	"d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D
A	4	17'-5"	4	17'-7"	4	17'-5"	8	19
B	4	17'-6"	6	17'-9"	5	17'-6"	8	19

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
5	7	42	7'-2"
5	5	60	7'-6"

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	12	24	7'-2"
4	12	24	7'-6"

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	35
4	10	43

BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	11	39
4	9	47

SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	12
4	12	12

INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	12
4	12	12

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	"h" Y	"h" LENGTH	"h" NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
17.11	2813
20.55	3553
TOTAL	
37.67	6366

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)
	D	S	H	T	B	C	W	OW	OH	SL
C	20	8	6	12.5	13.5	8.5	8	18'-1"	8'-2"	221.2

TOP SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

R.C. BOX SECTION	"a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D
C	4	17'-9"	8	18'-2"	8	17'-9"	16	165

BOTTOM SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

R.C. BOX SECTION	"d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D
C	4	17'-9"	7	18'-2"	7	17'-9"	10	265

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
5	5	1060	7'-10"

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	12	442	7'-10"

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	8.5	51

BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	8	51

SIDE WALL DISTRIBUTION STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	12

INTERIOR WALL DISTRIBUTION STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	12

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
423.40	70855

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
DOUBLE BARREL BOX CULVERT
Sta. 260+00

SPECIAL DETAILS

LRFD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060l	80	1465

① SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

TABULAR DATA BY: DCD DATE: 02/02/2018
CHECKED BY: JH DATE: 02/05/2018

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
17'-9"	6'-0"	0'-9"	0'-8"	30	3:1	19'-3"	2'-0"	6'-10"	2'-0"	0	60	3'-2"	3'-2"	3'-9"	0'-6"	0'-5 1/8"	14'-6"	29'-0"	18'-0 3/8"	32'-6 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
12.36	1018

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS
WING A	4	12	15	L	Min	3'-0"	-	-	-	-	-	-	-	-	4	18	4	Min	4	18	4	14'-2"
					Max	7'-8"												4'-10"				
				X	Min	0'-9"												Max				
					Max	0'-9"												9'-4"				
				Y	Min	2'-4"																
					Max	7'-0"																
WING B	4	12	29	L	Min	3'-0"	-	-	-	-	-	-	-	-	4	18	4	Min	4	18	4	26'-8"
					Max	8'-3"												9'-10"				
				X	Min	0'-9"												Max				
					Max	1'-4"												18'-10"				
				Y	Min	2'-4"																
					Max	7'-0"																

WING	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	10	L	Min	4'-9"	4	8	18'-10"	4	18	10	Min	-	-	-	Min	4	2	14'-10"	4	2	15'-4"	6	12	6	L	3'-4"	359
					Max	9'-3"							2'-8"				-												
				X	Min	2'-4"							Max				Max										X	1'-8"	
					Max	2'-4"							2'-8"				-												
				Y	Min	2'-6"																							
					Max	7'-0"																							
WING B	4	18	20	L	Min	4'-7"	4	8	33'-4"	4	18	20	Min	-	-	-	Min	4	2	28'-11"	4	2	31'-9"	6	12	6	L	3'-4"	659
					Max	9'-3"							2'-8"				-												
				X	Min	2'-4"							Max				Max										X	1'-8"	
					Max	2'-4"							3'-3"				-												
				Y	Min	2'-4"																							
					Max	7'-0"																							

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the Item "Reinforcing Steel - Roadway (Gr. 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINF. STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a"	"a" NO. REQ'D	TOP SLAB REINF. STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c"	"c" NO. REQ'D	BOTTOM SLAB REINF. STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d"	"d" NO. REQ'D	BOTTOM SLAB REINF. STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f"	"f" NO. REQ'D
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH																				
30	3:1	10	8	6	7'-1"	8	3	9.5	6.5	8	17'-9"	7'-5 1/2"	4	5.5	Max	17'-5"	19	6	6.5	Max	17'-5"	16	4	4	Max	17'-5"	25	4	7	Max	17'-5"	15
															Min	3'-1"				Min	3'-1"				Min	3'-1"				Min	3'-1"	
																17'-5"	5				17'-5"	4				17'-5"	6				17'-5"	4

SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	"g"	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	"e"	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
5	7	25	7'-2"	4	12	16	7'-2"	4	12	35	Max	12'-1"	4	11	39	Max	12'-1"	4	12	6	LONG	11'-10"	4	12	12	6'-11"
											Min	1'-10"				Min	1'-10"			6	SHORT	2'-1"				

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
10.01	1832

"k1" HDWL BARS SIZE	"k1" HDWL BARS LENGTH	"k1" HDWL BARS NO. REQ'D	"k2" HDWL BARS SIZE	"k2" HDWL BARS LENGTH	"k2" HDWL BARS NO. REQ'D	"h" HDWL BARS SIZE	"h" HDWL BARS LENGTH	"h" HDWL BARS Y	"h" HDWL BARS NO. REQ'D
4	20'-1"	6	4	20'-1"	6	4	1'-7"	0'-7"	22

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK. C	INTERIOR WALL THK. W	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL
A	10	8	6	8	9.5	6.5	8	17'-9"	7'-5 1/2"	12.7
B	15	8	6	10.5	11.5	7.0	8	17'-10"	7'-10"	12.7

TOP SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

	"a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D
A	4	17'-5"	6	17'-7"	6	17'-5"	13	11
B	4	17'-6"	8	17'-9"	4	17'-6"	14	10

BOTTOM SLAB REINFORCING STEEL — LENGTH = OW - 4" + BENDS

	"d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D
A	4	17'-5"	4	17'-7"	4	17'-5"	8	19
B	4	17'-6"	6	17'-9"	5	17'-6"	8	19

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
A	5	7	42	7'-2"
B	5	5	60	7'-6"

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
A	4	12	24	7'-2"
B	4	12	24	7'-6"

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D
A	4	12	35
B	4	10	43

BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D
A	4	11	39
B	4	9	47

SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
A	4	12	12
B	4	12	12

INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
A	4	12	12
B	4	12	12

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
17.11	2813
20.55	3553
TOTAL	
37.67	6366

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
DOUBLE BARREL BOX CULVERT
Sta. 260+00

SPECIAL DETAILS

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	81	1465
				①		SPECIAL DETAILS		

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
10'-10"	7'-5"	0'-9"	0'-8"	0	3:1	9'-8"	2'-0"	8'-3"	2'-6"	30	30	3'-2"	3'-9 3/4"	3'-9 3/4"	0'-9"	0'-9"	20'-0"	20'-0"	23'-5 3/8"	23'-5 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
11.76	1062

	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY			F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS			F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS			F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY			F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	20	L	Min	3'-8"	4	12	2	X	4'-2"	4	12	4	L	3'-8"	4	18	6	Min	4	18	4	19'-8"	4	18	14	L	Min	5'-1"	4	8	24'-3"	4	18	14	Min	-	-	-	Min	4	2	20'-4"	4	2	21'-6"	6	12	7	L	3'-4"	531
					Max	9'-9"														5'-4"									Max	10'-8"							2'-8"			-											
				X	Min	0'-9"				X	1'-3"				X	1'-3"				Max								X	Min	2'-4"							Max												X	1'-8"	
					Max	1'-5"														15'-9"									Max	2'-4"							3'-4"			-											
				Y	Min	3'-0"				Y	2'-11"				Y	2'-6"											Y	Min	2'-10"																						
					Max	8'-5"																							Max	8'-5"																						
WING B	4	12	20	L	Min	3'-8"	4	12	2	X	4'-2"	4	12	4	L	3'-8"	4	18	6	Min	4	18	4	19'-8"	4	18	14	L	Min	5'-1"	4	8	24'-3"	4	18	14	Min	-	-	-	Min	4	2	20'-4"	4	2	21'-6"	6	12	7	L	3'-4"	531
					Max	9'-9"														5'-4"									Max	10'-8"							2'-8"			-											
				X	Min	0'-9"				X	1'-3"				X	1'-3"				Max								X	Min	2'-4"							Max												X	1'-8"	
					Max	1'-5"														15'-9"									Max	2'-4"							3'-4"			-											
				Y	Min	3'-0"				Y	2'-11"				Y	2'-6"											Y	Min	2'-10"																						
					Max	8'-5"																							Max	8'-5"																						

MID-SECTION

BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13073
STEPHEN T. SMILEY

21 June 2018

TABULAR DATA BY: DCD DATE: 01/02/2014
CHECKED BY: JH DATE: 02/05/2018

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2 & RCB-3.
For additional information and outlet sections, see Sheet 2 of 2.

MID-SECTION

	R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)	TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D	SIDE WALL DISTRIBUTION STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D	INTERIOR WALL DISTRIBUTION STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
		D	S	H	T	B	C	W	OW	OH	SL		L		L		L	SPACING	NO. REQ'D		L		L		L	SPACING	NO. REQ'D		SPACING	NO. REQ'D	LENGTH		SPACING	NO. REQ'D	LENGTH		SPACING	NO. REQ'D		SPACING	NO. REQ'D		SPACING	NO. REQ'D		SPACING	NO. REQ'D		SPACING	NO. REQ'D
A	10	4	6	8.0	9	7.0	8	9'-10"	7'-5"	6.5	4	9'-6"	4	9'-8"	4	9'-6"	24	3	4	9'-6"	4	9'-8"	4	9'-6"	22	3	4	4	38	7'-1"	4	12	12	7'-1"	4	12	19	4	12	19	4	12	12	4	12	12	4	12	12

CLASS "S" CONCRETE	REINFORCING STEEL (GR. 60)
CU. YDS.	LBS.
6.00	645

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

DETAILS OF R.C. BOX CULVERT

DOUBLE BARREL BOX CULVERT
Sta. 259+07

SPECIAL DETAILS

Ver. 1.14 FILENAME \\bridgeformer-internal\bashares\Projects\14407\DNDGN\Plans\Special Details\bCA0601_c2-3 259+07.dgn 6/21/2018 4:33:26 PM jharrell

Ver. LI4 FILENAME \\bridgeformer-internal\bagshares\Projects\14407\N\DGN\Plans\Special Details\bCA0601_c3 372+70.dgn 4:33:31 PM 6/21/2018 jharrell

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	82	1465

① SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

TABULAR DATA BY: JH DATE: 04/05/2017
CHECKED BY: DCD DATE: 04/06/2017

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
6'-0"	5'-0"	0'-9"	0'-8"	20	3:1	5'-3 7/8"	1'-0"	5'-10"	1'-8"	15	45	2'-2"	2'-9 1/2"	3'-1"	0'-10 3/4"	1'-0"	12'-6"	17'-6"	14'-0 1/8"	19'-10 3/4"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
6.10	591

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	13	L Min 2'-8"	L -	-	-	-	X -	-	-	-	X -	4	18	4	Min	4	18	2	12'-2"	4	18	9	X Min 3'-3"	L -	4	6	14'-10"	4	18	8	Min	-	-	-	Min	4	2	12'-8"	4	2	13'-8"	6	12	5	L 3'-4"	249
				Max 7'-4"													6'-4"								Max 7'-3"								1'-8"			-										
				X Min 0'-9"	X -												Max								X Min 1'-4"								Max			Max								X 1'-8"	
				Max 1'-5"													10'-10"								Max 1'-4"								2'-3"			-										
				Y Min 2'-0"	Y -																				Y Min 2'-0"																					
				Max 6'-0"																					Max 6'-0"																					
WING B	4	12	18	L Min 2'-8"	L -	-	-	-	X -	-	-	-	X -	4	18	6	Min	4	18	2	17'-2"	4	18	12	X Min 3'-4"	L -	4	6	20'-9"	4	18	12	Min	-	-	-	Min	4	2	17'-6"	4	2	19'-10"	6	12	5	L 3'-4"	342
				Max 7'-7"													2'-8"								Max 7'-3"								1'-8"			-										
				X Min 0'-9"	X -												Max								X Min 1'-4"								Max			Max								X 1'-8"	
				Max 1'-8"													15'-3"								Max 1'-4"								2'-7"			-										
				Y Min 2'-0"	Y -																				Y Min 2'-1"																					
				Max 6'-0"																					Max 6'-0"																					

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THICKNESS	BOTTOM SLAB THK.	SIDE WALL THICKNESS	HEADWALL DEPTH	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "b" SIZE	"b" SPACING	"b" LENGTHS VARY	"b" NO. REQ'D	SIDE WALL REINFORCING STEEL "f" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	"d" SPACING	"d" NO. REQ'D	"d" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	HEADWALL REINFORCING STEEL "k1", "k2" & "h"				CLASS "S" CONCRETE (Includes HDWL)	① REINFORCING STEEL (GR. 60) (Includes HDWL)
SK	SL	D	S	H	LL	T	B	C	HD	OW	OH																															CU. YDS.	LBS.
20	3:1	10	5	5	3'-1"	8	9	6	3	6'-0"	6'-5"	4	8	Max 5'-8" / Min 4'-6"	1	4	8	Max 5'-8" / Min 4'-6"	1	4	6	13	6'-1"	4	12	6	Max 4'-0" / Min 1'-10"	4	12	6	Max 4'-0" / Min 1'-10"	4	12	5 LONG 4'-0" / SHORT 1'-10"	"k1"	4	6	6'-1"	"k2"	4	6	6'-1"	"h"	4	8	1'-7" Y 0'-7"	1.67	182

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THICKNESS T	BOTTOM SLAB THK. B	SIDE WALL THICKNESS C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	"a" SPACING	"a" NO. REQ'D	"a" LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	"b" SPACING	"b" NO. REQ'D	"b" LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	"d" SPACING	"d" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
A	10	5	5	8	9	6	6'-0"	6'-5"	11.71	4	8	17	5'-8"	4	8	17	5'-8"	4	6	46	6'-1"	4	12	6	4	12	6	4	12	10	5.86	521
																															TOTAL	
																															5.86	521

HDWL DEPTH	ADDITIONAL REINF. FOR HDWL	"h" HDWL BARS			
HD	LBS	SIZE	Y	LENGTH	NO. REQ'D

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THK. T	BOTTOM SLAB THK. B	SIDE WALL THK C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL	TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	"a" SPACING	"a" NO. REQ'D	"a" LENGTH	BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	"b" SPACING	"b" NO. REQ'D	"b" LENGTH	SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	"f" SPACING	"f" NO. REQ'D	"f" LENGTH	TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	"d" SPACING	"d" NO. REQ'D	BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	"e" SPACING	"e" NO. REQ'D	SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	"d1" SPACING	"d1" NO. REQ'D	CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (Gr. 60) LBS.
A	2	5	5	10.5	10.5	6	6'-0"	6'-9"	45.00	5	9	60	5'-8"	4	8	67	5'-8"	4	6.5	166	6'-5"	4	10	7	4	10	7	4	12	10	25.83	2072
B	15	5	5	8	9	6.5	6'-1"	6'-5"	243.00	4	5	583	5'-9"	4	5.5	530	5'-9"	4	5	1166	6'-1"	4	12	6	4	12	6	4	12	10	126.31	12742

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 2 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF SINGLE-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.
For additional information and outlet sections, see Sheet 2 of 2.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Gr. 60)."

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
STA 372+70

SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	83	1465

① SPECIAL DETAILS

STATE OF ARKANSAS
STEPHEN T. SMILEY
No. 13072
REGISTERED PROFESSIONAL ENGINEER
21 June 2018

TABULAR DATA BY: JH DATE: 04/05/2017
CHECKED BY: DCD DATE: 04/06/2017

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
6'-0"	5'-0"	0'-9"	0'-8"	20	3:1	5'-3 7/8"	1'-0"	5'-10"	1'-8"	30	30	2'-2"	2'-11 3/4"	2'-11 3/4"	0'-11 1/4"	0'-11 1/4"	14'-0"	14'-0"	14'-9"	20'-6 7/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
6.19	575

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F4 LENGTHS	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS
WING A	4	12	14	L	Min 2'-10"	-	-	-	L -	-	-	-	L -	4	18	6	Min	Min	4	18	2	13'-8"
					Max 7'-6"												2'-1"					
				X	Min 0'-9"				X -				X -				Max					
					Max 1'-7"												12'-2"					
				Y	Min 2'-2"				Y -				Y -									
					Max 6'-0"																	
WING B	4	12	14	L	Min 2'-10"	-	-	-	L -	-	-	-	L -	4	18	6	Min	Min	4	18	2	13'-8"
					Max 7'-6"												2'-1"					
				X	Min 0'-9"				X -				X -				Max					
					Max 1'-7"												12'-2"					
				Y	Min 2'-2"				Y -				Y -									
					Max 6'-0"																	

WING	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F8 LENGTHS	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS VARY	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS		REINF. STEEL QTY. PER WING (LBS)
WING A	4	18	10	L	Min 3'-3"	4	6	15'-7"	4	18	10	Min	Min	-	-	-	Min	Min	4	2	14'-2"	4	2	15'-8"	6	12	5	L	3'-4"	276
					Max 7'-3"							1'-8"					-	-												
				X	Min 1'-4"							Max	Max				Max	Max										X	1'-8"	
					Max 1'-4"							2'-6"	-				-	-												
				Y	Min 2'-0"																									
					Max 6'-0"																									
WING B	4	18	10	L	Min 3'-3"	4	6	21'-5"	4	18	10	Min	Min	-	-	-	Min	Min	4	2	14'-2"	4	2	15'-8"	6	12	5	L	3'-4"	299
					Max 7'-3"							1'-8"					-	-												
				X	Min 1'-4"							Max	Max				Max	Max										X	1'-8"	
					Max 1'-4"							2'-6"	-				-	-												
				Y	Min 2'-0"																									
					Max 6'-0"																									

SKEWED END SECTION

SKEW (DEGREE) SK	SLOPE SL	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	SECTION LENGTH LL	TOP SLAB THICKNESS T	BOTTOM SLAB THK. B	SIDE WALL THICKNESS C	HEADWALL DEPTH HD	OVER ALL WIDTH OW	OVER ALL HEIGHT OH
20	3:1	10	5	5	3'-1"	8	9	6	3	6'-0"	6'-5"

TOP SLAB REINFORCING STEEL "a" SIZE	SPACING	LENGTHS VARY	NO. REQ'D
4	8	Max 5'-8" / Min 4'-6"	1
		5'-8"	3

BOTTOM SLAB REINFORCING STEEL "b" SIZE	SPACEING	LENGTHS VARY	NO. REQ'D
4	8	Max 5'-8" / Min 4'-6"	1
		5'-8"	3

SIDE WALL REINFORCING STEEL "f" SIZE	SPACING	NO. REQ'D	LENGTH
4	6	13	6'-1"

TOP SLAB DISTRIBUTION REINFORCING STEEL "d" SIZE	SPACING	NO. REQ'D	LENGTHS VARY
4	12	6	Max 4'-0" / Min 1'-10"

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	SPACING	NO. REQ'D	LENGTHS VARY
4	12	6	Max 4'-0" / Min 1'-10"

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	SPACING	NO. REQ'D	LENGTH
4	12	5	LONG 4'-0"
		5	SHORT 1'-10"

HDWL "k1", "k2" & "h" BAR	SIZE	NO. REQ'D	LENGTH
"k1"	4	6	6'-1"
"k2"	4	6	6'-1"
			1'-7"
"h"	4	8	Y
			0'-7"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR. 60) (Includes HDWL) LBS.
1.67	182

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Gr. 60)."

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.) D	CLEAR SPAN (FT.) S	CLEAR HEIGHT (FT.) H	TOP SLAB THICKNESS T	BOTTOM SLAB THK. B	SIDE WALL THICKNESS C	OVER ALL WIDTH OW	OVER ALL HEIGHT OH	SECTION LENGTH (FT.) SL
A	10	5	5	8	9	6	6'-0"	6'-5"	11.71

TOP SLAB REINFORCING STEEL "a" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	8	17	5'-8"

BOTTOM SLAB REINFORCING STEEL "b" LENGTH = OW - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	8	17	5'-8"

SIDE WALL REINFORCING STEEL "f" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	6	46	6'-1"

TOP SLAB DISTRIBUTION REINF. STEEL "d" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	6

BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	6

SIDE WALL DISTRIBUTION REINF.STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	10

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS	"h" HDWL BARS SIZE	Y	LENGTH	NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 50) LBS.
5.86	521
TOTAL	
5.86	521

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
SINGLE BARREL BOX CULVERT
STA 372+70

SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	84	1465

① SPECIAL DETAILS

STATE OF ARKANSAS — REGISTERED PROFESSIONAL ENGINEER — No. 18381 — JESSE D. HARRELL — 2018-07-13

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
35'-5"	6'-0"	0'-9"	0'-8"	5	3:1	34'-5 5/8"	2'-0"	6'-10"	2'-0"	25	35	3'-2"	3'-4 7/8"	3'-6 7/8"	0'-4 1/8"	0'-4 7/8"	15'-6"	17'-6"	19'-0 3/8"	21'-0 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
INLET	INLET
CU.YD	LBS.
9.80	826

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 Min	F1 Max	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 Min	F6 Max	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	16	X	Min	3'-0"	-	-	-	-	-	-	-	-	4	18	4	Min	4	18	4	15'-2"	4	18	11	X	Min	4'-7"	4	8	19'-10"	4	18	10	Min	-	-	-	Min	4	2	15'-9"	4	2	16'-8"	6	12	6	L	3'-4"	392
					Max	7'-11"												5'-2"									Max	9'-3"																					
				Y	Min	0'-9"												Max								Y	Min	2'-4"																					
					Max	1'-0"												10'-0"									Max	2'-4"																					
					Min	2'-4"																					Min	2'-4"																					
					Max	7'-0"																					Max	7'-0"																					
WING B	4	12	18	X	Min	3'-0"	-	-	-	-	-	-	-	-	4	18	4	Min	4	18	4	17'-2"	4	18	12	X	Min	4'-8"	4	8	21'-10"	4	18	12	Min	-	-	-	Min	4	2	17'-8"	4	2	19'-0"	6	12	6	L	3'-4"	434
					Max	8'-1"												5'-10"									Max	9'-3"																					
				Y	Min	0'-9"												Max								Y	Min	2'-5"																					
					Max	1'-2"												11'-4"									Max	7'-0"																					
					Min	2'-4"																																											
					Max	7'-0"																																											

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft -344.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

TABULAR DATA BY: JH DATE: 06/27/2018
CHECKED BY: DCD DATE: 06/30/2018

This drawing to be used in conjunction with SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE', SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT', SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and STANDARD DRAWING RCB-2.

For additional information and outlet sections, see Sheet 2 of 2.

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the Item "Reinforcing Steel - Roadway (Gr. 60)."

INLET SKEWED END SECTION

| SKEW (DEGREE) | SLOPE | DESIGN FILL DEPTH (FT.) | CLEAR SPAN (FT.) | CLEAR HEIGHT (FT.) | SECTION LENGTH | TOP SLAB THK. | HDWL DEPTH | BOTTOM SLAB THK. | SIDE WALL THK. | INTERIOR WALL THK. | OVER ALL WIDTH | OVER ALL HEIGHT | TOP SLAB REINF. "a" SIZE | "a" SPACING | "a" LENGTHS VARY | "a" Max | "a" Min | "a" NO. REQ'D | "c" SIZE | "c" SPACING | "c" LENGTHS VARY | "c" Max | "c" Min | "c" NO. REQ'D | BOTTOM SLAB REINF. "d" SIZE | "d" SPACING | "d" LENGTHS VARY | "d" Max | "d" Min | "d" NO. REQ'D | "f" SIZE | "f" SPACING | "f" LENGTHS VARY | "f" Max | "f" Min | "f" NO. REQ'D | SIDE WALL REINF. "f0" SIZE | "f0" SPACING | "f0" NO. REQ'D | "f0" LENGTH | INTERIOR WALL REINF. "f1" SIZE | "f1" SPACING | "f1" NO. REQ'D | "f1" LENGTH | TOP SLAB DISTRIB. REINF. "g" SIZE | "g" SPACING | "g" NO. REQ'D | "g" LENGTHS VARY | "g" Max | "g" Min | BOTTOM SLAB DISTRIB. REINF. "e" SIZE | "e" SPACING | "e" NO. REQ'D | "e" LENGTHS VARY | "e" Max | "e" Min | SIDE WALL DISTRIB. REINF. "d1" SIZE | "d1" SPACING | "d1" NO. REQ'D | "d1" LENGTH | "d1" LONG | "d1" SHORT | INTERIOR WALL DISTRIB. REINF. "d2" SIZE | "d2" SPACING | "d2" NO. REQ'D | "d2" LENGTH | "d2" LONG | "d2" SHORT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	85	1465

SPECIAL DETAILS

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4
35'-5"	6'-0"	0'-9"	0'-8"	25	3:1	37'-10 5/8"	2'-0"	6'-10"	2'-0"	5	55	3'-2"	3'-3 7/8"	3'-9"	0'-6 7/8"	0'-5 3/8"	14'-6"	25'-0"	18'-0 3/8"	28'-6 3/8"

CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OUTLET	OUTLET
CU.YD	LBS.
12.95	962

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1 LENGTHS	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F4 LENGTHS	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6 LENGTHS	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F8 LENGTHS	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	15	L Min	3'-0"	-	-	-	-	-	-	-	-	4	18	4	Min	4'-10"	4	18	4	14'-2"	4	18	10	L Min	4'-9"	4	8	18'-10"	4	18	10	Min	2'-8"	-	-	-	Min	-	4	2	14'-10"	4	2	15'-5"	6	12	6	L	3'-4"	373
				L Max	7'-10"												Max	9'-4"								Max	9'-3"							Max	2'-10"				Max	-									X	1'-8"	
				X Min	0'-9"																					X Min	2'-4"																						
				X Max	0'-11"																					X Max	2'-4"																						
				Y Min	2'-4"																					Y Min	2'-6"																						
				Y Max	7'-0"																					Y Max	7'-0"																						
WING B	4	12	25	L Min	3'-1"	-	-	-	-	-	-	-	-	4	18	4	Min	8'-5"	4	18	4	24'-8"	4	18	17	L Min	4'-8"	4	8	29'-4"	4	18	17	Min	2'-8"	-	-	-	Min	-	4	2	25'-0"	4	2	27'-5"	6	12	6	L	3'-4"	589
				L Max	8'-3"												Max	16'-3"								Max	9'-3"							Max	3'-3"				Max	-									X	1'-8"	
				X Min	0'-9"																					X Min	2'-4"																						
				X Max	1'-4"																					X Max	2'-4"																						
				Y Min	2'-5"																					Y Min	2'-5"																						
				Y Max	7'-0"																					Y Max	7'-0"																						

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

Note:
At the Contractors option, High Early Strength Concrete (f'c = 3,500 psi minimum) may be used at no additional cost to the Department in order to expedite construction of Box Culvert. When High Early Strength is used, it shall be made with the use of High Early Strength Portland Cement complying with AASHTO M 85, Type III Cement, in lieu of AASHTO M 85, Type I Cement. All concrete used for the construction of Box Culvert shall be paid for as Class "S" Concrete. Excavation and Backfilling shall be in accordance with the requirements of Section 801.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18361
JESSE D. HARRELL
2018-07-13

TABULAR DATA BY: JH DATE: 06/27/2018
CHECKED BY: DCD DATE: 06/30/2018

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Gr. 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH
25	3:1	10	11	6	10'-3"	10	3	11	6.5	8	35'-5"	7'-9"

TOP SLAB REINFORCING STEEL	"a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" LENGTHS	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" LENGTHS	"c" NO. REQ'D
	5	5.5	Max	35'-1"	32	5	4.5	Max	35'-1"	40
			Min	3'-8"				Min	3'-8"	
			35'-1"		5			35'-1"		6

BOTTOM SLAB REINFORCING STEEL	"d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" LENGTHS	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" LENGTHS	"f" NO. REQ'D
	6	4.5	Max	35'-1"	40	4	4	Max	35'-1"	44
			Min	3'-8"				Min	3'-8"	
			35'-1"		6			35'-1"		6

SIDE WALL REINFORCING STEEL "f0"	SIZE	SPACING	NO. REQ'D	LENGTH
	4	4	62	7'-5"

INTERIOR WALL REINFORCING STEEL "f1"	SIZE	SPACING	NO. REQ'D	LENGTH
	4	12	44	7'-5"

TOP SLAB DISTRIBUTION REINFORCING STEEL "g"	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	LENGTHS
	4	11	77	Max	18'-4"
				Min	1'-10"

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e"	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	LENGTHS
	4	10	77	Max	18'-4"
				Min	1'-10"

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1"	SIZE	SPACING	NO. REQ'D	LENGTH
	4	12	6	LONG 18'-2"
			6	SHORT 2'-0"

INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2"	SIZE	SPACING	NO. REQ'D	LENGTH
	4	12	12	LONG 12'-10"
			12	SHORT 7'-4"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
29.84	6211

"k1" HDWL BARS SIZE	"k1" HDWL BARS LENGTH	"k1" HDWL BARS NO. REQ'D
4	38'-9"	6

"k2" HDWL BARS SIZE	"k2" HDWL BARS LENGTH	"k2" HDWL BARS NO. REQ'D
4	38'-9"	6

"h" HDWL BARS SIZE	"h" HDWL BARS LENGTH	"h" HDWL BARS Y	"h" HDWL BARS NO. REQ'D
4	1'-9"	0'-9"	41

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	D	S	H	T	B	C	W	OW	OH	SL
	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)
A	10	11	6	10	11	6.5	8	35'-5"	7'-9"	12.14
B	15	11	6	13	14	7.5	8	35'-7"	8'-3"	12.14
C	20	11	6	15.5	17	8.5	8	35'-9"	8'-8 1/2"	12.14
D	25	11	6	18.5	19.5	9	8	35'-10"	9'-2"	12.14

LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	SPACING	NO. REQ'D
4	35'-1"	7	35'-9"	5	35'-1"	13	11
4	35'-3"	8	36'-3"	7	35'-3"	14	10
4	35'-5"	8	36'-9"	6	35'-5"	9	16
4	35'-6"	8	37'-3"	8	35'-6"	13	11

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	SPACING	NO. REQ'D
4	35'-1"	7	35'-9"	4	35'-1"	9	16
4	35'-3"	8	36'-3"	4	35'-3"	9	16
4	35'-5"	8	36'-10"	5	35'-5"	10	14
4	35'-6"	8	37'-3"	8	35'-6"	12	12

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	4	72	7'-5"
6	8	36	7'-11"
7	9	32	8'-4"
8	10	28	8'-10"

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	12	48	7'-5"
4	12	48	7'-11"
4	12	48	8'-4"
4	12	48	8'-10"

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	11	77
5	11	77
4	6.5	131
4	5.5	149

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	10	89
5	12	71
4	6.5	131
4	5.5	149

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	12
4	12	12
4	12	12
4	12	12

INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	24
4	12	24
4	12	24
4	12	24

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.

"h" HDWL BARS SIZE	"h" HDWL BARS Y	"h" HDWL BARS LENGTH	"h" HDWL BARS NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
34.39	5909
42.97	7351
50.95	8668
58.66	9050
TOTAL	
186.97	30978

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT

TRIPLE BARREL BOX CULVERT
Sta. 399+78

SPECIAL DETAILS

Ver. 1.14 FILENAME \\bridgeformer.internal\bgshares\Projects\14407X01\DGN\Plans\Special Details\bCA0601.c5 399+78.dgn jharrell 7/13/2018 2:44:22 PM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	86	1465

1 SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	87	1465

1 SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	88	1465
				①		SPECIAL DETAILS		

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	89	1465

SPECIAL DETAILS

INLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron) INLET	REINFORCING STEEL (Includes apron and laps if required) INLET
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	CU.YD	LBS.
32'-5"	6'-0"	0'-9"	0'-8"	-6	3:1	31'-6 1/8"	2'-0"	6'-10"	2'-0"	30	30	3'-2"	3'-4 7/8"	3'-4 7/8"	0'-3 1/4"	0'-3 1/4"	16'-6"	16'-6"	21'-1 7/8"	19'-3"	9.60	819

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F7 BAR SIZE	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	17	L Min 3'-0" / Max 7'-11"	-	-	-	L -	-	-	-	L -	4	18	4	Min 5'-6" / Max 10'-8"	4	18	4	16'-2"	4	18	11	L Min 4'-10" / Max 9'-3"	4	8	22'-0"	4	18	11	Min 2'-8" / Max 2'-11"	-	-	-	Min - / Max -	4	2	16'-9"	4	2	17'-9"	6	12	6	L 3'-4" / X 1'-8"	415
				X Min 0'-9" / Max 1'-0"				X -				X -												X Min 2'-4" / Max 2'-4"																							
				Y Min 2'-4" / Max 7'-0"				Y -				Y -												Y Min 2'-7" / Max 7'-0"																							
WING B	4	12	17	L Min 3'-0" / Max 7'-11"	-	-	-	L -	-	-	-	L -	4	18	4	Min 5'-6" / Max 10'-8"	4	18	4	16'-2"	4	18	11	L Min 4'-10" / Max 9'-3"	4	8	20'-1"	4	18	11	Min 2'-8" / Max 2'-11"	-	-	-	Min - / Max -	4	2	16'-9"	4	2	17'-9"	6	12	6	L 3'-4" / X 1'-8"	404
				X Min 0'-9" / Max 1'-0"				X -				X -												X Min 2'-4" / Max 2'-4"																							
				Y Min 2'-4" / Max 7'-0"				Y -				Y -												Y Min 2'-7" / Max 7'-0"																							

MID-SECTION BAR LAP TABLE

# of Long. Laps Req'd.	SL = Section Length
0	< 40.0 ft
1	>40.0 ft - 78.0 ft
2	>78.0 ft - 116.0 ft
3	>116.0 ft - 154.0 ft
4	>154.0 ft - 192.0 ft
5	>192.0 ft - 230.0 ft
6	>230.0 ft - 268.0 ft
7	>268.0 ft - 306.0 ft
8	>306.0 ft - 344.0 ft

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
ANDREW J. ZNO
2018-06-22

TABULAR DATA BY: JH DATE: 04/05/2017
CHECKED BY: DCD DATE: 04/06/2017

This drawing to be used in conjunction with
SHEET 1 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'GENERAL NOTES & LONGITUDINAL SECTION LENGTH SCHEDULE',
SHEET 3 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF MULTI-BARREL R.C. BOX CULVERT',
SHEET 4 OF 4, "GENERAL DETAILS OF R.C. BOX CULVERT", 'DETAILS OF WINGWALLS', and
STANDARD DRAWING RCB-2.

For additional information and outlet sections, see Sheet 2 of 2.

INLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH
6	3:1	10	10	6	3'-8"	9	3	10.5	6.5	8	32'-5"	7'-7 1/2"

TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	"c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D
5	6	Max 32'-1" / Min 14'-6"	4	7	7	Max 32'-1" / Min 14'-6"	4
		32'-1"	4			32'-1"	4

BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	"f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D
5	4.5	Max 32'-1" / Min 14'-6"	5	5	7	Max 32'-1" / Min 14'-6"	4
		32'-1"	6			32'-1"	4

SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH
4	4.5	21	7'-4"

INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH
4	12	20	7'-4"

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY
4	12	65	Max 5'-3" / Min 1'-10"

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY
4	10	65	Max 5'-3" / Min 1'-10"

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH
4	12	6	LONG 5'-2"
		6	SHORT 1'-10"

INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
4	12	12	LONG 4'-1"
		12	SHORT 3'-0"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
9.87	2127

"k1" HDWL BARS SIZE	"k1" LENGTH	"k1" NO. REQ'D	"k2" HDWL BARS SIZE	"k2" LENGTH	"k2" NO. REQ'D	"h" HDWL BARS SIZE	"h" LENGTH	"h" Y	"h" NO. REQ'D
4	32'-3"	6	4	32'-3"	6	4	1'-8"	0'-8"	34

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the Item "Reinforcing Steel - Roadway (Gr. 60)."

INLET SLOPE SECTION(S)

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)
	D	S	H	T	B	C	W	OW	OH	SL

TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D

INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	"h" Y	"h" LENGTH	"h" NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL	

Design Fill Depth	Range of Actual Fill Depth
2	0.0 ft - 2.0 ft
5	>2.0 ft - 5.0 ft
10	>5.0 ft - 10.0 ft
15	>10.0 ft - 15.0 ft
20	>15.0 ft - 20.0 ft
25	>20.0 ft - 25.0 ft
30	>25.0 ft - 30.0 ft
35	>30.0 ft - 35.0 ft
40	>35.0 ft - 40.0 ft

Data shown for Mid-Section, Slope Section(s), and Skewed End Section is based on the design fill depth shown in the table, see PLAN AND PROFILE SHEETS for actual fill depth.

MID-SECTION

R.C. BOX SECTION	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	TOP SLAB THK.	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	SECTION LENGTH (FT.)
	D	S	H	T	B	C	W	OW	OH	SL
A	10	10	6	10	11	8	8	32'-8"	7'-9"	95.67

TOP SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "a" SIZE	"a" L	Bent "b" SIZE	Bent "b" L	"c" SIZE	"c" L	"c" SPACING	"c" NO. REQ'D
4	32'-4"	8	32'-10"	7	32'-4"	15	76

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS "d" SIZE	"d" L	Bent "b1" SIZE	Bent "b1" L	"f" SIZE	"f" L	"f" SPACING	"f" NO. REQ'D
4	32'-4"	6	32'-10"	4	32'-4"	8	143

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	5	458	7'-5"

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4" SIZE	SPACING	NO. REQ'D	LENGTH
4	12	380	7'-5"

TOP SLAB DISTRIBUTION REINF. STEEL "g" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	11	71

BOTTOM SLAB DISTRIBUTION REINF. STEEL "e" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	10	77

SIDE WALL DISTRIBUTION REINF. STEEL "d1" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	12

INTERIOR WALL DISTRIBUTION REINF. STEEL "d2" LENGTH = SL SIZE	SPACING	NO. REQ'D
4	12	24

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
259.24	43056

SHEET 1 OF 2
DETAILS OF R.C. BOX CULVERT
TRIPLE BARREL BOX CULVERT
Sta. 74+25

SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	90	1465

① SPECIAL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12414
SHARRIEF A. FARMER
2018-06-22

TABULAR DATA BY: JH DATE: 04/05/2017
CHECKED BY: DCD DATE: 04/06/2017

OUTLET WINGWALL TABLE

OVER ALL WIDTH	CLEAR HEIGHT	FOOTING THK.	WING WALL THK.	BOX SKEW (DEG.)	SLOPE	HDWL LENGTH	HEEL	WALL HEIGHT AT HDWL	WALL HEIGHT AT WING END	WINGWALL ANGLE (DEGREE) WING A	WINGWALL ANGLE (DEGREE) WING B	FOOTING WIDTH AT WALL END	WIDTH OF WING FOOTINGS AT HDWL WING A	WIDTH OF WING FOOTINGS AT HDWL WING B	FOOTING DIMENSION PARALLEL WITH HDWL WING A	FOOTING DIMENSION PARALLEL WITH HDWL WING B	LENGTH OF WINGWALLS WING A	LENGTH OF WINGWALLS WING B	LENGTH OF FOOTING HEEL WING A	LENGTH OF FOOTING HEEL WING B	CLASS "S" CONCRETE (Includes apron)	REINFORCING STEEL (Includes apron and laps if required)
OW	H	WB	CW	SK	SL	K	HL	WH1	WH2	AF1	AF2	WE	WF1	WF2	G1	G2	W1	W2	W3	W4	OUTLET	OUTLET
																					CU.YD	LBS.
32'-5"	6'-0"	0'-9"	0'-8"	-6	3:1	31'-6 1/8"	2'-0"	6'-10"	2'-0"	30	30	3'-2"	3'-4 7/8"	3'-4 7/8"	0'-3 1/4"	0'-3 1/4"	16'-6"	16'-6"	21'-1 7/8"	19'-3"	10.76	819

WING	F1 BAR SIZE	F1 MAX. SPACING	F1 NO. REQ'D	F1 LENGTHS VARY	F1	F2 BAR SIZE	F2 SPACING	F2 NO. REQ'D	F2 LENGTHS	F3 BAR SIZE	F3 SPACING	F3 NO. REQ'D	F3 LENGTHS	F4 BAR SIZE	F4 SPACING	F4 NO. REQ'D	F4 LENGTHS VARY	F5 BAR SIZE	F5 SPACING	F5 NO. REQ'D	F5 LENGTHS	F6 BAR SIZE	F6 SPACING	F6 NO. REQ'D	F6 LENGTHS VARY	F6	F7 NO. REQ'D	F7 LENGTHS	F8 BAR SIZE	F8 SPACING	F8 NO. REQ'D	F8 LENGTHS VARY	F9 BAR SIZE	F9 SPACING	F9 NO. REQ'D	F9 LENGTHS	F10 BAR SIZE	F10 NO. REQ'D	F10 LENGTHS	F11 BAR SIZE	F11 NO. REQ'D	F11 LENGTHS	F12 BAR SIZE	F12 SPACING	F12 NO. REQ'D	F12 LENGTHS	REINF. STEEL QTY. PER WING (LBS)
WING A	4	12	17	L Min	3'-0"	-	-	-	-	-	-	-	-	4	18	4	Min	4	18	4	16'-2"	4	18	11	L Min	4'-10"	4	8	22'-0"	4	18	11	Min	-	-	-	-	4	2	16'-9"	4	2	17'-9"	6	12	6	L 3'-4"	415
				L Max	7'-11"												5'-6"								Max 9'-3"							2'-8"														X 1'-8"	
				X Min	0'-9"												Max								L Min 2'-4"							Max														
				X Max	1'-0"												10'-8"								X Max 2'-4"							2'-11"														
				Y Min	2'-4"																				L Min 2'-7"																					
				Y Max	7'-0"																				Y Max 2'-7"																					
WING B	4	12	17	L Min	3'-0"	-	-	-	-	-	-	-	-	4	18	4	Min	4	18	4	16'-2"	4	18	11	L Min	4'-10"	4	8	20'-1"	4	18	11	Min	-	-	-	-	4	2	16'-9"	4	2	17'-9"	6	12	6	L 3'-4"	404
				L Max	7'-11"												5'-6"								Max 9'-3"							2'-8"														X 1'-8"	
				X Min	0'-9"												Max								L Min 2'-4"							Max														
				X Max	1'-0"												10'-8"								X Max 2'-4"							2'-11"														
				Y Min	2'-4"																				L Min 2'-7"																					
				Y Max	7'-0"																				Y Max 2'-7"																					

Min. Bar Lap Length	
#4	1'-9"
#5	2'-2"
#6	2'-7"
#7	3'-6"
#8	4'-7"

Bar Pin Dia. Table	
#4	3"
#5	3 3/4"
#6	4 1/2"
#7	5 1/4"
#8	6"

① Any Bar Lap Required for the Skewed End Section shall be considered subsidiary to the item "Reinforcing Steel - Roadway (Gr. 60)."

OUTLET SKEWED END SECTION

SKEW (DEGREE)	SLOPE	DESIGN FILL DEPTH (FT.)	CLEAR SPAN (FT.)	CLEAR HEIGHT (FT.)	SECTION LENGTH	TOP SLAB THK.	HDWL DEPTH	BOTTOM SLAB THK.	SIDE WALL THK.	INTERIOR WALL THK.	OVER ALL WIDTH	OVER ALL HEIGHT	TOP SLAB REINFORCING STEEL "a" SIZE	"a" SPACING	"a" LENGTHS VARY	"a" NO. REQ'D	TOP SLAB REINFORCING STEEL "c" SIZE	"c" SPACING	"c" LENGTHS VARY	"c" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "d" SIZE	"d" SPACING	"d" LENGTHS VARY	"d" NO. REQ'D	BOTTOM SLAB REINFORCING STEEL "f" SIZE	"f" SPACING	"f" LENGTHS VARY	"f" NO. REQ'D	SIDE WALL REINFORCING STEEL "f0" SIZE	"f0" SPACING	"f0" NO. REQ'D	"f0" LENGTH	INTERIOR WALL REINFORCING STEEL "f1" SIZE	"f1" SPACING	"f1" NO. REQ'D	"f1" LENGTH	TOP SLAB DISTRIBUTION REINFORCING STEEL "g" SIZE	"g" SPACING	"g" NO. REQ'D	"g" LENGTHS VARY	BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" SIZE	"e" SPACING	"e" NO. REQ'D	"e" LENGTHS VARY	SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" SIZE	"d1" SPACING	"d1" NO. REQ'D	"d1" LENGTH	INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" SIZE	"d2" SPACING	"d2" NO. REQ'D	"d2" LENGTH
SK	SL	D	S	H	LL	T	HD	B	C	W	OW	OH	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	LENGTHS VARY	NO. REQ'D	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTHS VARY	SIZE	SPACING	NO. REQ'D	LENGTH	SIZE	SPACING	NO. REQ'D	LENGTH
6	3:1	10	10	6	3'-8"	9	3	10.5	6.5	8	32'-5"	7'-7 1/2"	5	6	Max 32'-1" / Min 14'-6" / 32'-1"	4	7	7	Max 32'-1" / Min 14'-6" / 32'-1"	4	5	4.5	Max 32'-1" / Min 14'-6" / 32'-1"	5 / 6	5	7	Max 32'-1" / Min 14'-6" / 32'-1"	4	4	4.5	21	7'-4"	4	12	20	7'-4"	4	12	65	Max 5'-3" / Min 1'-10"	4	10	65	Max 5'-3" / Min 1'-10"	4	12	6	LONG 5'-2" / SHORT 1'-10"	4	12	12	LONG 4'-1" / SHORT 3'-0"

CLASS "S" CONCRETE (Includes HDWL) CU. YDS.	① REINFORCING STEEL (GR 60) (Includes HDWL) LBS.
9.87	2127

"k1" HDWL BARS SIZE	"k1" HDWL BARS LENGTH	"k1" HDWL BARS NO. REQ'D	"k2" HDWL BARS SIZE	"k2" HDWL BARS LENGTH	"k2" HDWL BARS NO. REQ'D	"h" HDWL BARS SIZE	"h" HDWL BARS LENGTH	"h" HDWL BARS Y	"h" HDWL BARS NO. REQ'D
4	32'-3"	6	4	32'-3"	6	4	1'-8"	0'-8"	34

OUTLET SLOPE SECTION(S)

R.C. BOX SECTION	D	DESIGN FILL DEPTH (FT.)	S	CLEAR SPAN (FT.)	H	CLEAR HEIGHT (FT.)	T	TOP SLAB THK.	B	BOTTOM SLAB THK.	C	SIDE WALL THK.	W	INTERIOR WALL THK.	OW	OVER ALL WIDTH	OH	OVER ALL HEIGHT	SL	SECTION LENGTH (FT.)

LENGTH = OW - 4" + BENDS: "a" SIZE, "a" L, Bent "b" SIZE, Bent "b" L, "c" SIZE, "c" L, SPACING, NO. REQ'D

BOTTOM SLAB REINFORCING STEEL LENGTH = OW - 4" + BENDS: "d" SIZE, "d" L, Bent "b1" SIZE, Bent "b1" L, "f" SIZE, "f" L, SPACING, NO. REQ'D

SIDE WALL REINFORCING STEEL "f0" LENGTH = OH - 4": SIZE, SPACING, NO. REQ'D, LENGTH

INTERIOR WALL REINFORCING STEEL "f1" LENGTH = OH - 4": SIZE, SPACING, NO. REQ'D, LENGTH

TOP SLAB DISTRIBUTION REINFORCING STEEL "g" LENGTH = SL: SIZE, SPACING, NO. REQ'D

BOTTOM SLAB DISTRIBUTION REINFORCING STEEL "e" LENGTH = SL: SIZE, SPACING, NO. REQ'D

SIDE WALL DISTRIBUTION REINFORCING STEEL "d1" LENGTH = SL: SIZE, SPACING, NO. REQ'D

INTERIOR WALL DISTRIBUTION REINFORCING STEEL "d2" LENGTH = SL: SIZE, SPACING, NO. REQ'D

HDWL DEPTH HD	ADDITIONAL REINF. FOR HDWL LBS.	"h" HDWL BARS SIZE	"h" HDWL BARS Y	"h" HDWL BARS LENGTH	"h" HDWL BARS NO. REQ'D

CLASS "S" CONCRETE CU. YDS.	REINFORCING STEEL (GR. 60) LBS.
TOTAL	

The required number of bars and lengths shown are for estimating purpose only. The actual number and length required shall be determined in field.

Unless otherwise noted, all dimensions are in inches.

SHEET 2 OF 2
DETAILS OF R.C. BOX CULVERT
TRIPLE BARREL BOX CULVERT
Sta. 74+25

SPECIAL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	91	1465
				②	TEMPORARY EROSION CONTROL DETAILS			

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12[illegible]
SHAHRIAR IZAD
2018-06-21

BEGIN JOB CA0601
STA. 221+25.12
LOG MILE 110.34

C.L. I-30 MEDIAN

E-5

E-7

220

225

230

RAMP 4

LILY RD

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 218+00 TO STA. 233+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

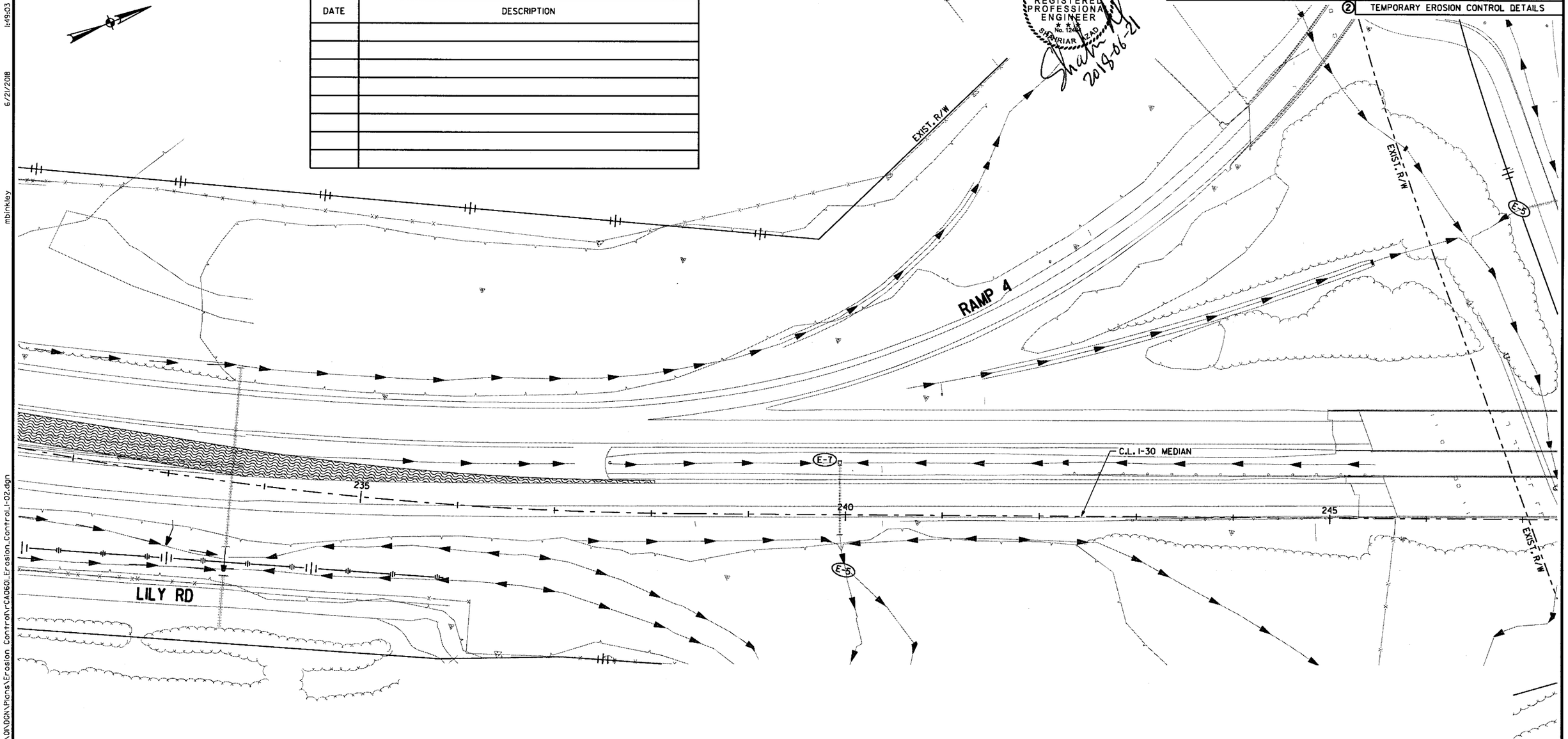
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	92	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shahriar Azad
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 233+00 TO STA. 246+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	93	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR ARAD
2018-06-21

REVISIONS

DATE	DESCRIPTION

EXIST. R/W
EXIST. C/A
FRONTAGE ROAD
RAMP 3
HWY. 70
PAWNEE DR.
EXIST. R/W & C/A
ABANDONED RAILROAD R/W
C.L. I-30 MEDIAN
RAMP 1
RAMP 2
TRACE CREEK
25' BUFFER ZONE
250
255
260

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 246+00 TO STA. 260+00

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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	94	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

REVISIONS

DATE	DESCRIPTION

BABER FARM LN.
EXIST. R/W
25' BUFFER ZONE
EXIST. C/A
FRONTAGE ROAD
TRIBUTARY TO TRACE CREEK
25' BUFFER ZONE
25' BUFFER ZONE
265
270
260
C.L. I-30 MEDIAN
RAMP 2
EXIST. C/A
FRONTAGE ROAD
EXIST. R/W
25' BUFFER ZONE
TRACE CREEK
25' BUFFER ZONE
25' BUFFER ZONE
RAMP 1
TRIBUTARY TO TRACE CREEK
EXIST. R/W
PROP. R/W

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 260+00 TO STA. 270+00

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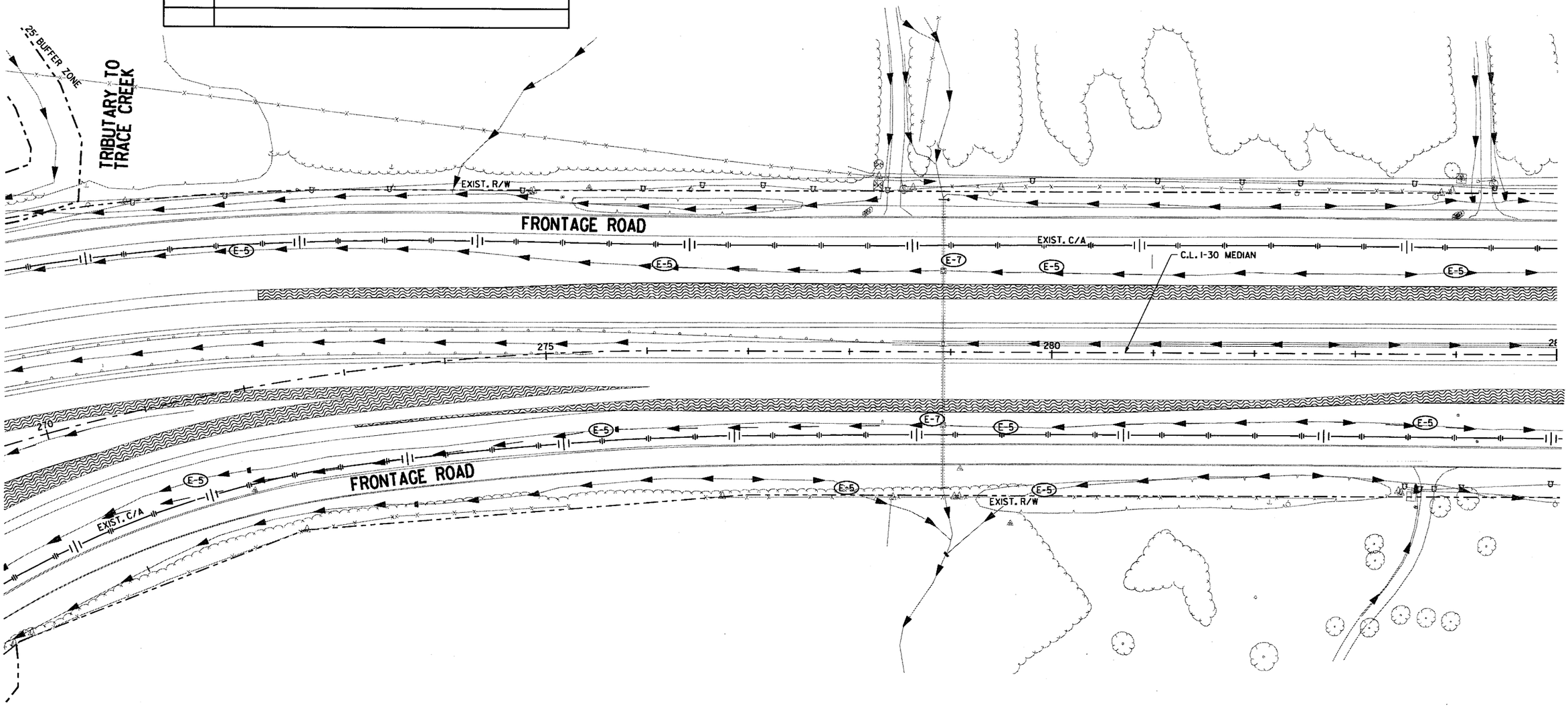
REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHAHRIAR AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	95	1465

(2) TEMPORARY EROSION CONTROL DETAILS



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 270+00 TO STA. 285+00

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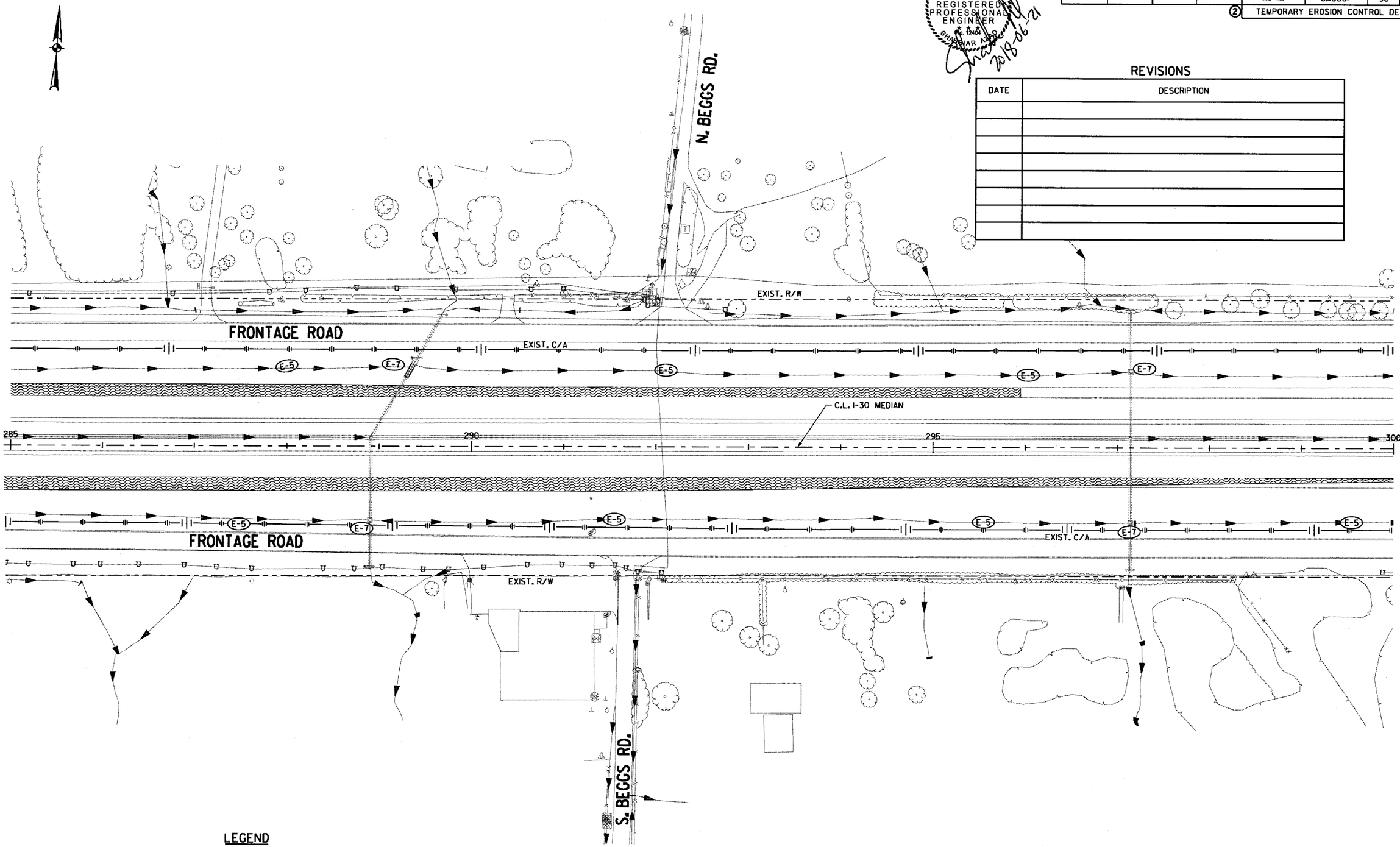
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	96	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 285+00 TO STA. 300+00

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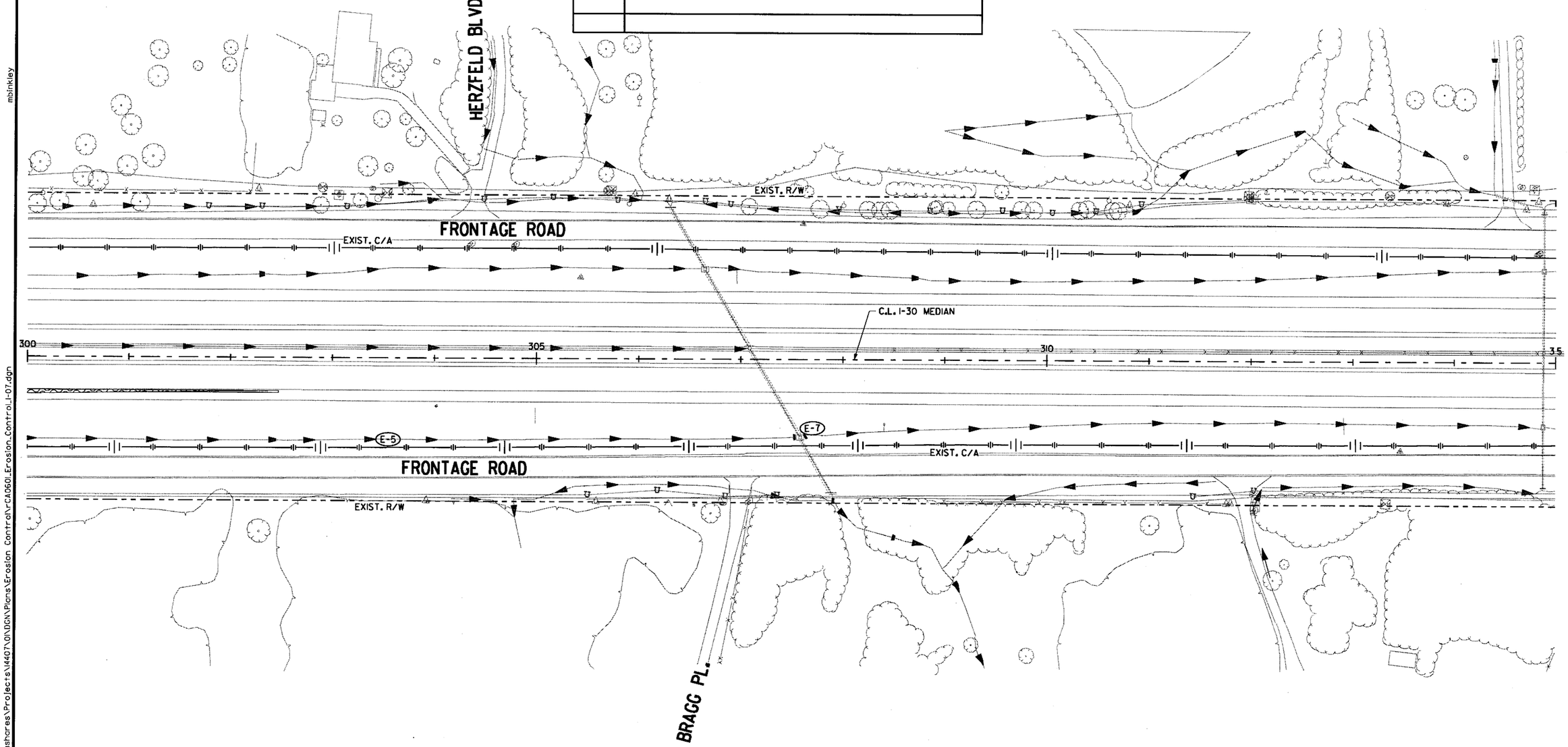
REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIYAR AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	97	1465
				(2)	TEMPORARY EROSION CONTROL DETAILS			



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 300+00 TO STA. 315+00

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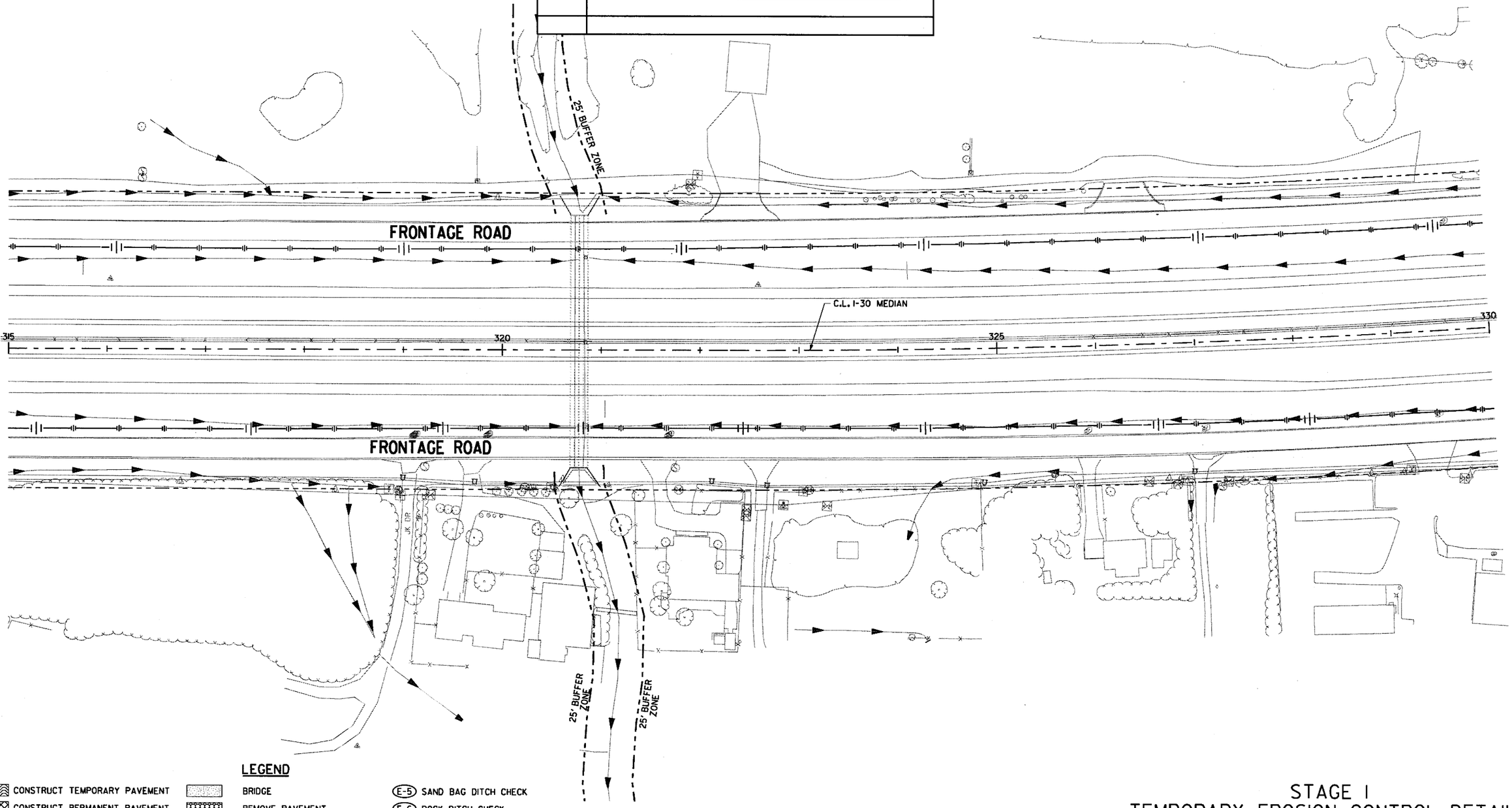
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	98	1465
				②	TEMPORARY EROSION CONTROL DETAILS			

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 22404
SHAHRAM AZAD
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

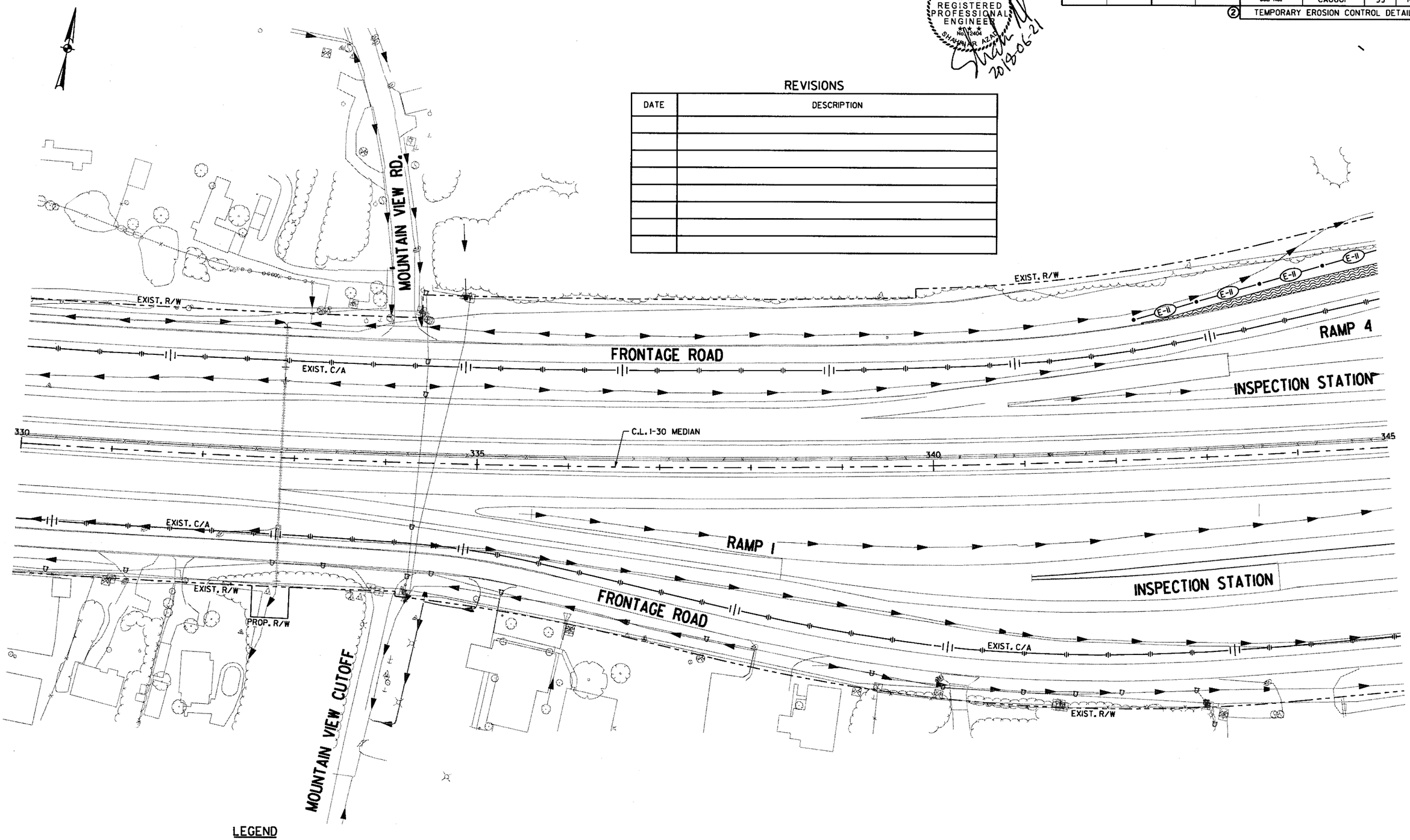
STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 315+00 TO STA. 330+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	99	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12401
SHAHRIAR AZAD
2019-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 330+00 TO STA. 345+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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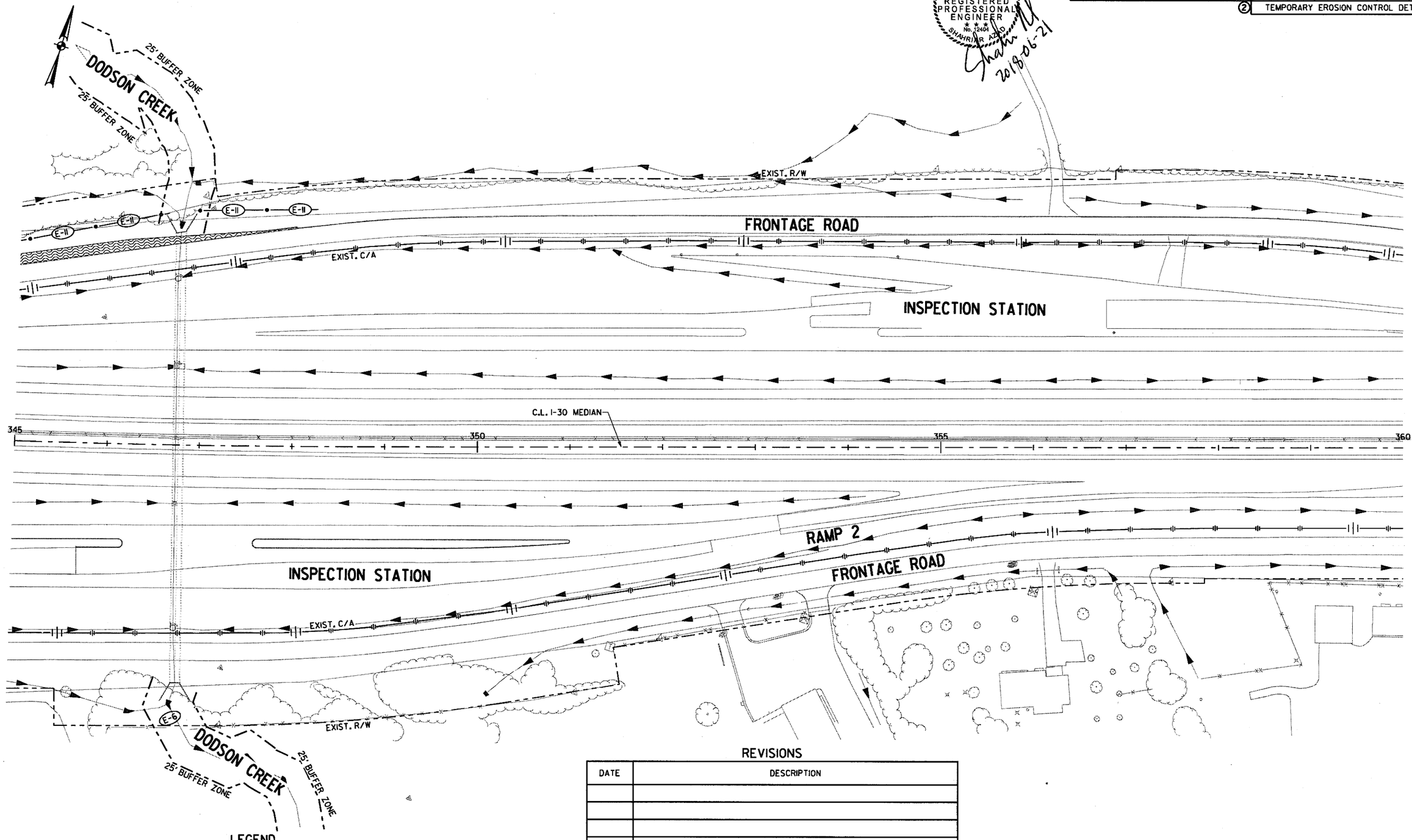
				JOB NO.		CA0601	100	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2019-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 345+00 TO STA. 360+00

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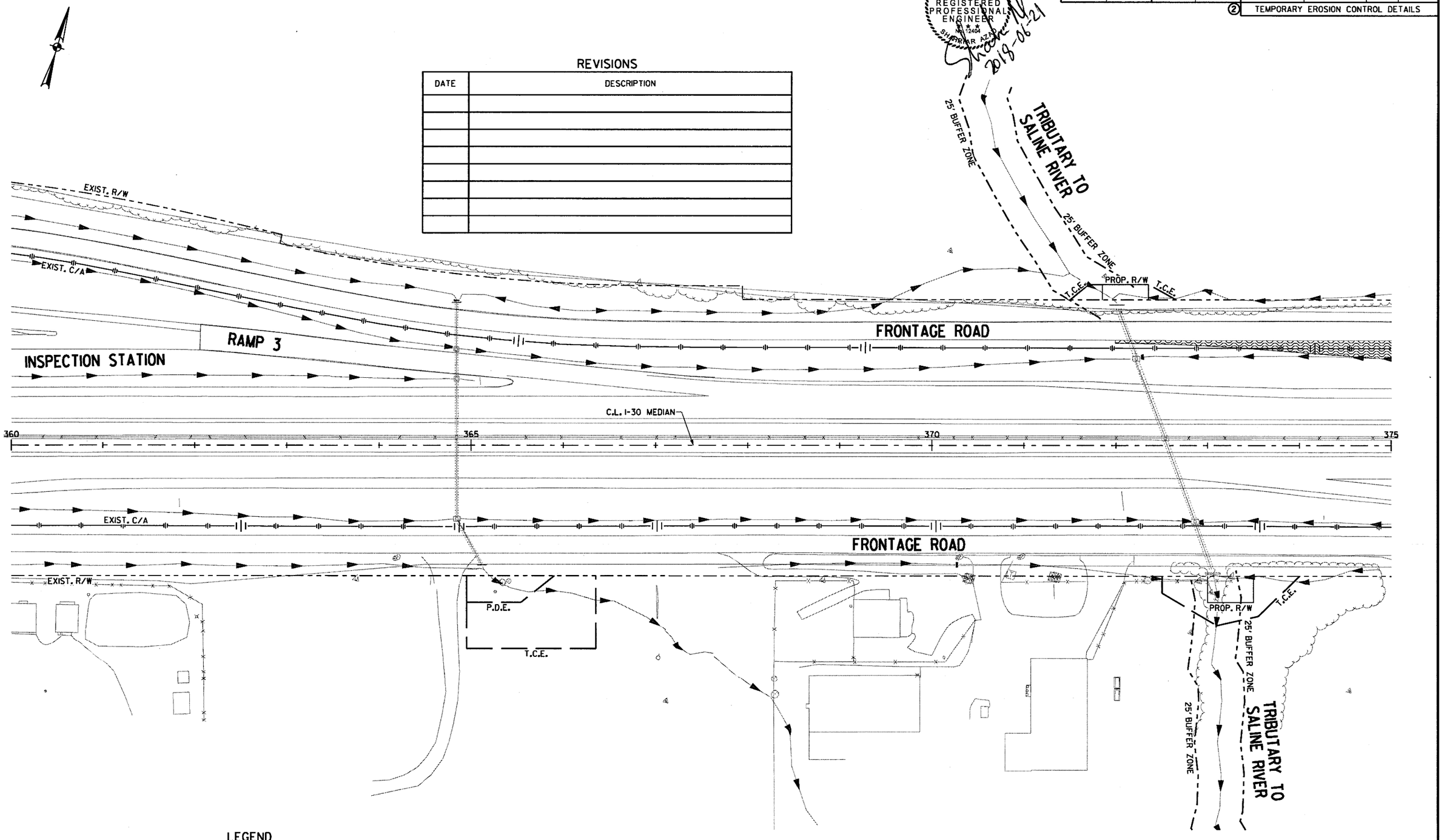
				JOB NO.		CA0601	101	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 360+00 TO STA. 375+00

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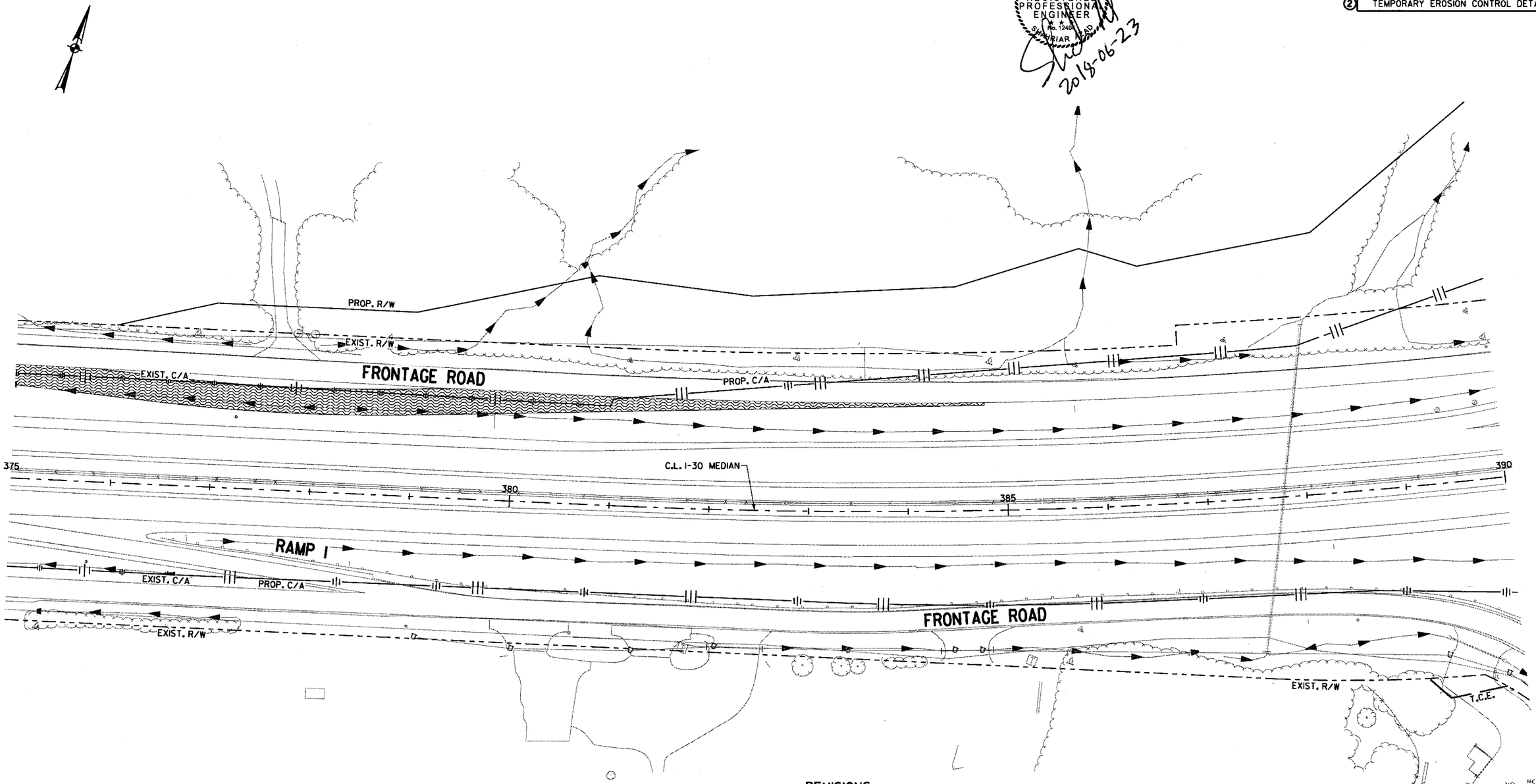
				6	ARK.			
				JOB NO.		CA0601	102	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARIAR AZAD

2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 375+00 TO STA. 390+00

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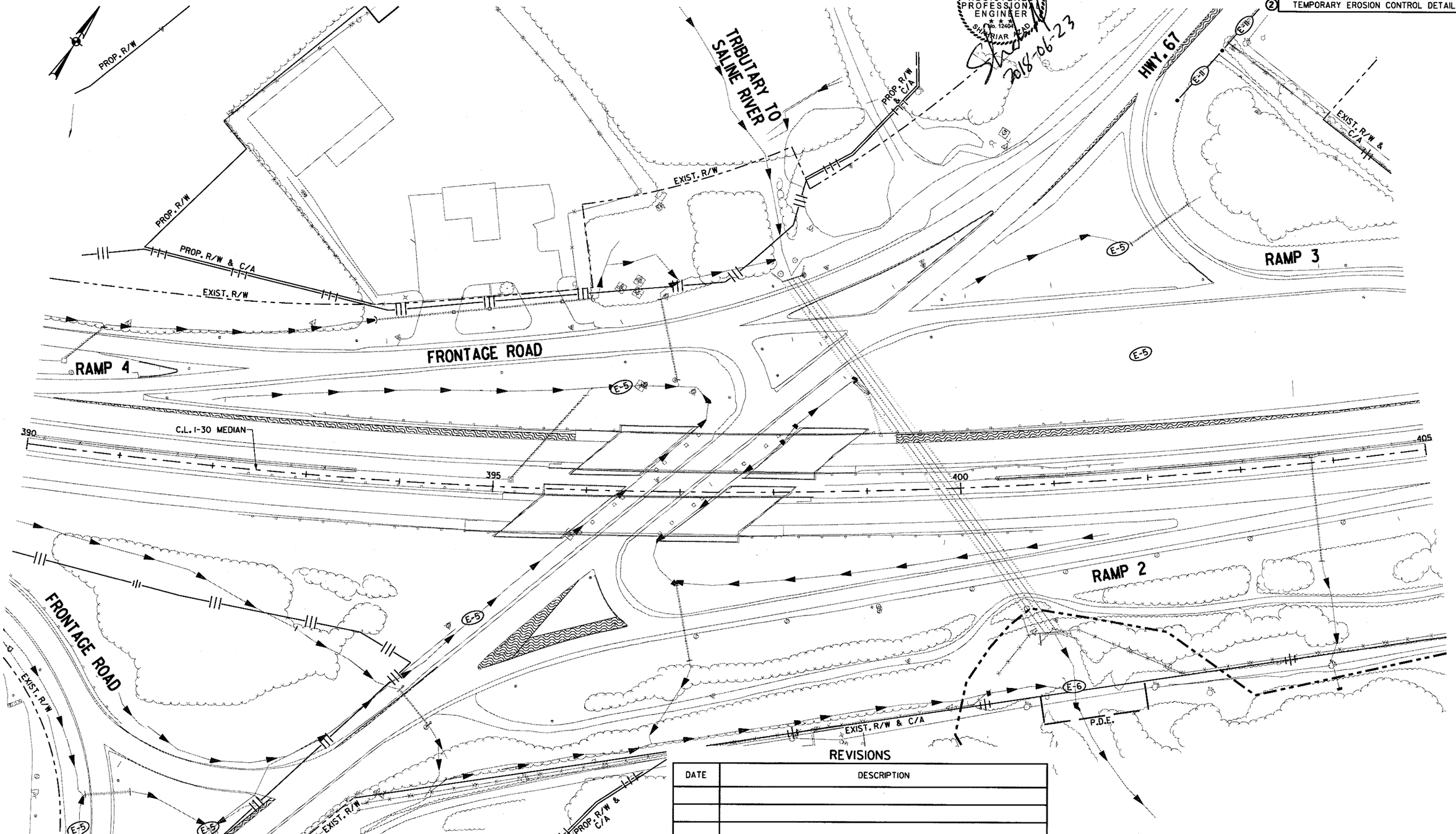
				JOB NO.		CA0601	103	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 390+00 TO STA. 405+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA060I	104	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
2018-06-23

PROP. R/W & C/A
100 YR. FLOODPLAIN LIMIT
WETLAND LIMITS
EXIST. R/W & C/A
EXIST. R/W
RAMP 3
E-11
E-5
EXIST. C/A
SALINE RIVER RELIEF
405
410
415
420
C.L. I-30 MEDIAN
100 YR. FLOODPLAIN LIMIT
EXIST. R/W
EXIST. R/W & C/A

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 405+00 TO STA. 420+00

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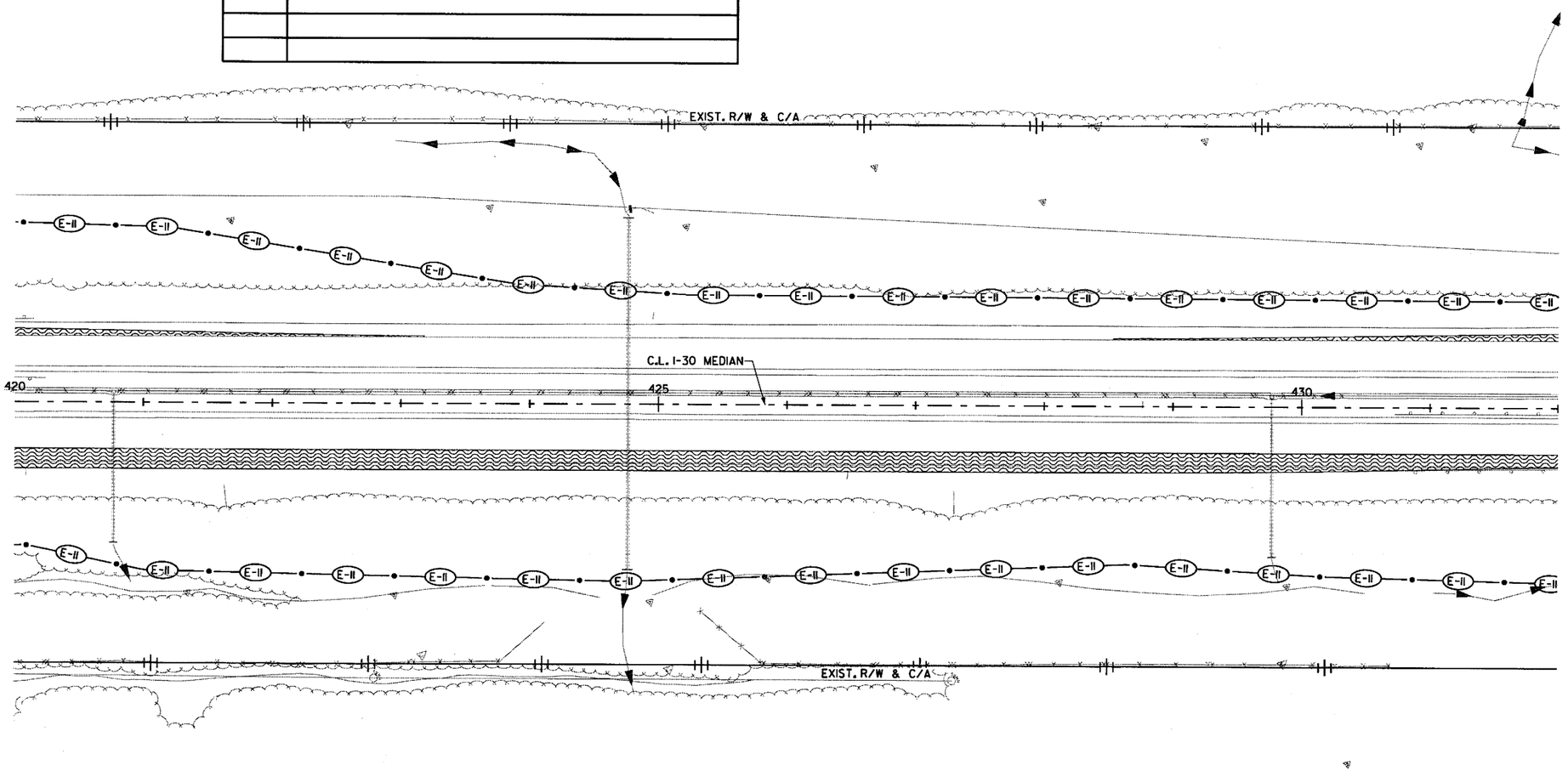
				6	ARK.			
				JOB NO.		CA060I	105	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. ASAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 420+00 TO STA. 432+00

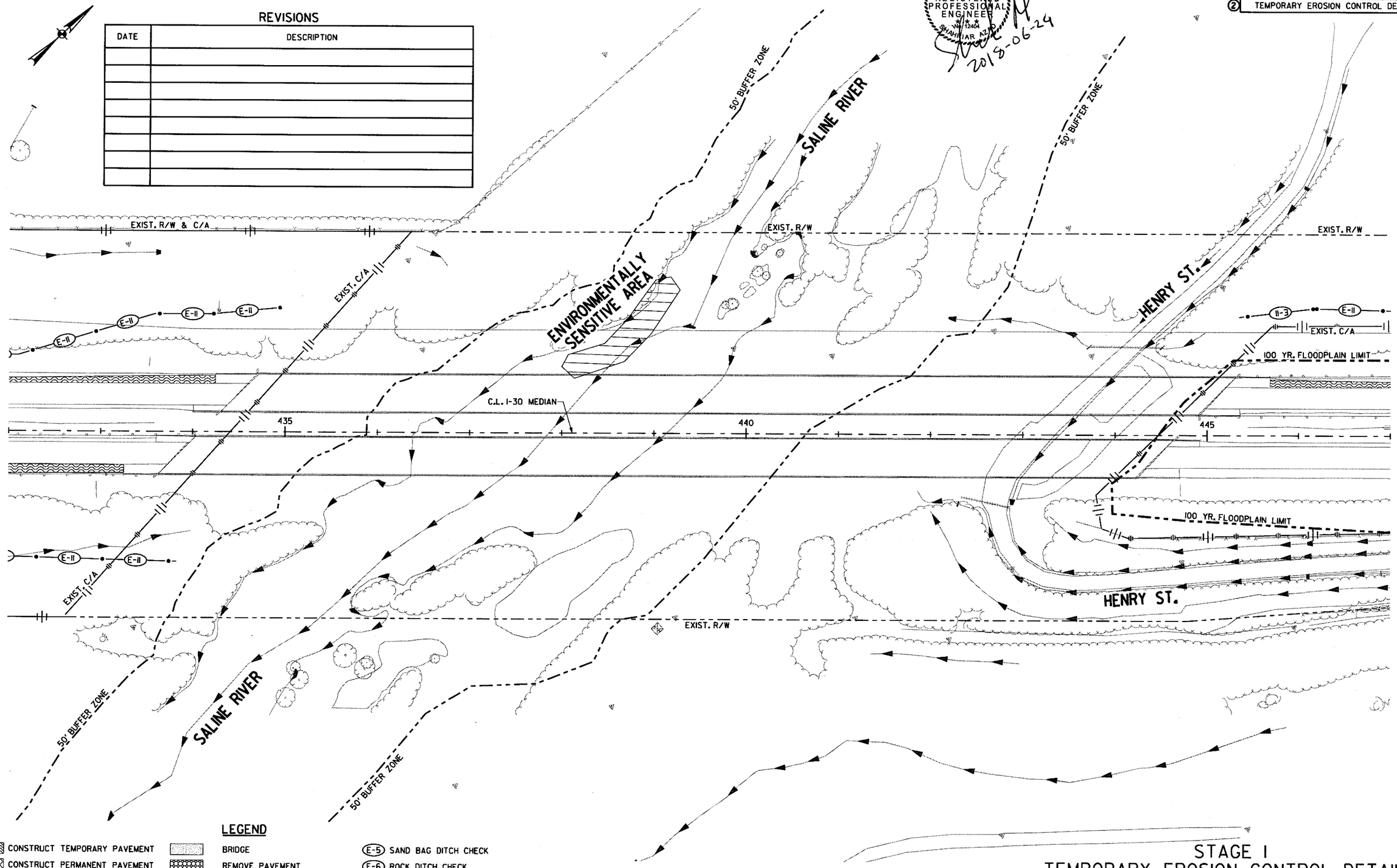
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	106	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-24

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 432+00 TO STA. 447+00

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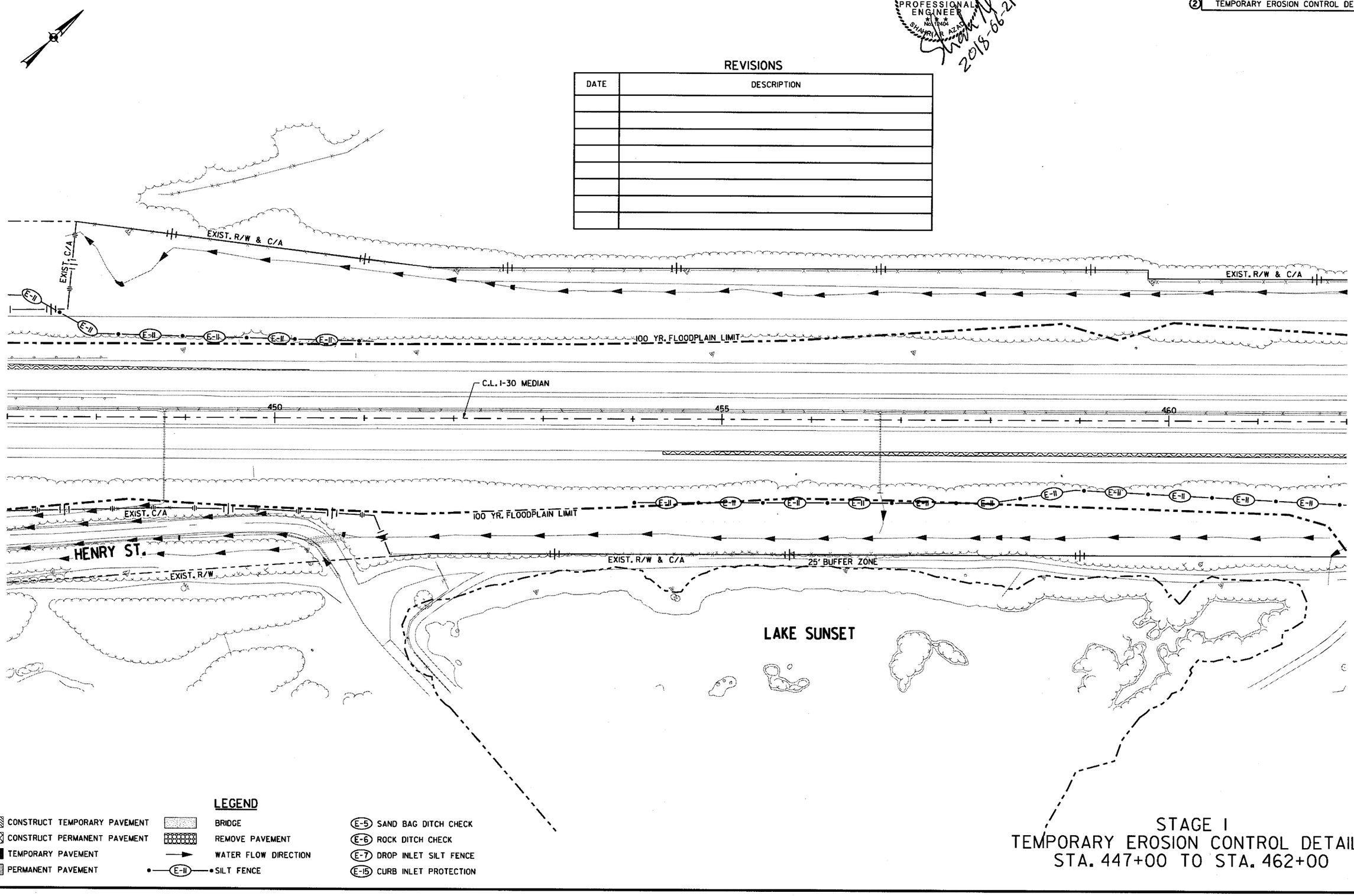
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 447+00 TO STA. 462+00

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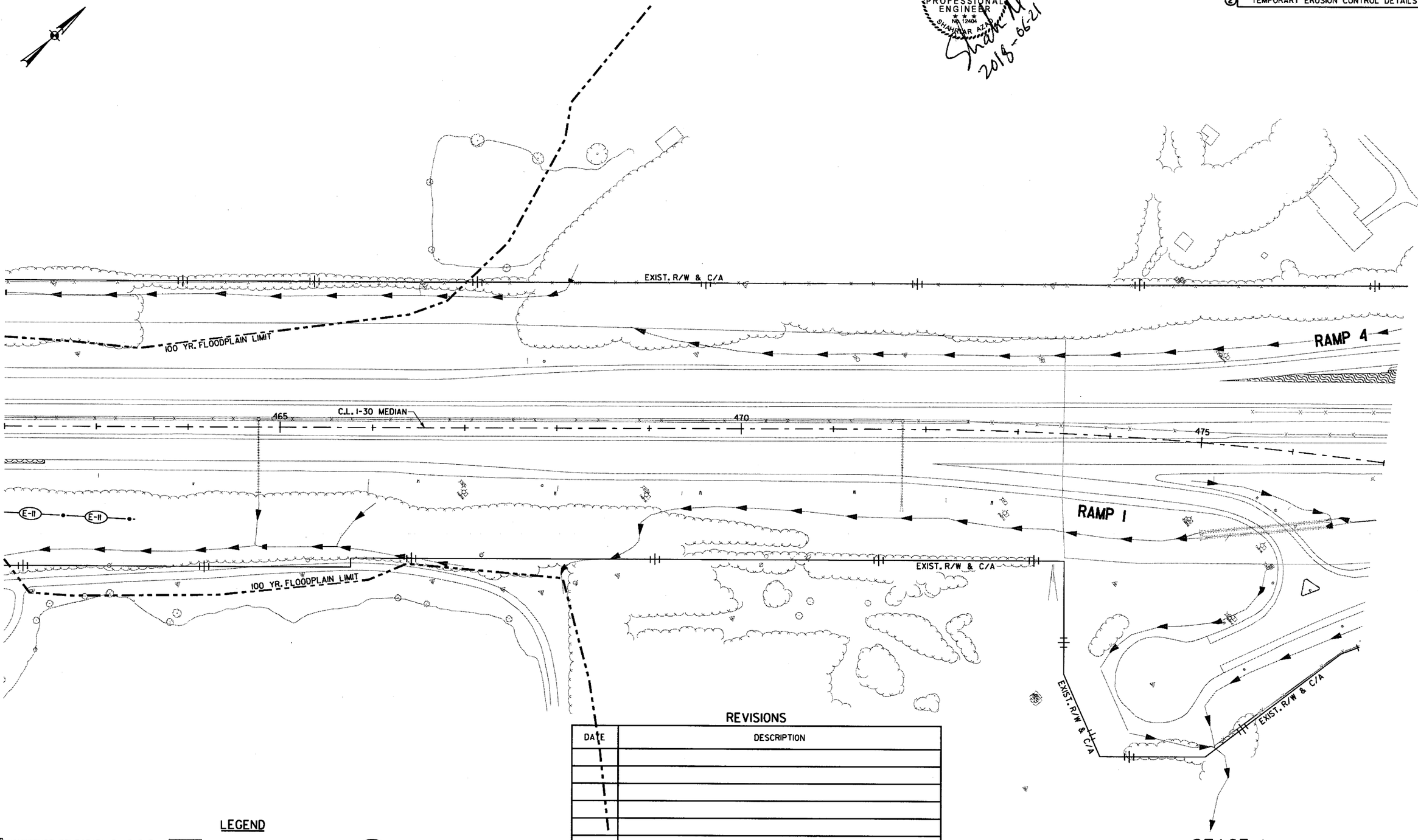
6	ARK.			
JOB NO.		CA0601	108	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM AZAR
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 462+00 TO STA. 477+00

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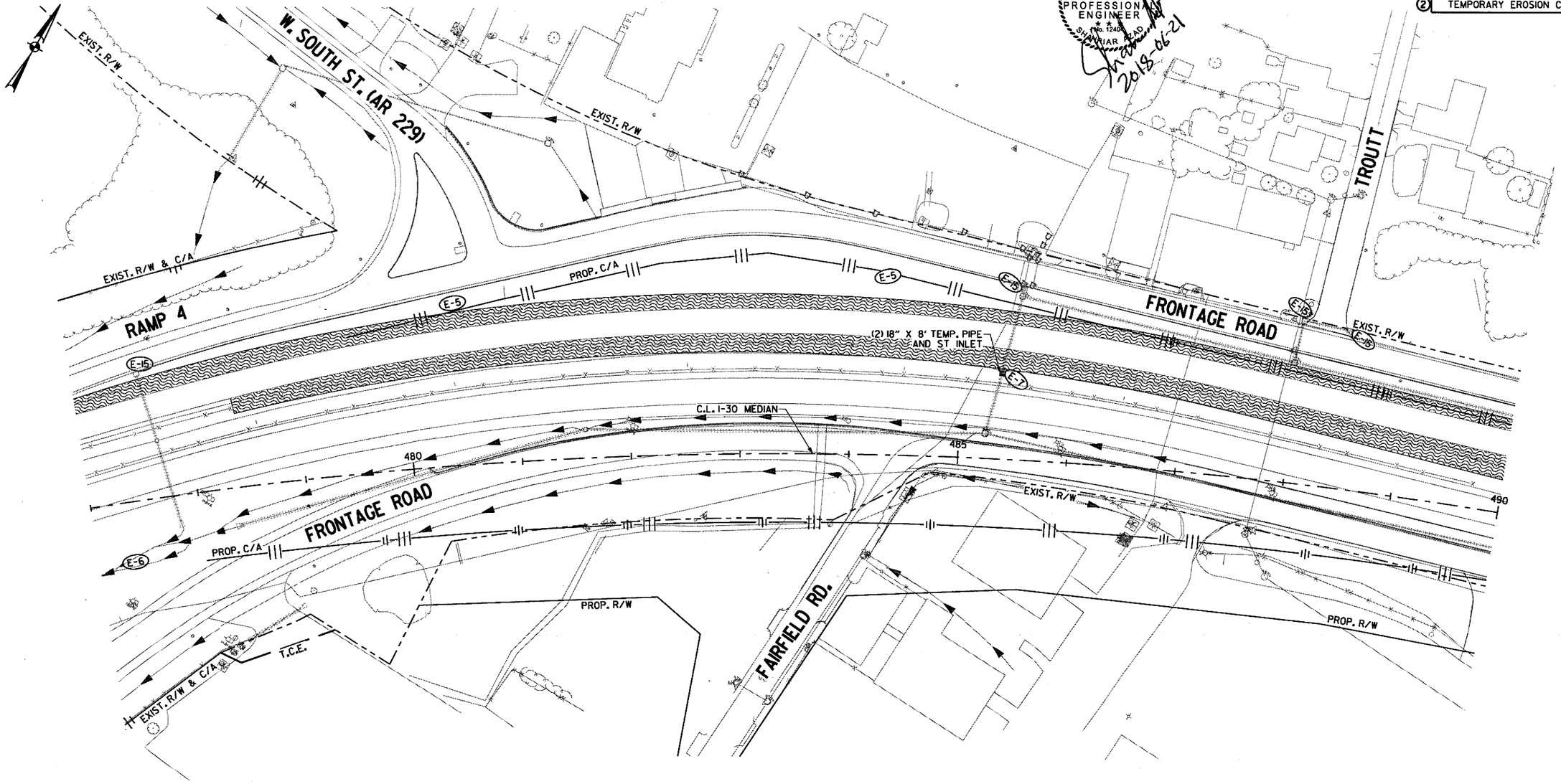
② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHANNIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

NOTE: TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 477+00 TO STA. 490+00

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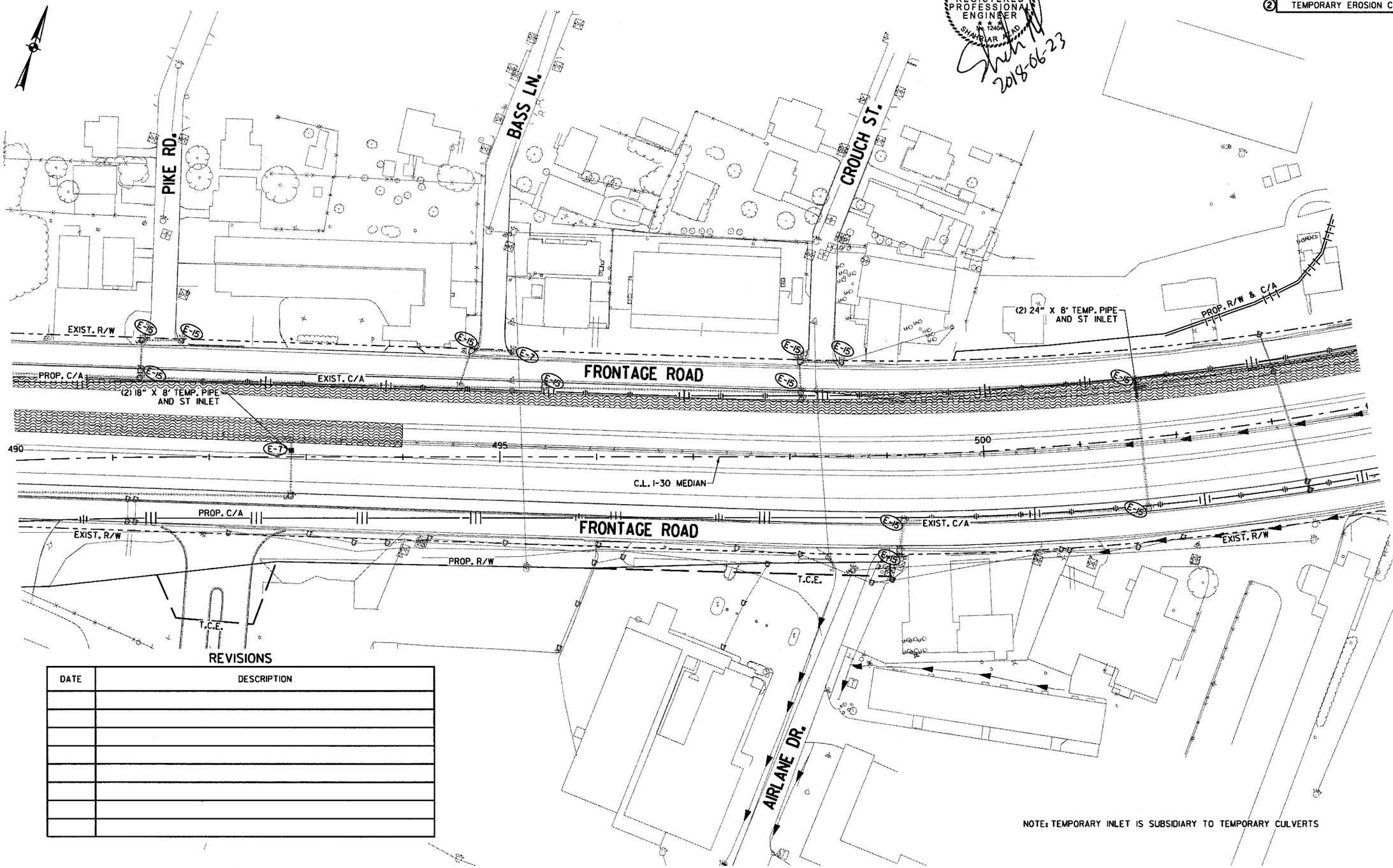
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
2018-06-23



NOTE: TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 490+00 TO STA. 504+00

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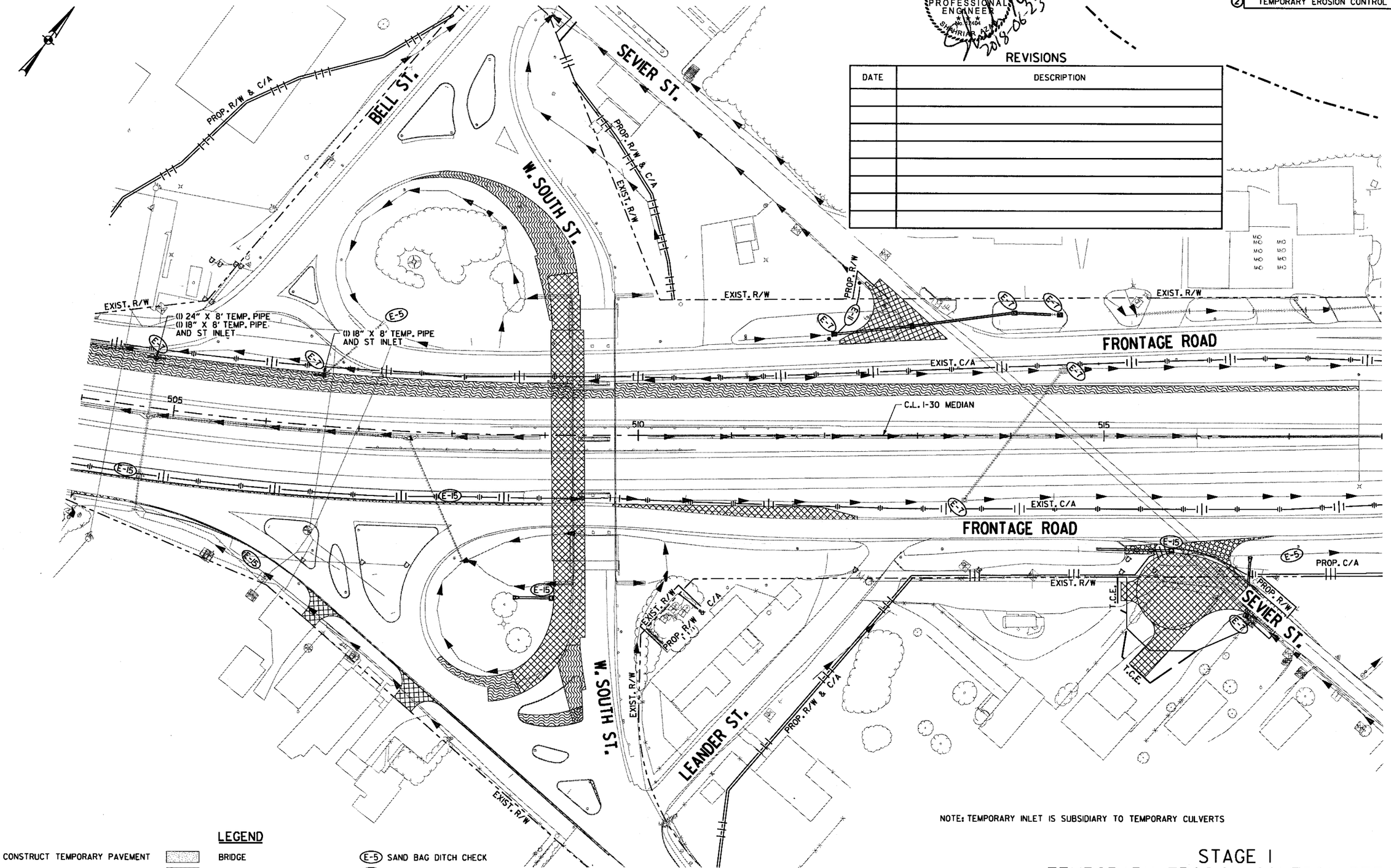
				JOB NO.		CA0601	III	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR NAKHAI
2018-06-23

REVISIONS

DATE	DESCRIPTION



NOTE: TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 504+00 TO STA. 518+00

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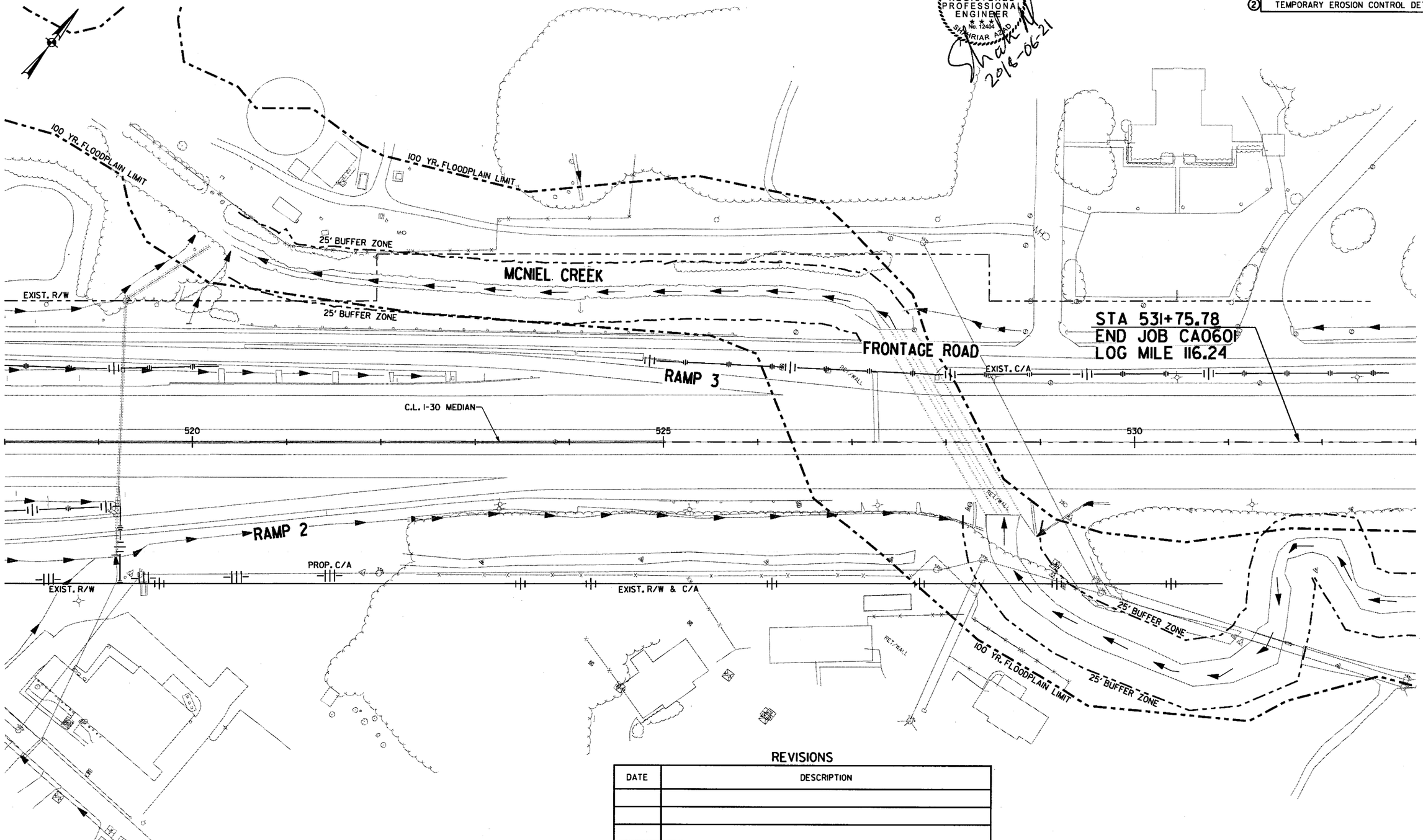
				JOB NO.		CA0601	112	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN A. CLARK
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 518+00 TO STA. 533+00

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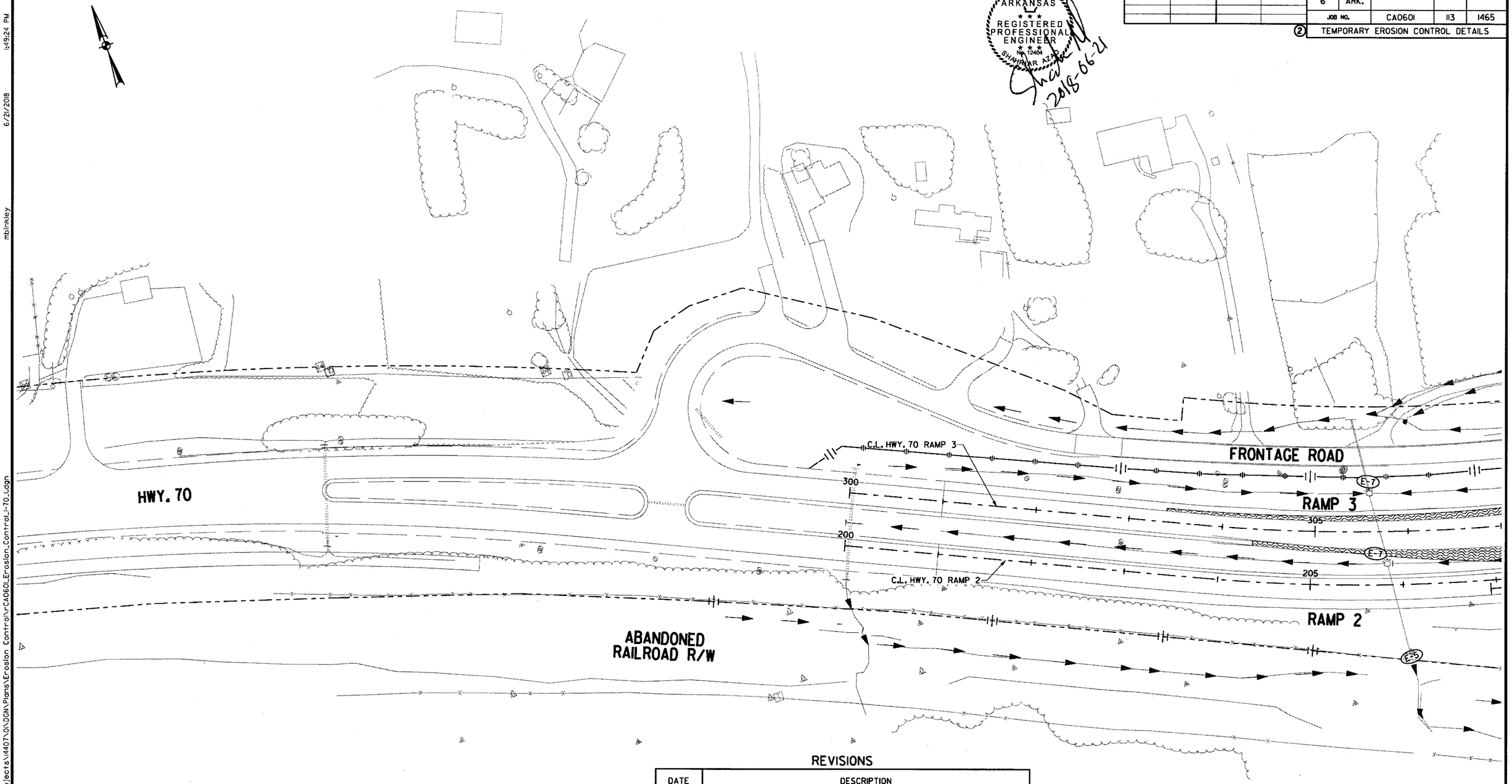
				JOB NO.		CA0601	113	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
NO. 12404
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 200+00 TO STA. 207+00

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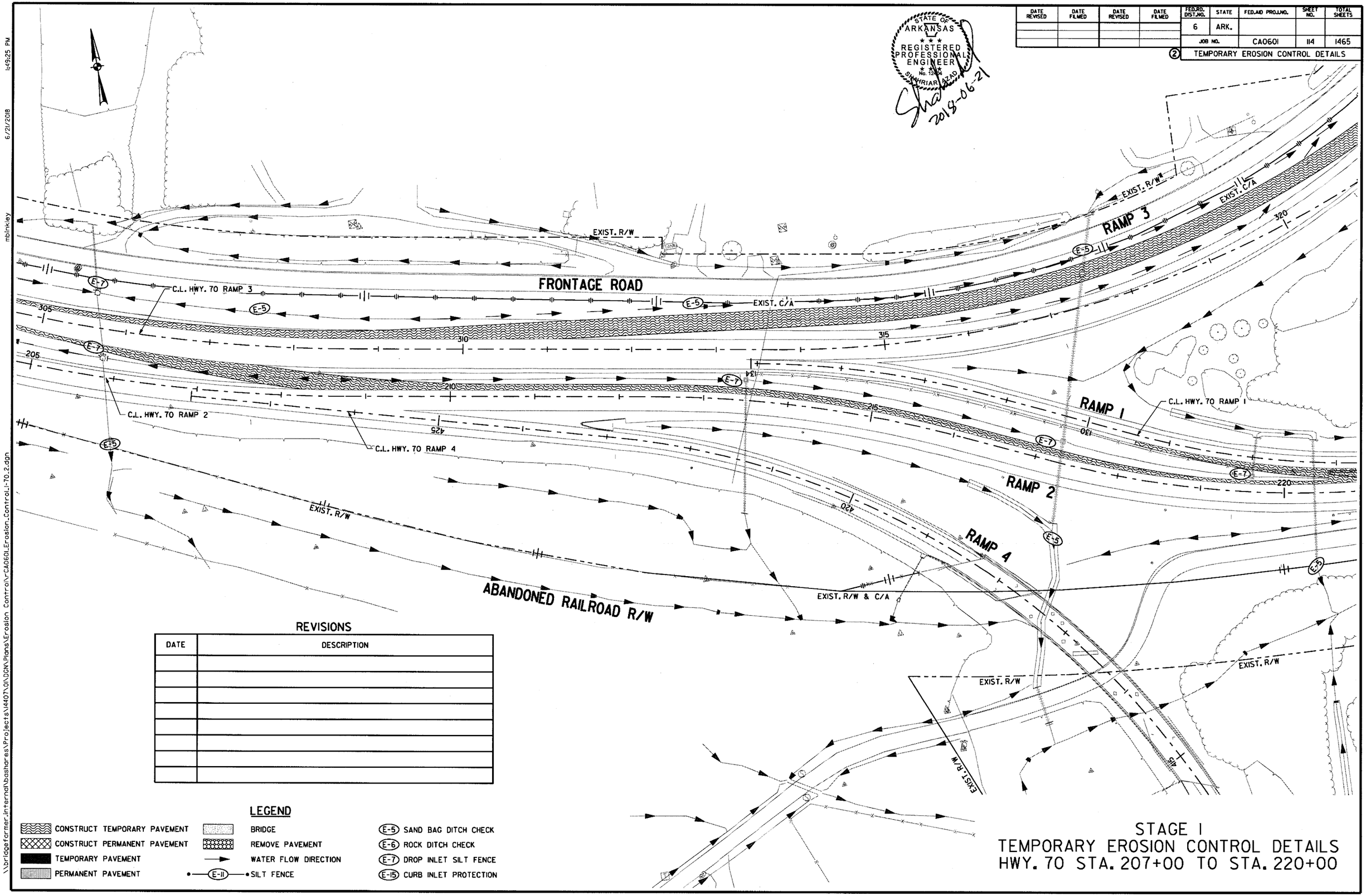
				6	ARK.			
				JOB NO.		CA0601	114	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12324
SHAHRIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 207+00 TO STA. 220+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	115	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19004
SHAHRIAR AZAD
2019-06-21

FRONTAGE ROAD
EXIST. R/W
EXIST. R/W
EXIST. C/A
RAMP 3
C.L. HWY. 70 RAMP 3
320
325
255
105
260
C.L. I-30 MEDIAN
25' BUFFER ZONE
25' BUFFER ZONE
TRACE CREEK
NO.
RAMP 1
220
250
100
225
120
230
235
95
PAWNEE DR
EXIST. R/W & C/A
RAMP 2
ABANDONED RAILROAD R/W
EXIST. R/W
EXIST. R/W & C/A
C.L. HWY. 70 RAMP 1
C.L. HWY. 70 RAMP 2
EXIST. C/A
FRONTAGE ROAD
C.L. FRONTAGE RD. A-1

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 246+00 TO STA. 260+00

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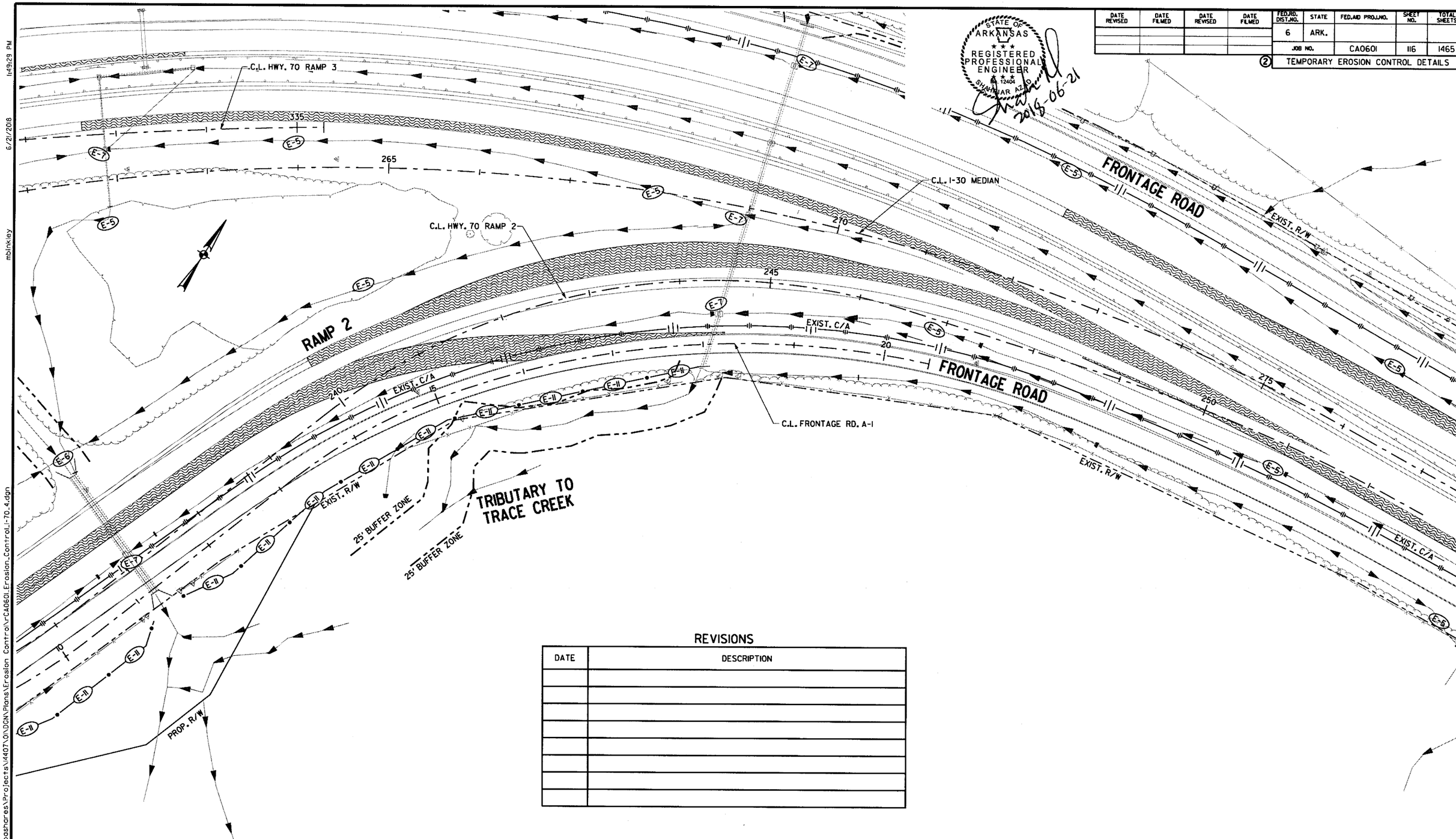
				6	ARK.			
				JOB NO.		CA0601	116	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 261+00 TO STA. 277+00

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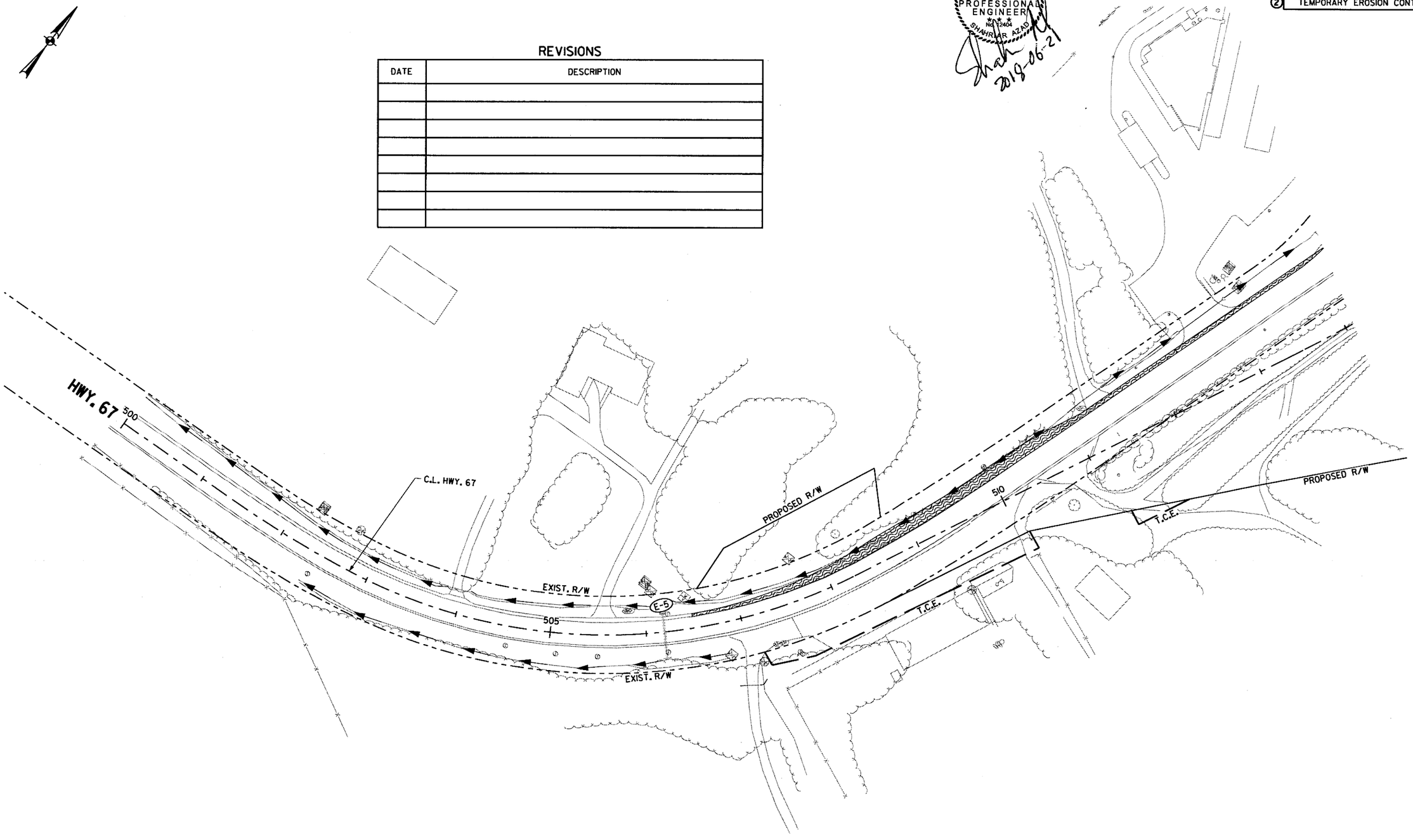
				JOB NO.		CA0601	117	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 500+00 TO STA. 514+00

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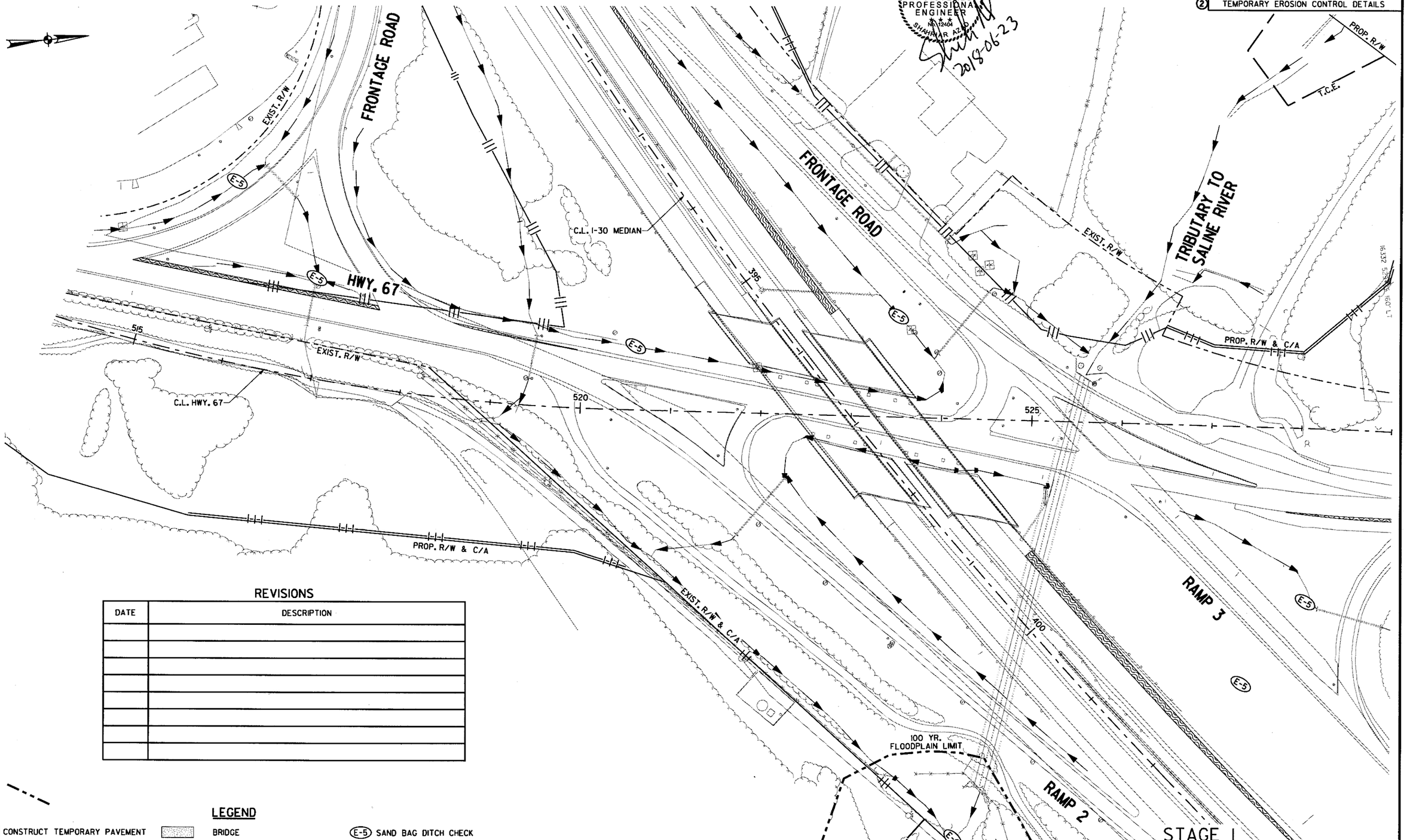
				JOB NO.		CA0601	118	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 514+00 TO STA. 529+00

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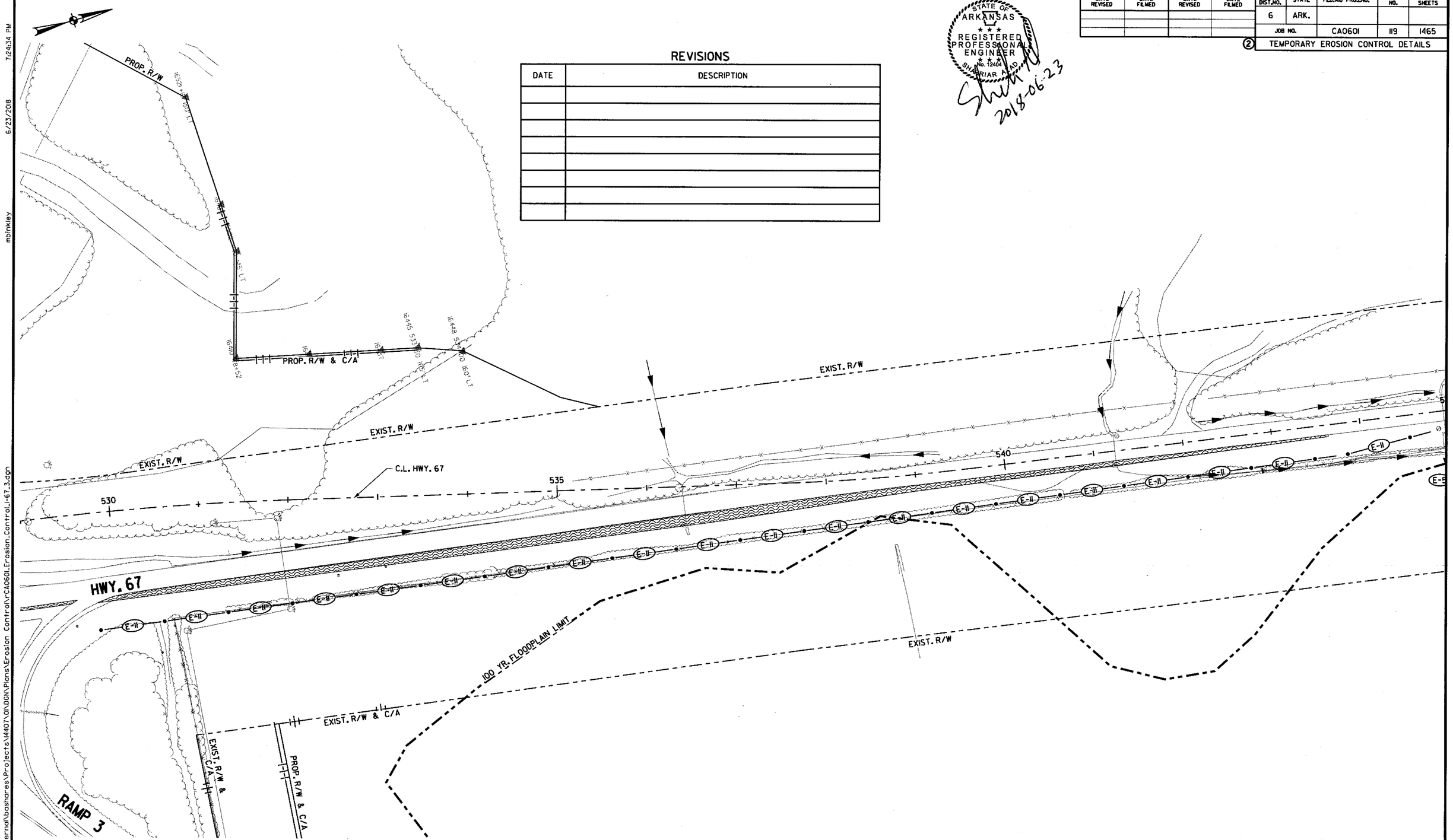
				6	ARK.			
				JOB NO.		CA0601	119	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
2018-06-23

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 529+00 TO STA. 545+00

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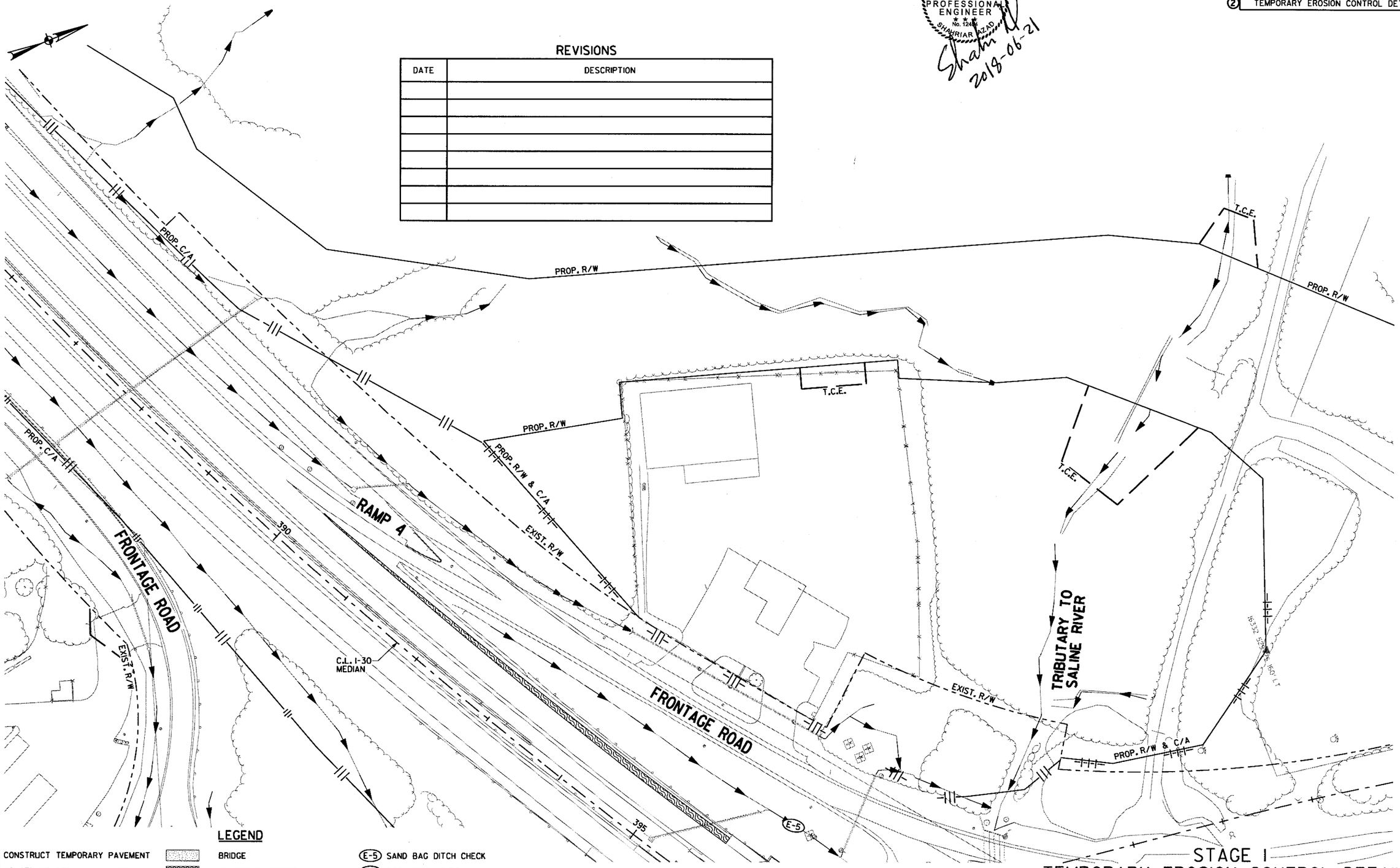
				6	ARK.			
				JOB NO.		CA0601	120	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE I
TEMPORARY EROSION CONTROL DETAILS
STA. 386+00 TO STA. 396+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	121	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD

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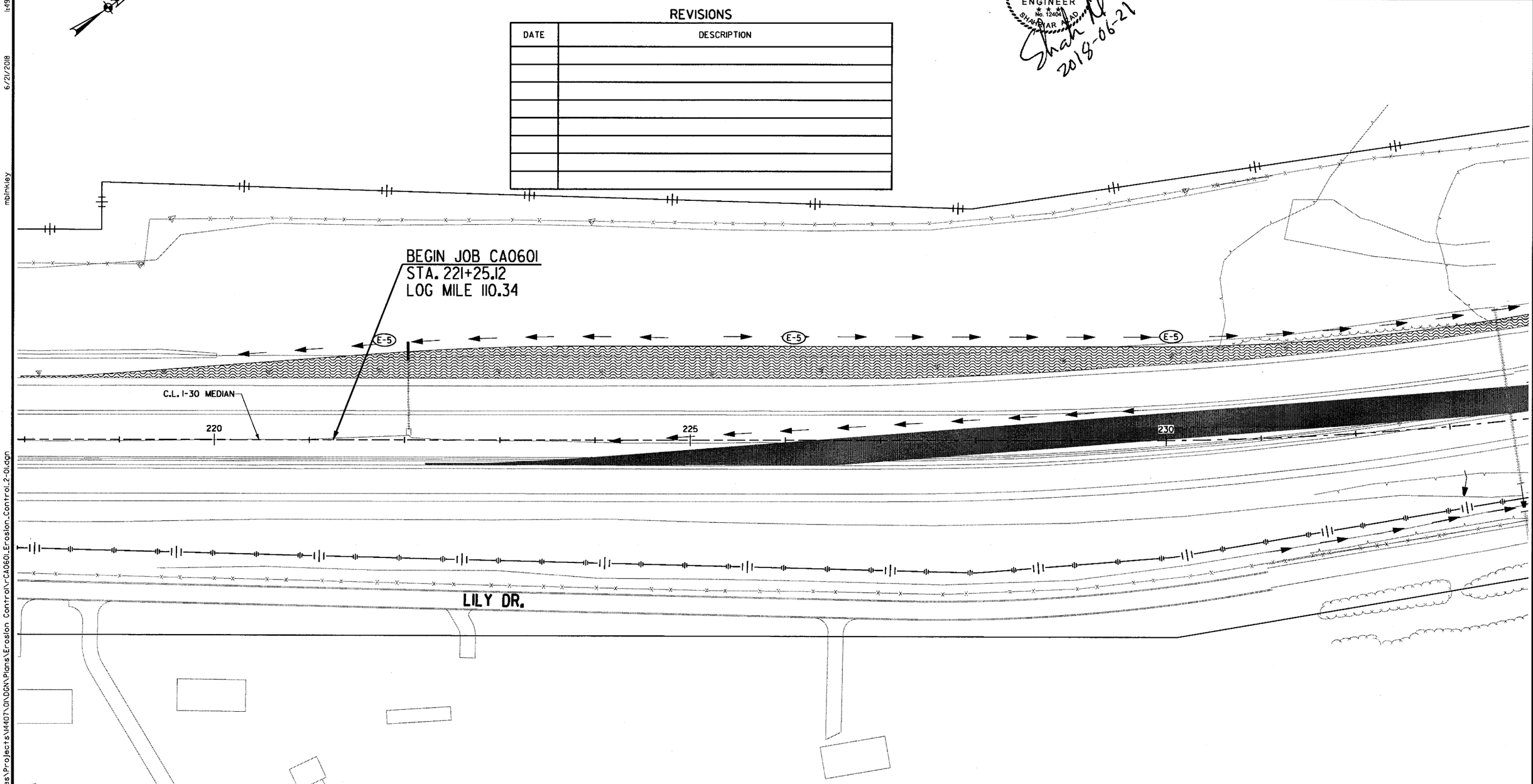
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 218+00 TO STA. 233+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	122	1465

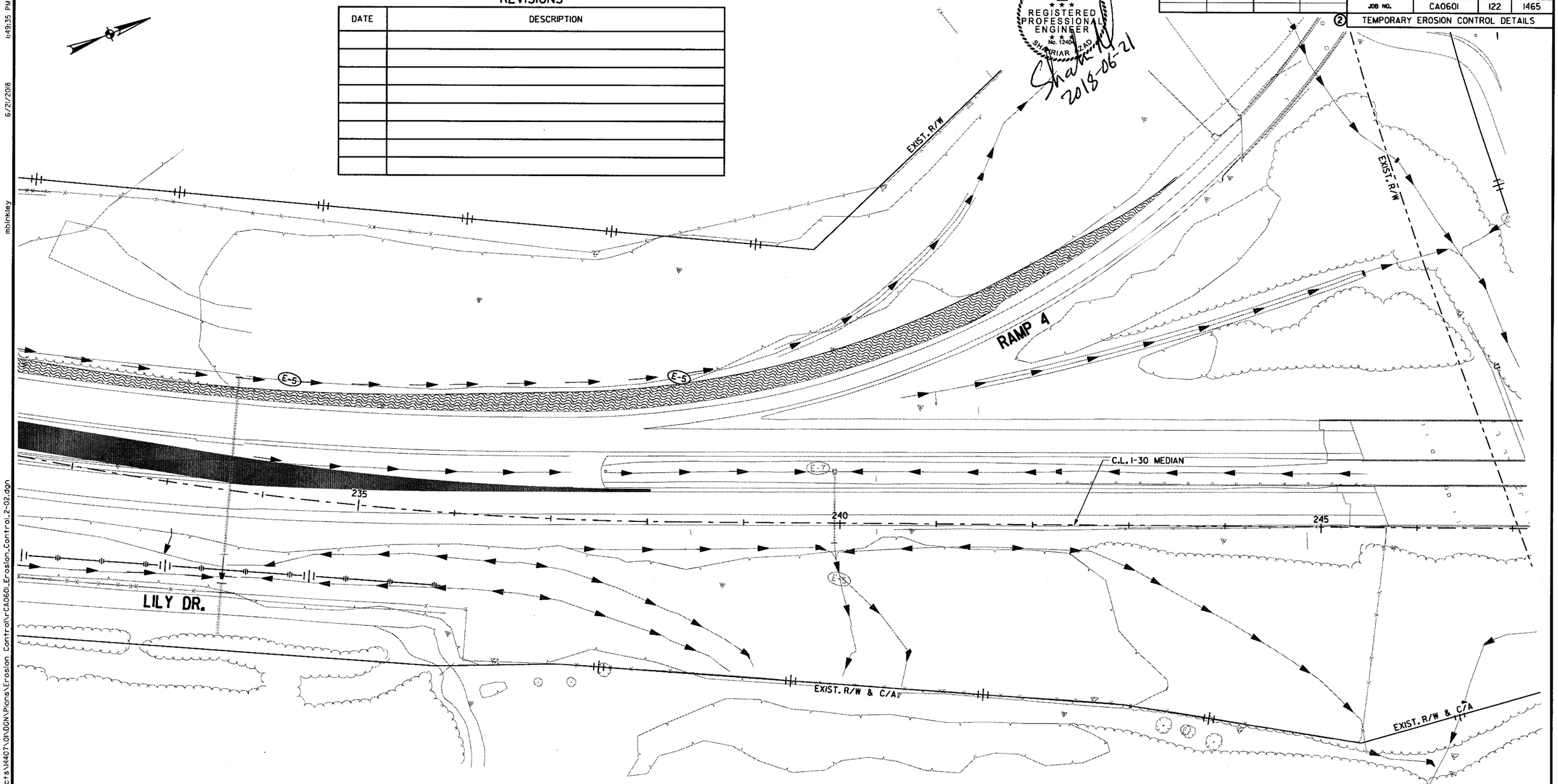
② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahriar 2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 233+00 TO STA. 246+00

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				6	ARK.			
				JOB NO.		CA0601	123	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12424
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION

HWY. 70

EXIST. R/W

EXIST. C/A

RAMP 3

FRONTAGE ROAD

EXIST. R/W & C/A

EXIST. R/W

250

255

C.L. I-30 MEDIAN

PAWNEE DR

EXIST. R/W & C/A

EXIST. R/W

EXIST. C/A

RAMP 2

RAMP 1

260

TRACE CREEK

25' BUFFER ZONE

25' BUFFER ZONE

E-5

E-6

E-7

E-15

E-11

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 246+00 TO STA. 260+00

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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12481
SHAHRIAR ZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	124	1465

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

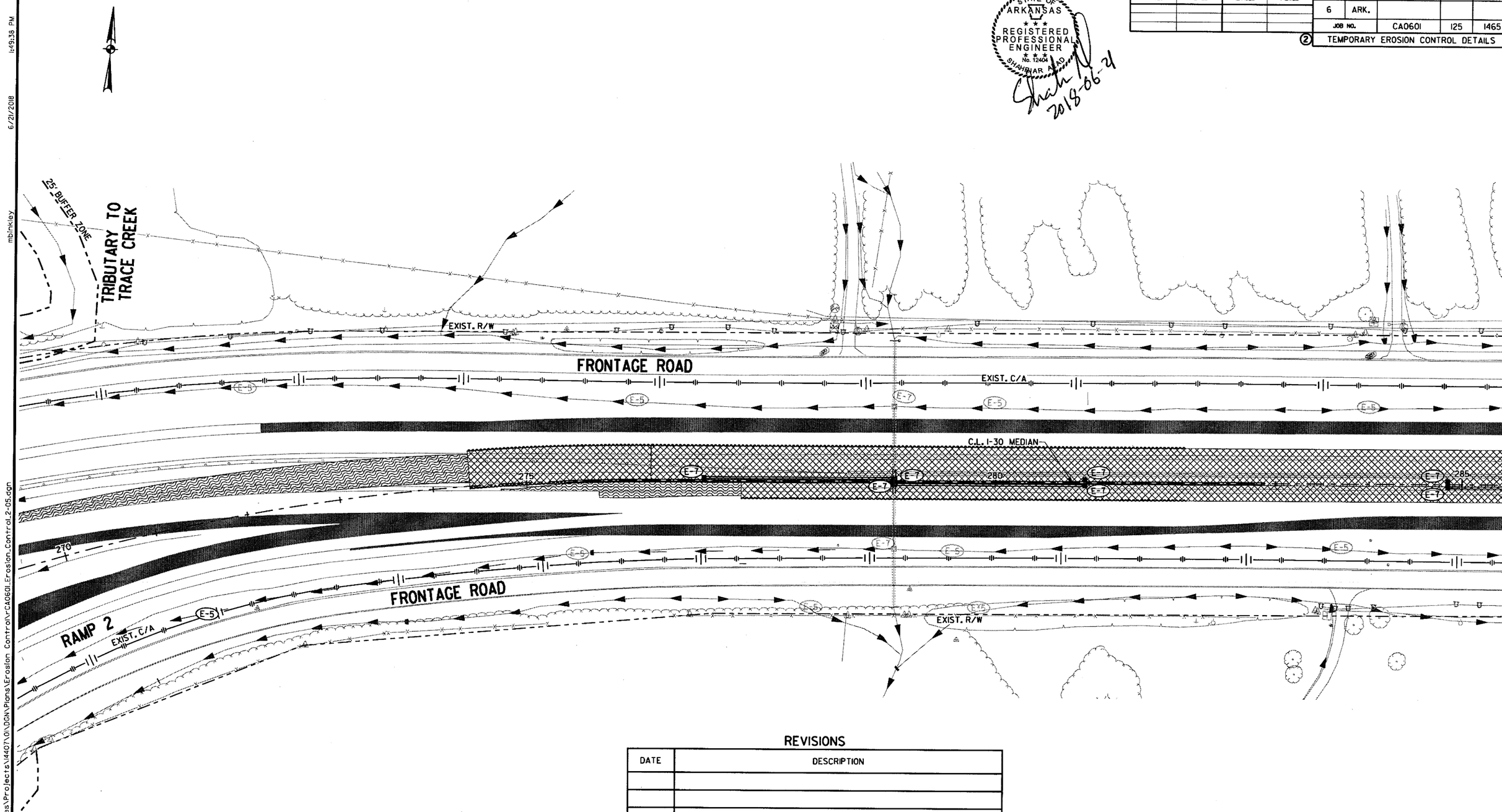
BABER FARM LN.
EXIST. R/W
25' BUFFER ZONE
FRONTAGE ROAD
EXIST. C/A
TRIBUTARY TO TRACE CREEK
265
270
260
C.L. I-30 MEDIAN
RAMP 2
RAMP 1
TRACE CREEK
PROP. R/W

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 260+00 TO STA. 270+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	125	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 270+00 TO STA. 285+00

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				6	ARK.			
				JOB NO.		CA0601	126	1465

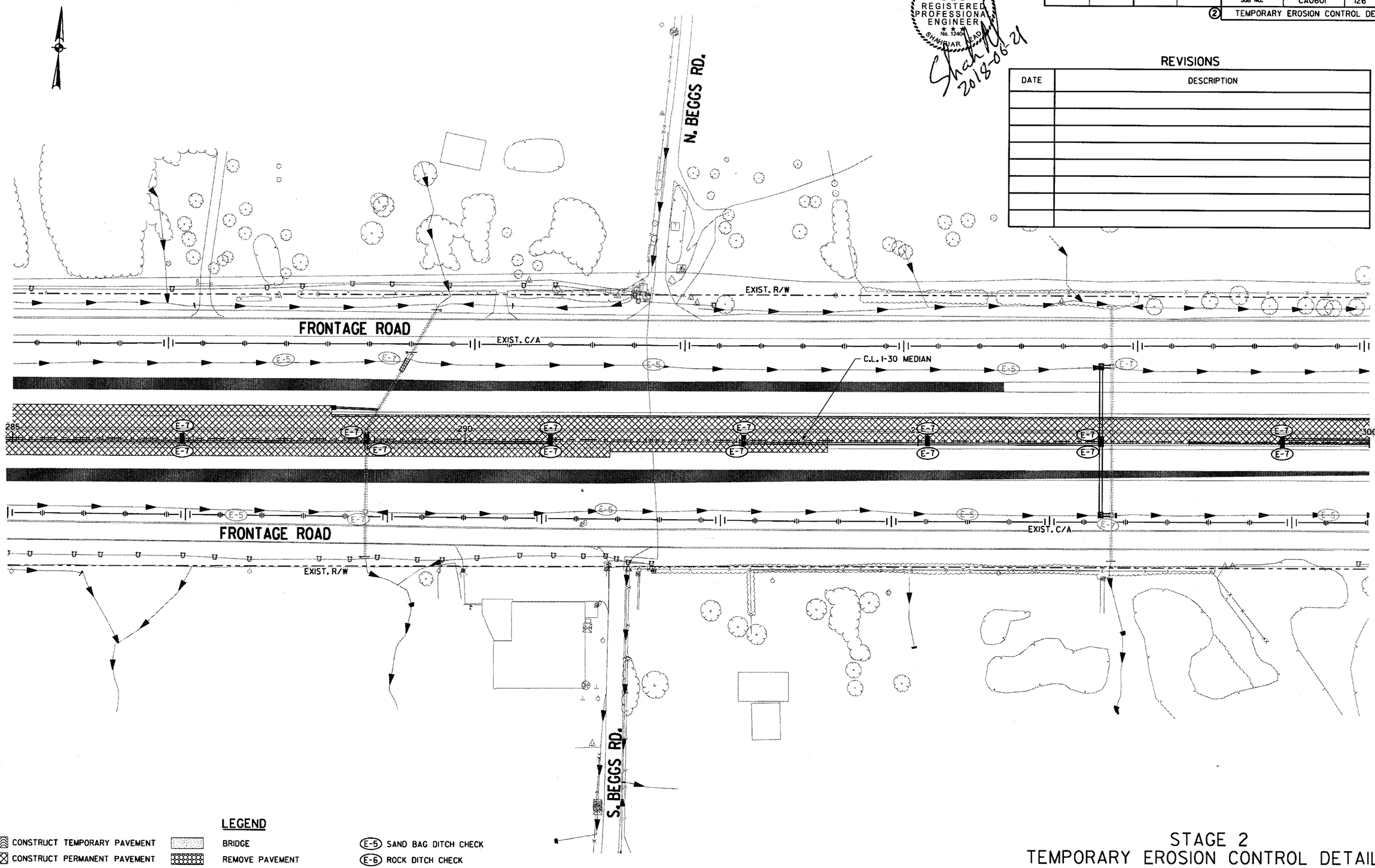
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASAD

Shah 2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 285+00 TO STA. 300+00

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				6	ARK.			
				JOB NO.		CA0601	127	1465
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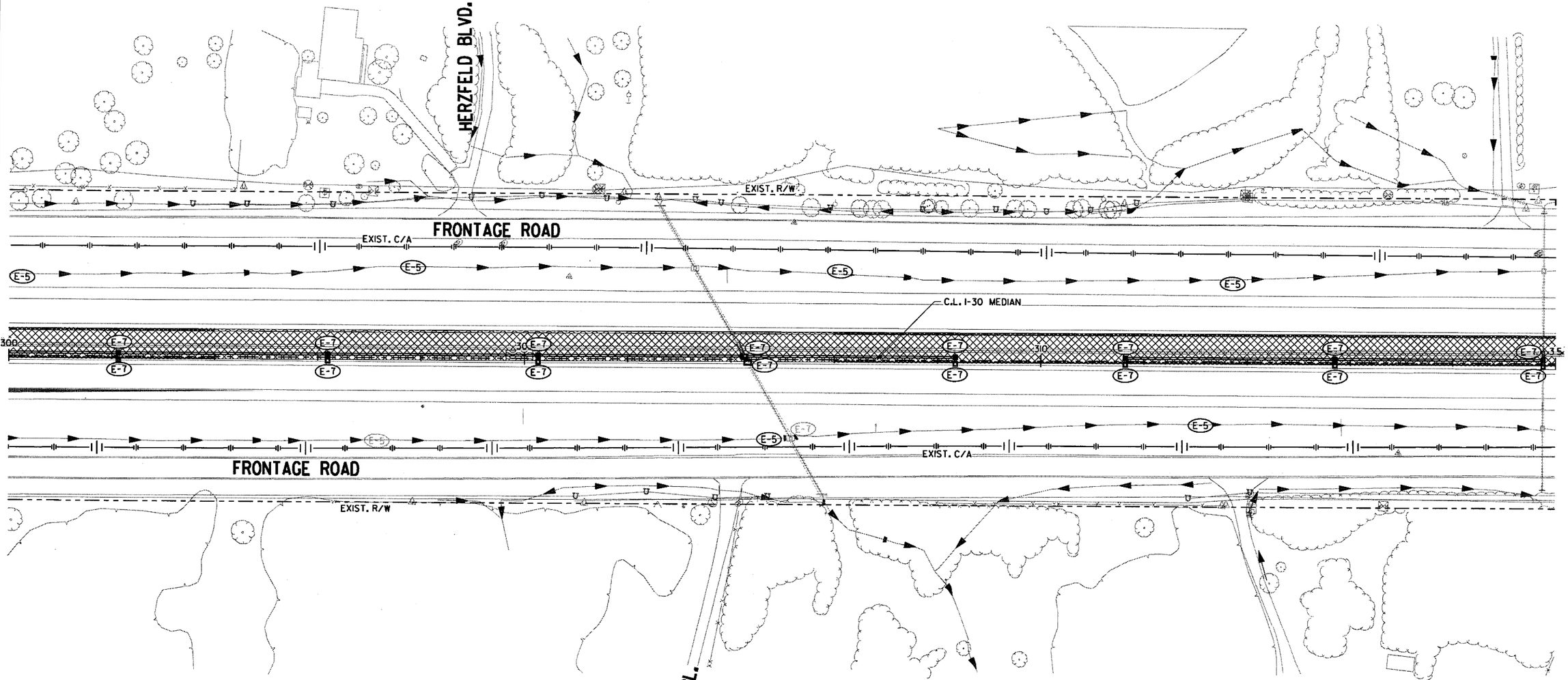
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 300+00 TO STA. 315+00

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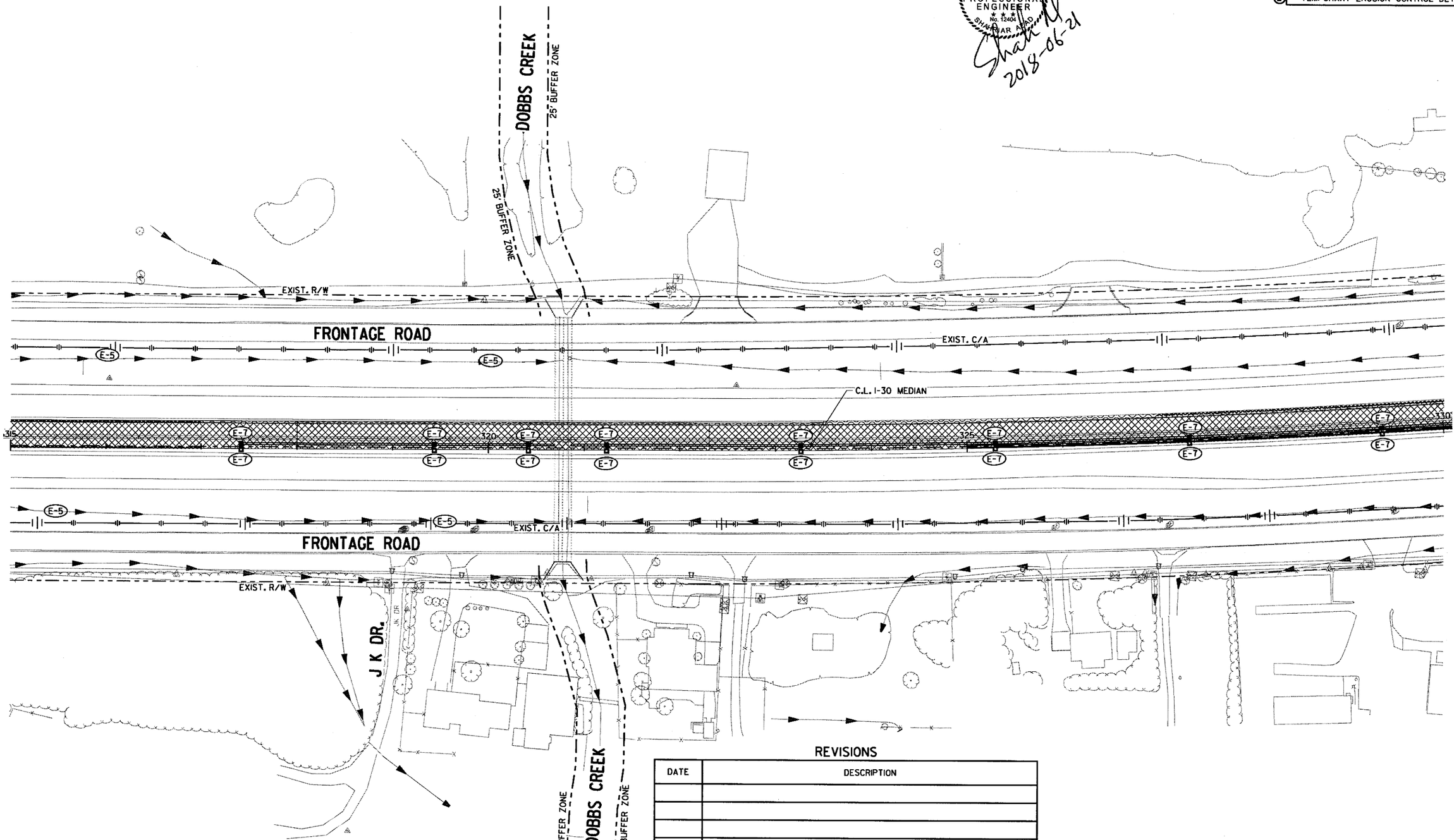
				JOB NO.		CA0601	128	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 315+00 TO STA. 330+00

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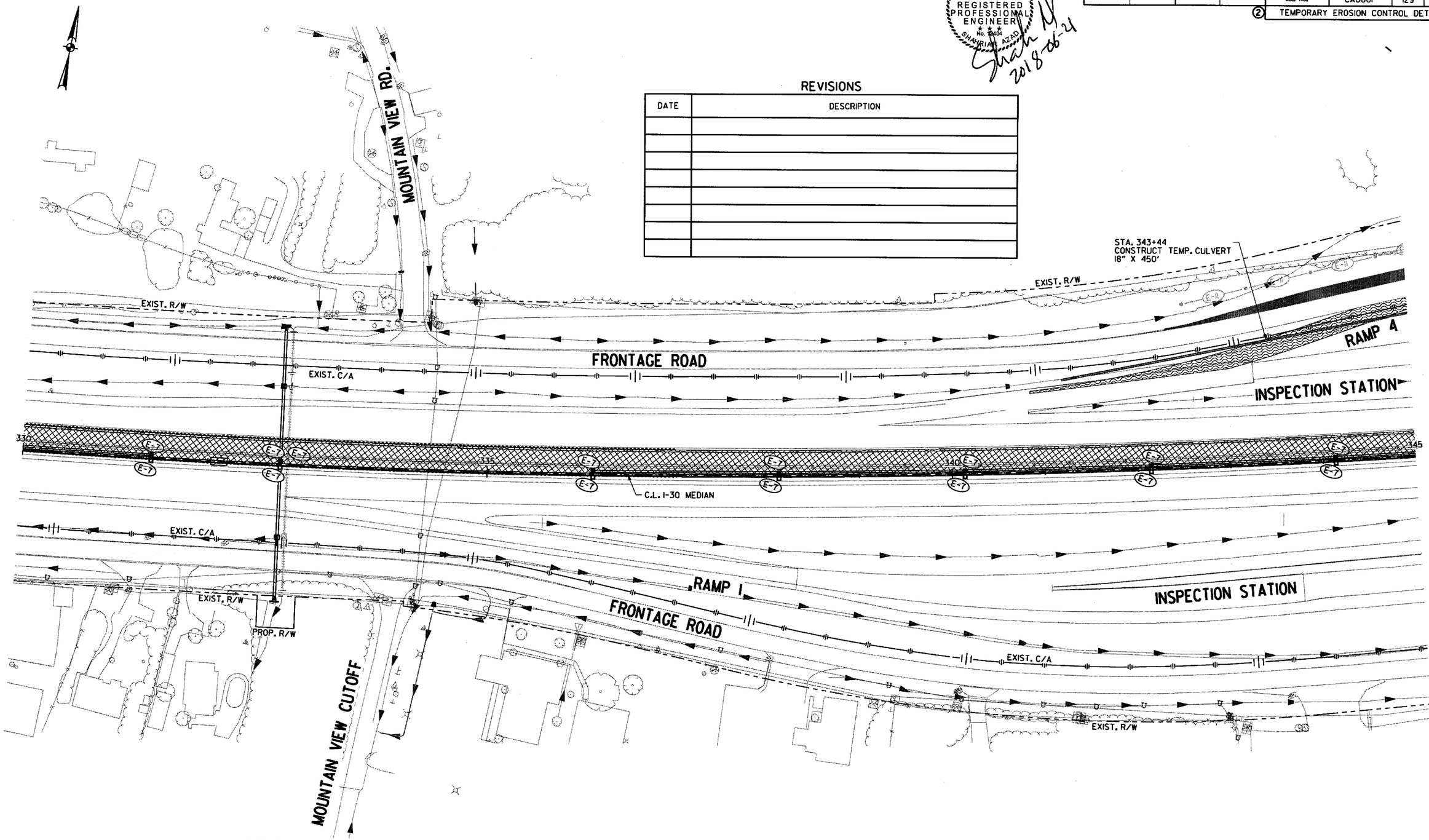
				6	ARK.			
				JOB NO.		CA0601	129	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 330+00 TO STA. 345+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	130	1465

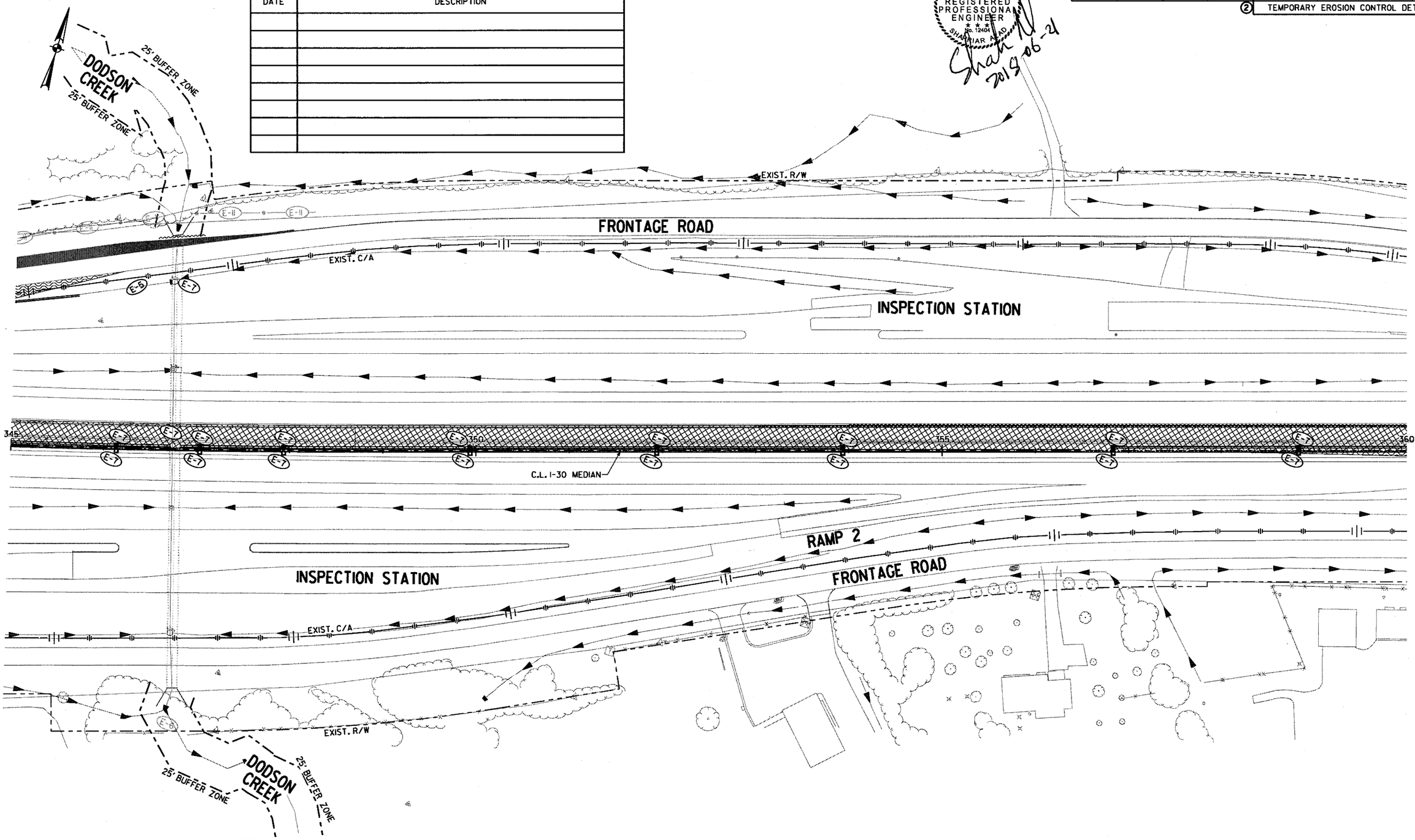
② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR ALAD

Shah N
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 345+00 TO STA. 360+00

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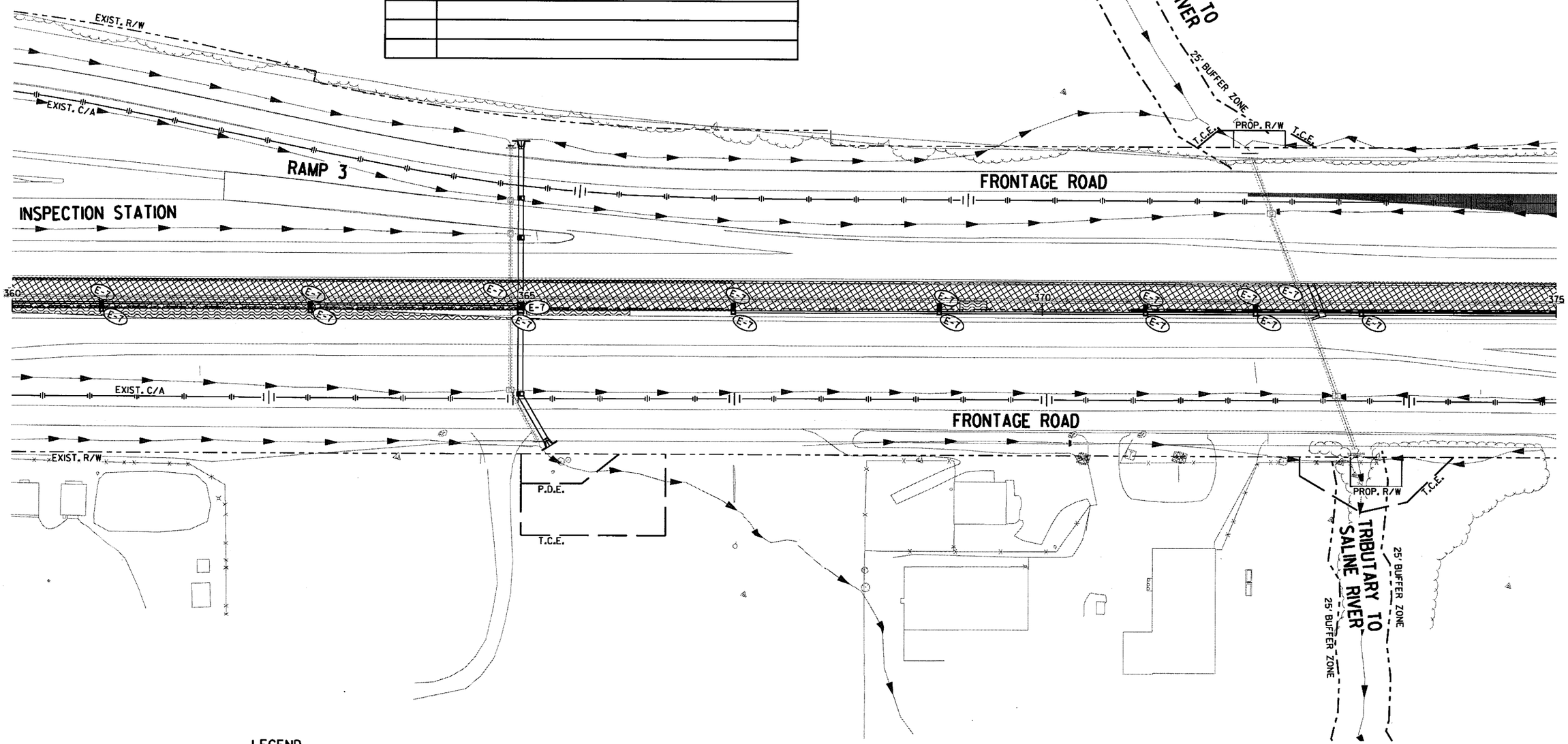
				6	ARK.			
				JOB NO.		CA0601	131	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 11240
SHANNAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 360+00 TO STA. 375+00

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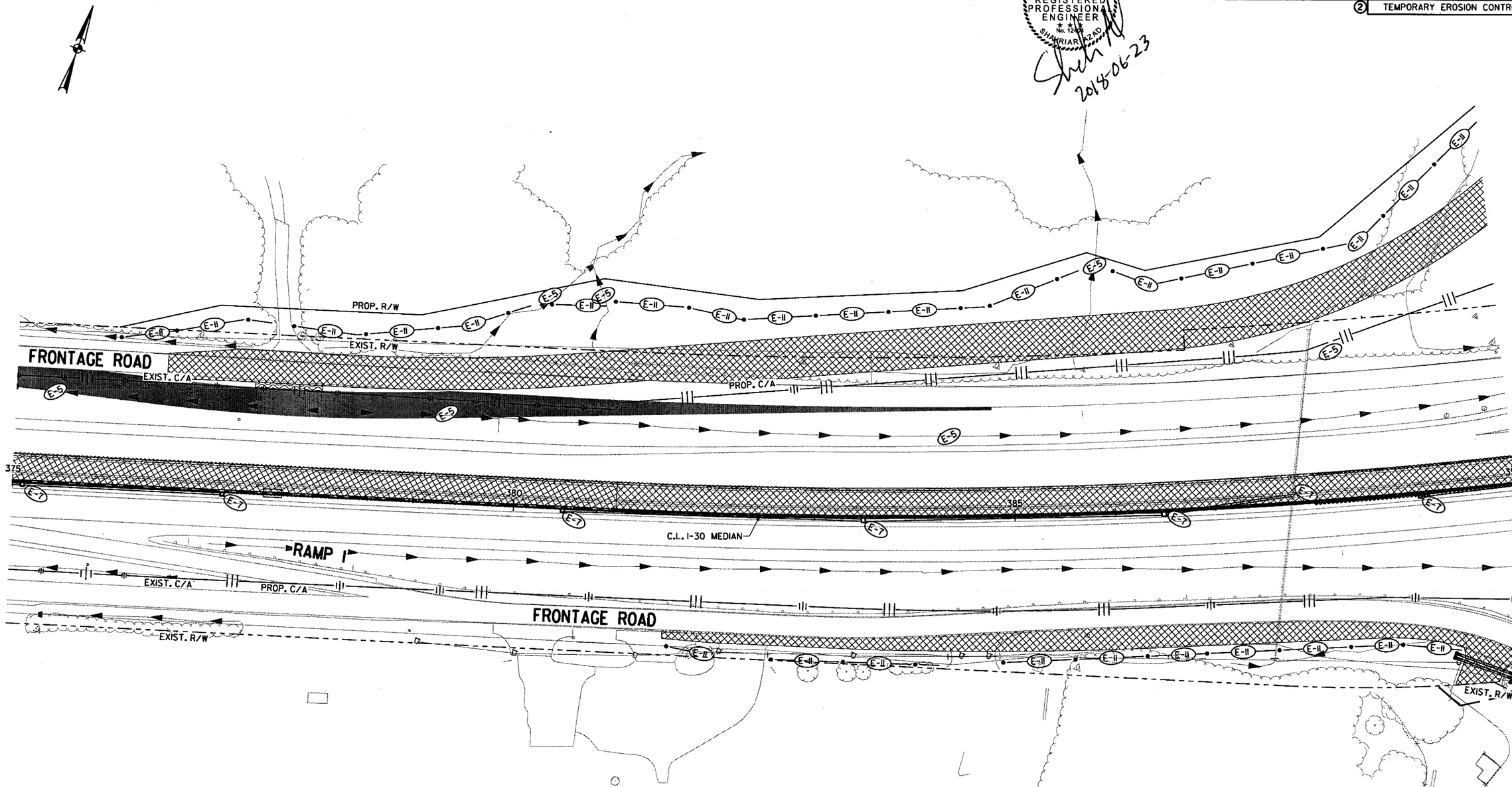
				6	ARK.			
				JOB NO.		CA0601	132	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12429
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 375+00 TO STA. 390+00

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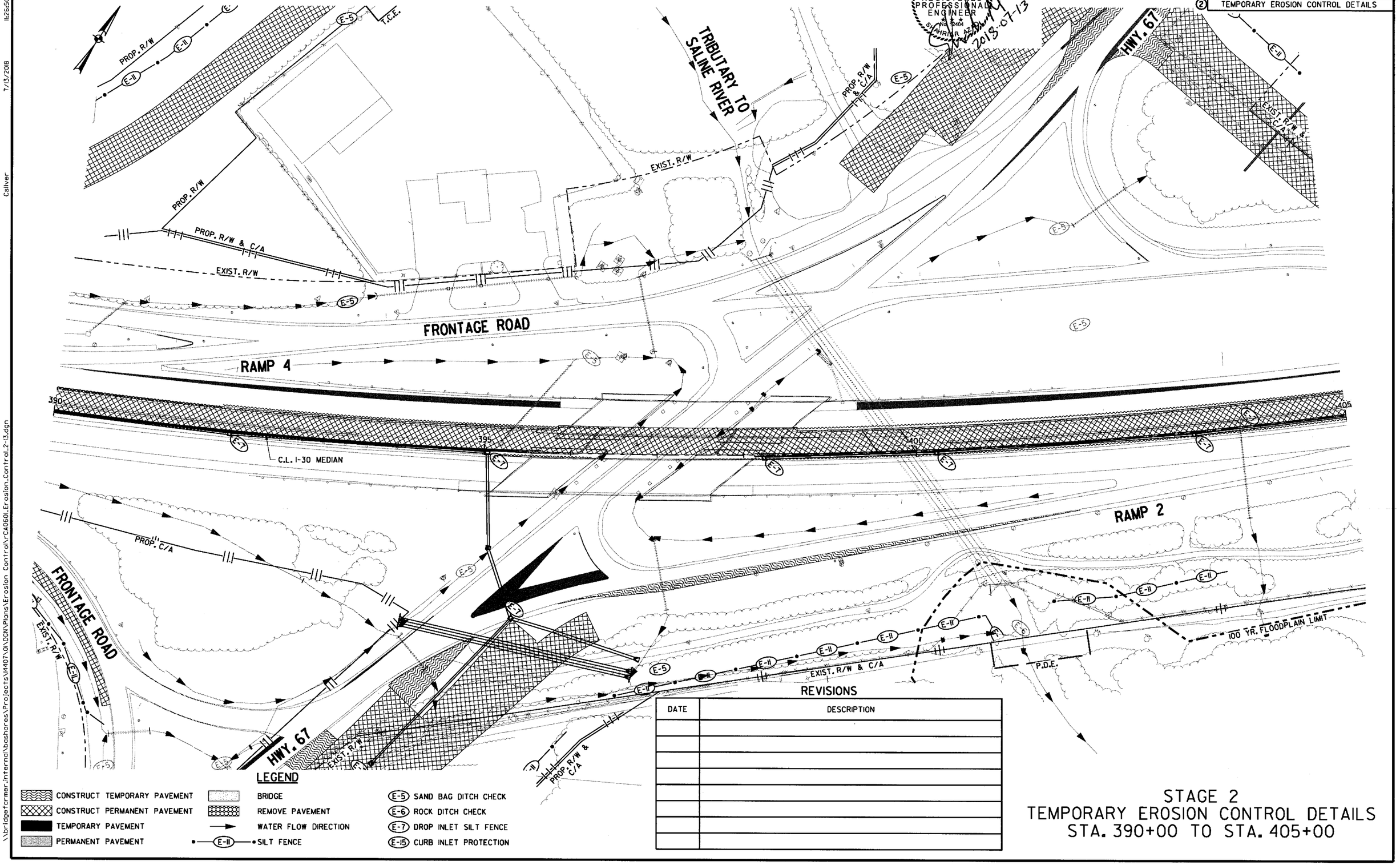
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	133	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 22404
SHAWN R. WILSON
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 390+00 TO STA. 405+00

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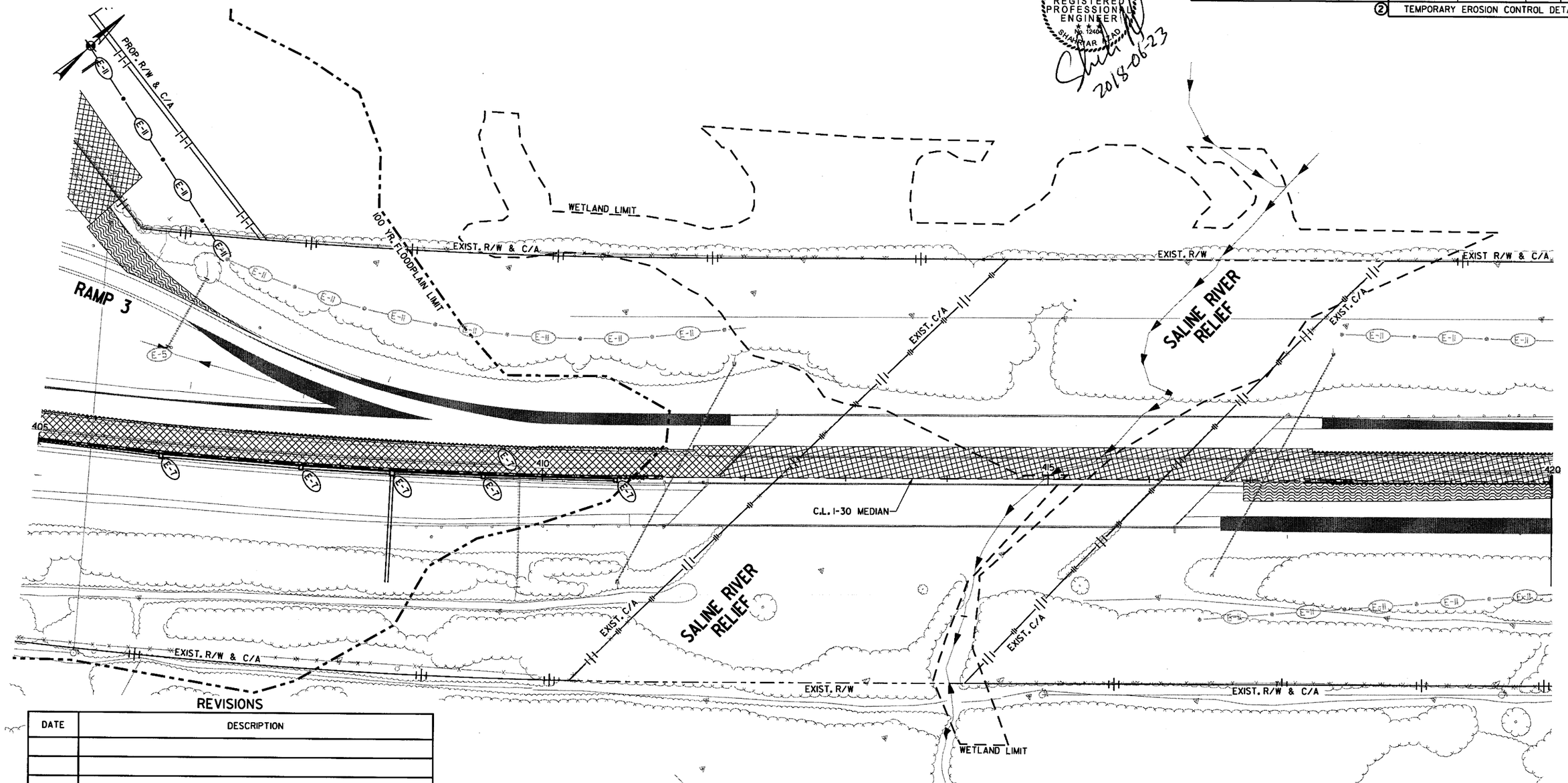
				6	ARK.			
				JOB NO.		CA0601	134	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 405+00 TO STA. 420+00

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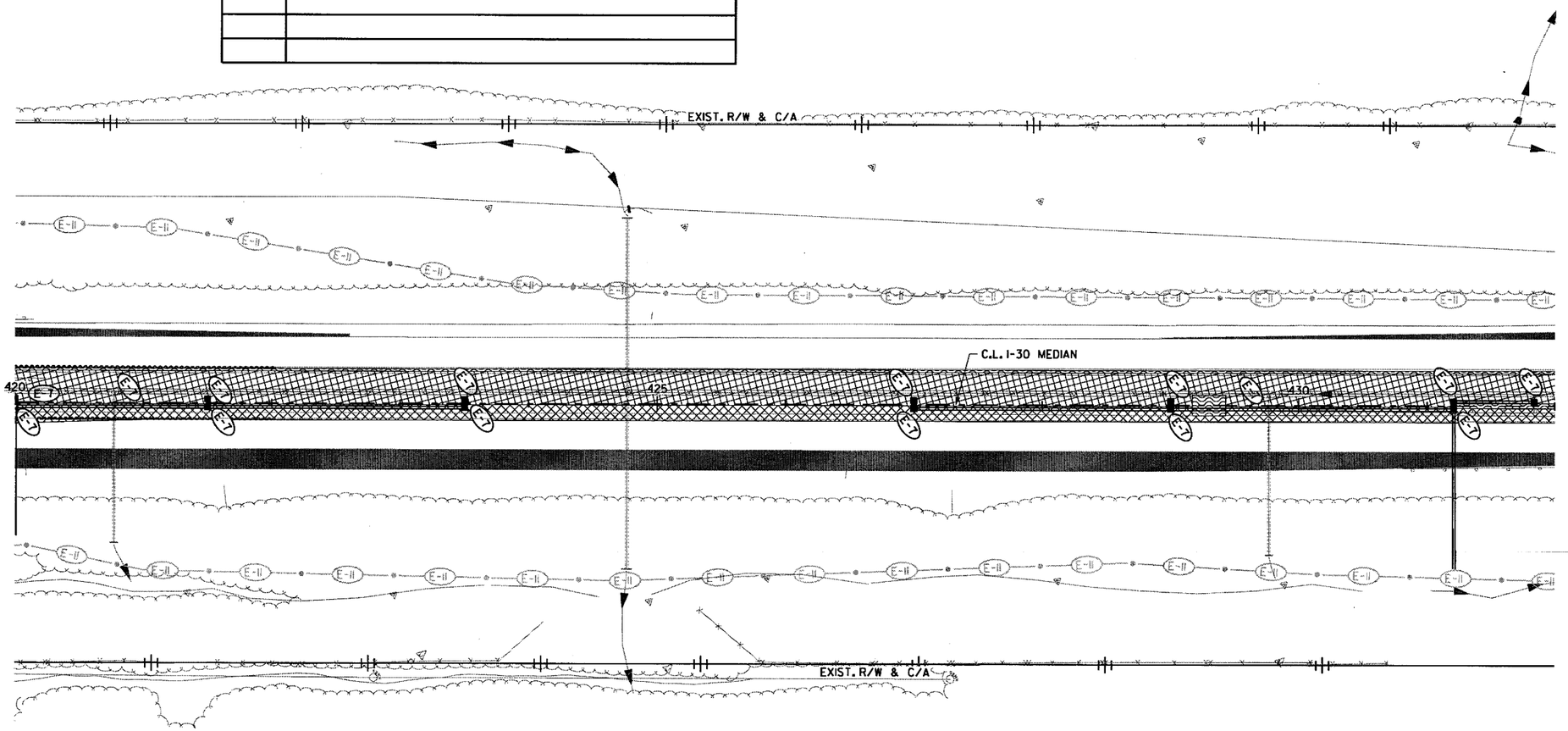
				6	ARK.			
				JOB NO.		CA0601	135	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR FEAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 420+00 TO STA. 432+00

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				JOB NO.		CA0601	136	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-24

REVISIONS

DATE	DESCRIPTION

EXIST. R/W & C/A
EXIST. C/A
EXIST. R/W
EXIST. R/W
EXIST. C/A
EXIST. C/A
EXIST. R/W
C.L. I-30 MEDIAN
50' BUFFER ZONE
SALINE RIVER
ENVIRONMENTALLY SENSITIVE AREA
50' BUFFER ZONE
HENRY ST.
100 YR. FLOODPLAIN LIMIT
50' BUFFER ZONE
SALINE RIVER
50' BUFFER ZONE
HENRY ST.
100 YR. FLOODPLAIN LIMIT
435
440
445

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 432+00 TO STA. 447+00

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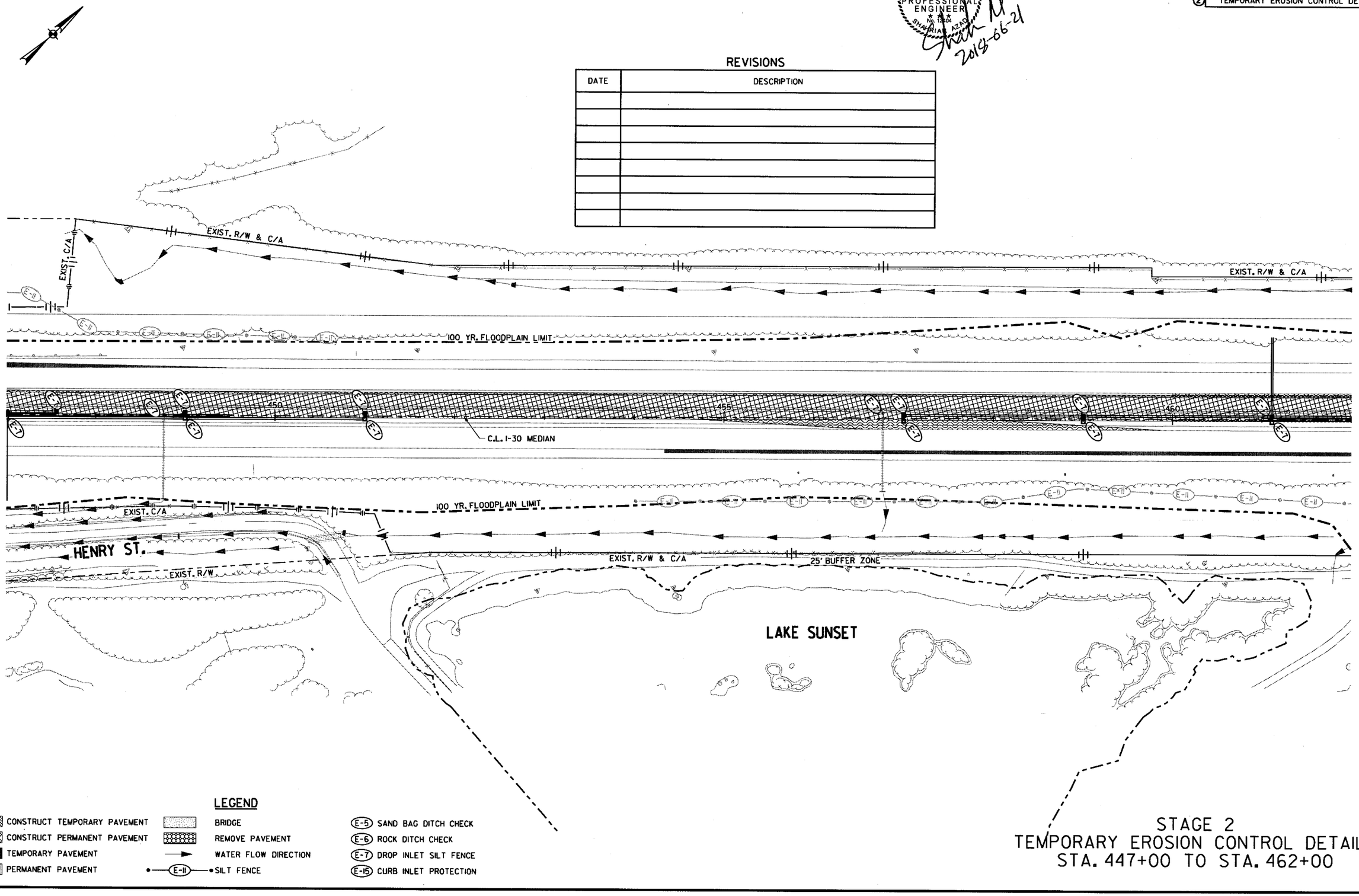
				JOB NO.		CA0601	137	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 447+00 TO STA. 462+00

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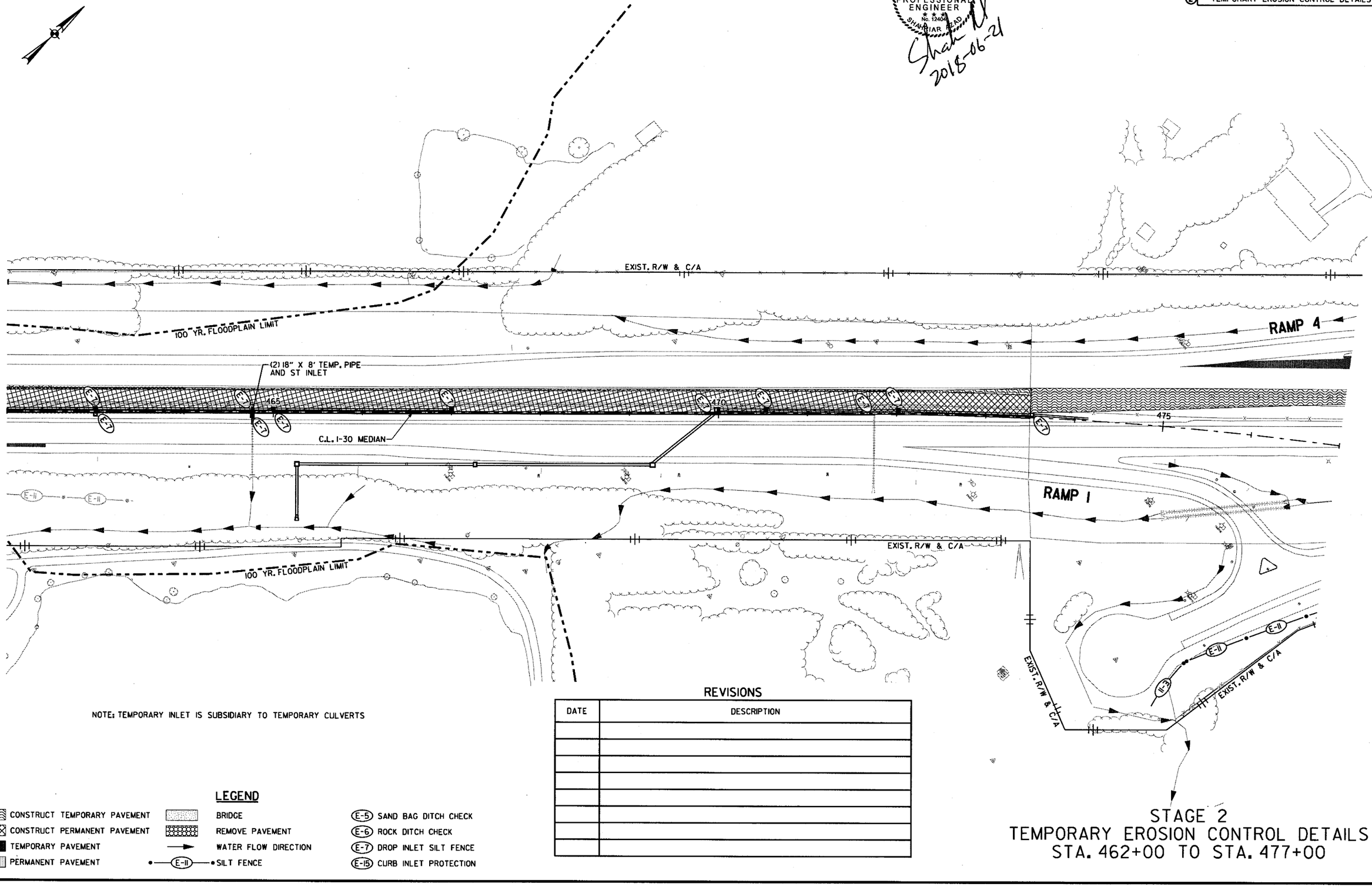
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHAHRIAR ZIAD
2018-06-21



NOTE: TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 462+00 TO STA. 477+00

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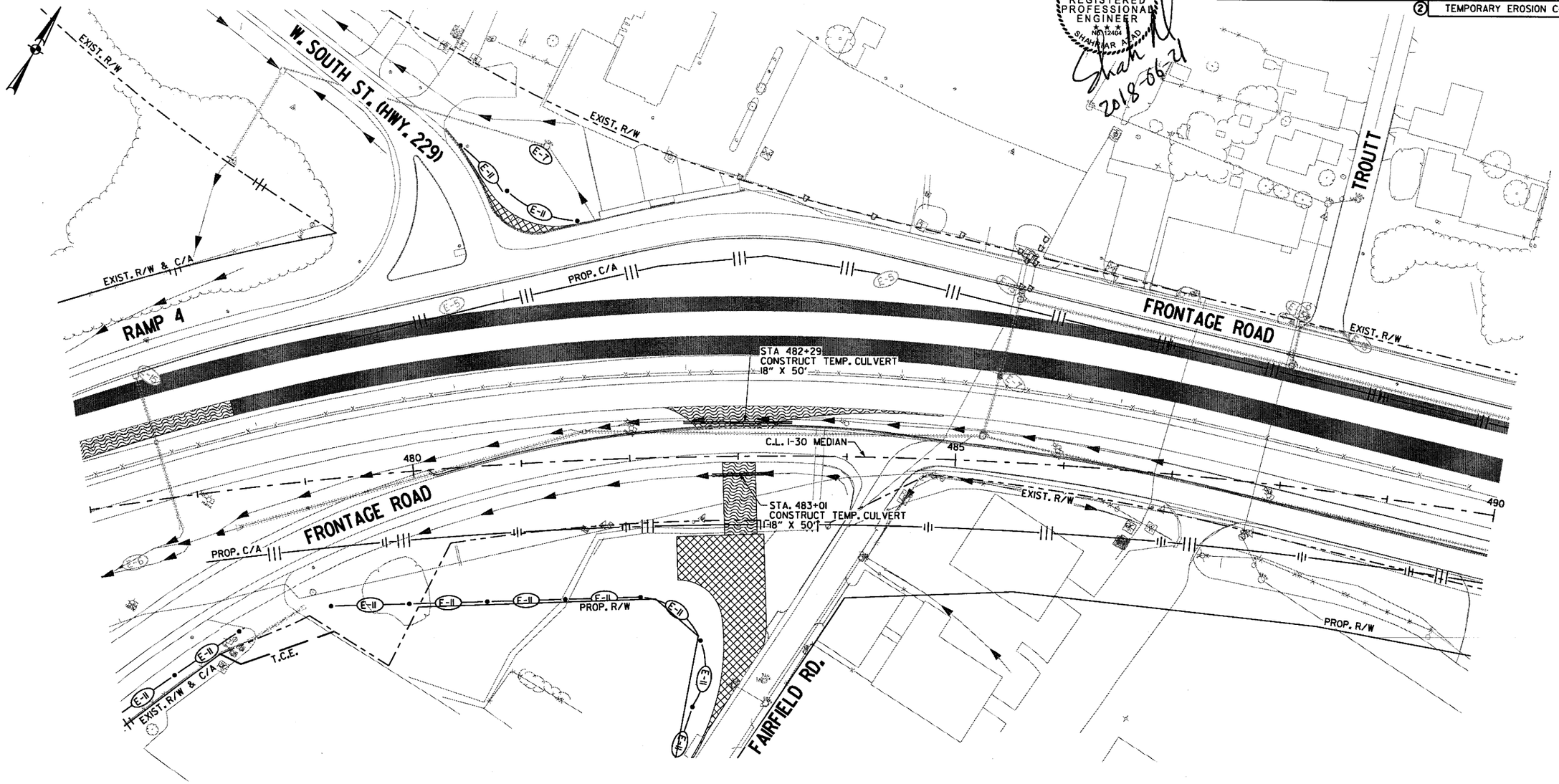
				6	ARK.			
				JOB NO.		CA0601	139	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shah
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 477+00 TO STA. 490+00

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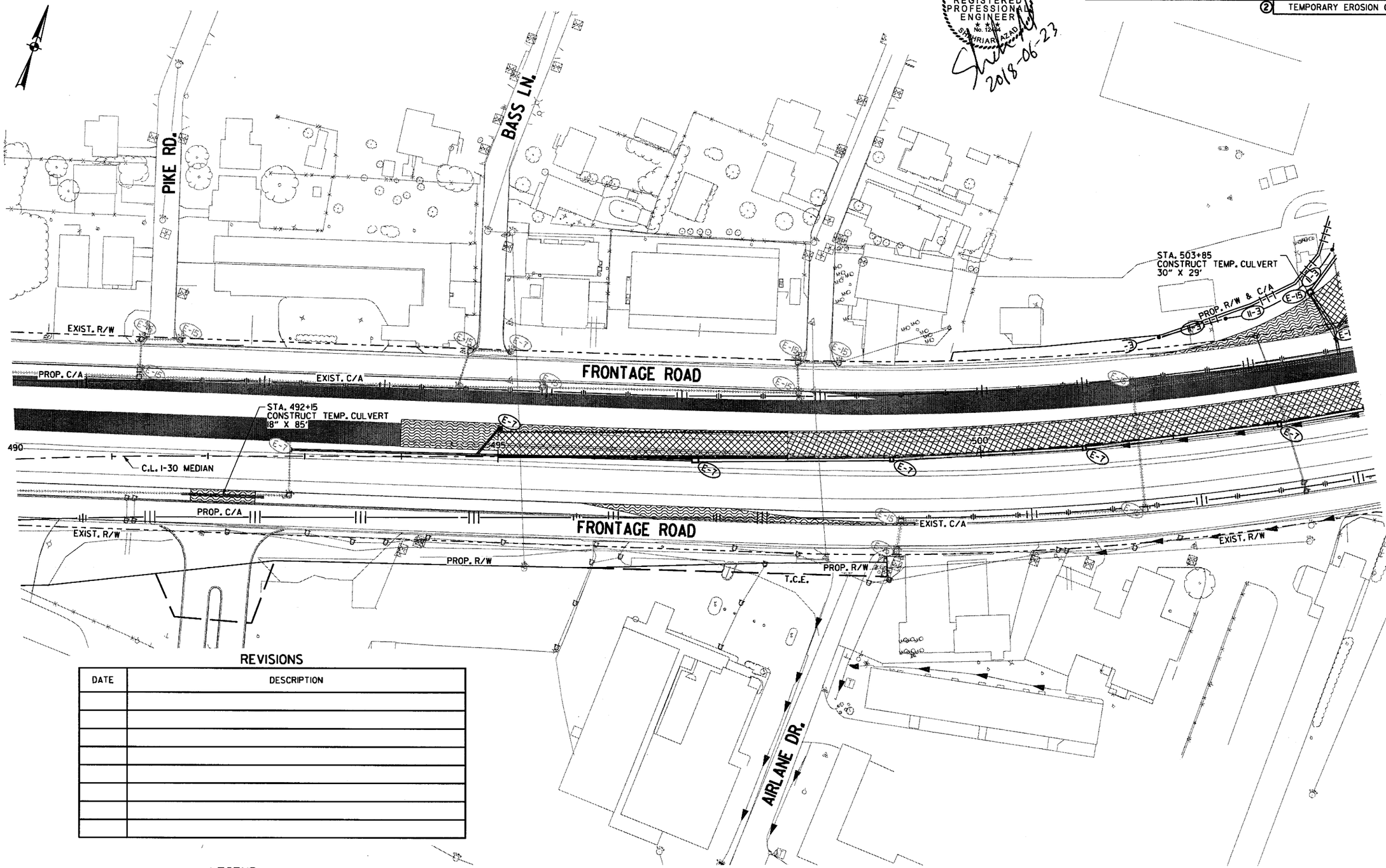
				JOB NO.		CA0601	140	1465
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SAMHRIAR AZAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 490+00 TO STA. 504+00

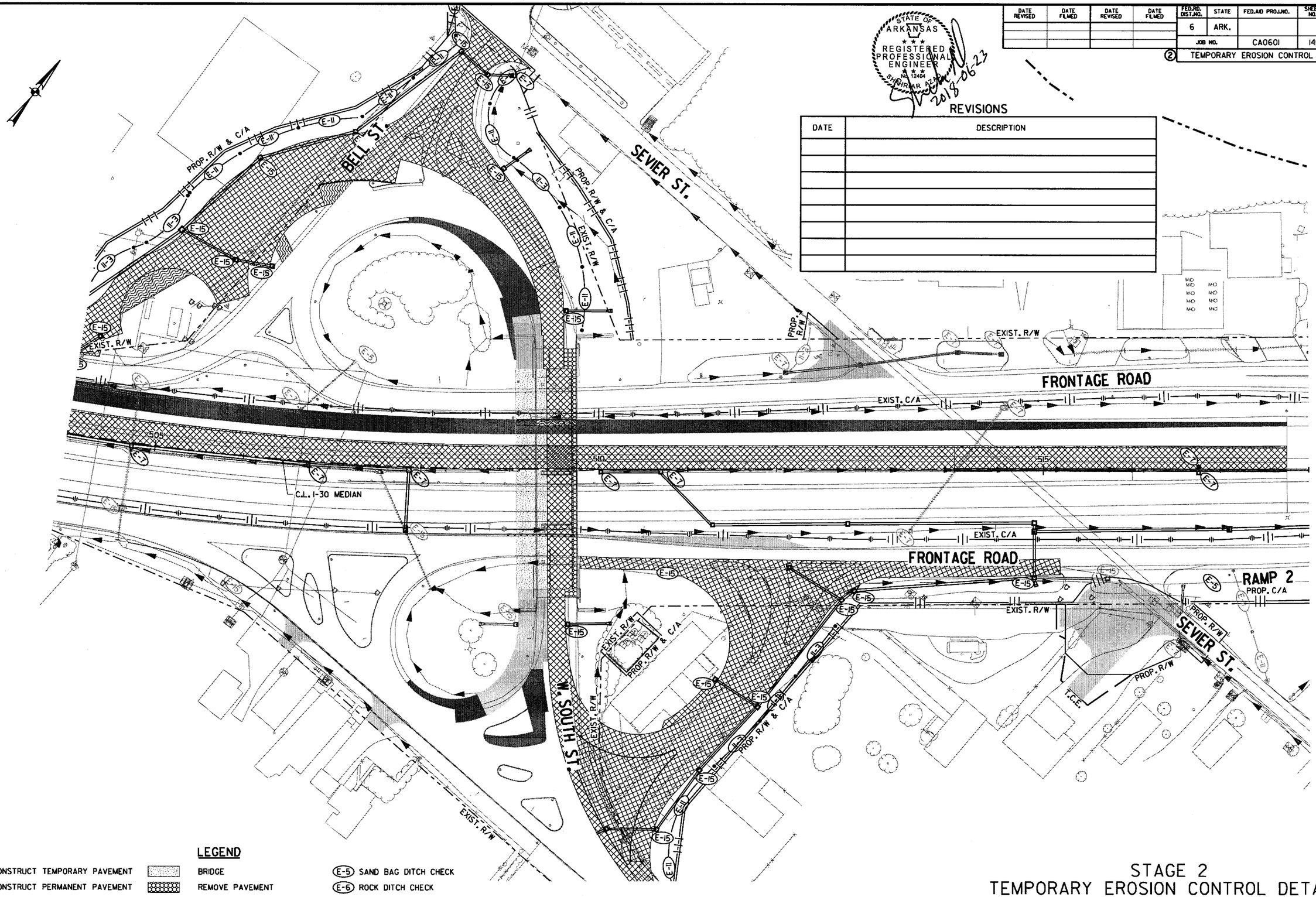
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	141	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12401
SHARMAR ZAMAN
2018-06-23

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 504+00 TO STA. 518+00

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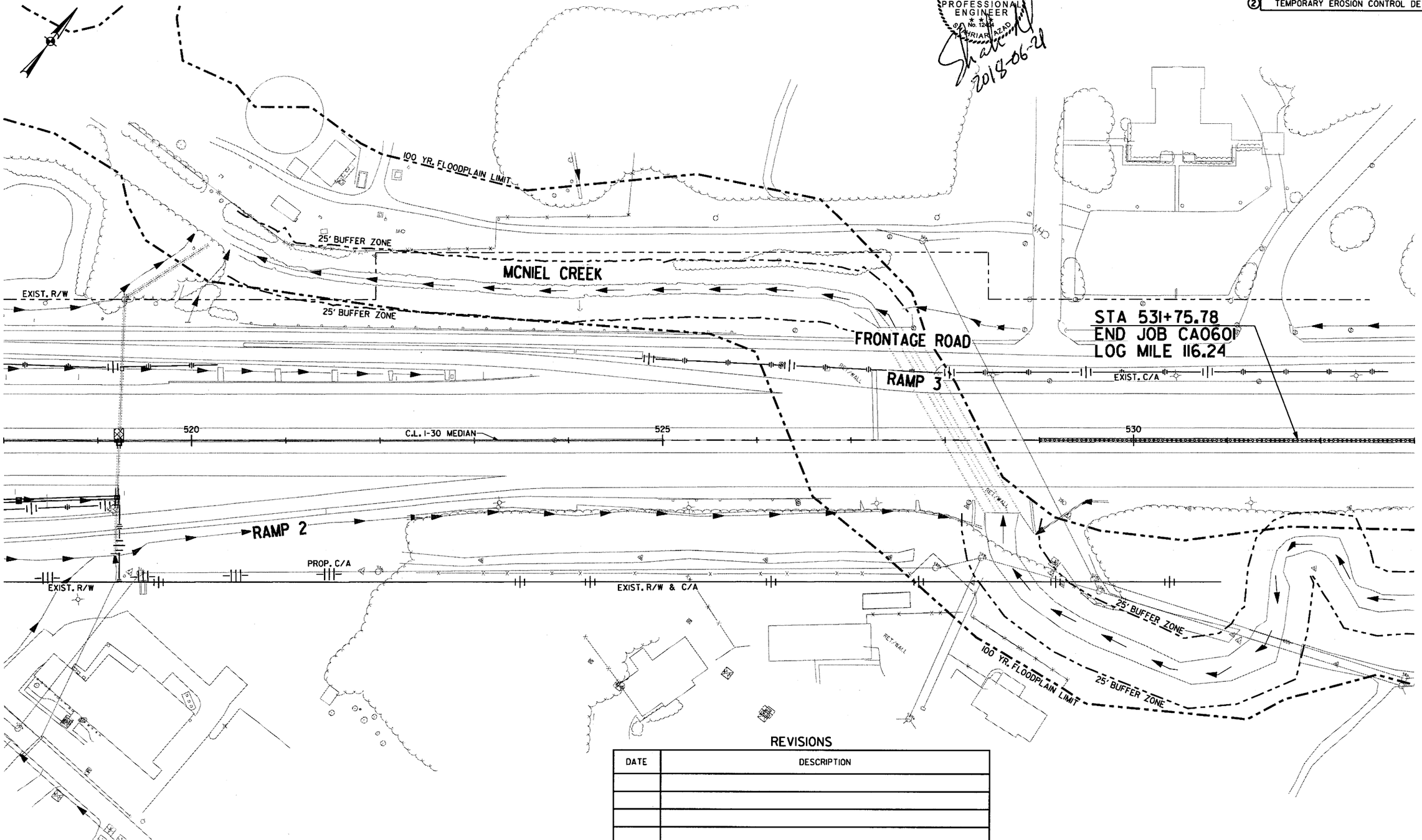
				JOB NO.		CA0601	142	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 518+00 TO STA. 533+00

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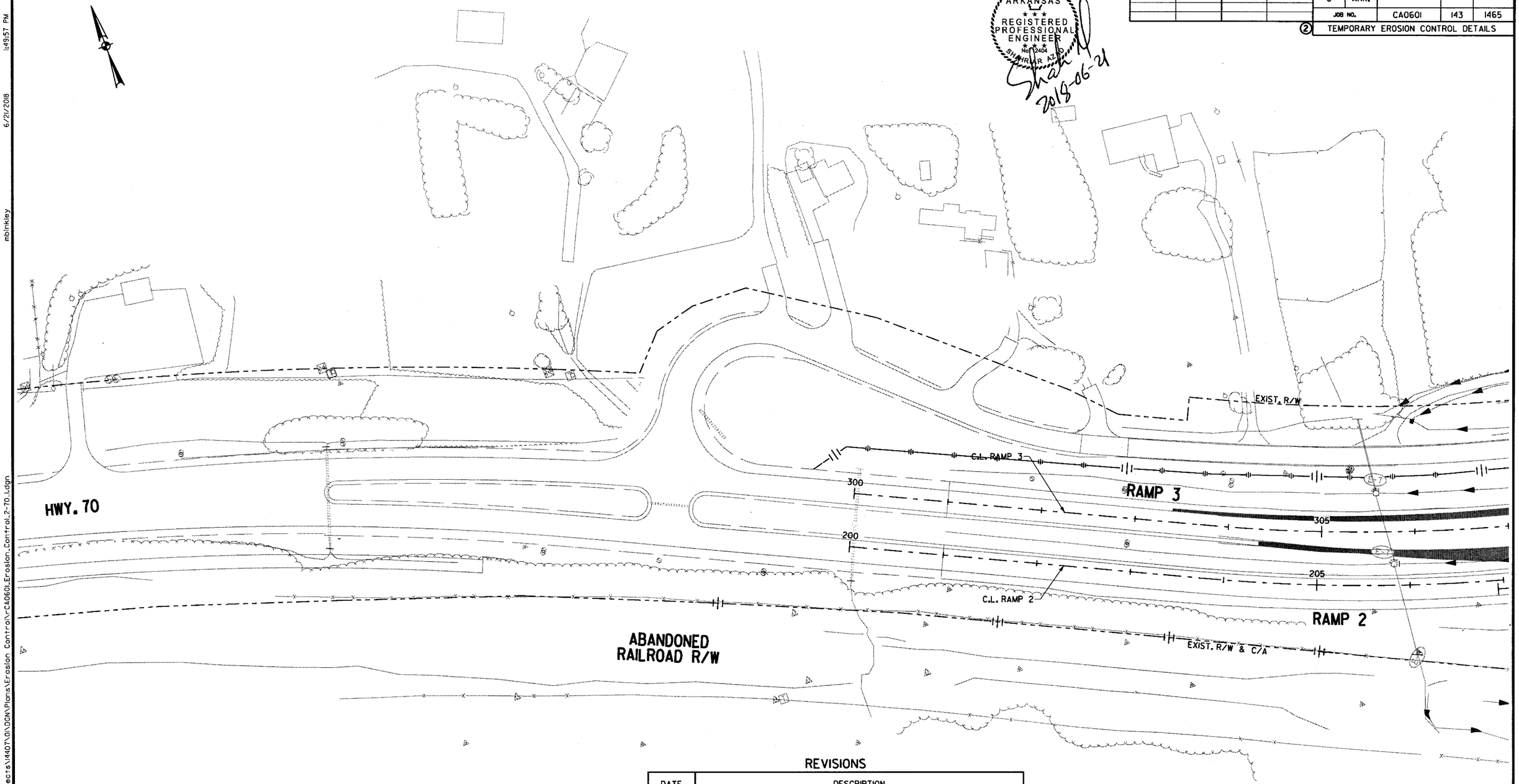
				6	ARK.			
				JOB NO.		CA0601	143	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIYAR AZAD
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 200+00 TO STA. 207+00

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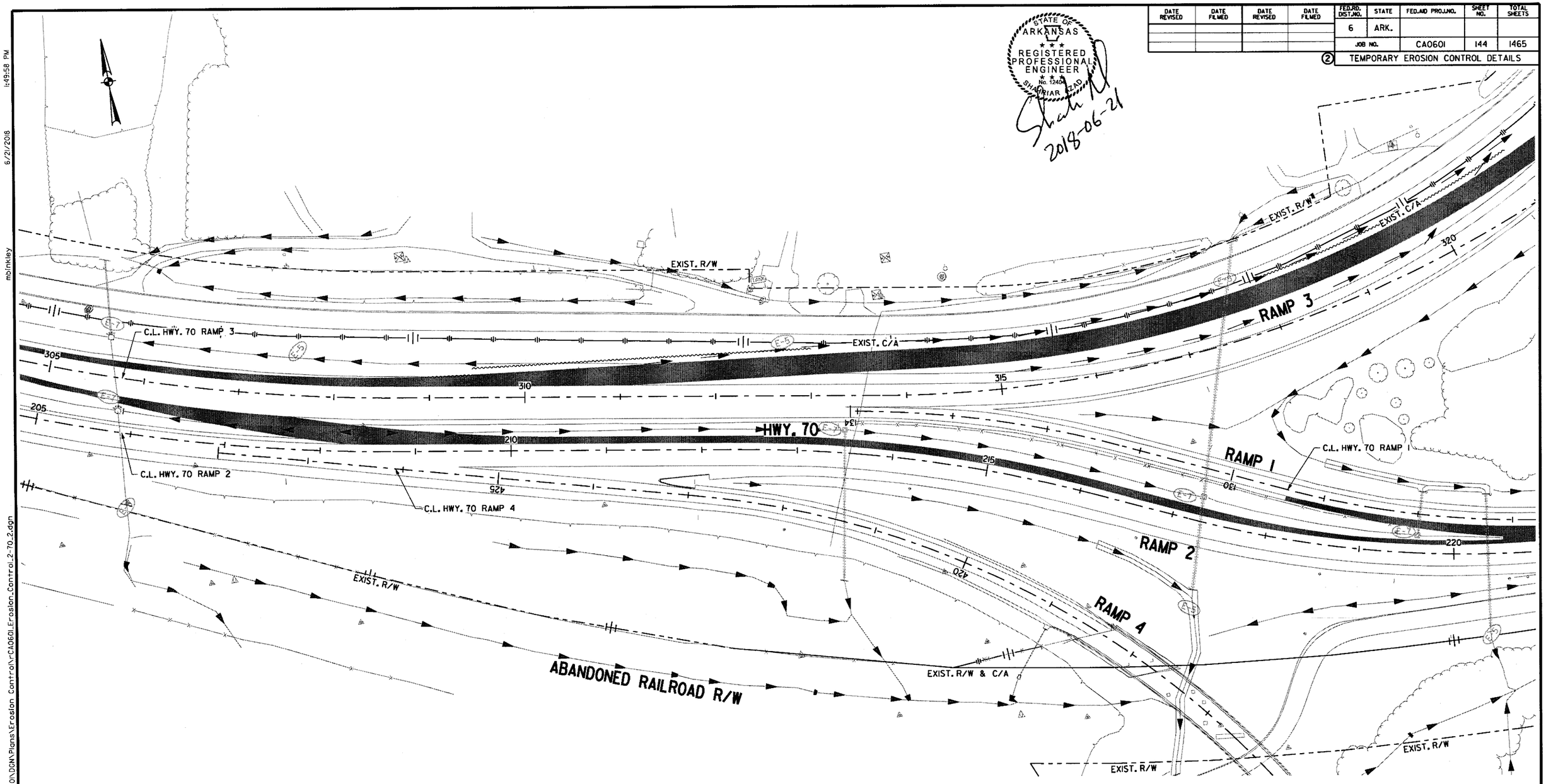
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	144	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 207+00 TO STA. 220+00

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				6	ARK.			
				JOB NO.		CA0601	145	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZIZI
2018-06-21

REVISIONS

DATE	DESCRIPTION

FRONTAGE ROAD
EXIST. R/W
EXIST. C/A
RAMP 3
C.L. HWY. 70 RAMP 3
C.L. I-30 MEDIAN
25' BUFFER ZONE
TRACE CREEK
RAMP 1
C.L. HWY. 70 RAMP 1
RAMP 2
PROPOSED R/W
C.L. FRONTAGE RD. A-1
EXIST. R/W & C/A
PAWNEE DR.
ABANDONED RAILROAD R/W
EXIST. R/W
C.L. HWY. 70 RAMP 2

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 246+00 TO STA. 260+00

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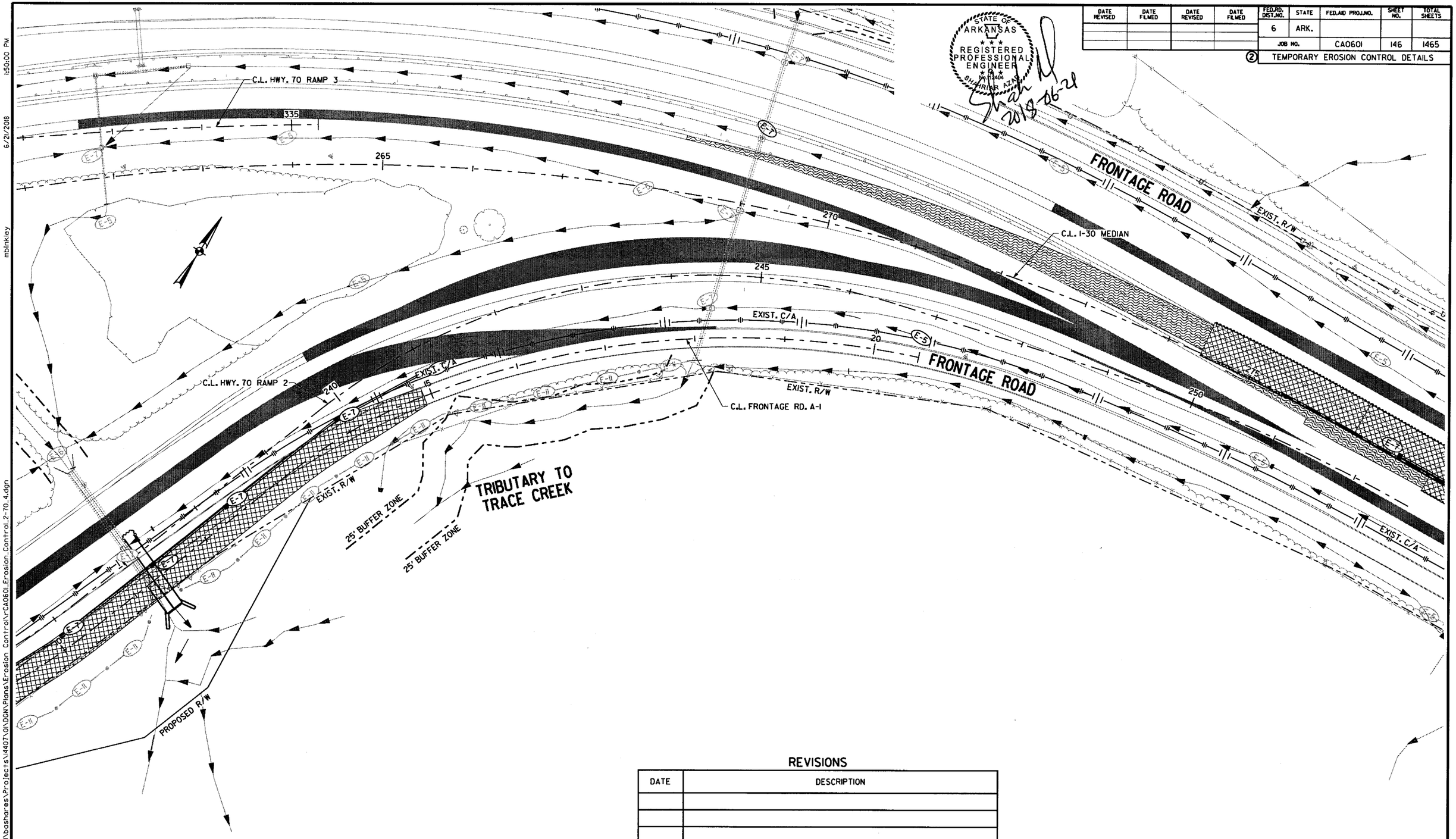
				6	ARK.			
				JOB NO.		CA0601	146	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON AZLIN
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 261+00 TO STA. 277+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	147	1465

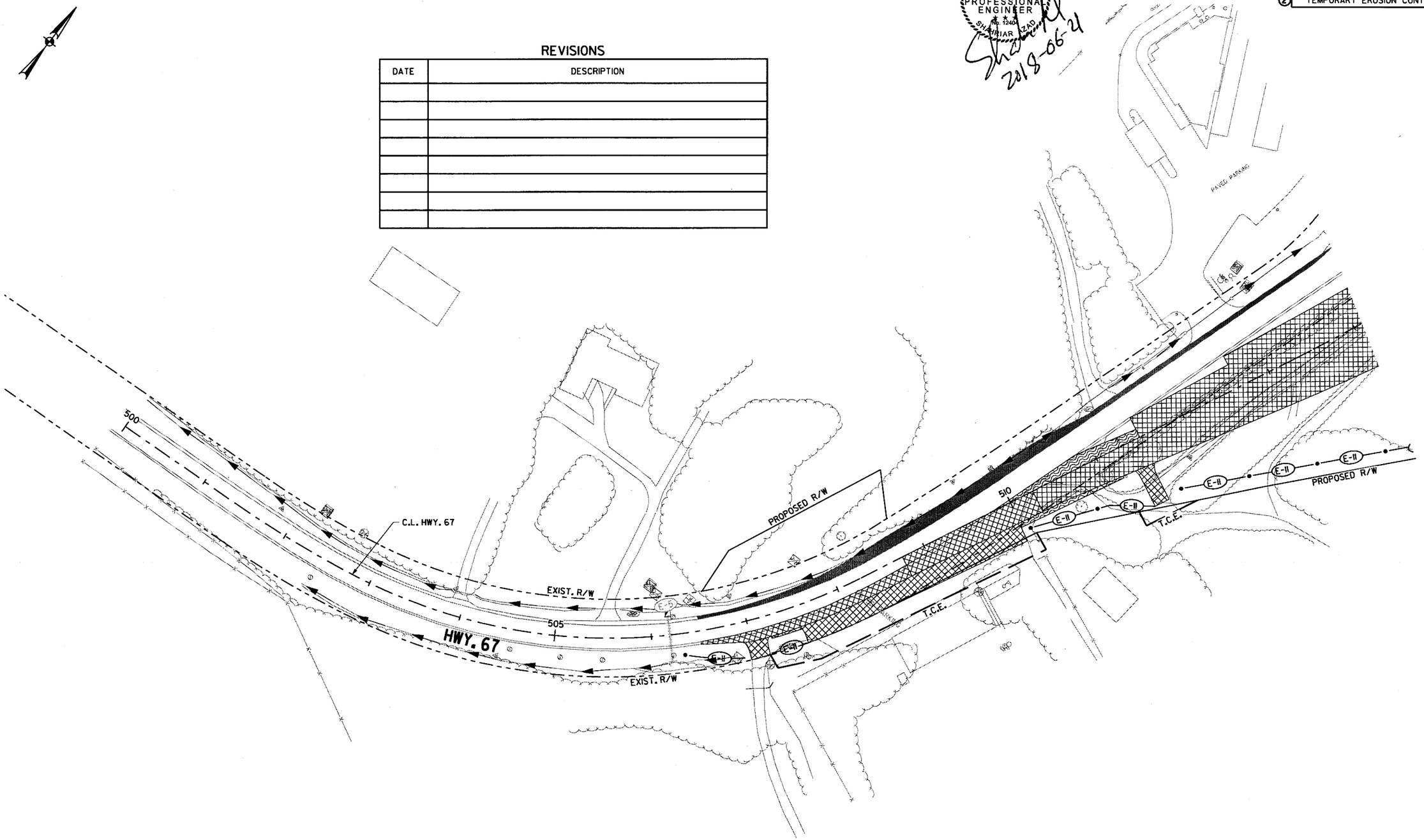
② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahriar Azad
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 500+00 TO STA. 514+00

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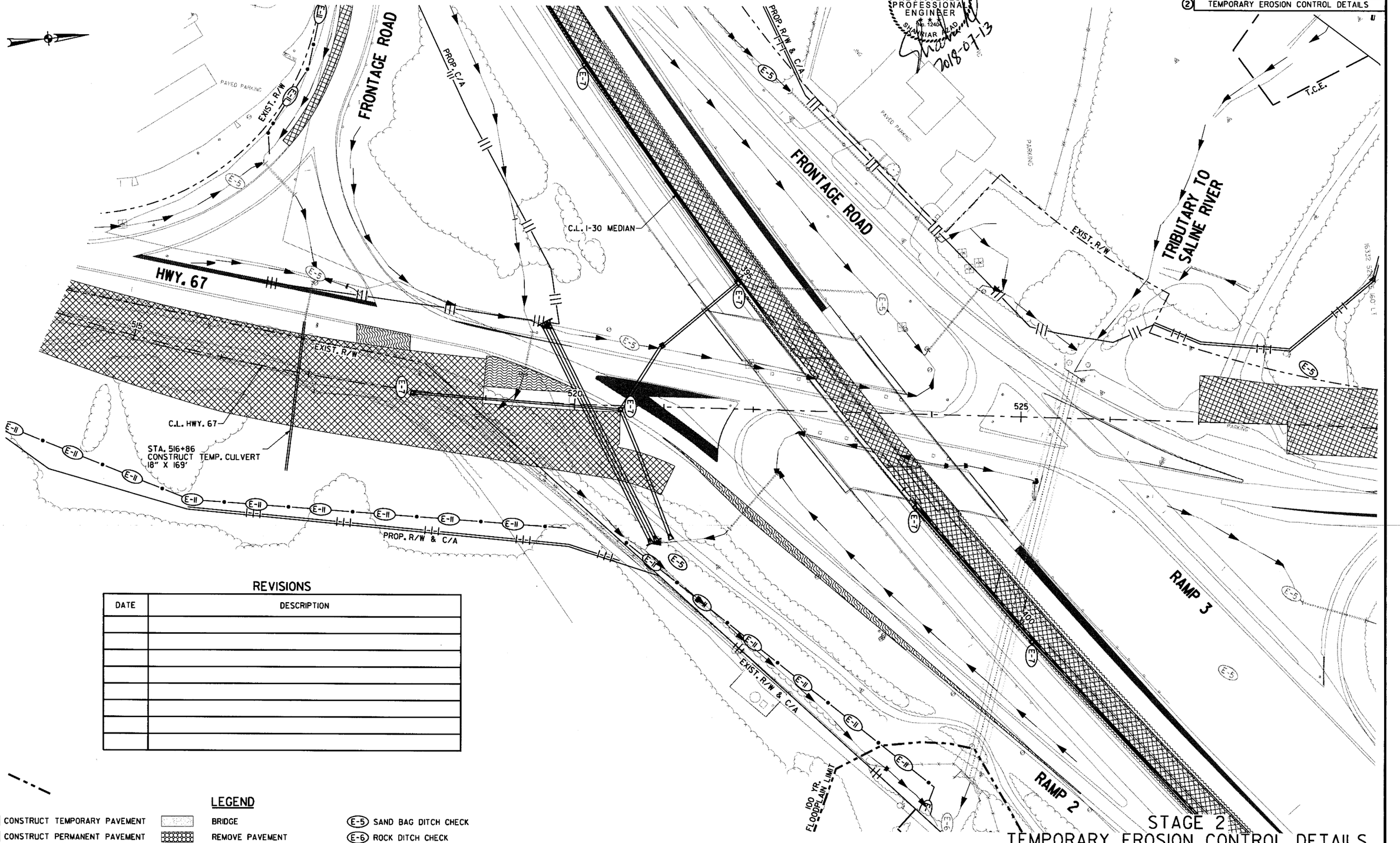
				6	ARK.			
				JOB NO.		CA0601	148	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shahriar Azad
2018-07-13



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 514+00 TO STA. 529+00

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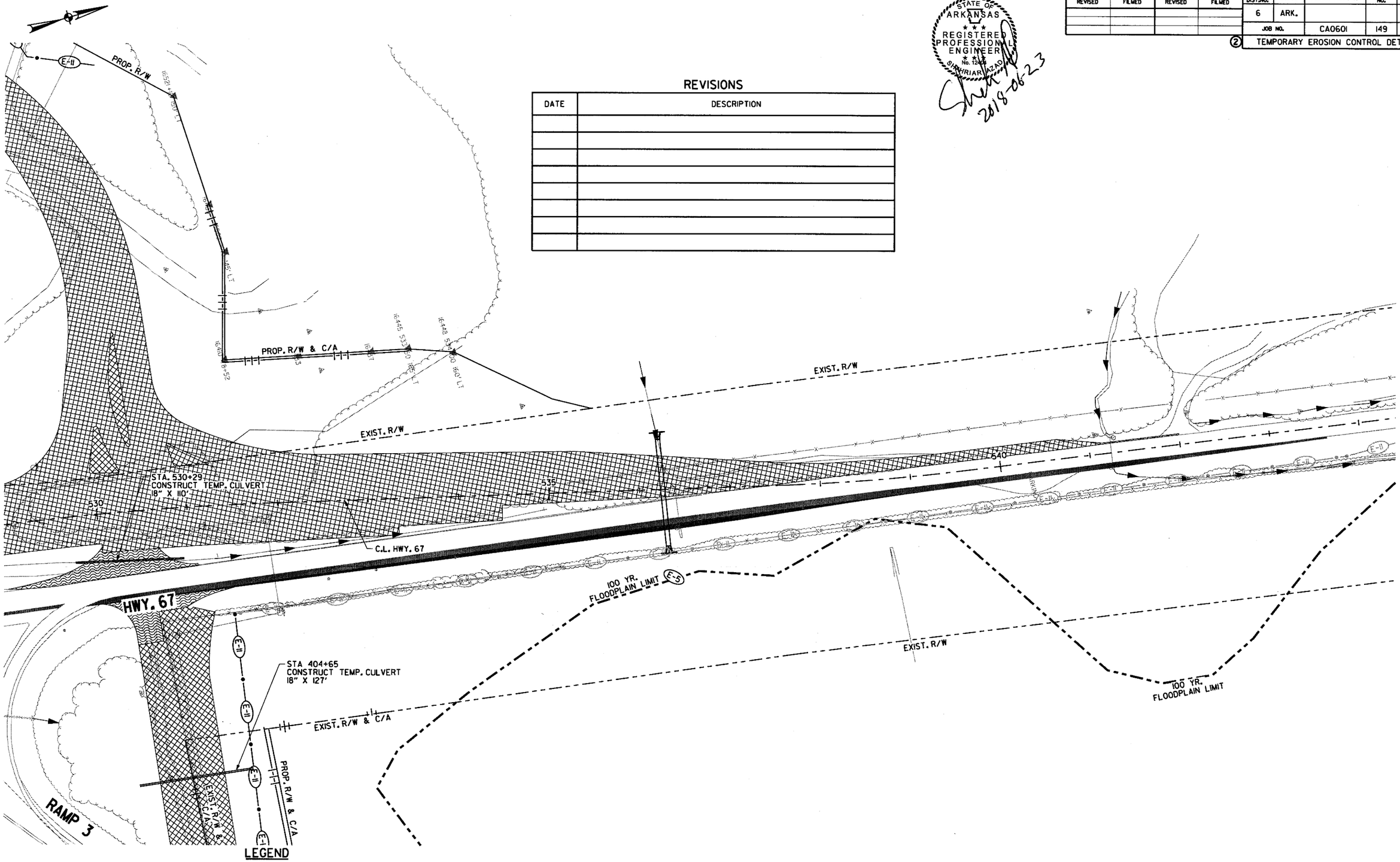
				6	ARK.			
				JOB NO.		CA0601	149	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23

REVISIONS

DATE	DESCRIPTION



STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 529+00 TO STA. 544+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

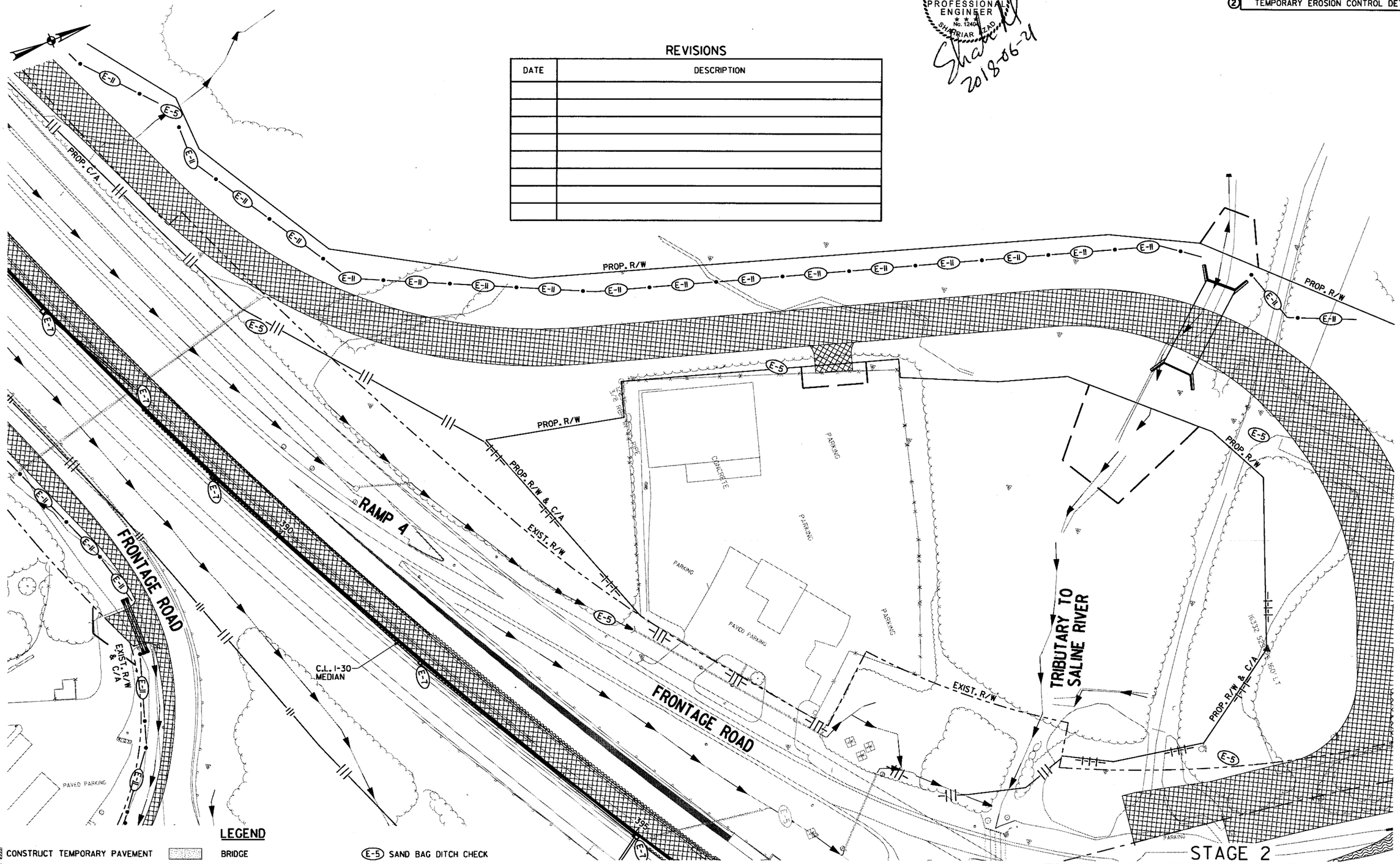
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	150	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHARIAR ZAID
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 2
TEMPORARY EROSION CONTROL DETAILS
STA. 386+00 TO STA. 396+00

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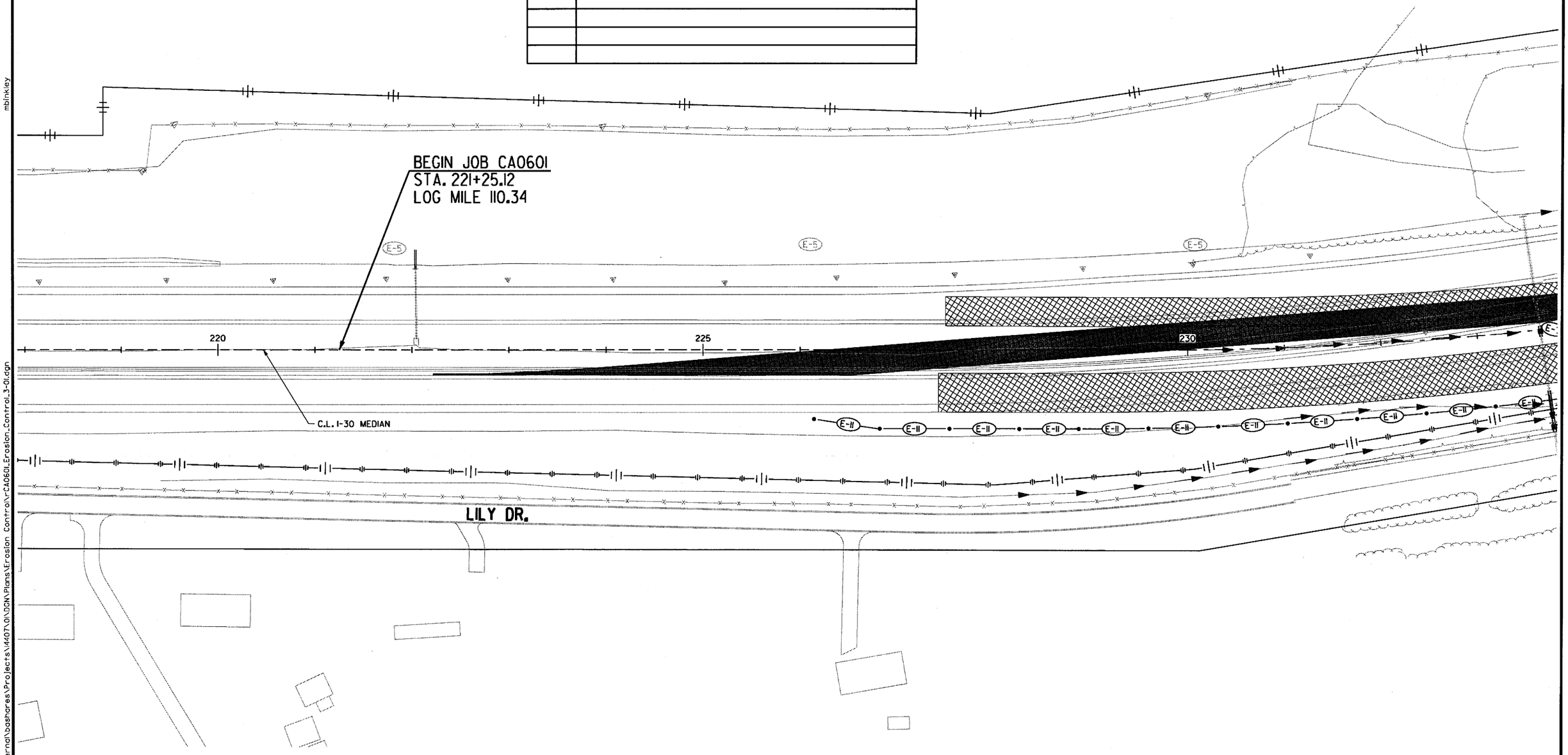
				6	ARK.			
				JOB NO.		CA0601	151	1465
				② TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 218+00 TO STA. 233+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	152	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

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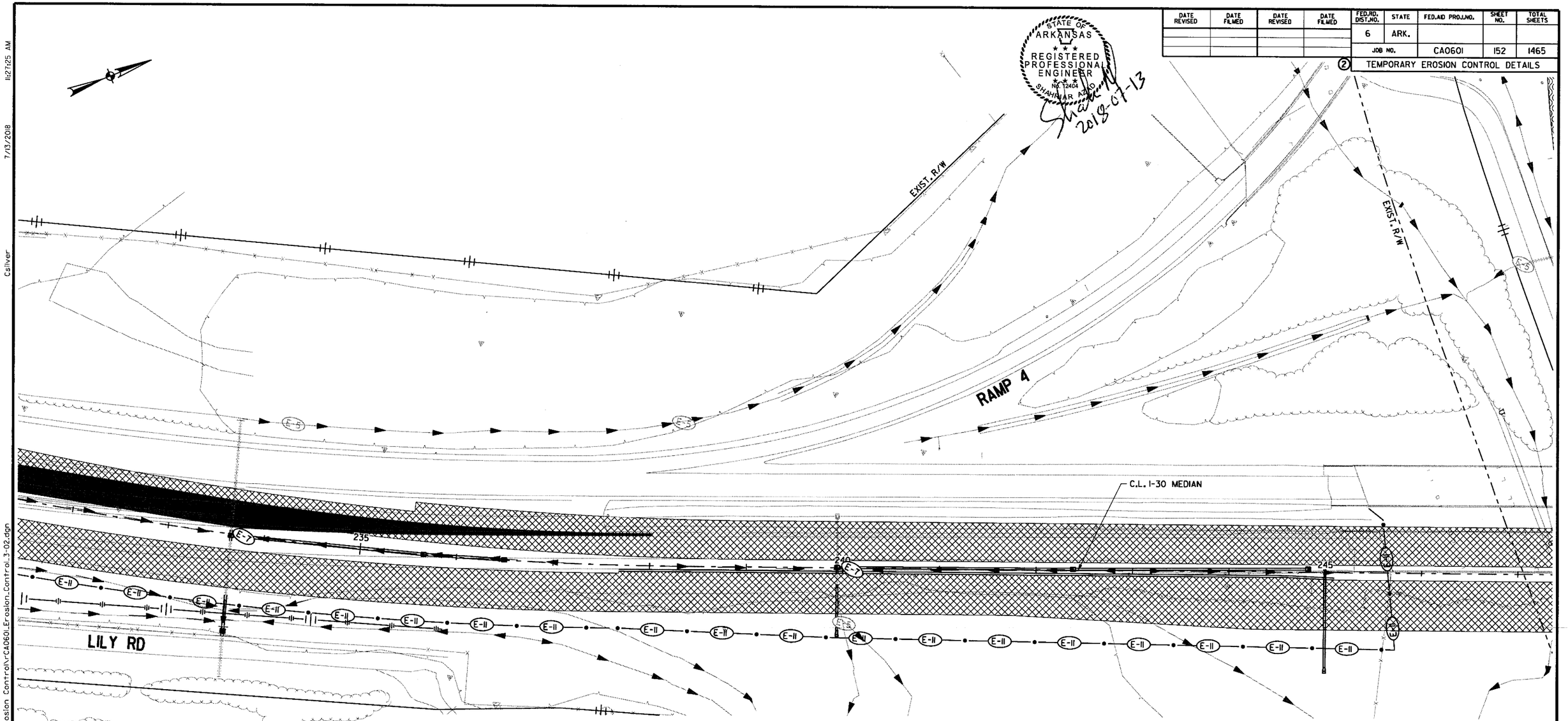

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 233+00 TO STA. 246+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	153	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
2018-06-21

REVISIONS

DATE	DESCRIPTION

RAMP 3
EXIST. R/W
EXIST. C/A
FRONTAGE ROAD
EXIST. R/W & C/A
ABANDONED RAILROAD R/W
PAWNEE DR.
EXIST. R/W
EXIST. R/W & C/A
C.L. I-30 MEDIAN
RAMP 2
EXIST. C/A
TRACE CREEK
25' BUFFER ZONE
25' BUFFER ZONE
RAMP 1
E-7 250
E-7 255
E-7 260

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 246+00 TO STA. 260+00

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				6	ARK.			
				JOB NO.		CA0601	154	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHANNAR ALAD

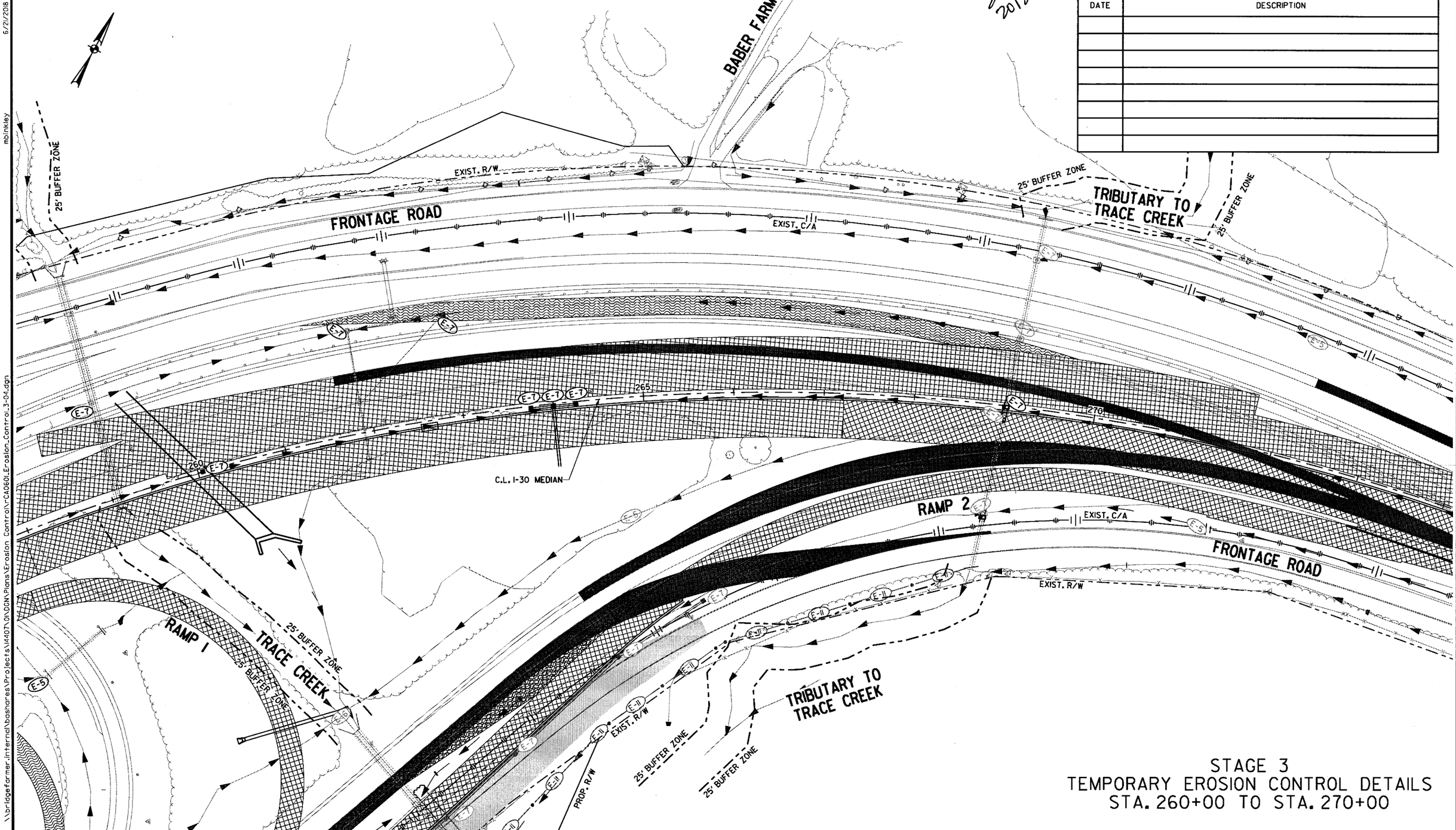
2018-06-21

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION



STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 260+00 TO STA. 270+00

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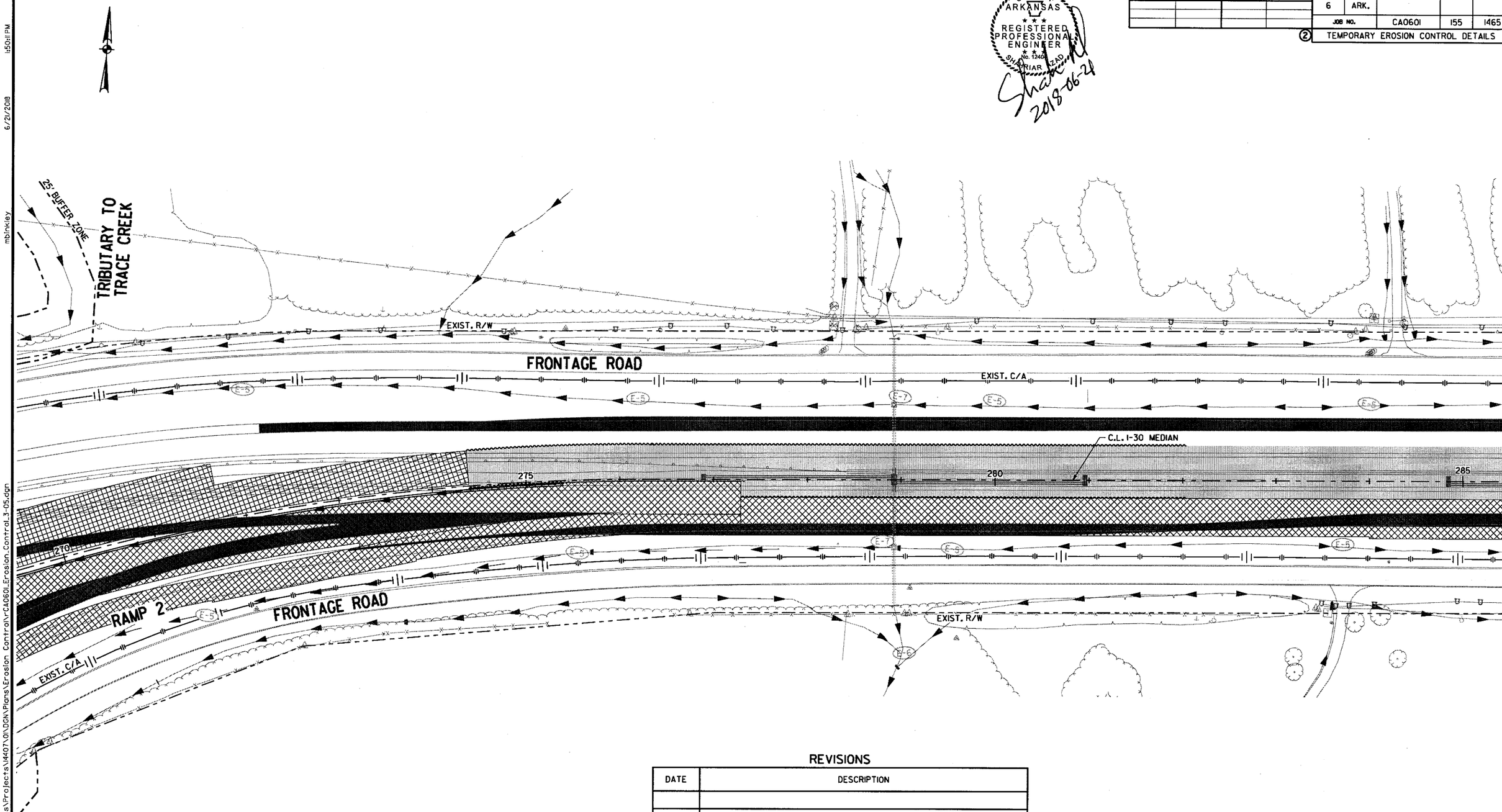
				6	ARK.			
				JOB NO.		CA0601	155	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shahriar Azad
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 270+00 TO STA. 285+00

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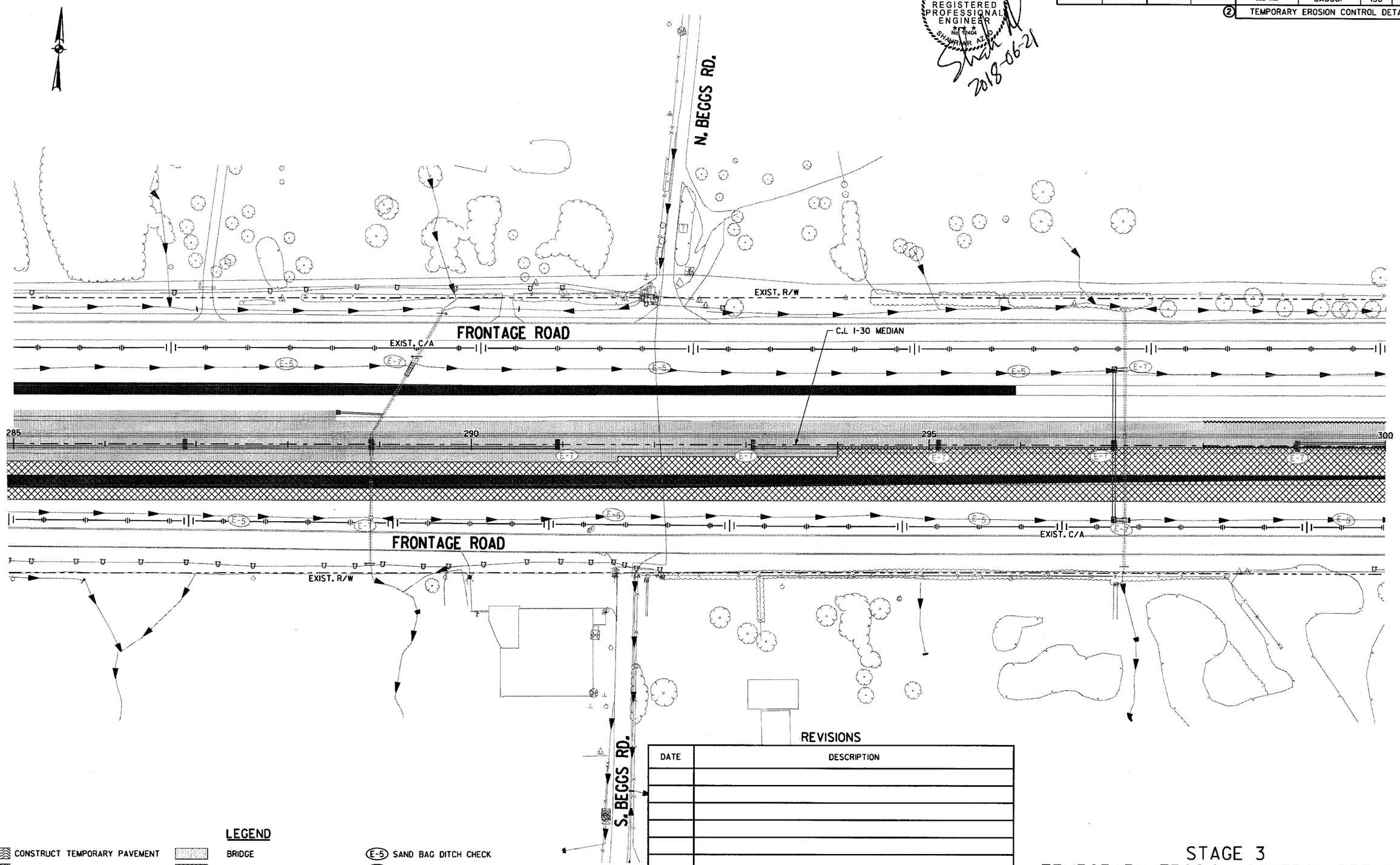
				6	ARK.			
				JOB NO.		CA0601	156	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 285+00 TO STA. 300+00

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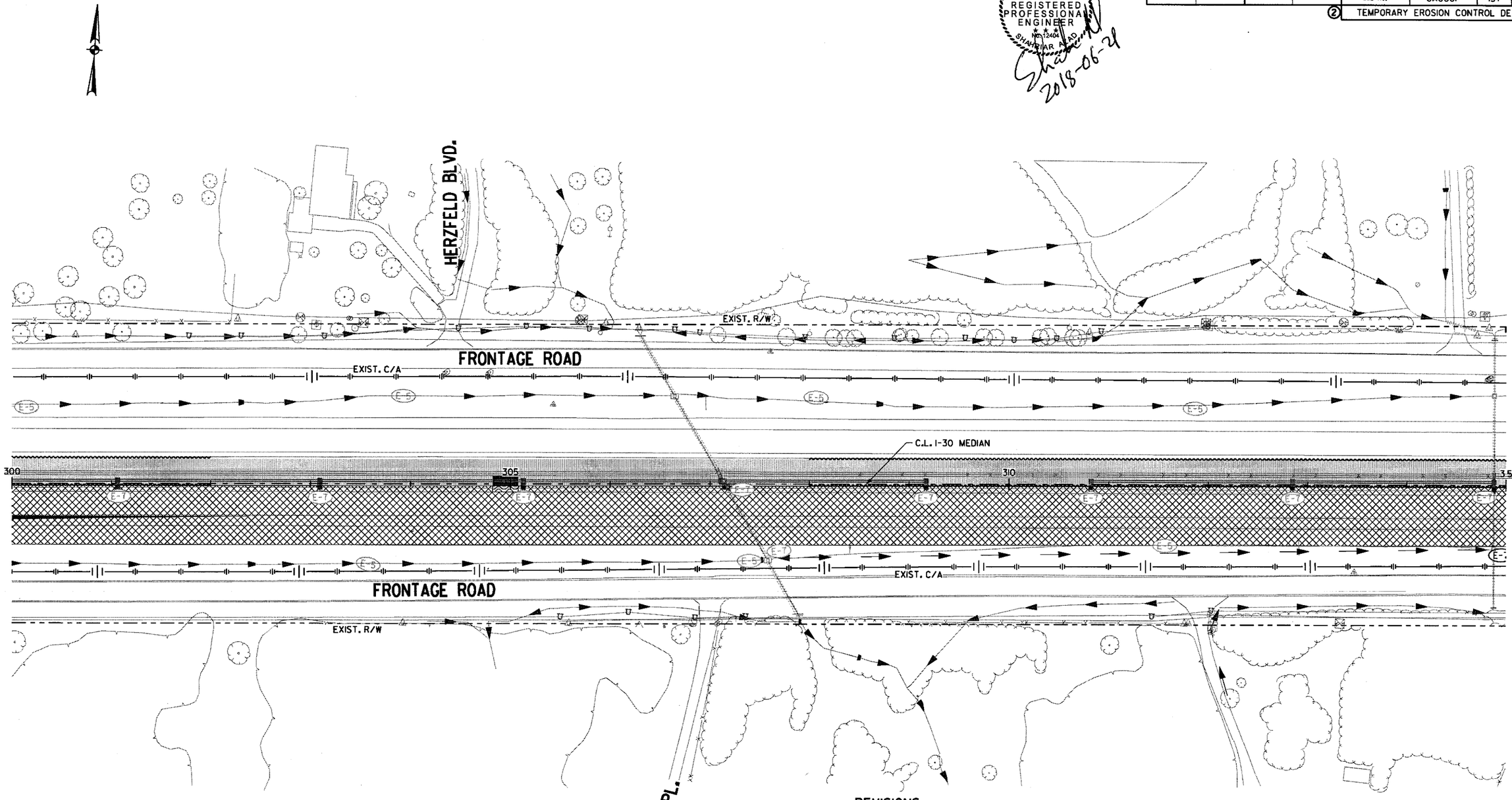
				6	ARK.			
				JOB NO.		CA0601	157	1465
				②	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-16 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 300+00 TO STA. 315+00

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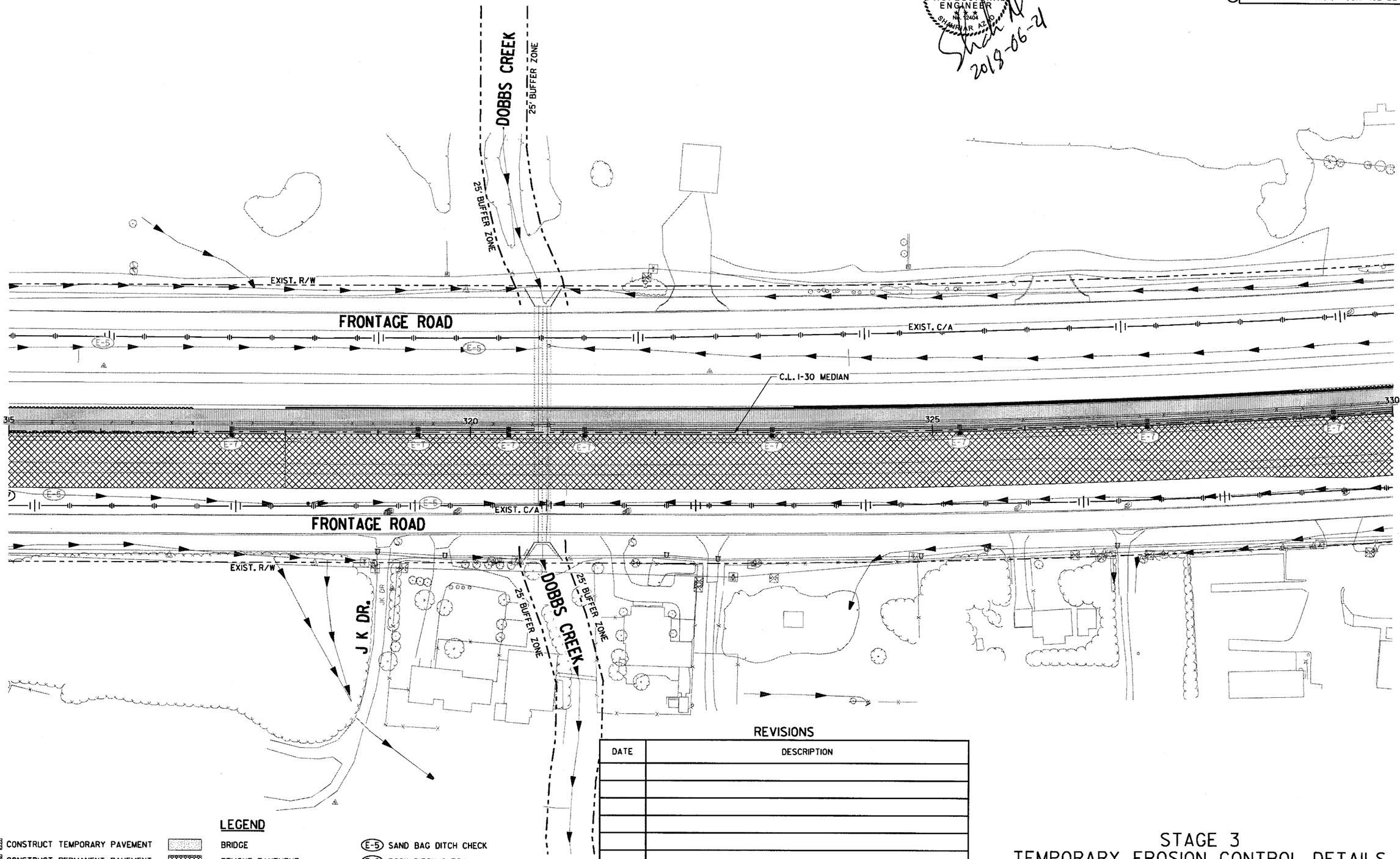
				6	ARK.			
				JOB NO.		CA0601	158	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALLRED
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 315+00 TO STA. 330+00

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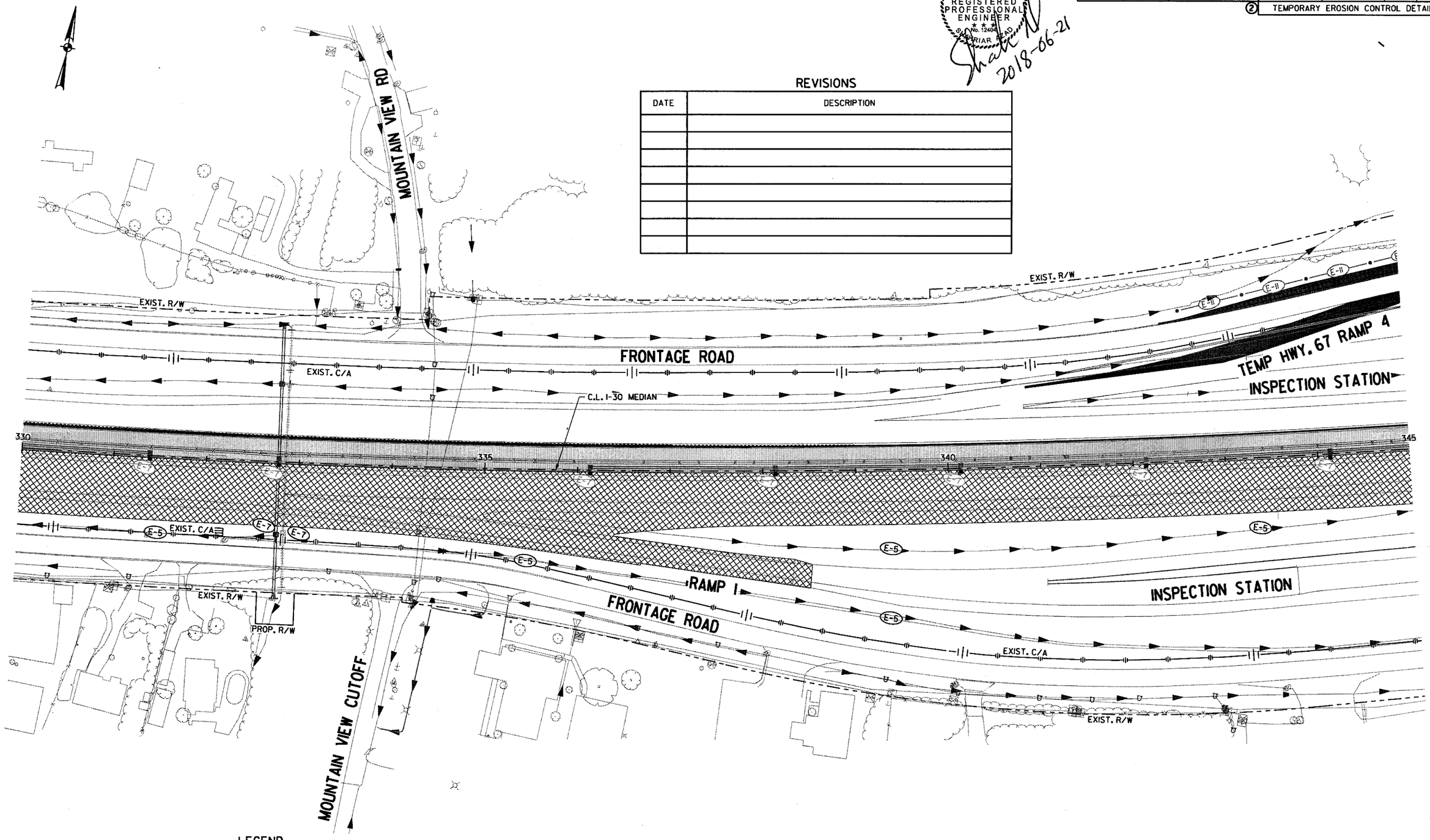
				6	ARK.			
				JOB NO.		CA0601	159	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
BRIAR HEAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

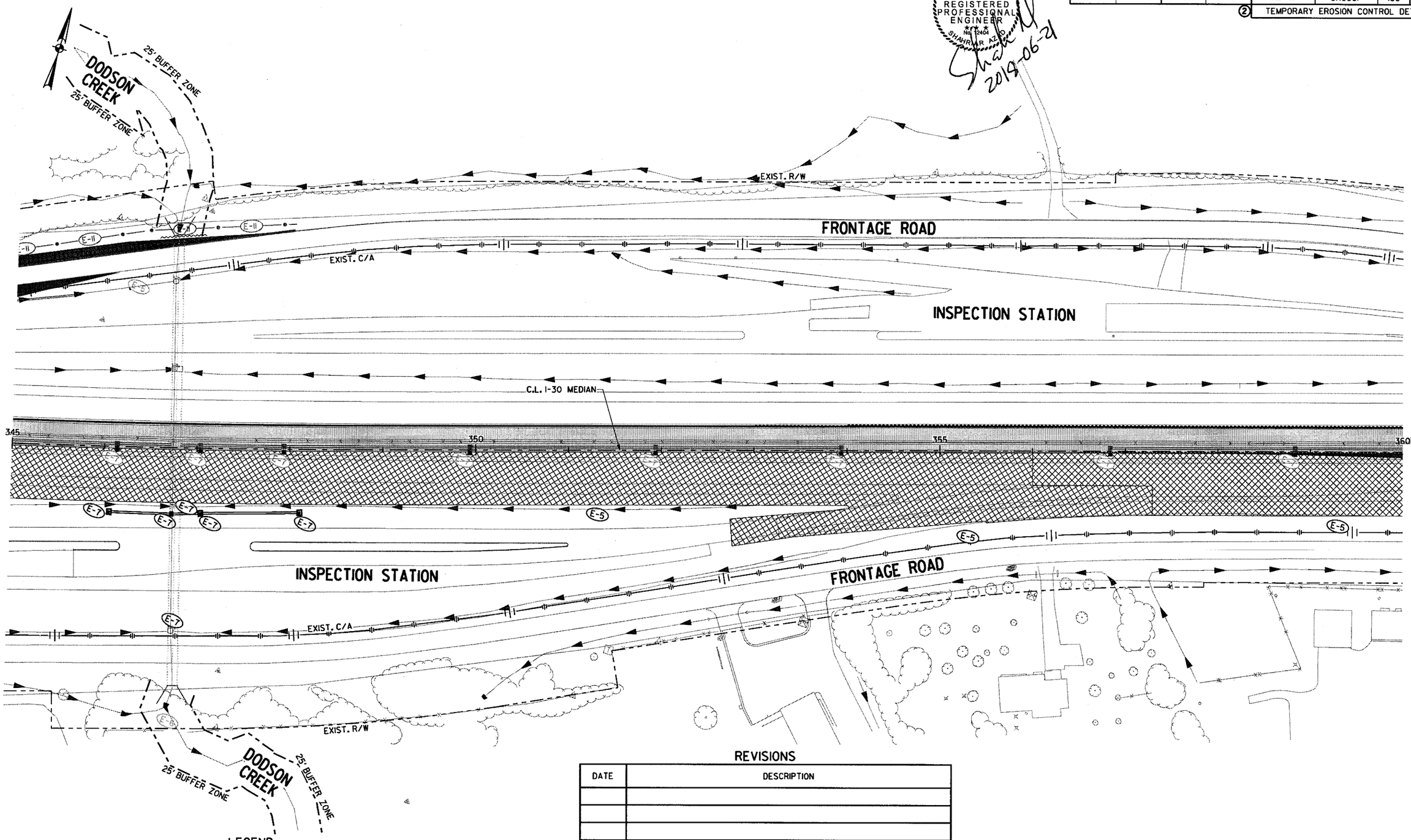
STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 330+00 TO STA. 345+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	160	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRYAR AZAD
2019-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 345+00 TO STA. 360+00

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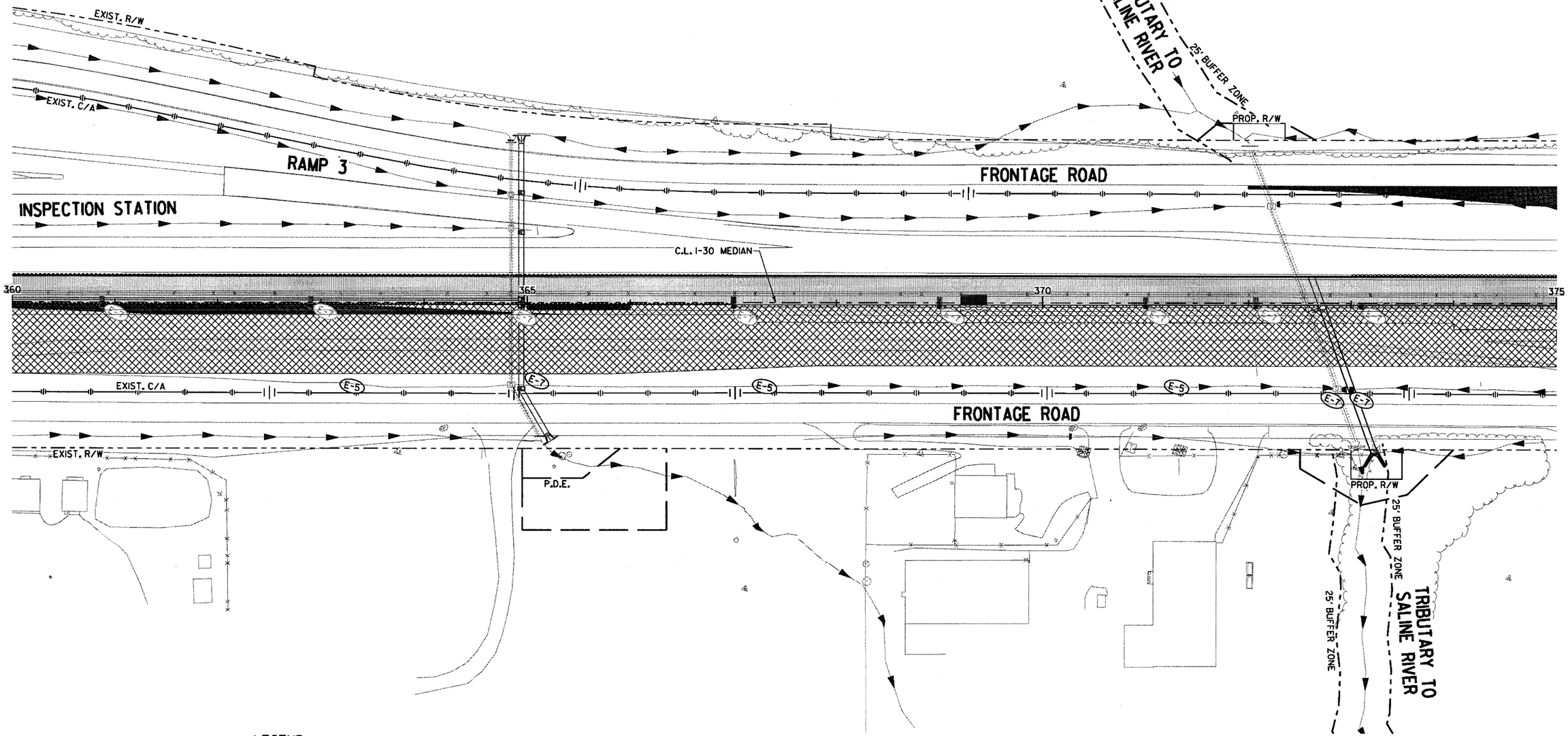
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	161	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 360+00 TO STA. 375+00

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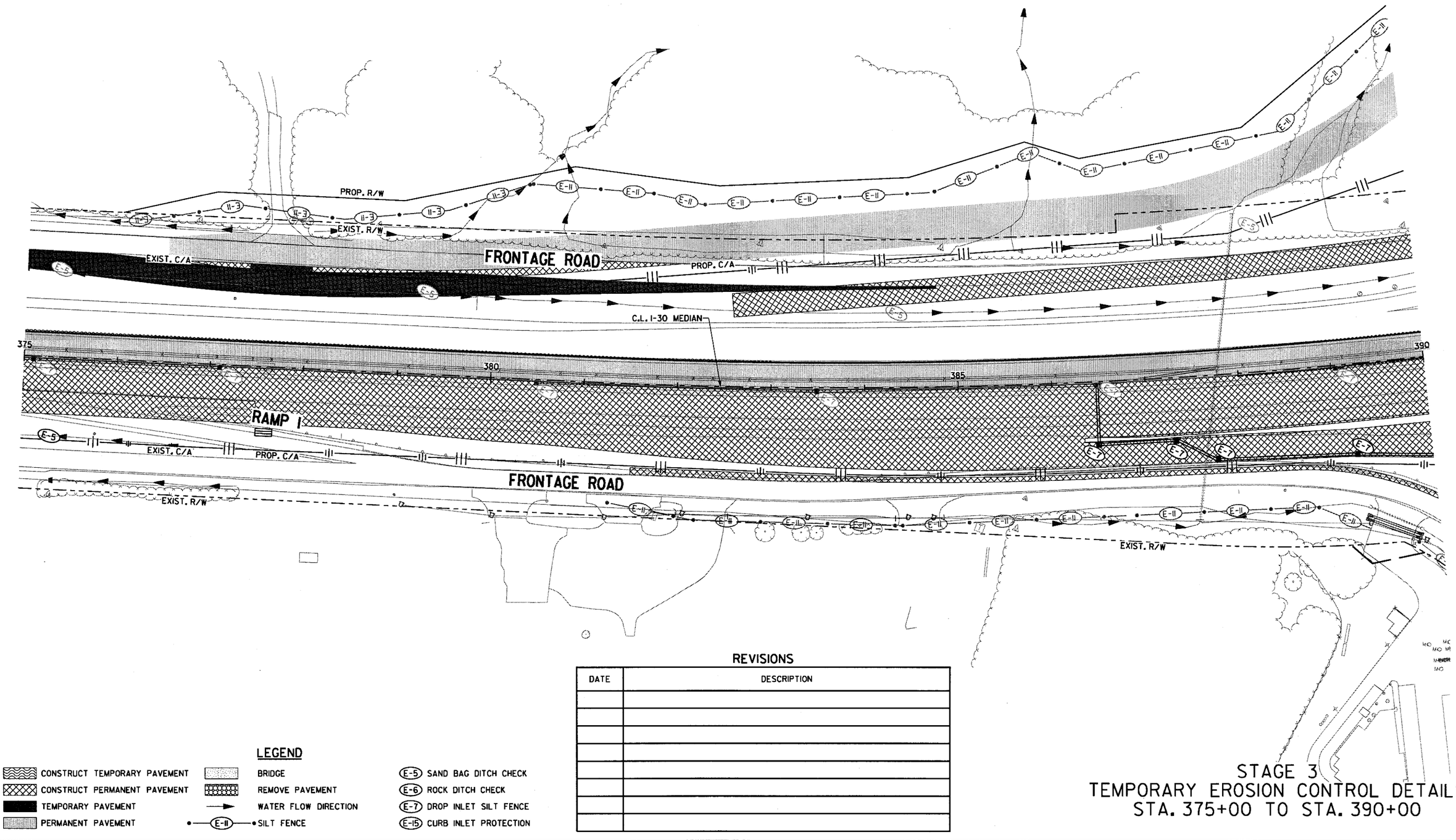
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	162	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANRIAR AZAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 375+00 TO STA. 390+00

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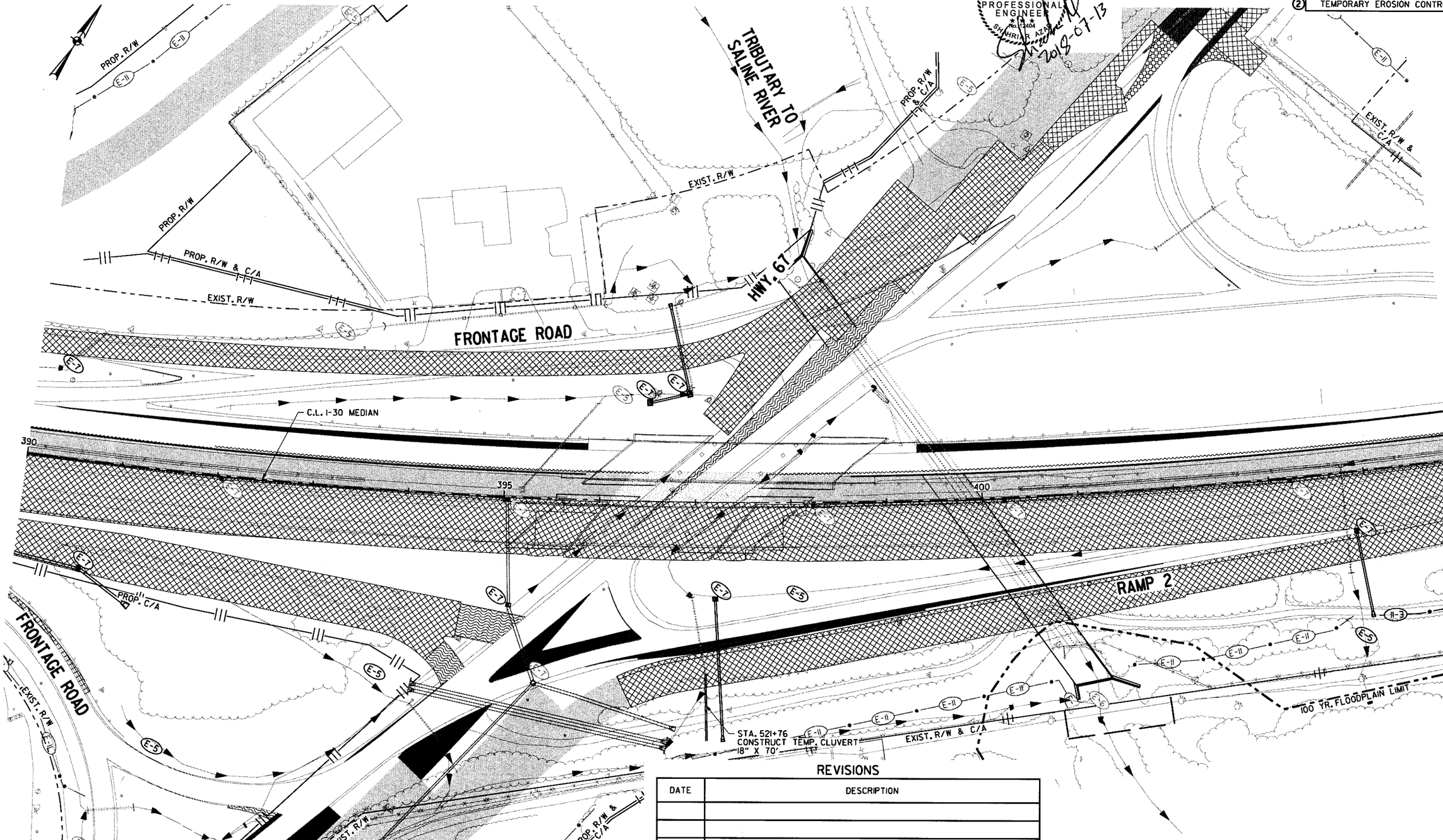
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	163	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHARIAR AZAD
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 390+00 TO STA. 405+00

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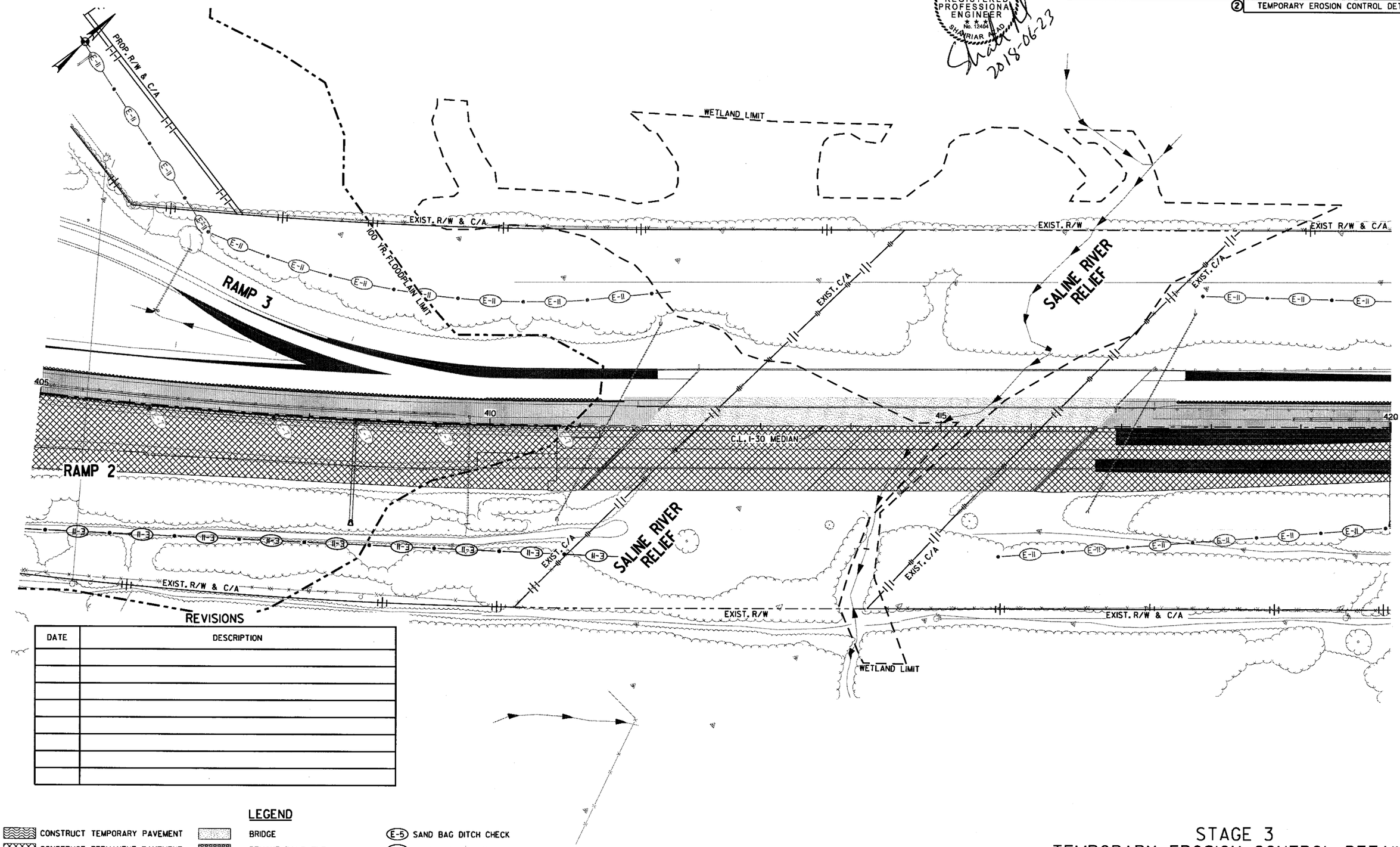
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	164	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANRIAR NEAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 405+00 TO STA. 420+00

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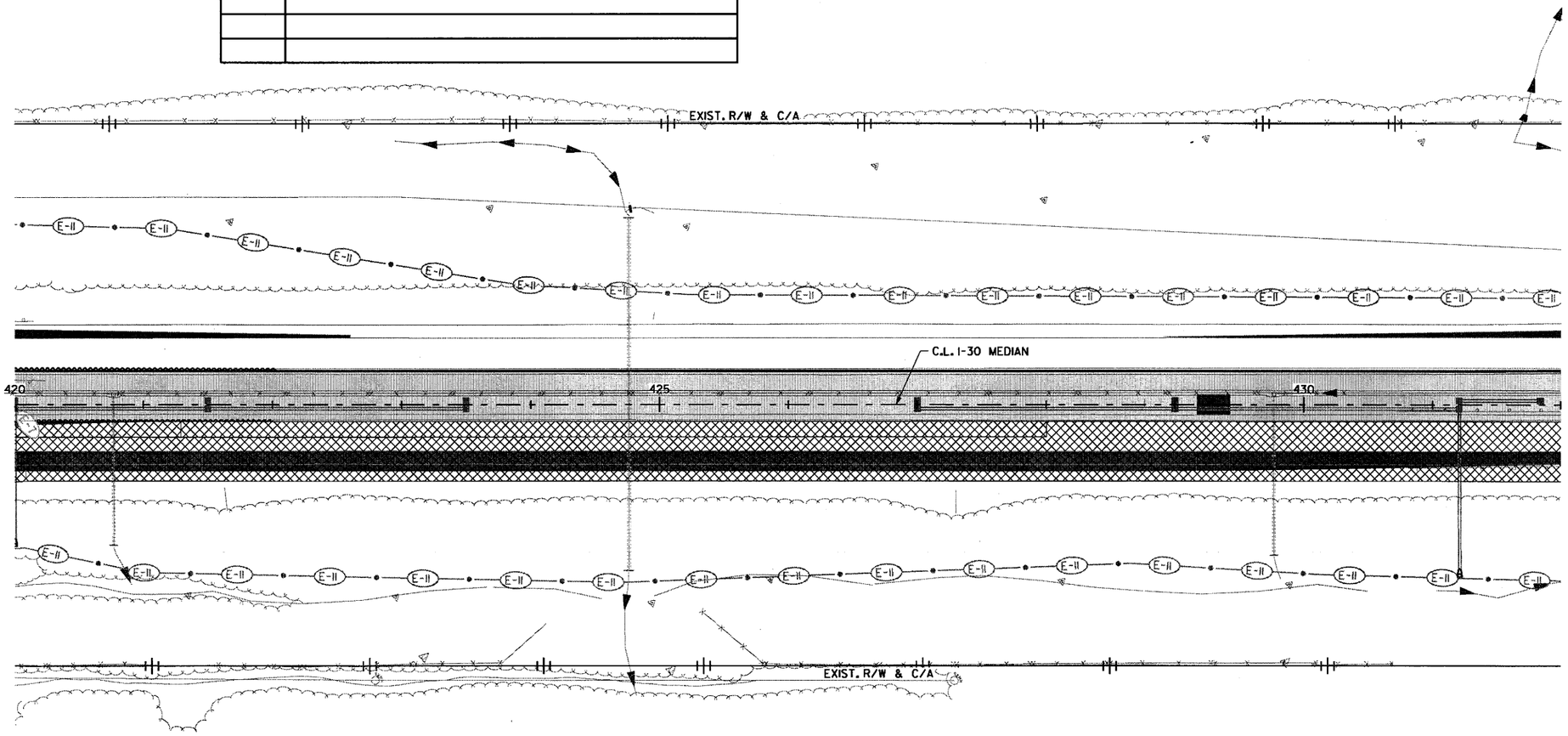
				JOB NO.		CA0601	165	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12454
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 420+00 TO STA. 432+00

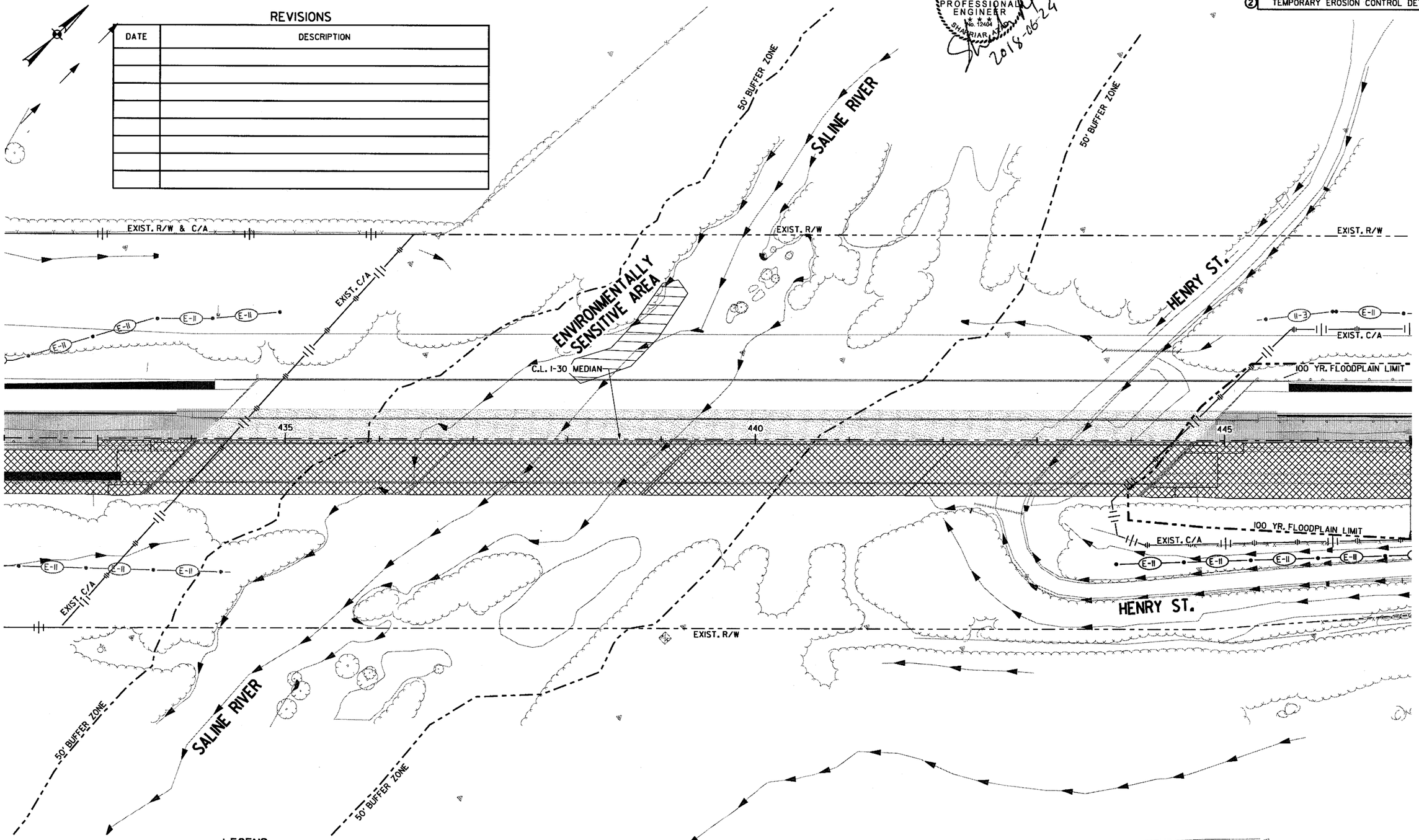
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	166	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAPRIAR, AZAD
2018-06-24

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 432+00 TO STA. 447+00

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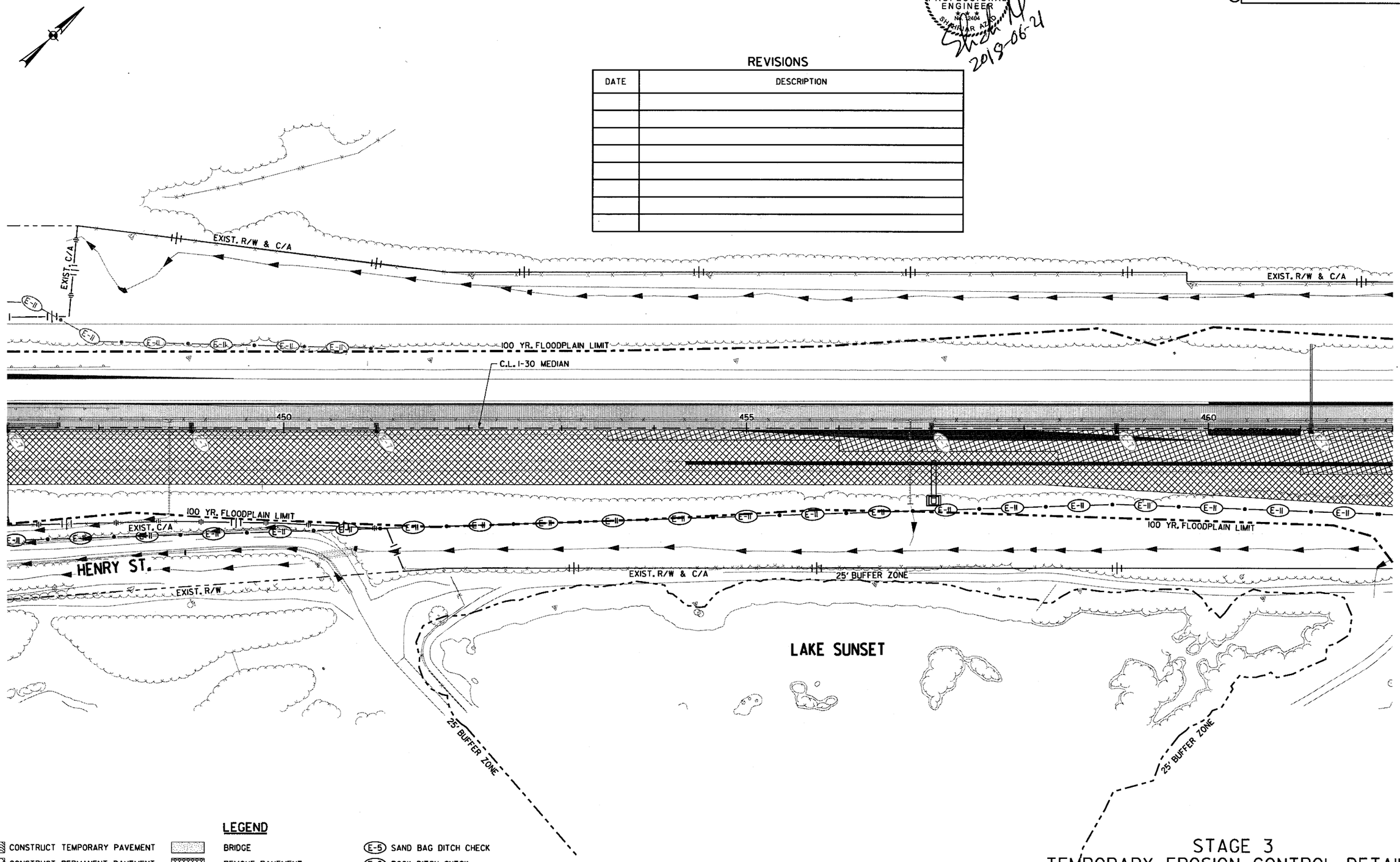
				JOB NO.		CA0601	167	1465
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHANNAR AZIZ
2019-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 447+00 TO STA. 462+00

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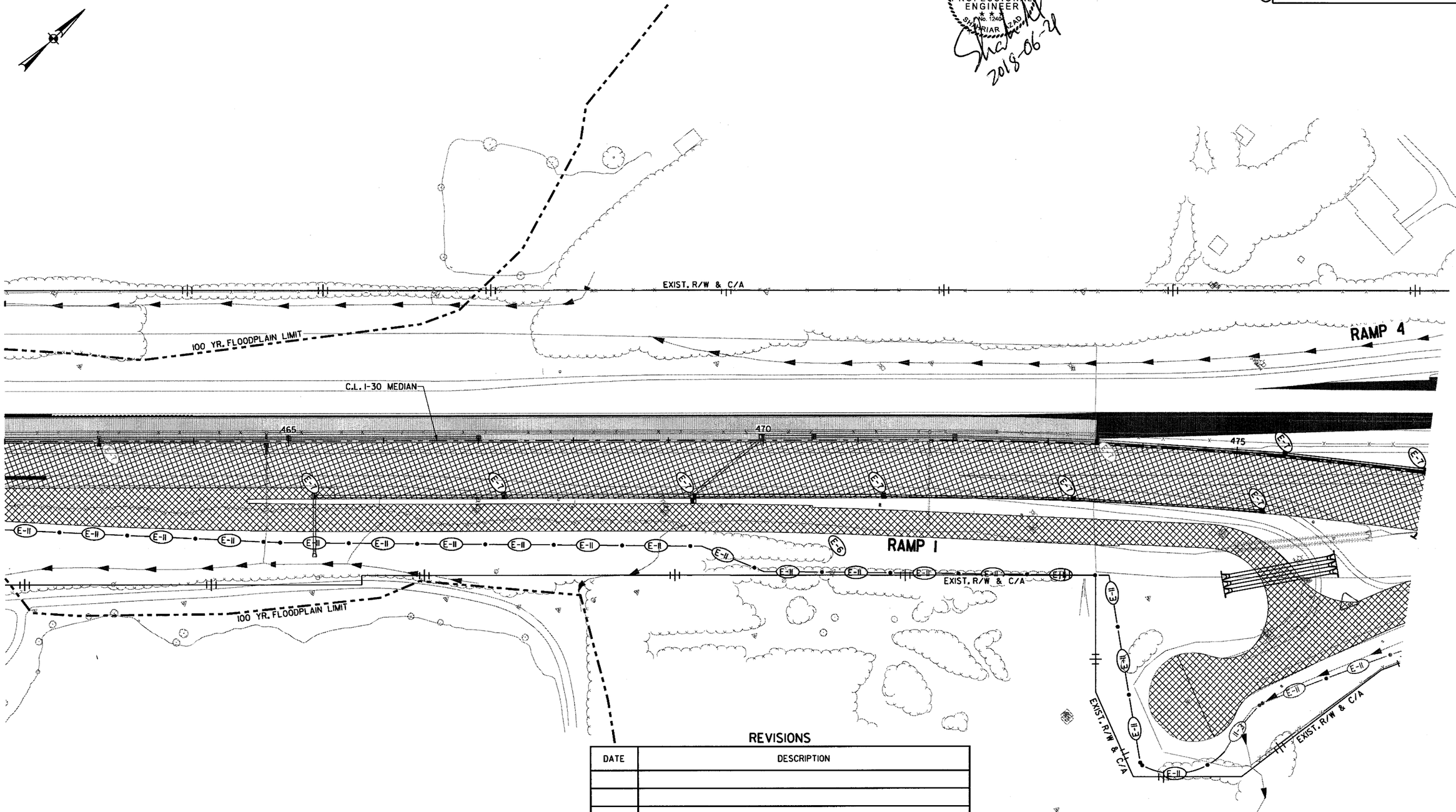
				JOB NO.		CA0601	168	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR AZAD
2018-06-29



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 462+00 TO STA. 477+00

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				JOB NO.		CA0601	169	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

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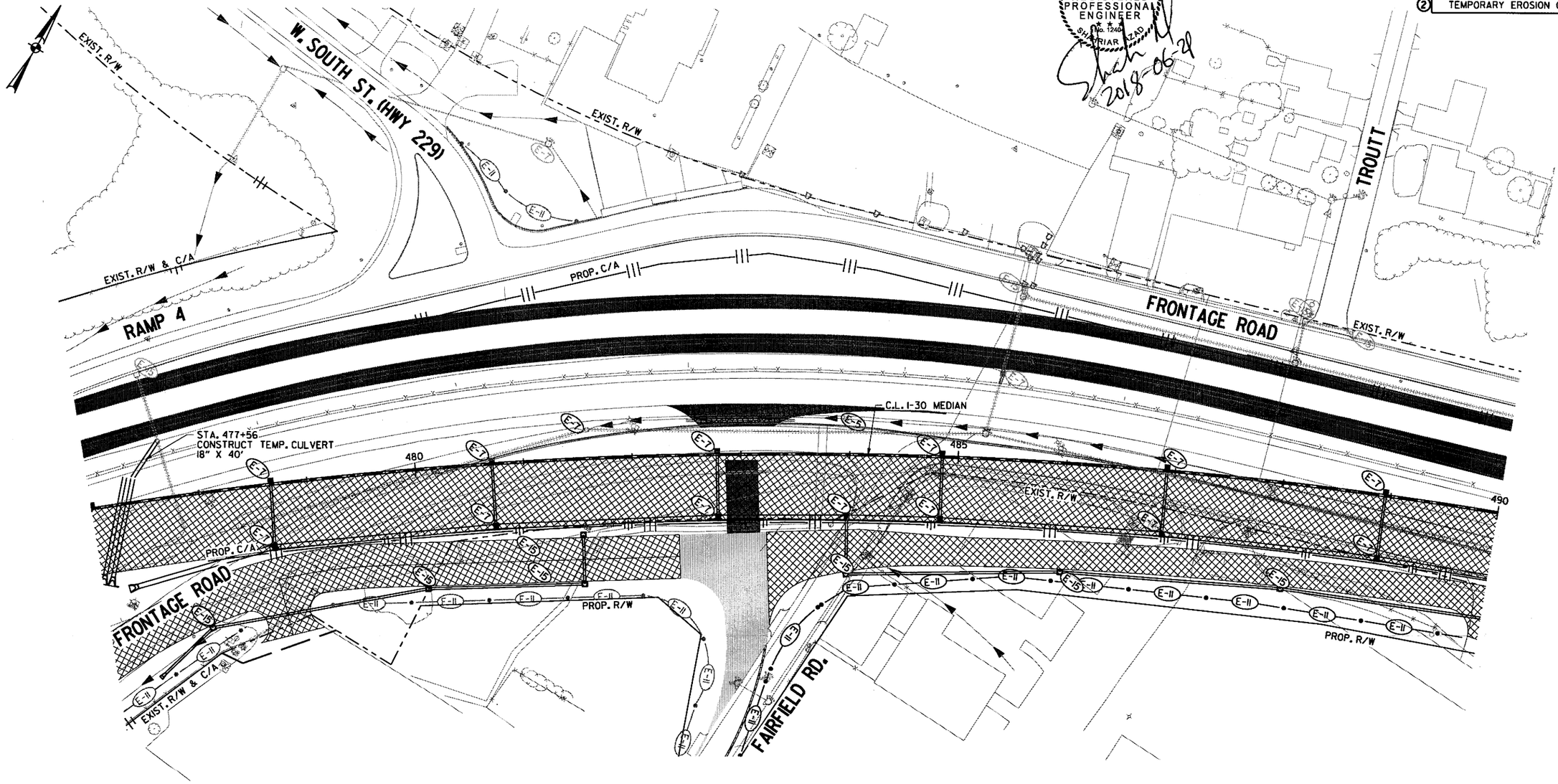

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 477+00 TO STA. 490+00

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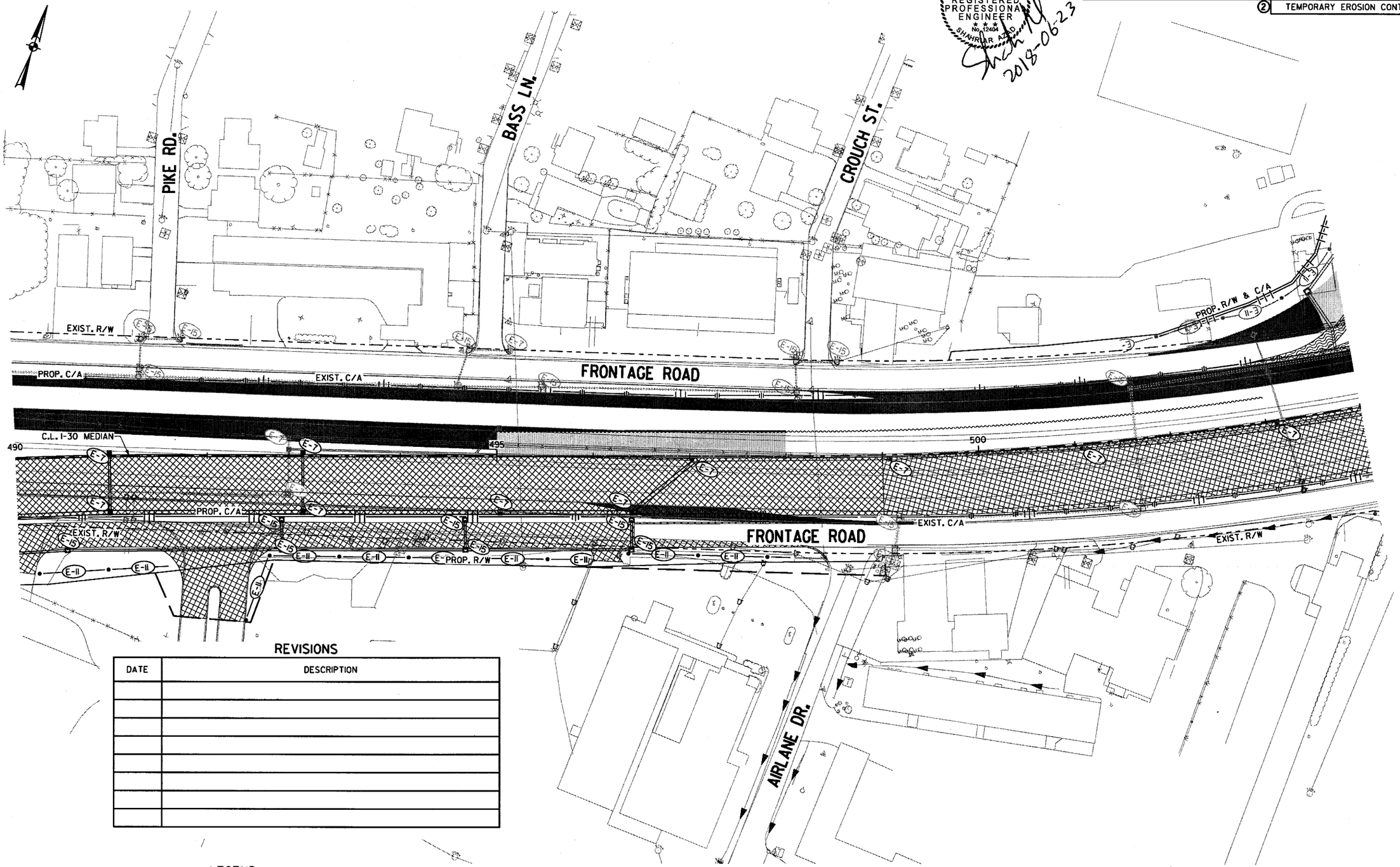
				6	ARK.			
				JOB NO.		CA0601	170	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 490+00 TO STA. 504+00

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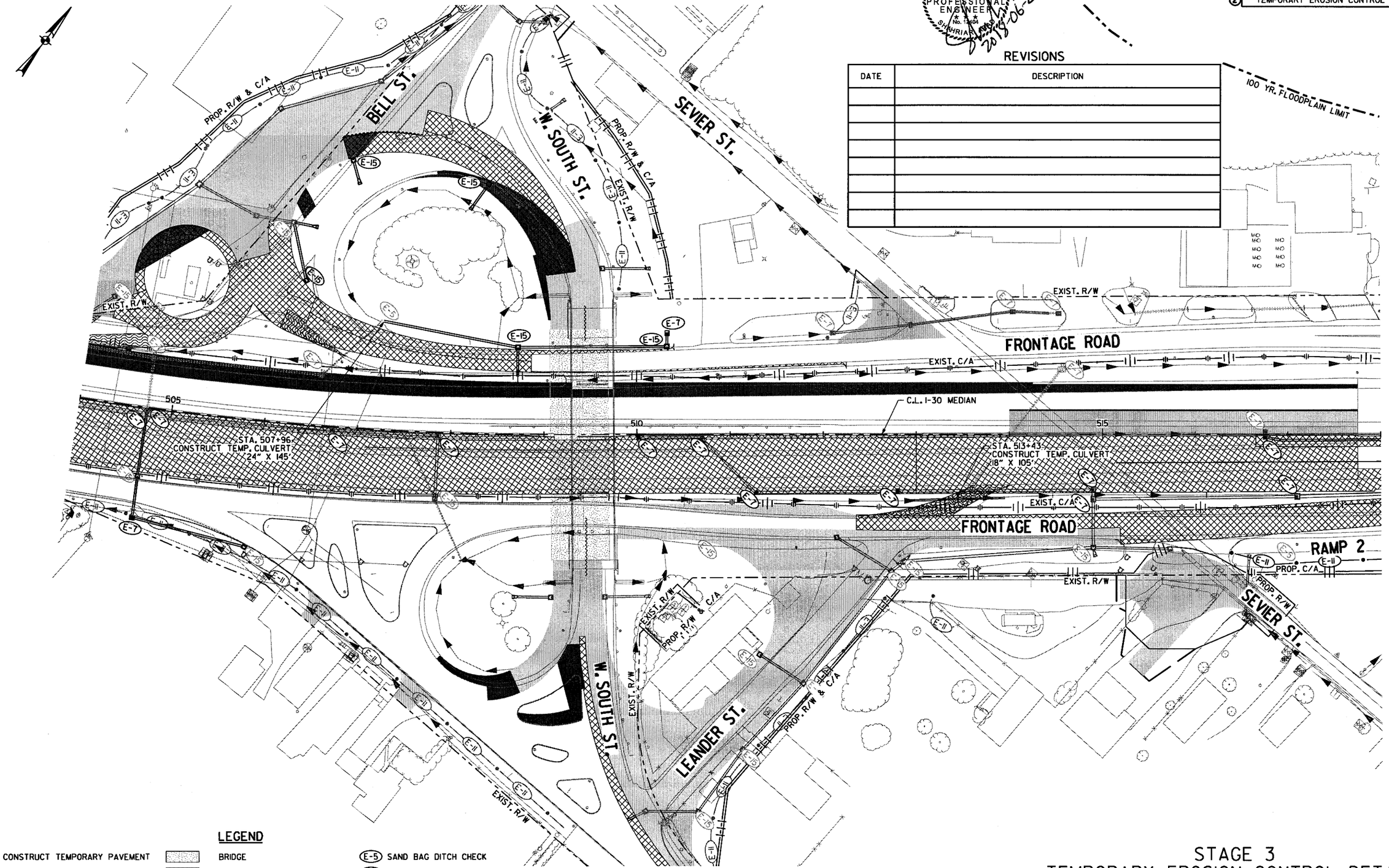
				JOB NO.		CA0601	171	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ARAB
2018-06-23

REVISIONS

DATE	DESCRIPTION



LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 504+00 TO STA. 518+00

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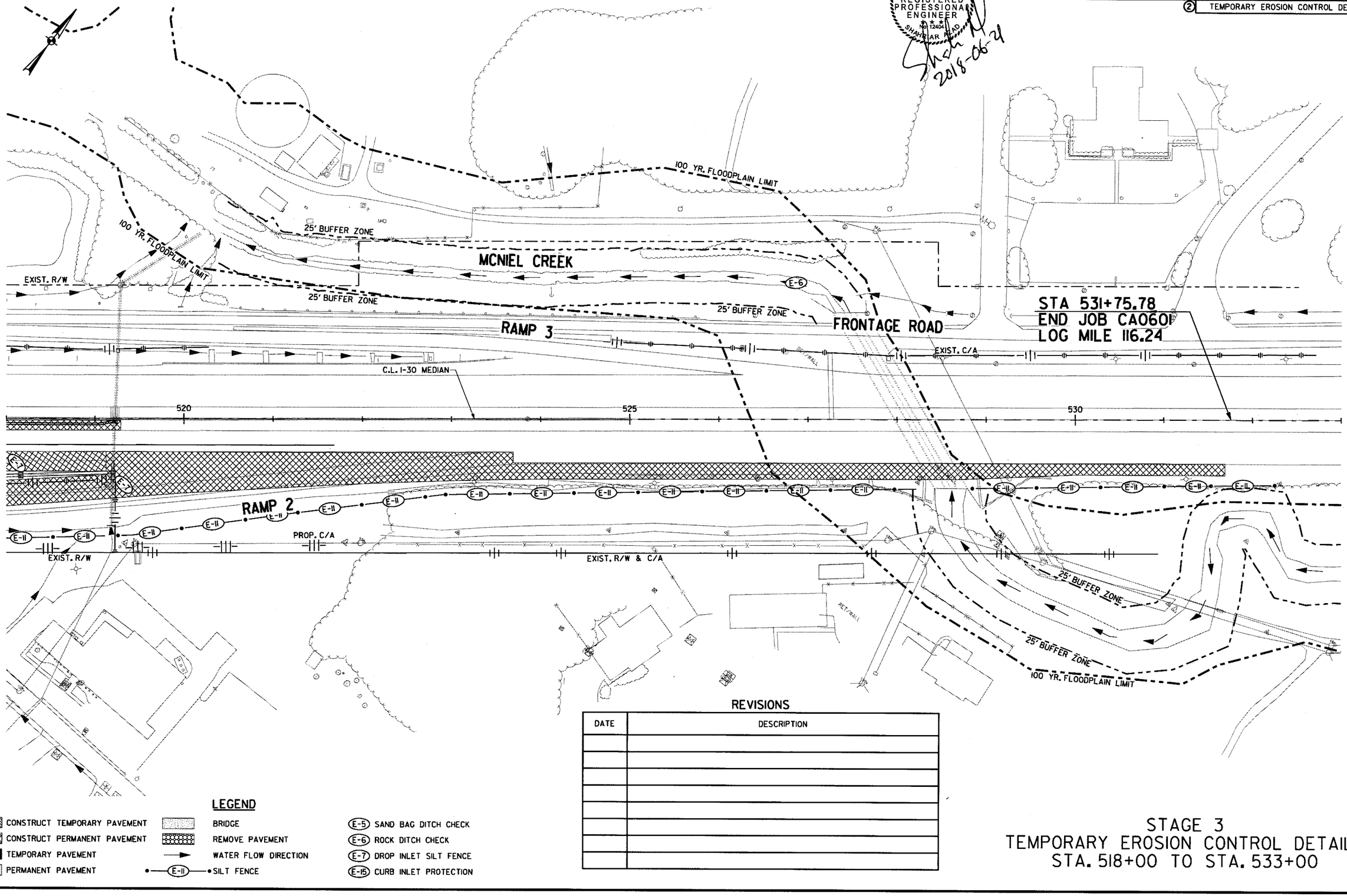
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No 12404
SHAHRIAR PILAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 518+00 TO STA. 533+00

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				6	ARK.			
				JOB NO.		CA0601	173	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD

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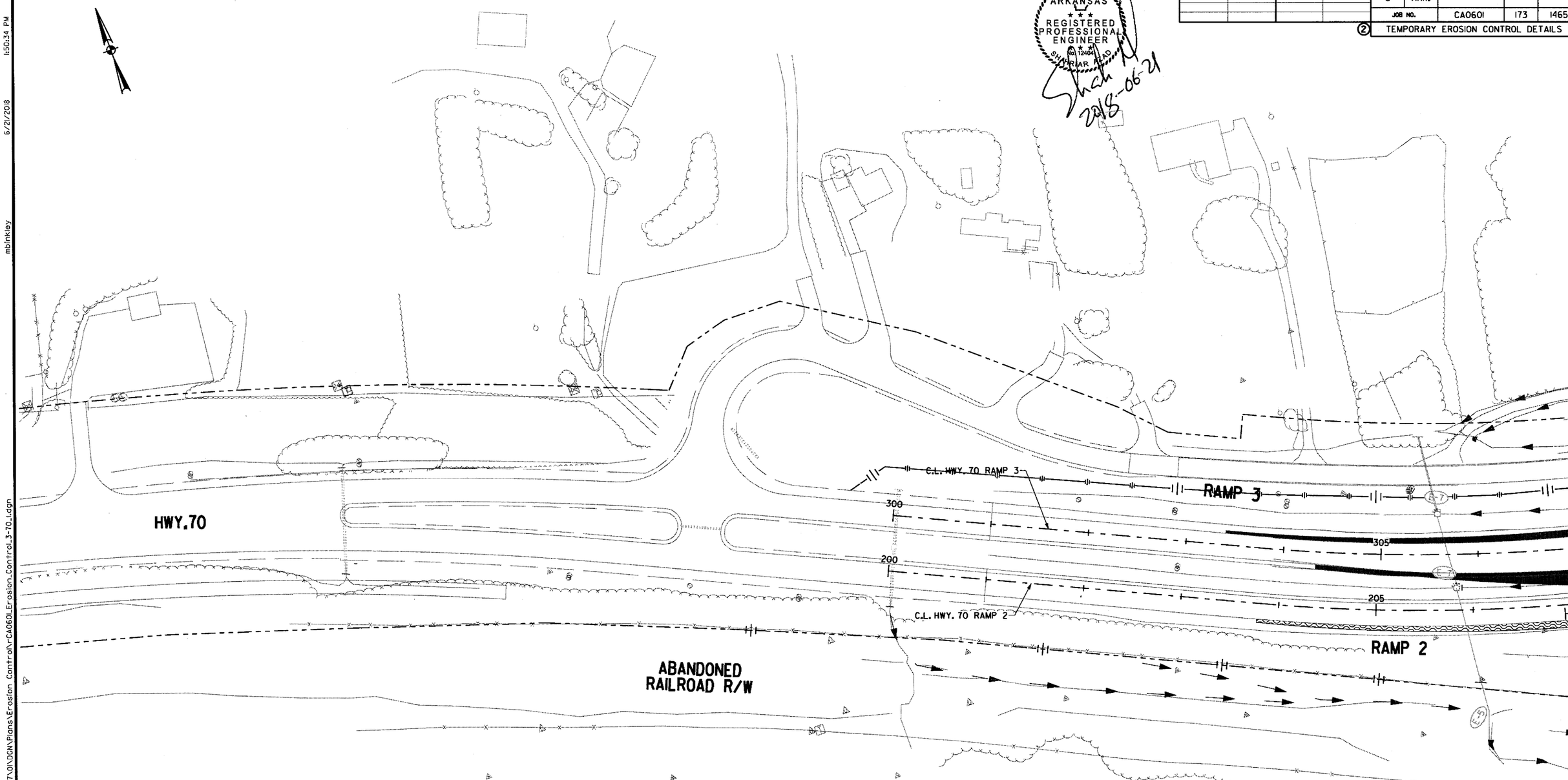
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 200+00 TO STA. 207+00

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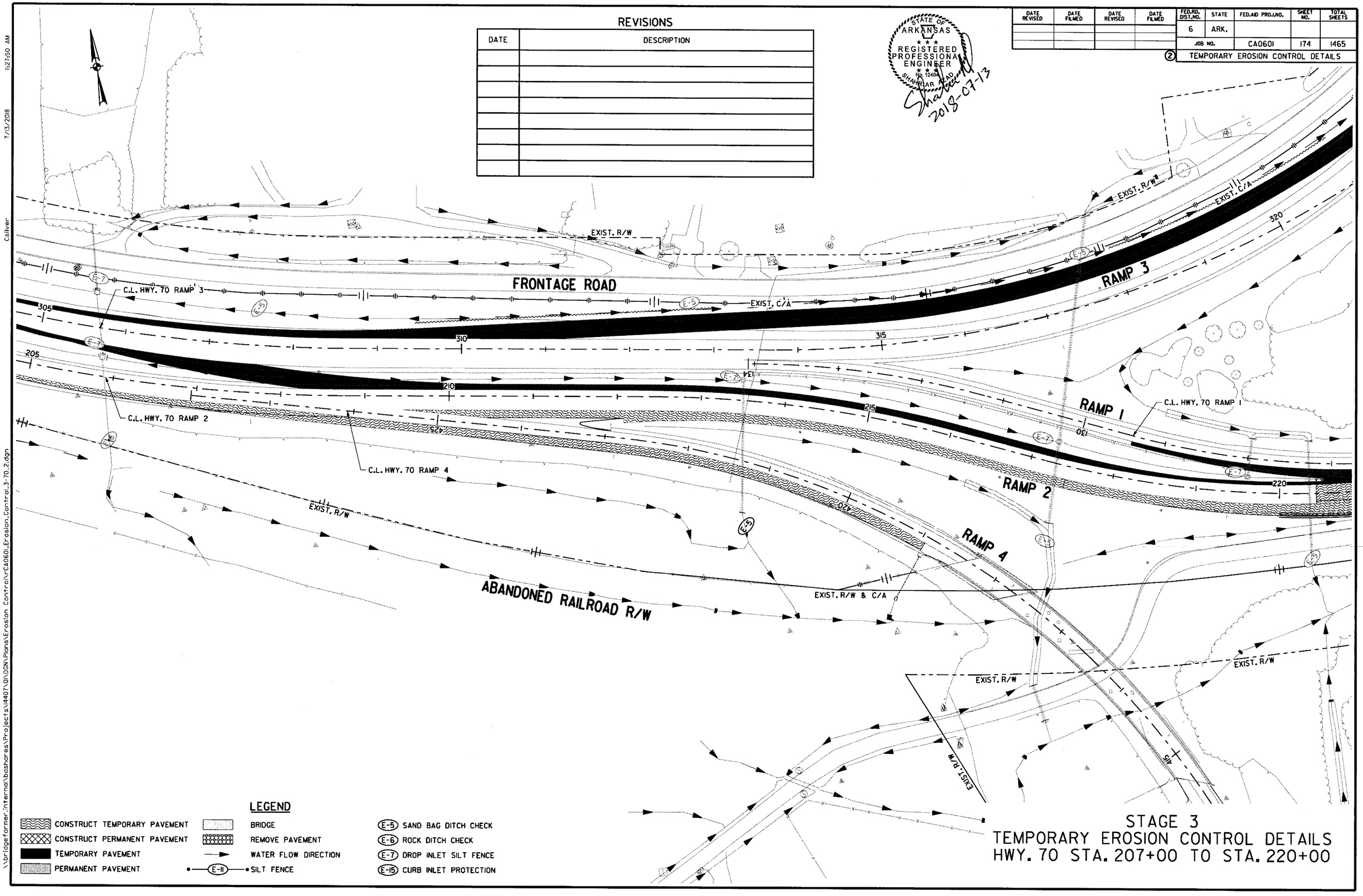
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	174	1465

② TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASAD
Shahriar Asad
2018-07-13



LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 207+00 TO STA. 220+00

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				6	ARK.			
				JOB NO.		CA0601	175	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION

FRONTAGE ROAD
EXIST. R/W
EXIST. C/A
RAMP 3
C.L. HWY. 70 RAMP 3
TRACE CREEK
C.L. I-30 MEDIAN
25' BUFFER ZONE
RAMP 1
HWY. 70
PAWNEE DR
EXIST. R/W & C/A
RAMP 2
ABANDONED RAILROAD R/W
C.L. HWY. 70 RAMP 1
C.L. HWY. 70 RAMP 2
C.L. FRONTAGE RD. A-1

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 246+00 TO STA. 260+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	176	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2018-06-21

C.L. HWY. 70 RAMP 3
335
265
270
245
RAMP 2
C.L. HWY. 70 RAMP 2
240
15
EXIST. C/A
20
FRONTAGE ROAD
EXIST. R/W
C.L. FRONTAGE RD. A-1
C.L. I-30 MEDIAN
275
250
EXIST. C/A
EXIST. R/W
25' BUFFER ZONE
TRIBUTARY TO TRACE CREEK
25' BUFFER ZONE
PROP. R/W

LEGEND

CONSTRUCT TEMPORARY PAVEMENT	BRIDGE	(E-5) SAND BAG DITCH CHECK
CONSTRUCT PERMANENT PAVEMENT	REMOVE PAVEMENT	(E-6) ROCK DITCH CHECK
TEMPORARY PAVEMENT	WATER FLOW DIRECTION	(E-7) DROP INLET SILT FENCE
PERMANENT PAVEMENT	(E-11) SILT FENCE	(E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 261+00 TO STA. 277+00

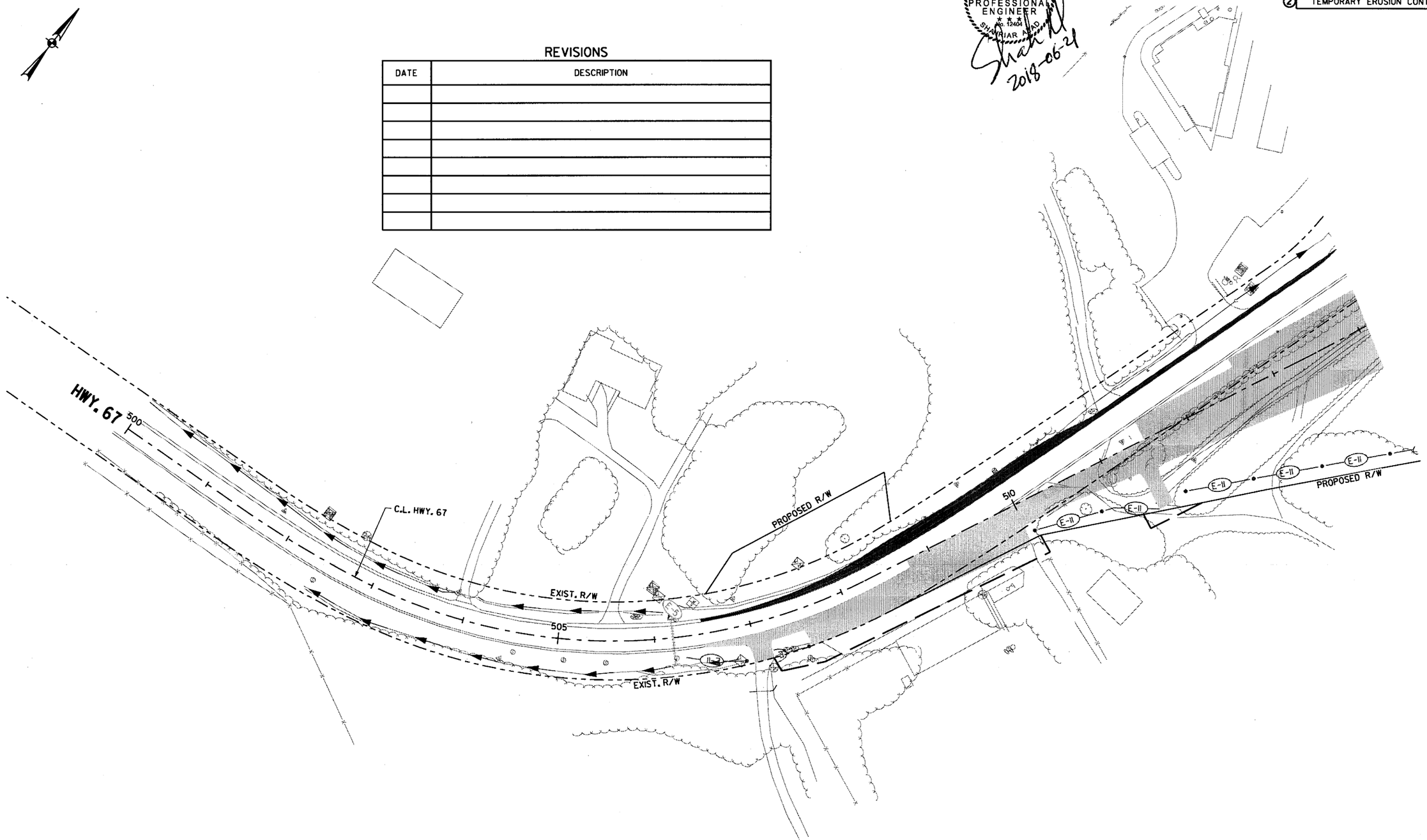
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	177	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 500+00 TO STA. 514+00

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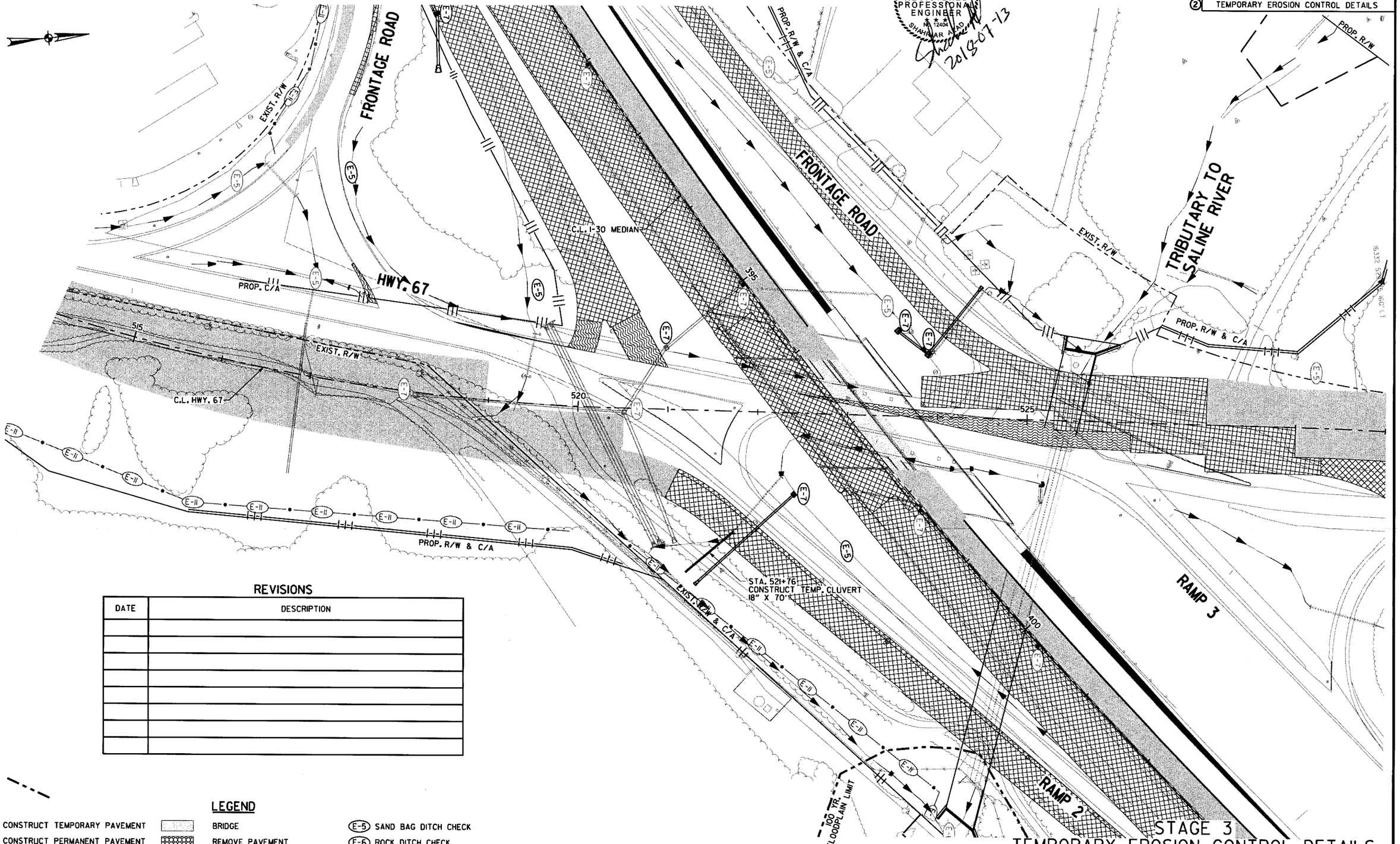
				6	ARK.			
				JOB NO.		CA0601	178	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
2018-07-13



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 514+00 TO STA. 529+00

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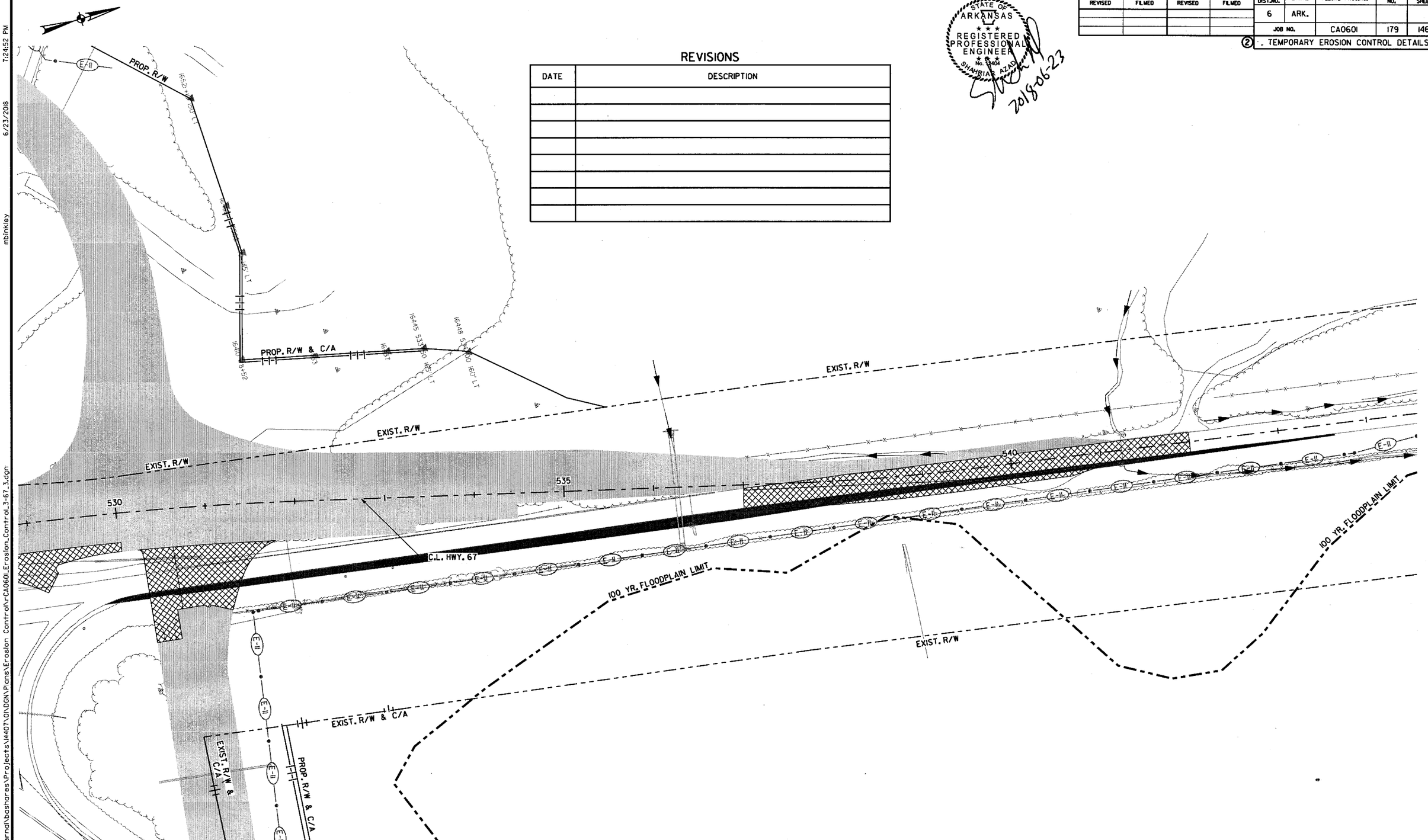
				6	ARK.			
				JOB NO.		CA0601	179	1465

(2) - TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13402
SHAHRIAR AZAD
2018-06-23

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 529+00 TO STA. 544+00

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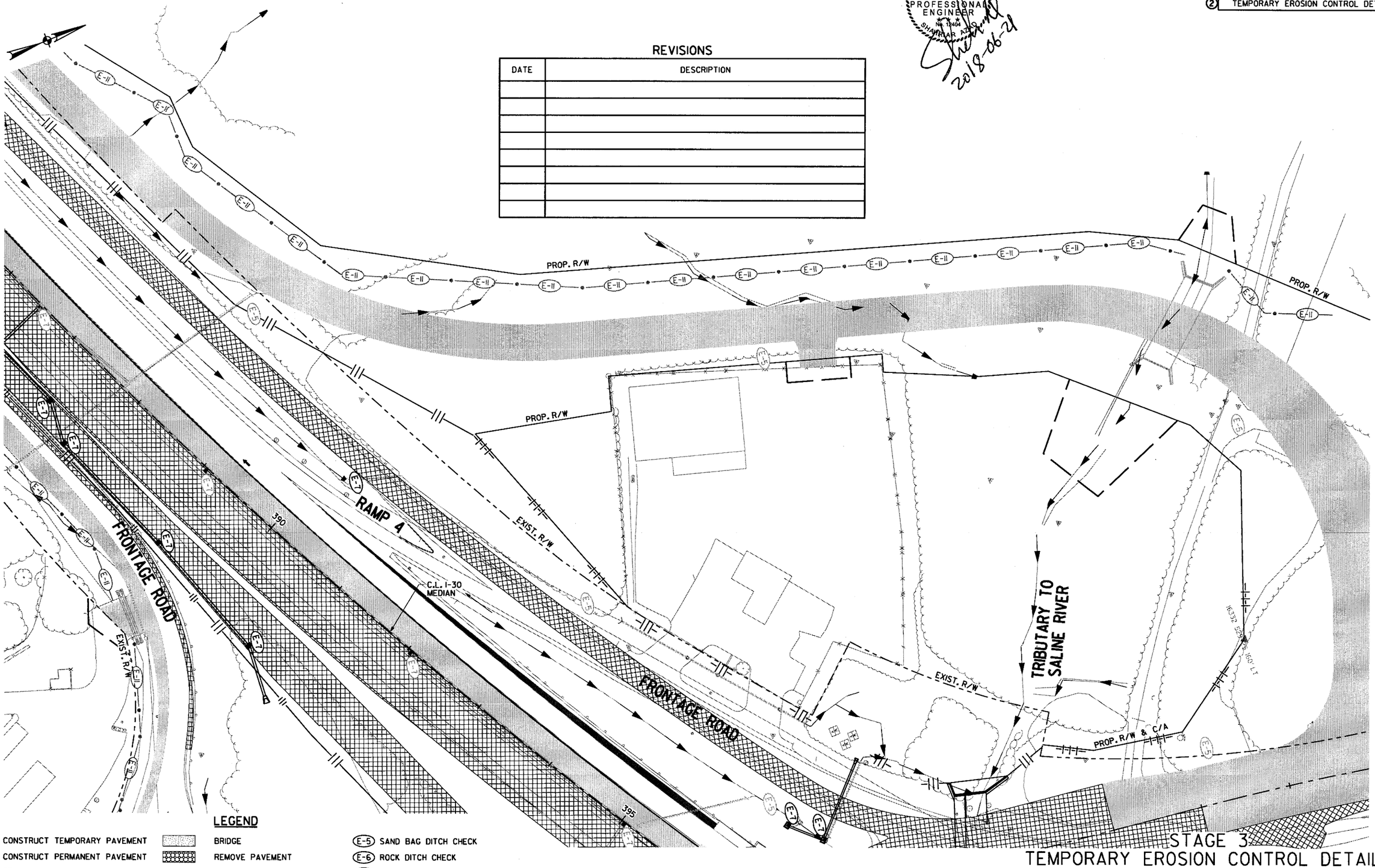
				6	ARK.			
				JOB NO.		CA0601	180	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 3
TEMPORARY EROSION CONTROL DETAILS
STA. 386+00 TO STA. 396+00

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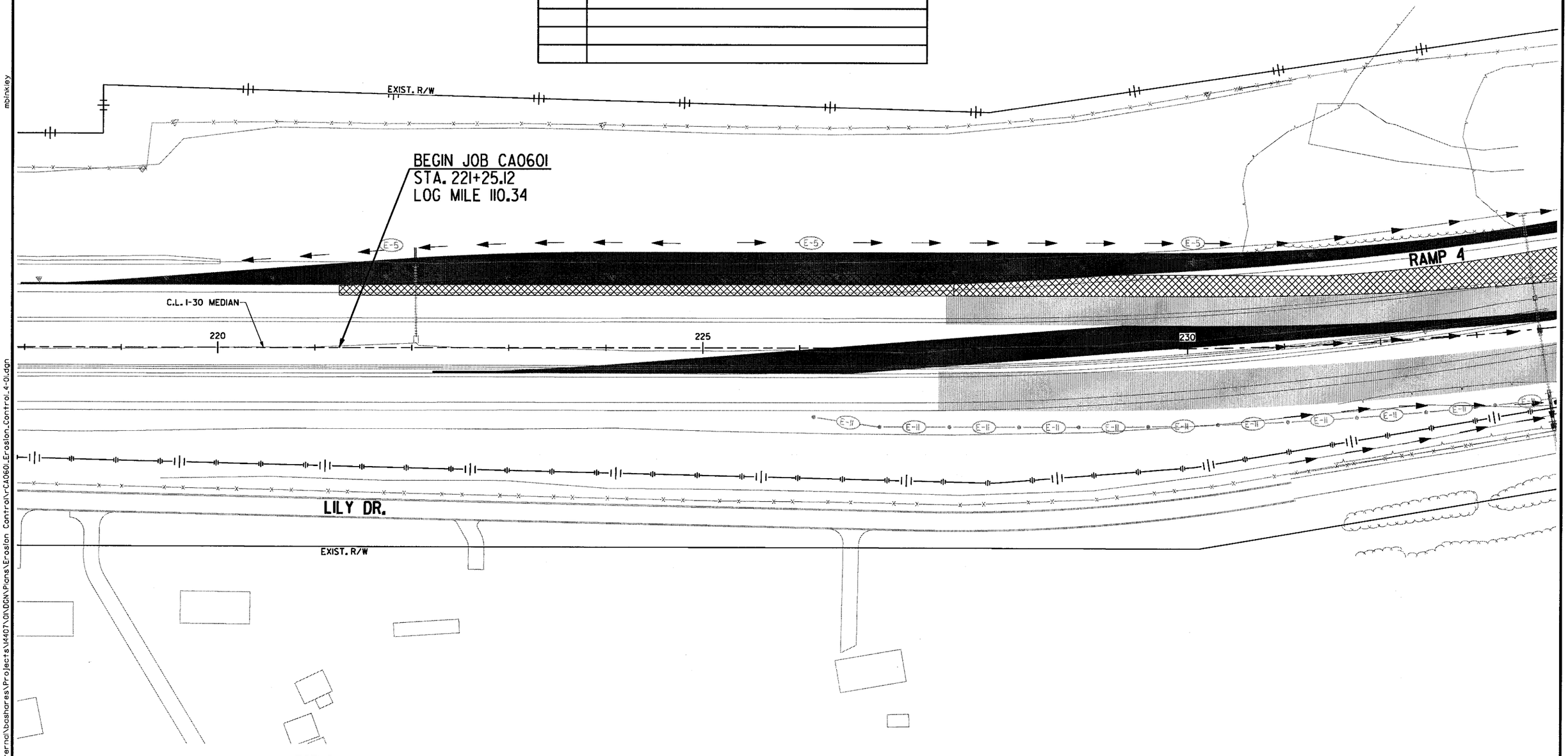
				6	ARK.			
				JOB NO.		CA0601	181	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ZAD
2018-06-21



LEGEND

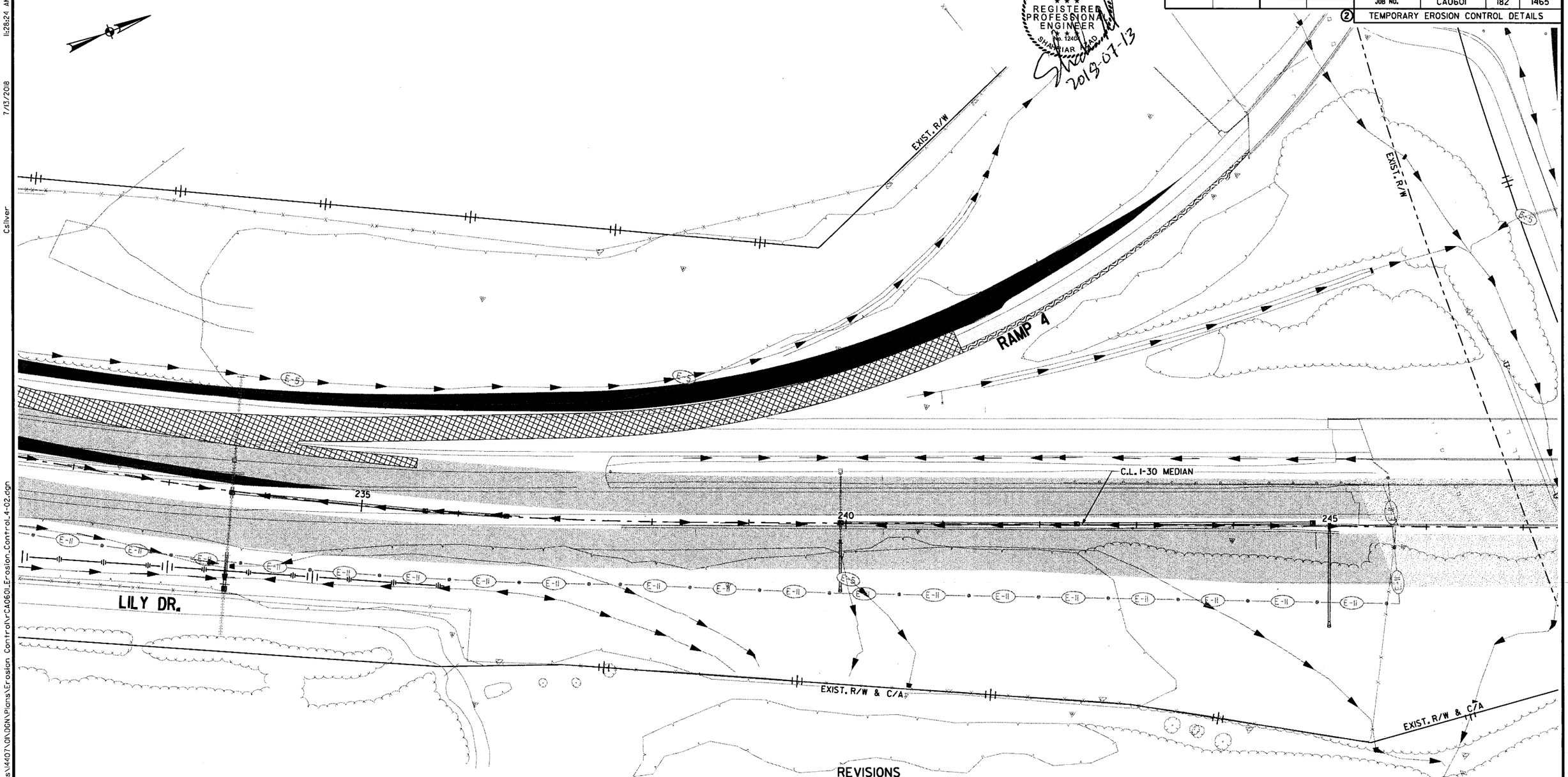
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 218+00 TO STA. 233+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	182	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ASAD
2018-07-13



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 233+00 TO STA. 246+00

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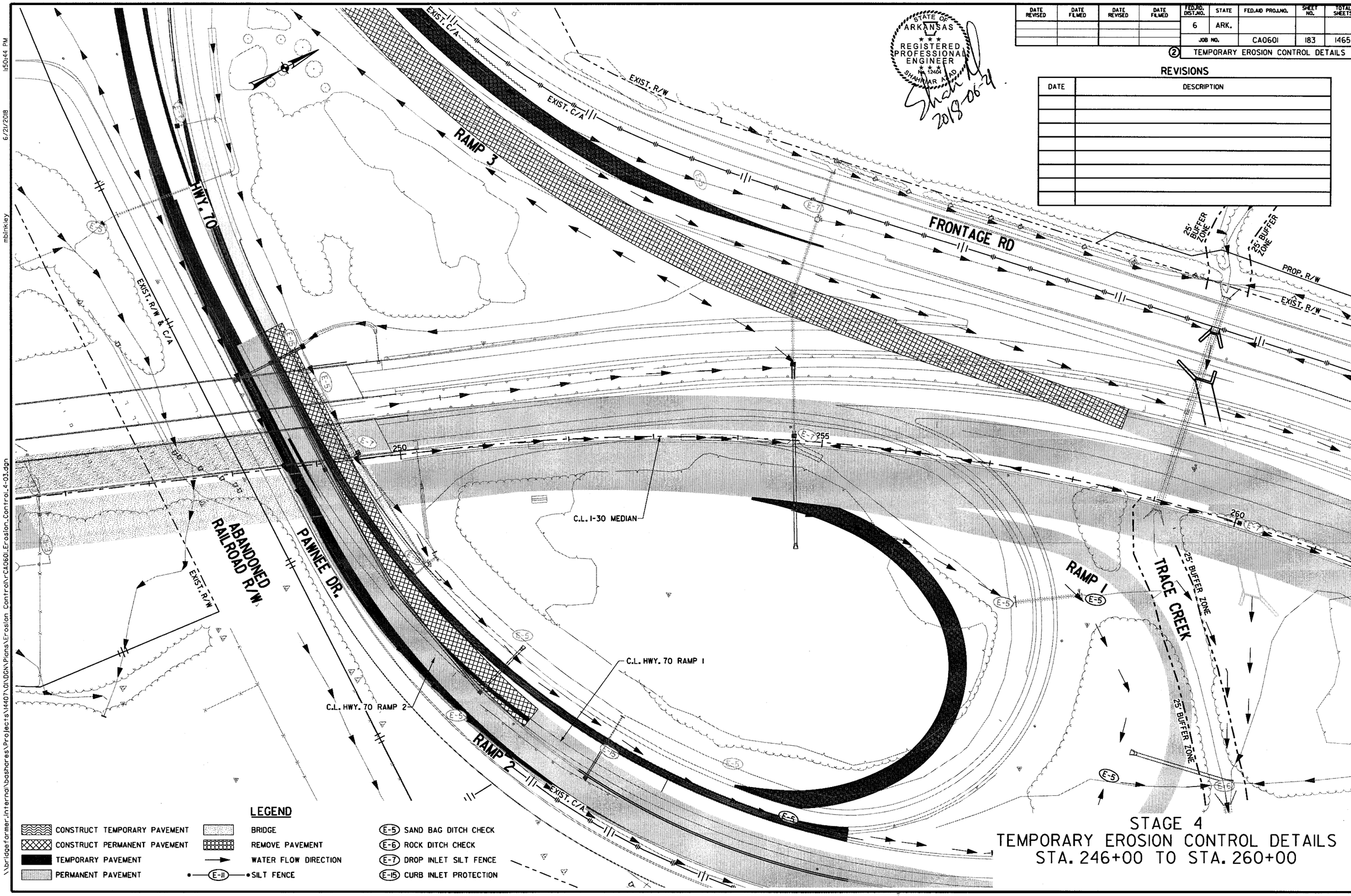
				6	ARK.			
				JOB NO.		CA0601	183	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 246+00 TO STA. 260+00

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				6	ARK.			
				JOB NO.		CA0601	184	1465

(2) TEMPORARY EROSION CONTROL DETAILS

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR A. ALI
2018-06-4

REVISIONS

DATE	DESCRIPTION

BABER FARM LN.
EXIST. R/W
25' BUFFER ZONE
EXIST. C/A
TRIBUTARY TO TRACE CREEK
FRONTAGE ROAD
265
270
260
C.L. I-30 MEDIAN
RAMP 2
RAMP 1
TRACE CREEK
PROP. R/W

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 260+00 TO STA. 270+00

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				6	ARK.			
				JOB NO.		CA060I	185	1465
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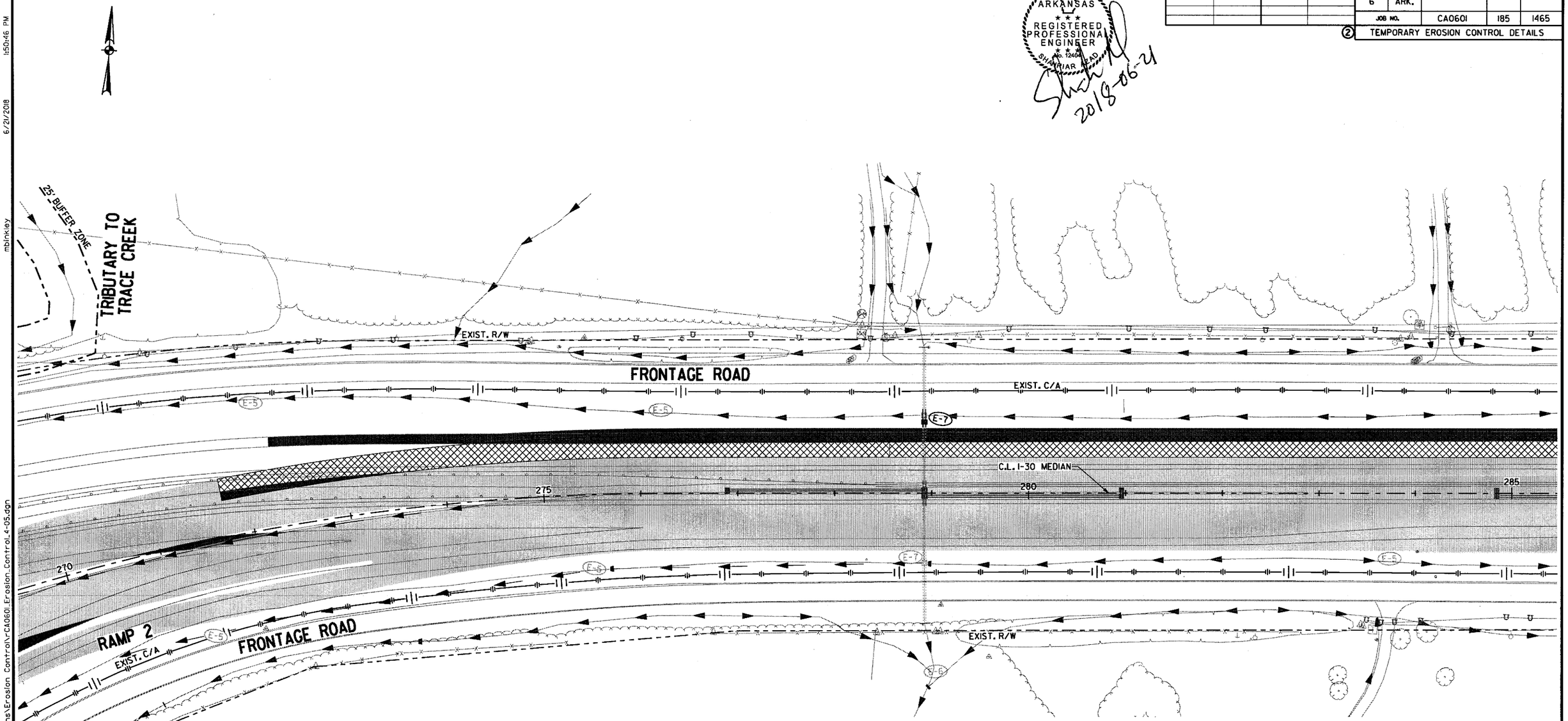
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNON LEAD
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

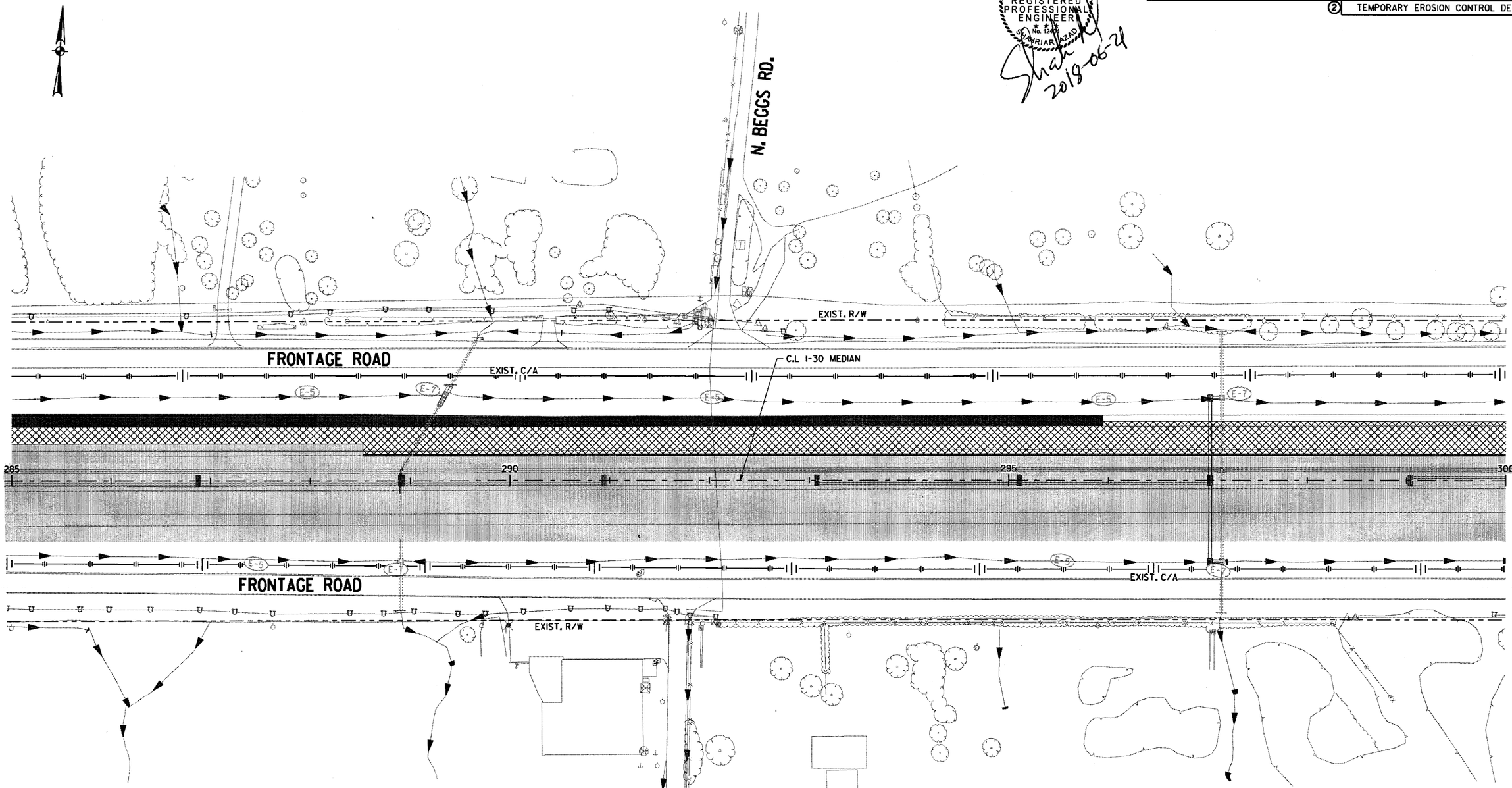
REVISIONS

DATE	DESCRIPTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 270+00 TO STA. 285+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	186	1465
				(2)	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12469
SHAHRIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 285+00 TO STA. 300+00

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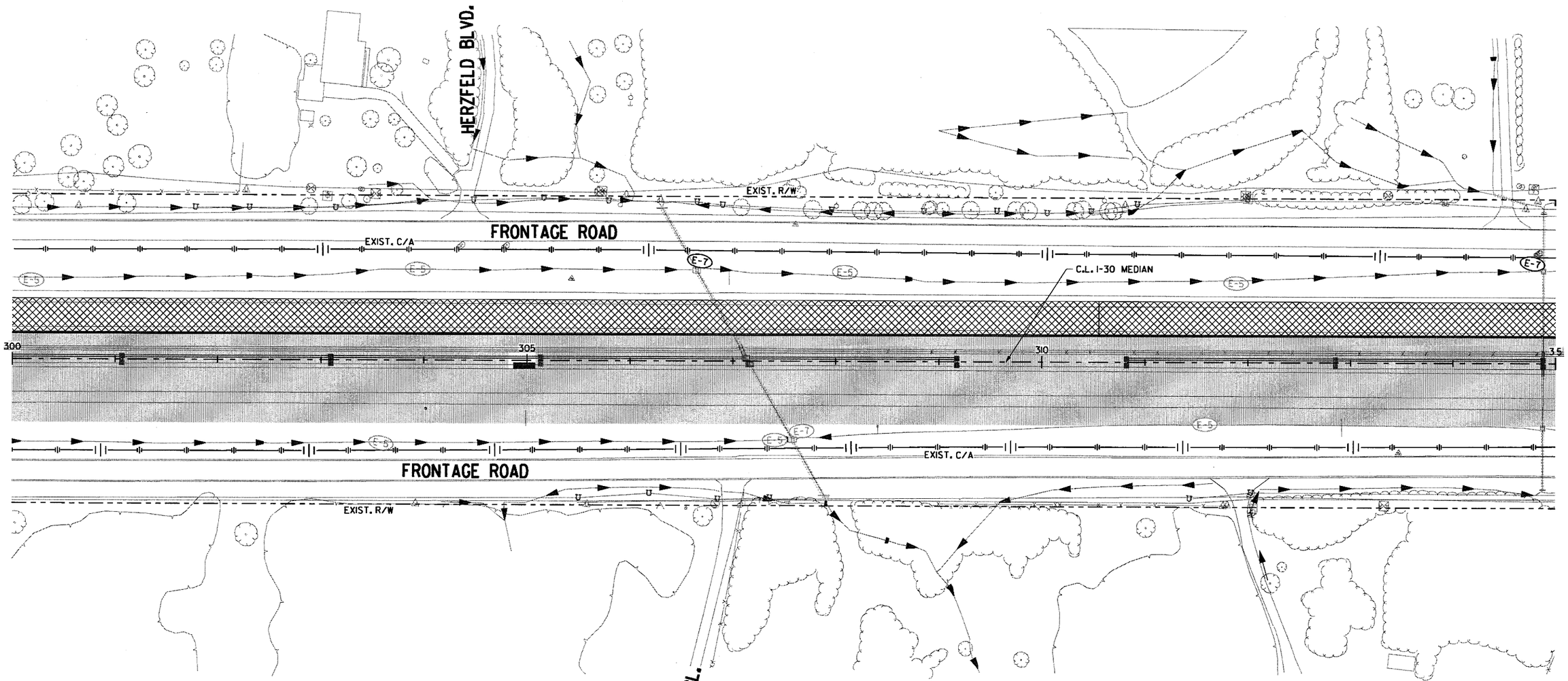
				JOB NO.		CA0601	187	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHANNON LEAD
2018-06-29



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 300+00 TO STA. 315+00

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				JOB NO.		CA0601	188	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

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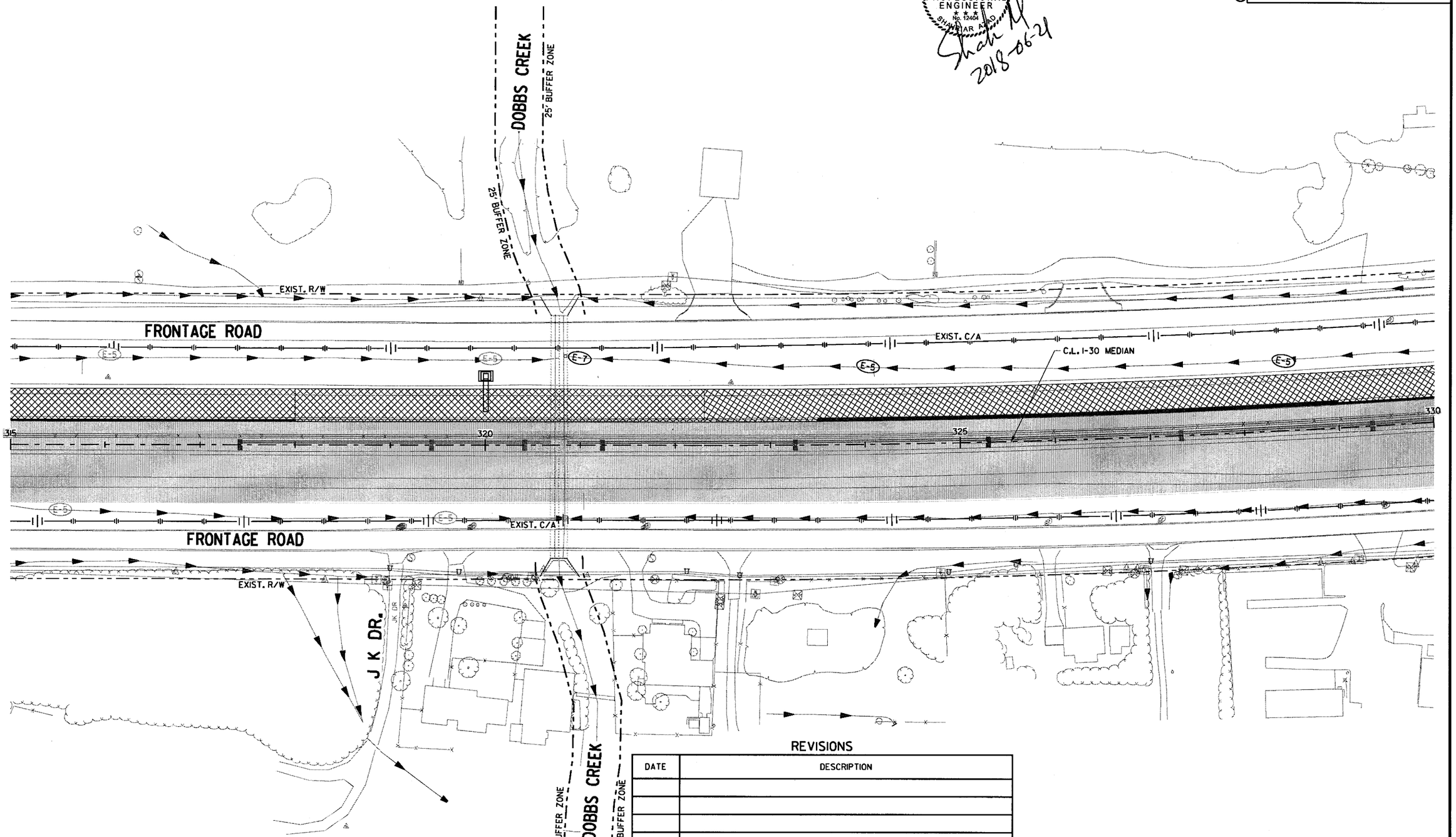
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 315+00 TO STA. 330+00

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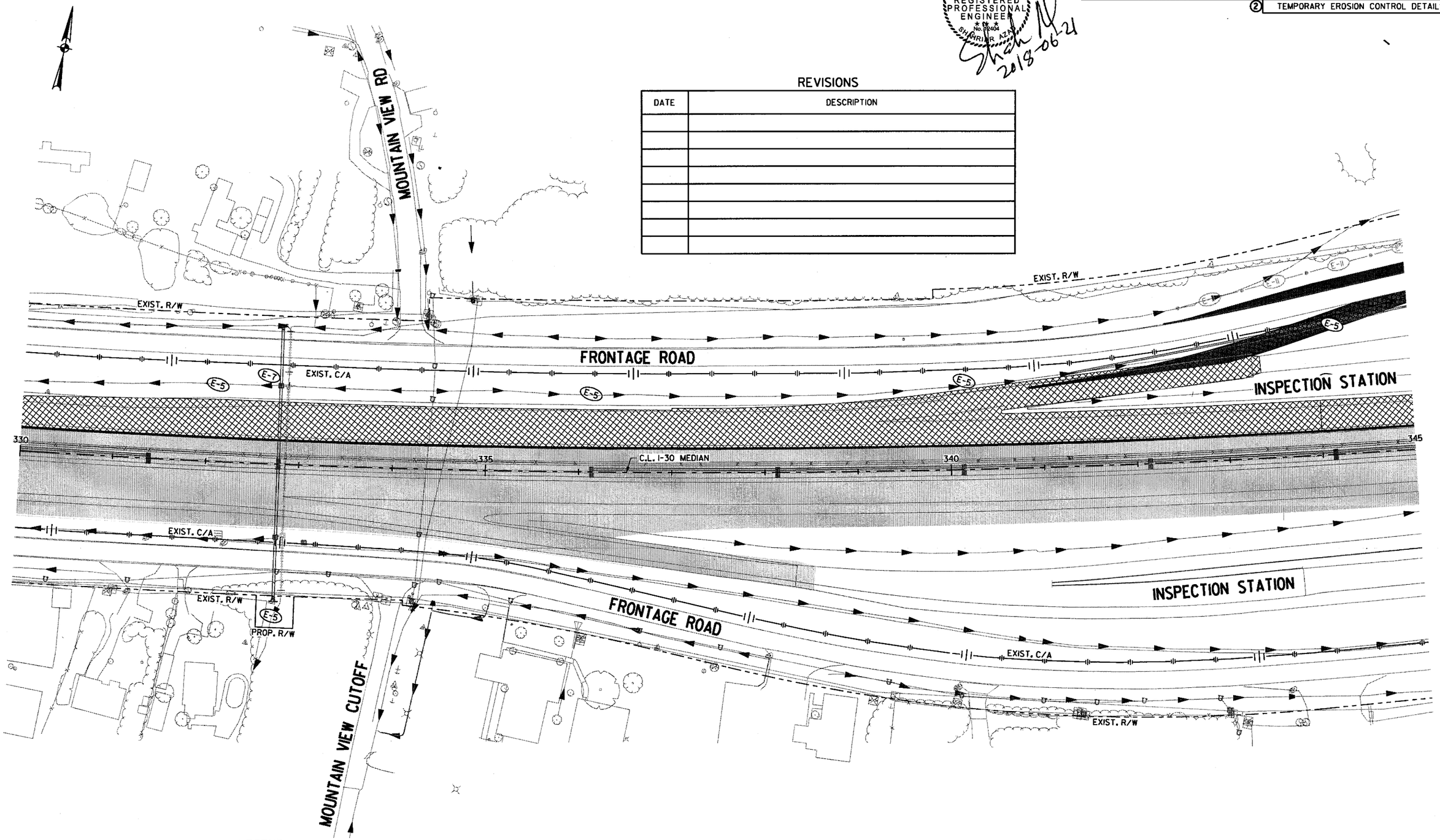
				6	ARK.			
				JOB NO.		CA0601	189	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 330+00 TO STA. 345+00

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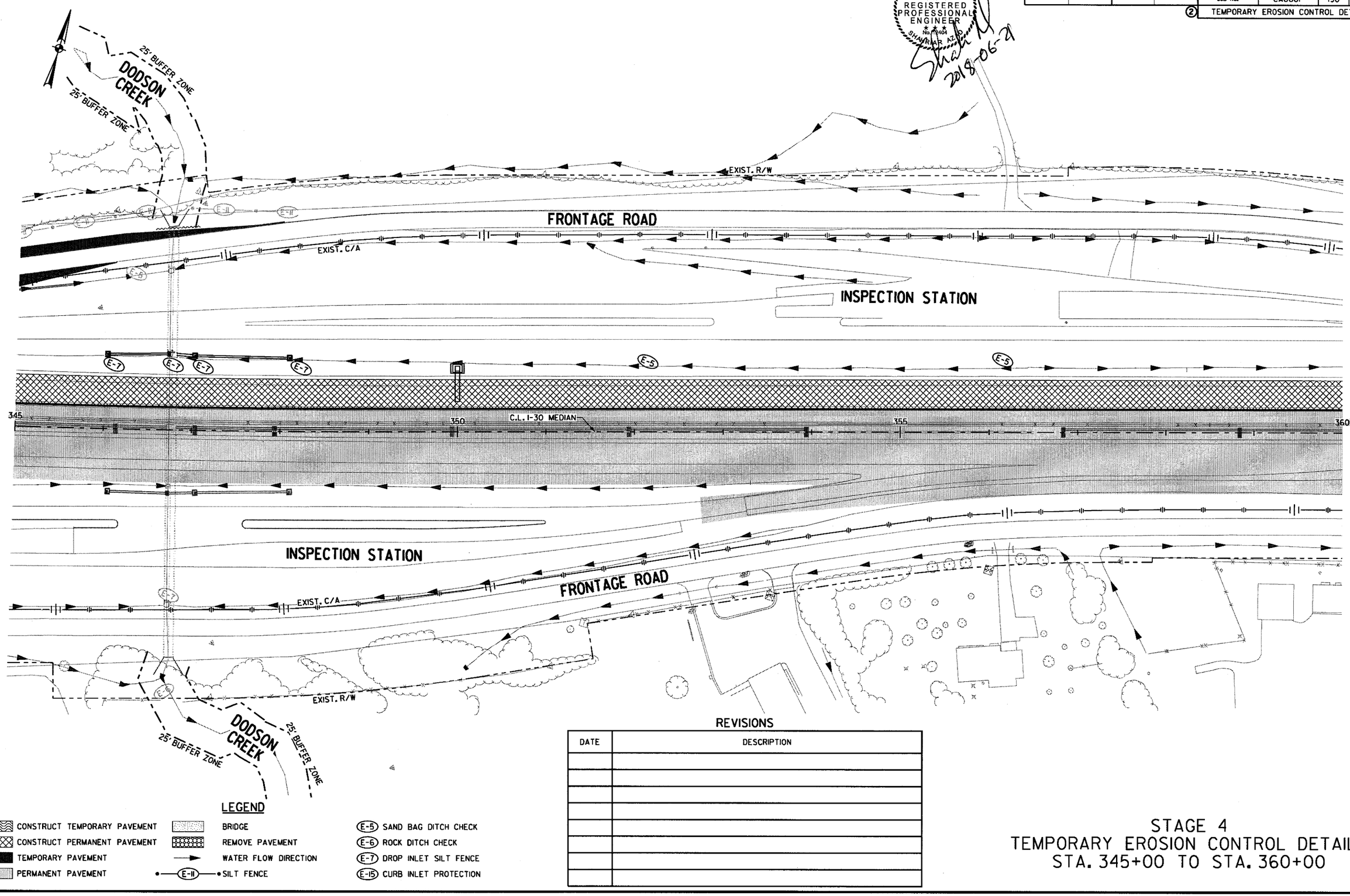
				6	ARK.			
				JOB NO.		CA060I	190	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHANNAR AZIZ
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 345+00 TO STA. 360+00

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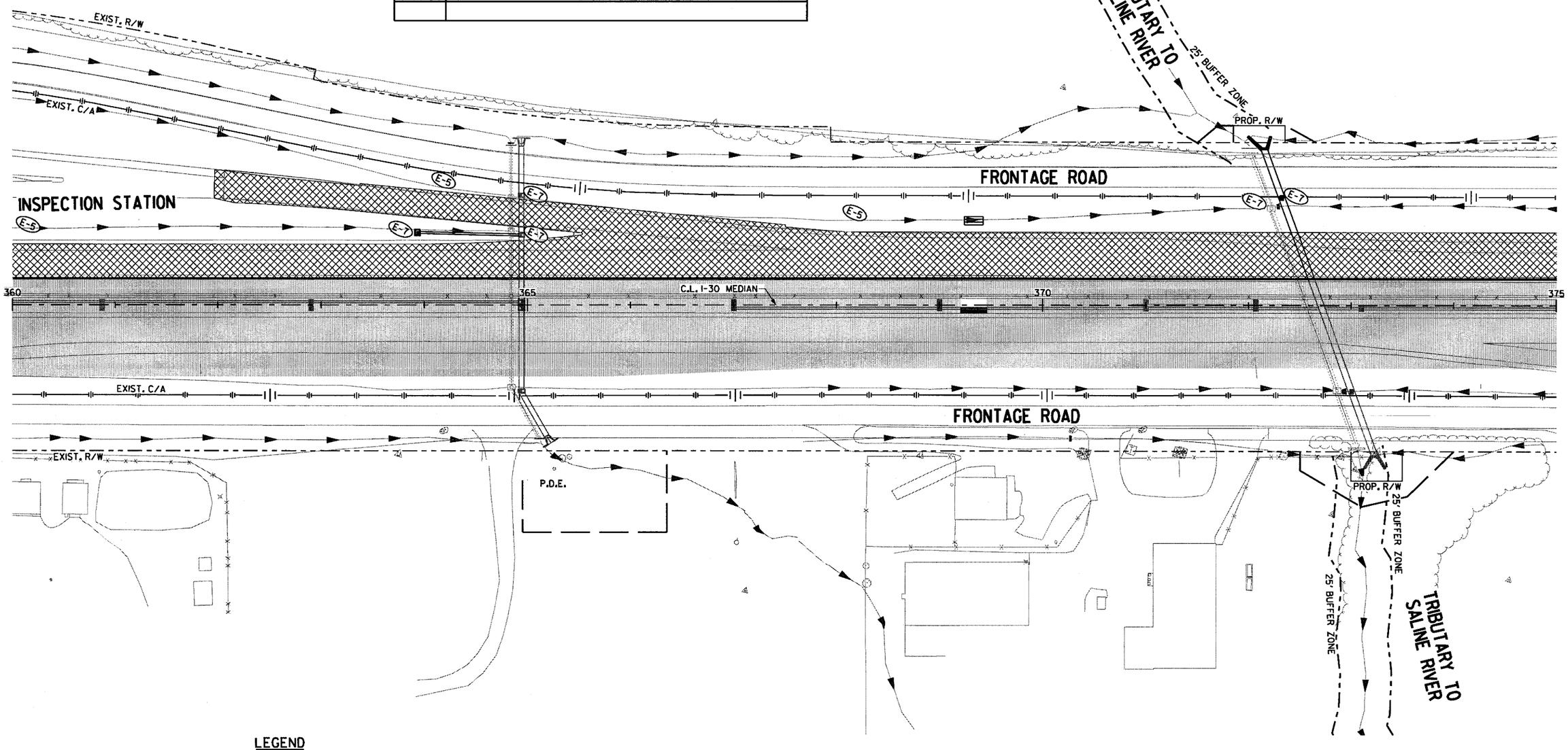
				JOB NO.		CA0601	191	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24041
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

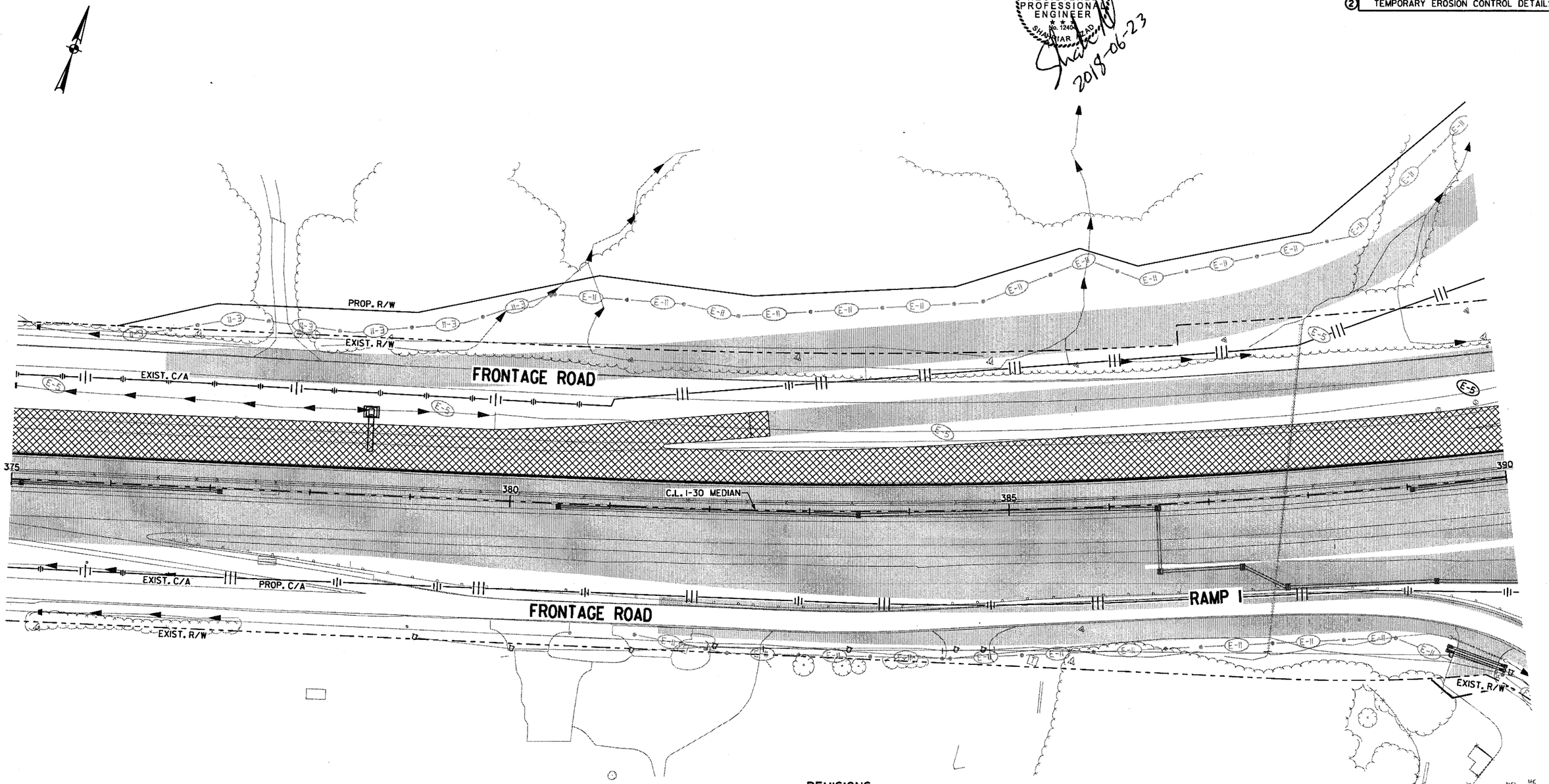
STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 360+00 TO STA. 375+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	192	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANTIAR AZAD

Shantiar Azad
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 375+00 TO STA. 390+00

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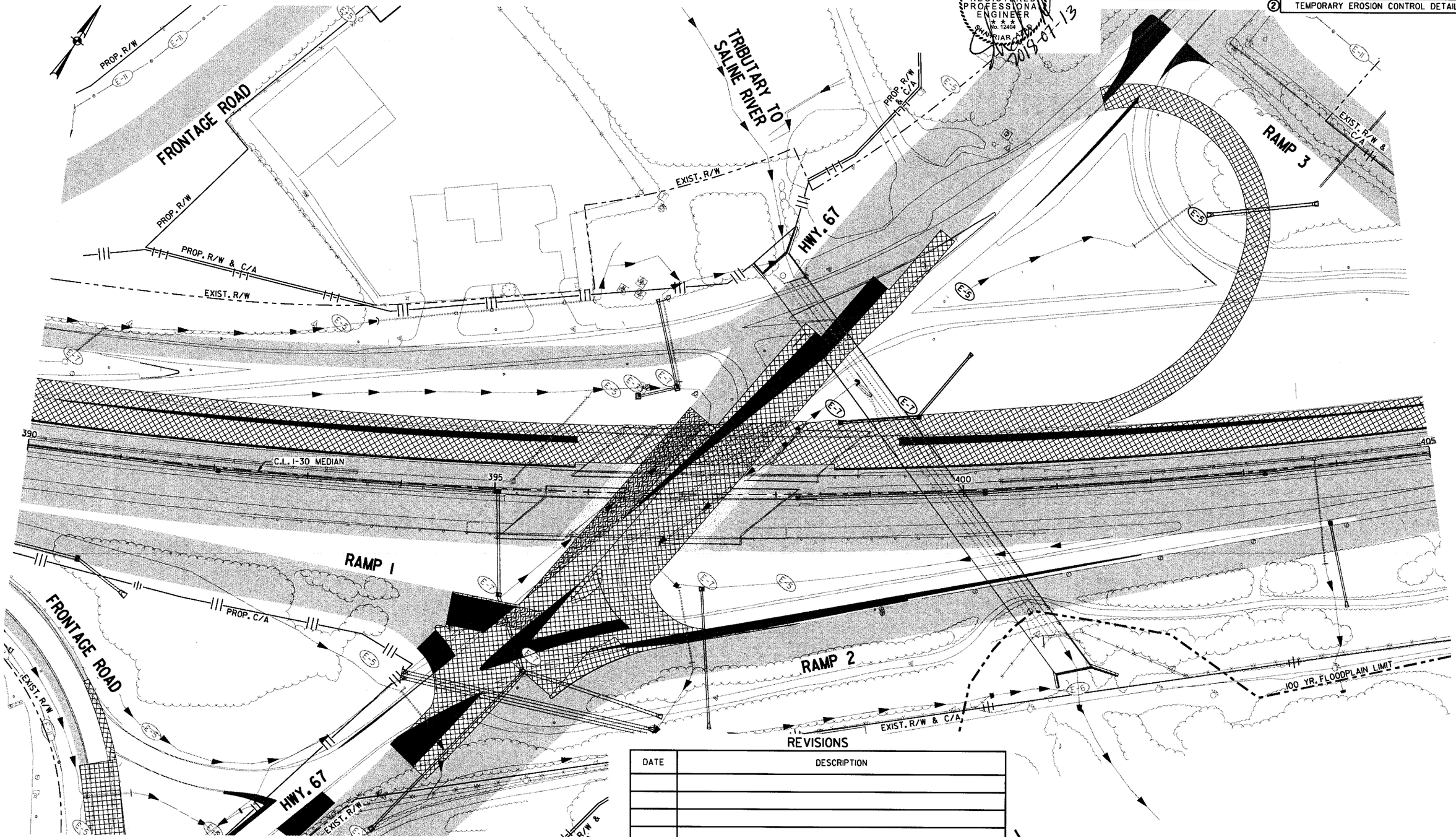
				6	ARK.			
				JOB NO.		CA0601	193	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 390+00 TO STA. 405+00

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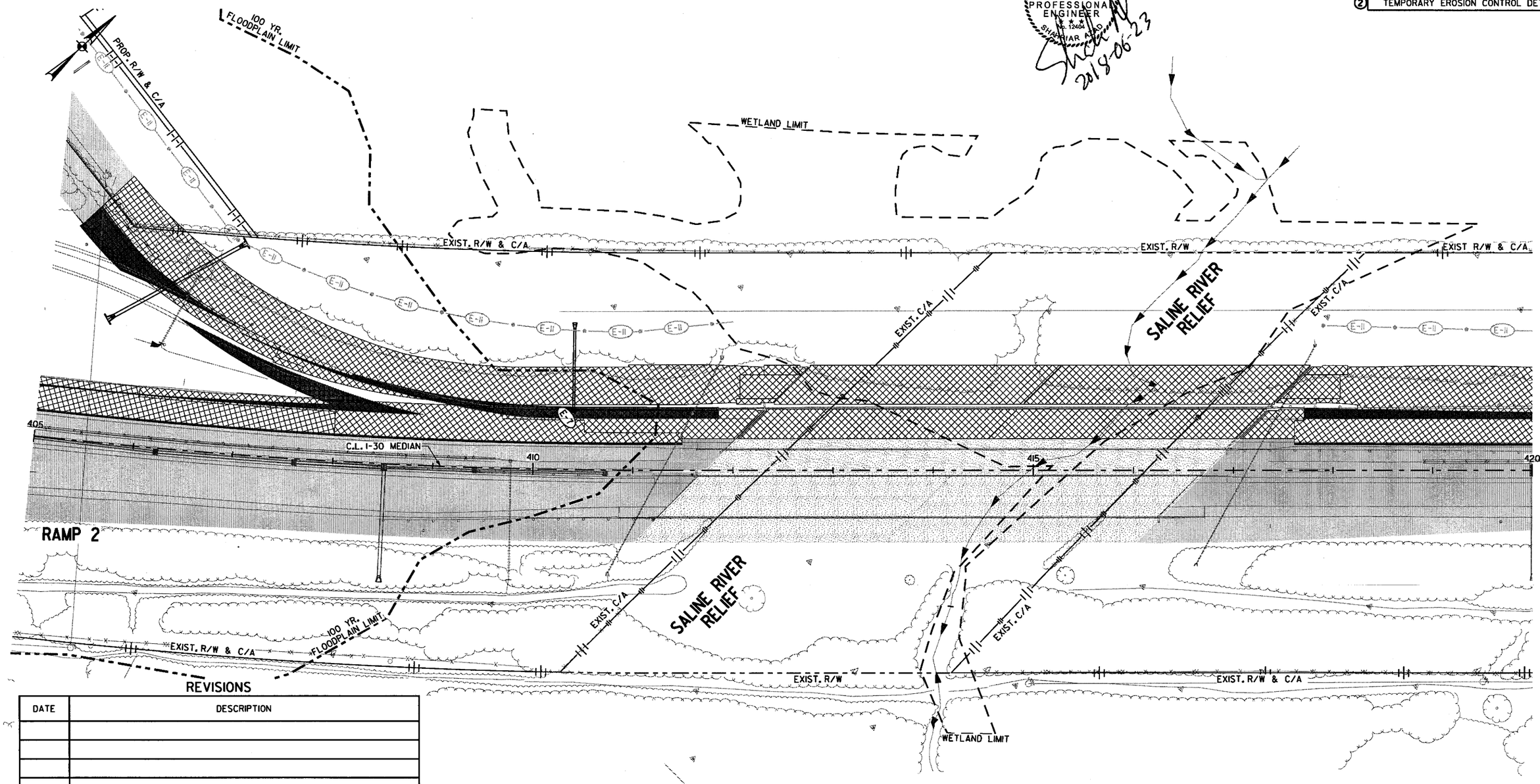
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	194	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR ALAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 405+00 TO STA. 420+00

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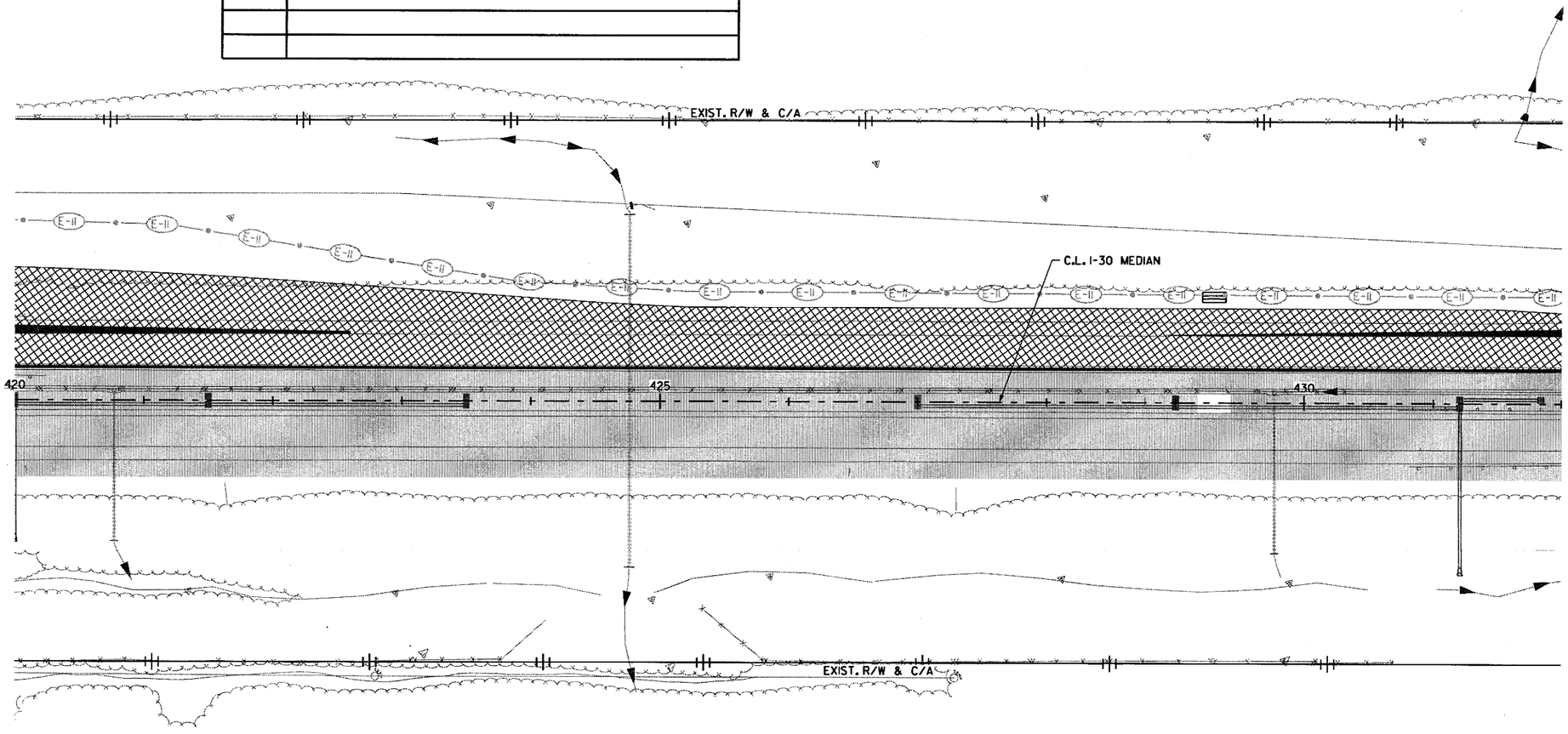
				6	ARK.			
				JOB NO.		CA0601	195	1465
				②	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17402
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 420+00 TO STA. 432+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	196	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON AZLIN
2018-06-24

REVISIONS

DATE	DESCRIPTION

EXIST. R/W & C/A
EXIST. C/A
EXIST. R/W
EXIST. R/W
EXIST. C/A
EXIST. C/A
EXIST. R/W
50' BUFFER ZONE
SALINE RIVER
ENVIRONMENTALLY SENSITIVE AREA
50' BUFFER ZONE
HENRY ST.
100 YR. FLOODPLAIN LIMIT
100 YR. FLOODPLAIN LIMIT
HENRY ST.
SALINE RIVER
50' BUFFER ZONE
50' BUFFER ZONE
E-11
11-3
435
440
445

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 432+00 TO STA. 447+00

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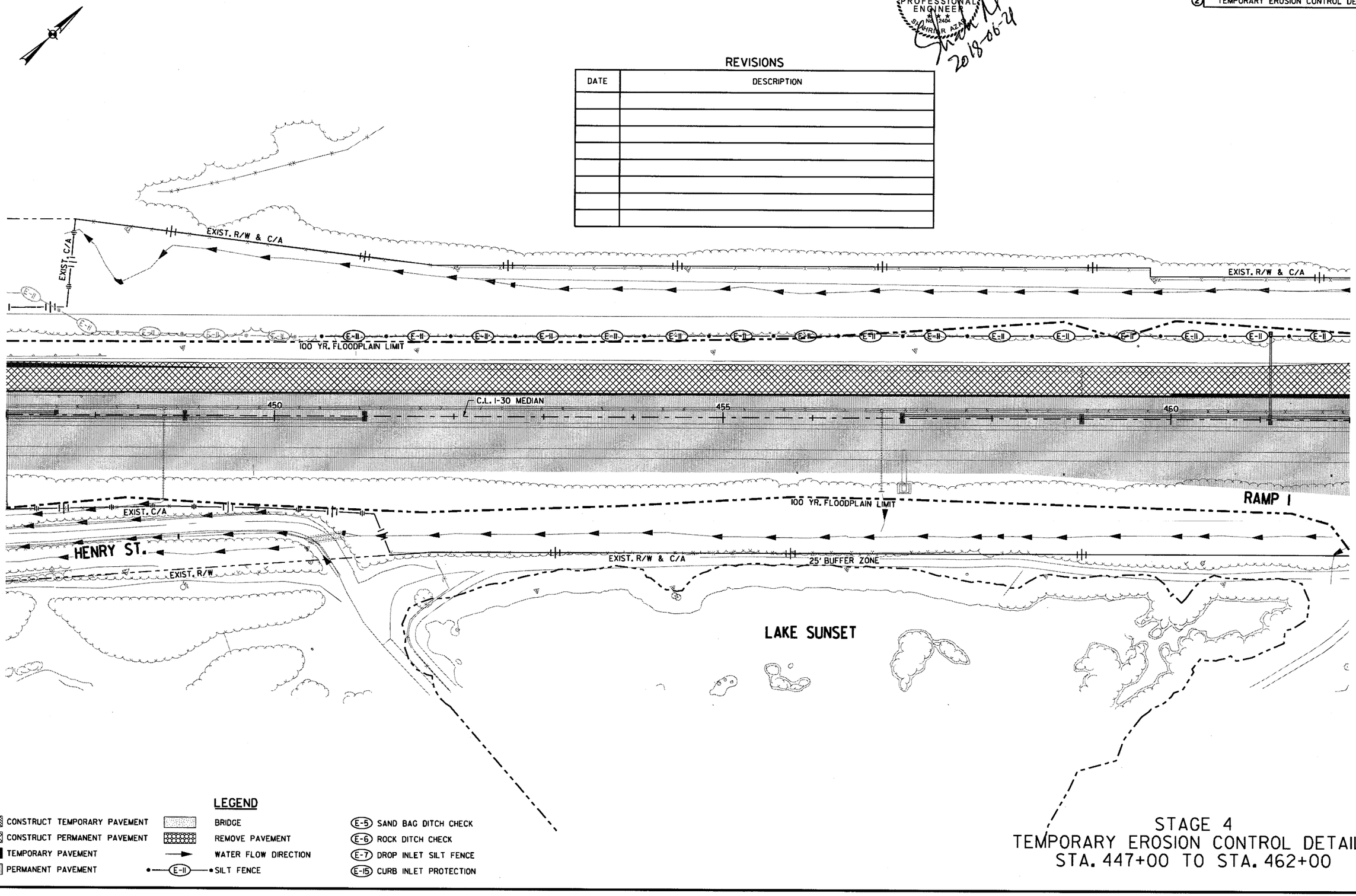
				6	ARK.			
				JOB NO.		CA0601	197	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24044
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 447+00 TO STA. 462+00

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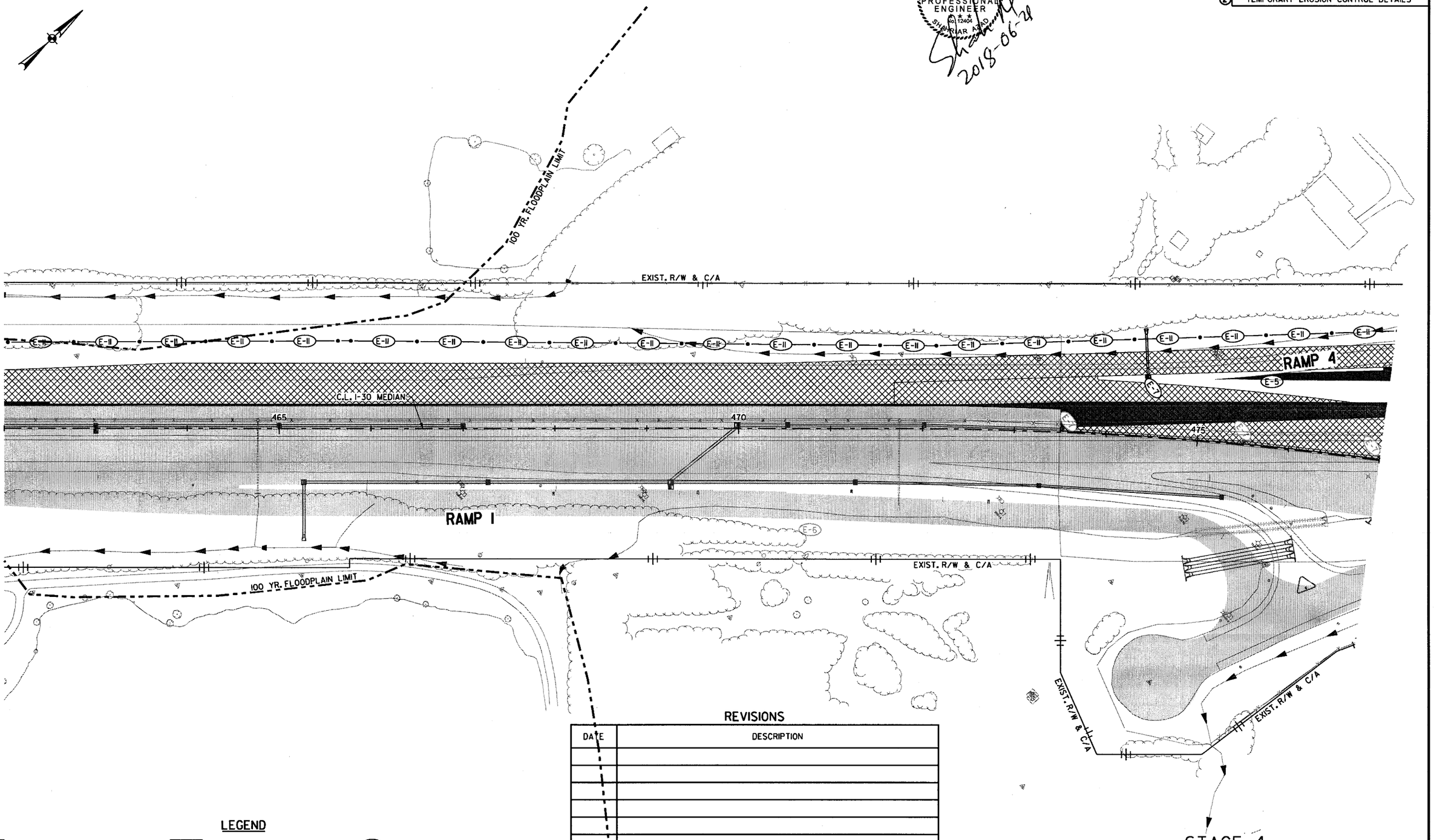
				6	ARK.			
				JOB NO.		CA0601	198	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 462+00 TO STA. 477+00

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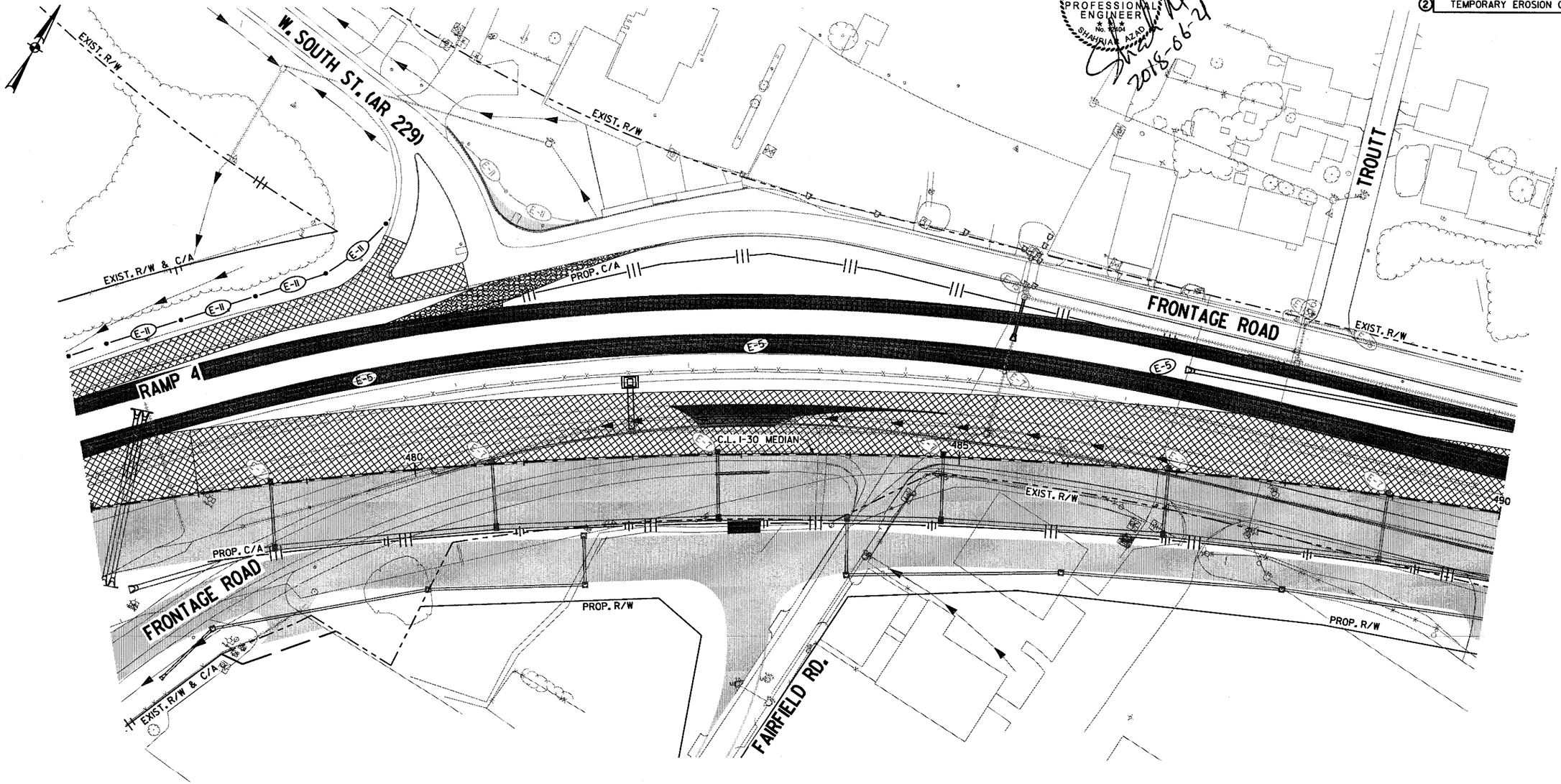
				6	ARK.			
				JOB NO.		CA0601	199	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12904
SHAHRIAR AZAD
2018-6-4



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 477+00 TO STA. 490+00

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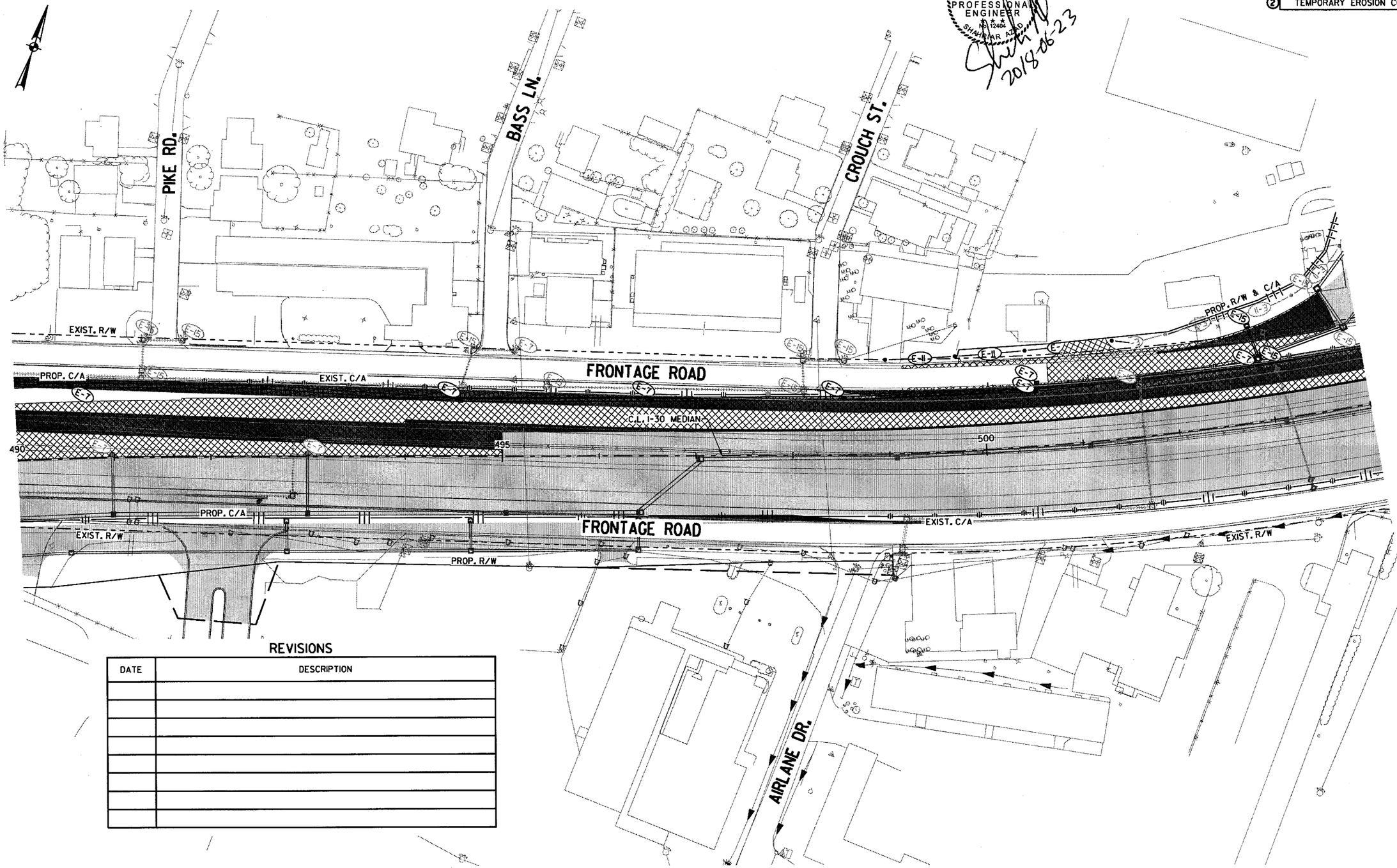
				6	ARK.			
				JOB NO.		CA0601	200	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAD
2018-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 490+00 TO STA. 504+00

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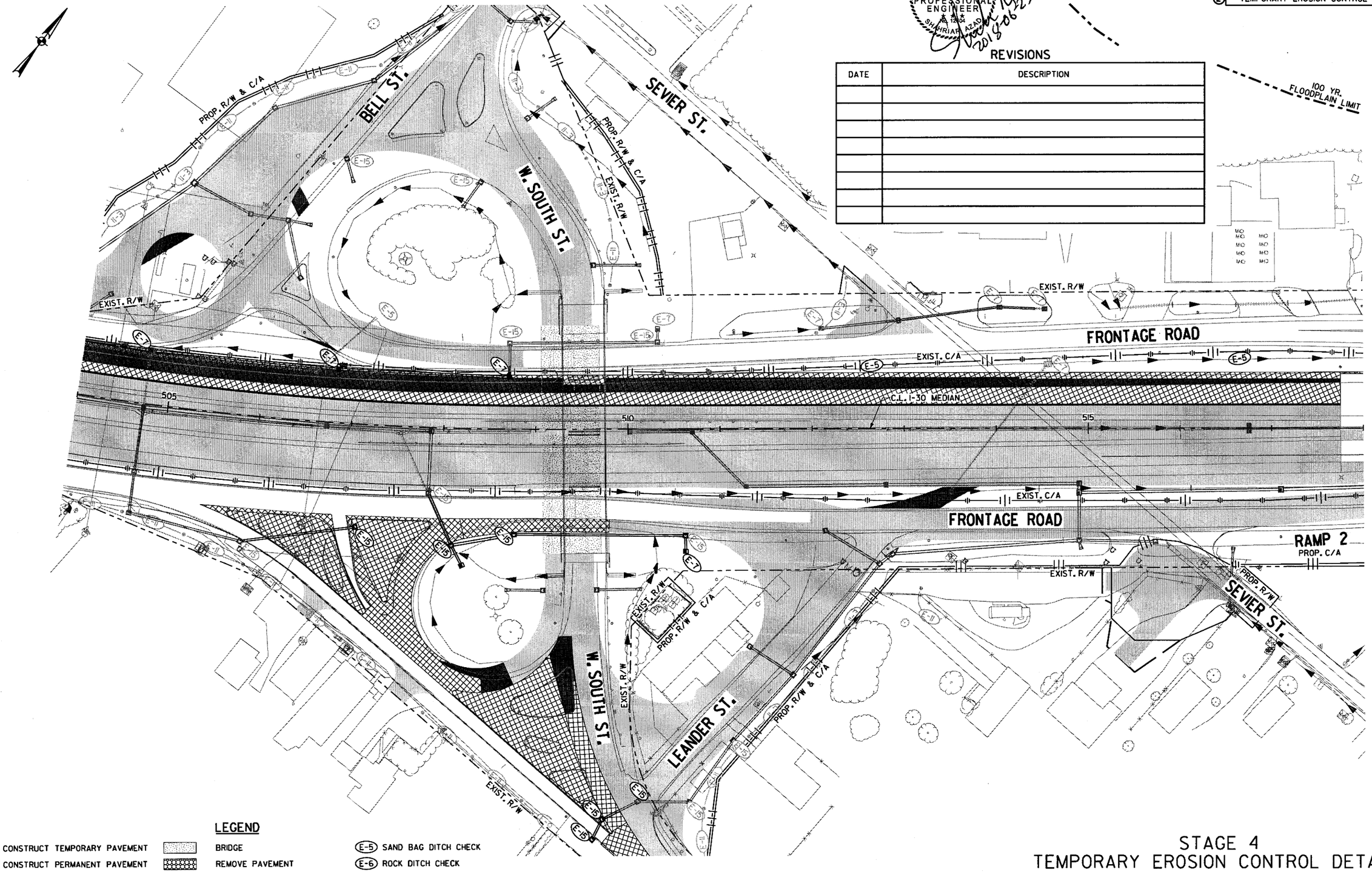
				6	ARK.			
				JOB NO.		CA060I	201	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-23

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 504+00 TO STA. 518+00

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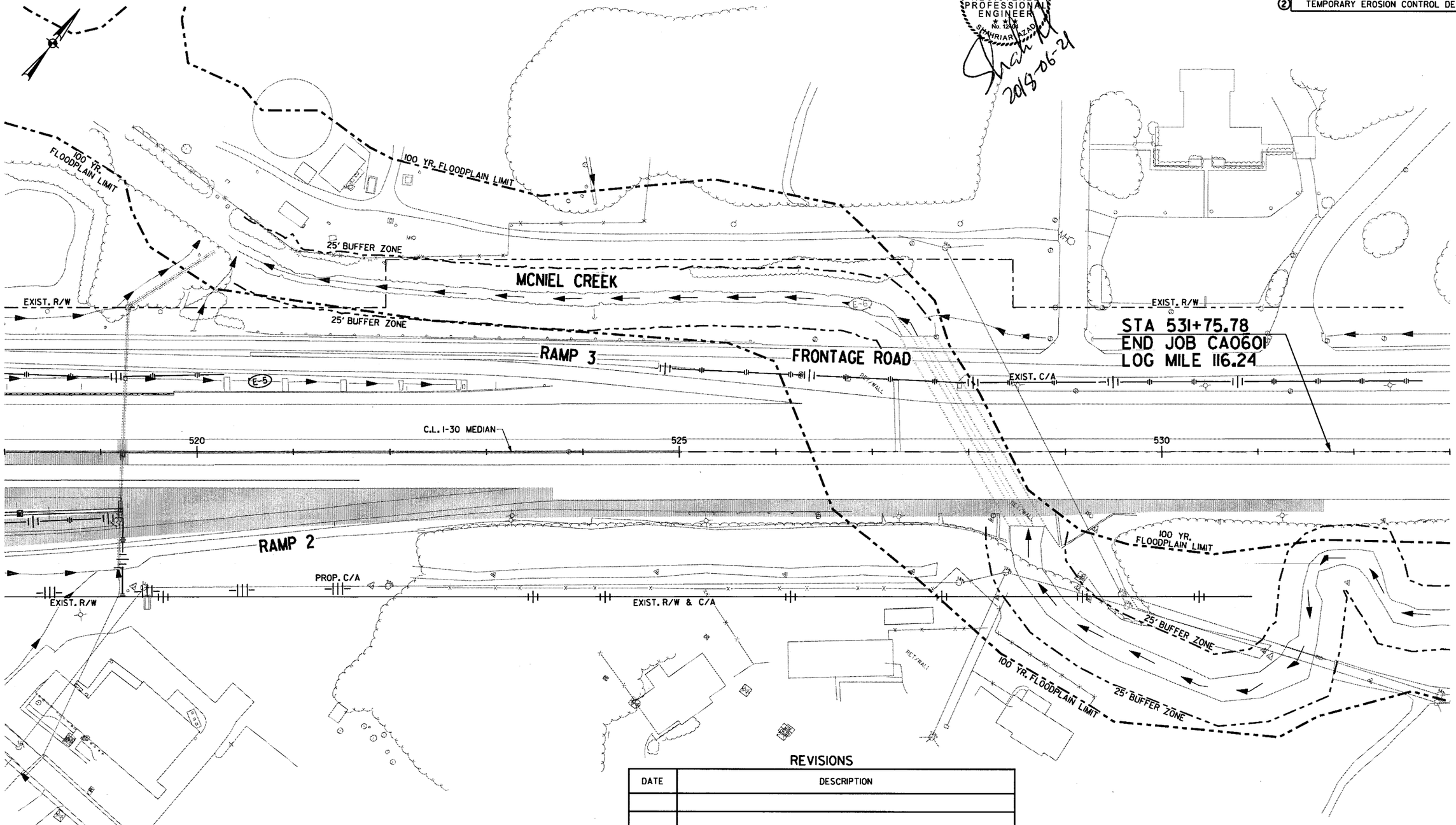
				6	ARK.			
				JOB NO.		CA0601	202	1465
				②	TEMPORARY EROSION CONTROL DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12409
SHAHRIAR AZAD
2019-06-21



LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

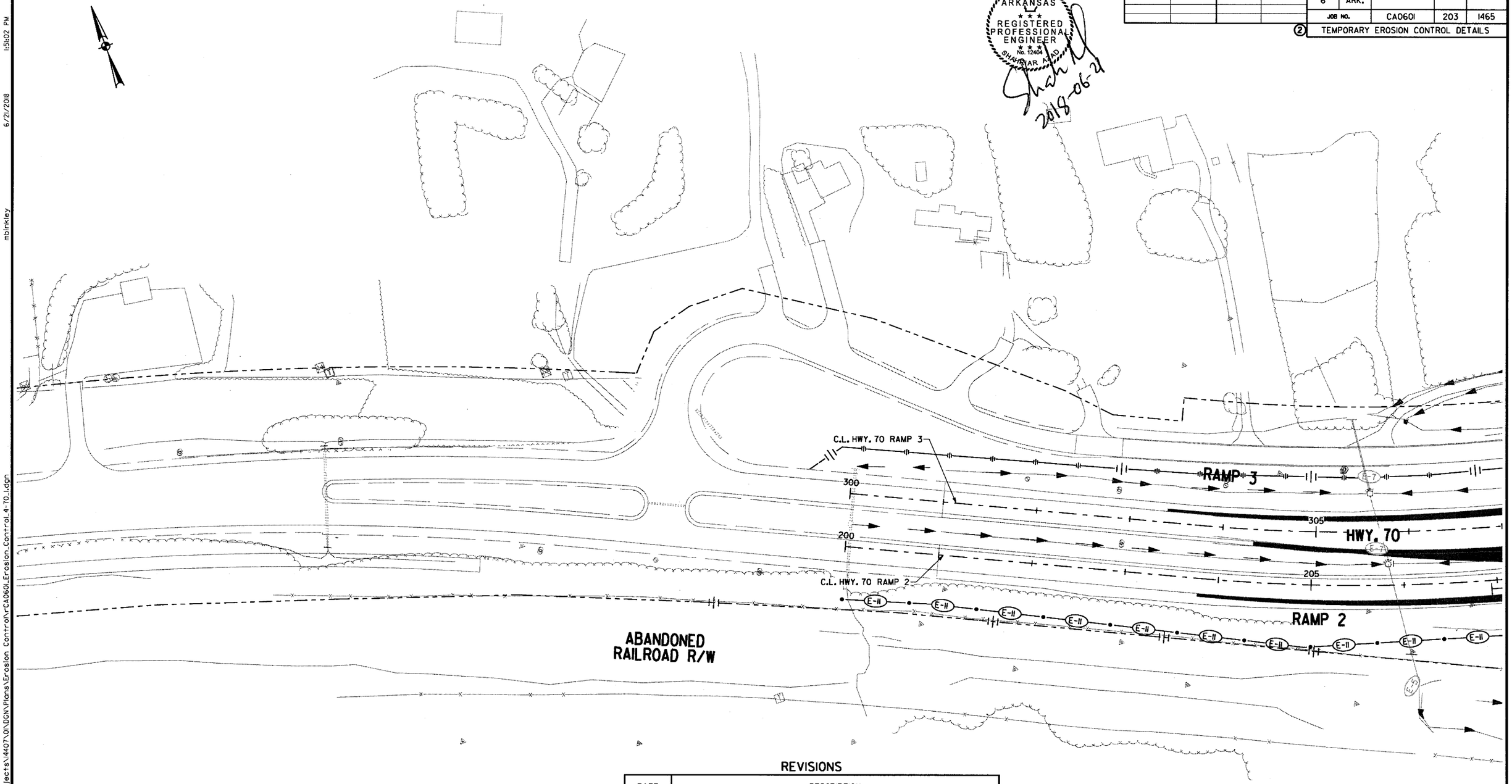
DATE	DESCRIPTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 518+00 TO STA. 533+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	203	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 200+00 TO STA. 207+00

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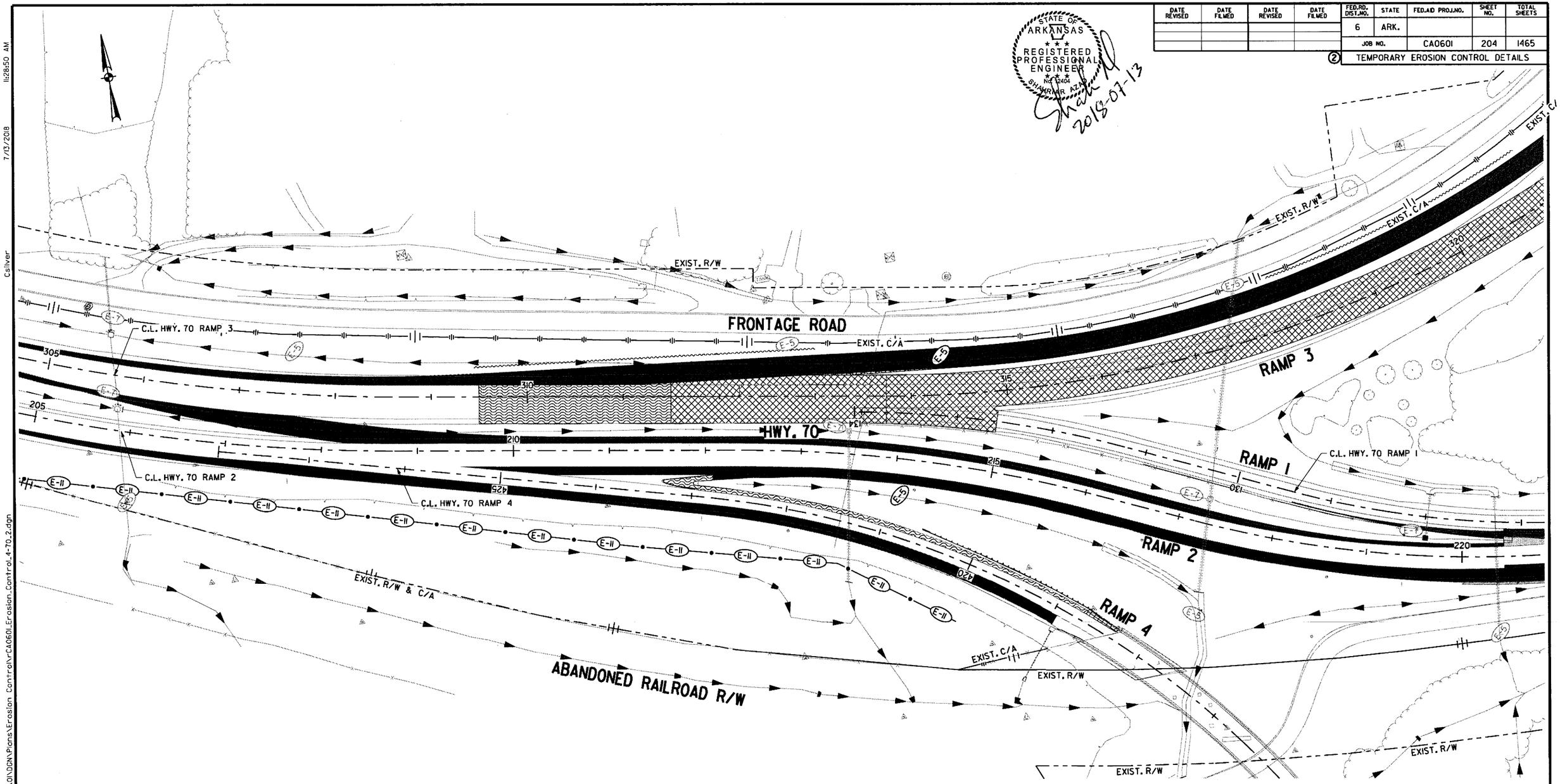
				JOB NO.		CA0601	204	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM AZAD
2015-07-13



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 207+00 TO STA. 220+00

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				JOB NO.		CA0601	205	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION

FRONTAGE ROAD
EXIST. R/W
EXIST. C/A
RAMP 3
C.L. HWY. 70 RAMP 3
C.L. I-30 MEDIAN
25' BUFFER ZONE
TRACE CREEK
RAMP 1
HWY. 70
PAWNEE DR
EXIST. R/W & C/A
EXIST. R/W
RAMP 2
ABANDONED RAILROAD R/W
C.L. HWY. 70 RAMP 1
C.L. HWY. 70 RAMP 2
FRONTAGE ROAD
PROP. R/W
C.L. FRONTAGE RD. A-1

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 246+00 TO STA. 260+00

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				6	ARK.			
				JOB NO.		CA0601	206	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21

C.L. HWY. 70 RAMP 3
C.L. HWY. 70 RAMP 2
C.L. I-30 MEDIAN
C.L. FRONTAGE RD. A-1
FRONTAGE ROAD
FRONTAGE ROAD
EXIST. C/A
EXIST. R/W
TRIBUTARY TO TRACE CREEK
25' BUFFER ZONE
25' BUFFER ZONE
PROP. R/W
335
265
270
245
240
275
250
20
15
10

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 261+00 TO STA. 277+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	207	1465

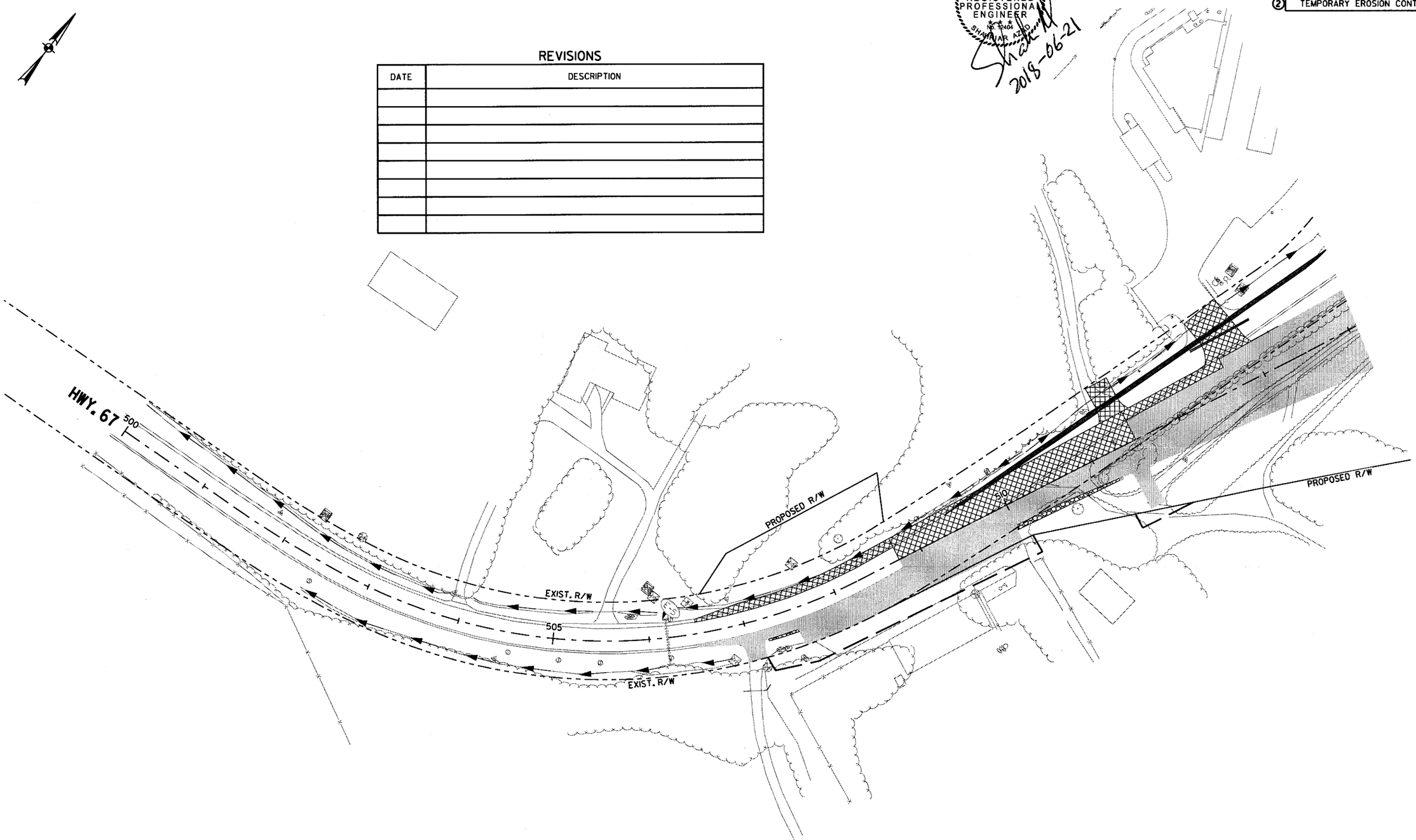
② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shah M
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 500+00 TO STA. 514+00

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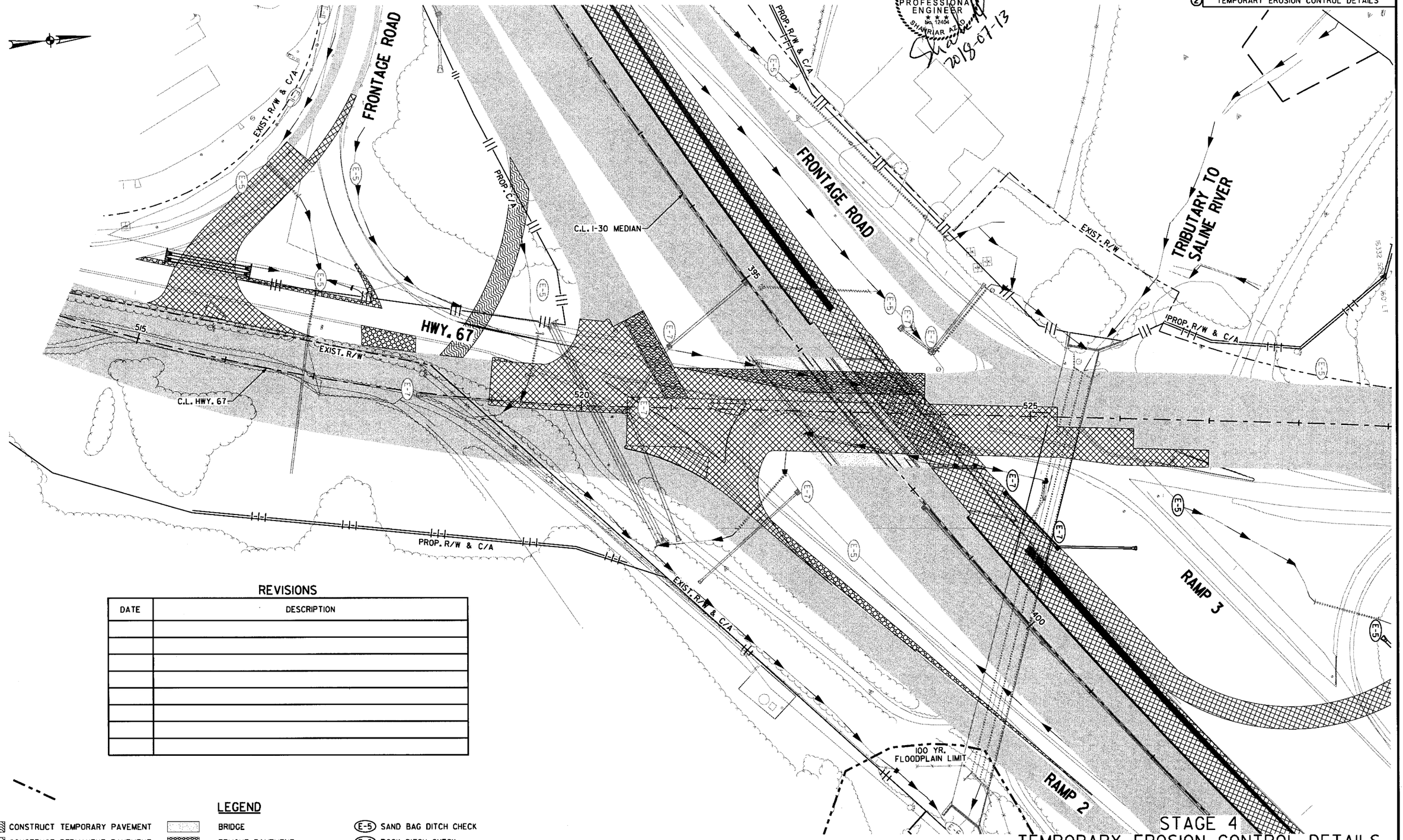
				6	ARK.			
				JOB NO.		CA0601	208	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR AZIZ
2018-07-13



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 514+00 TO STA. 529+00

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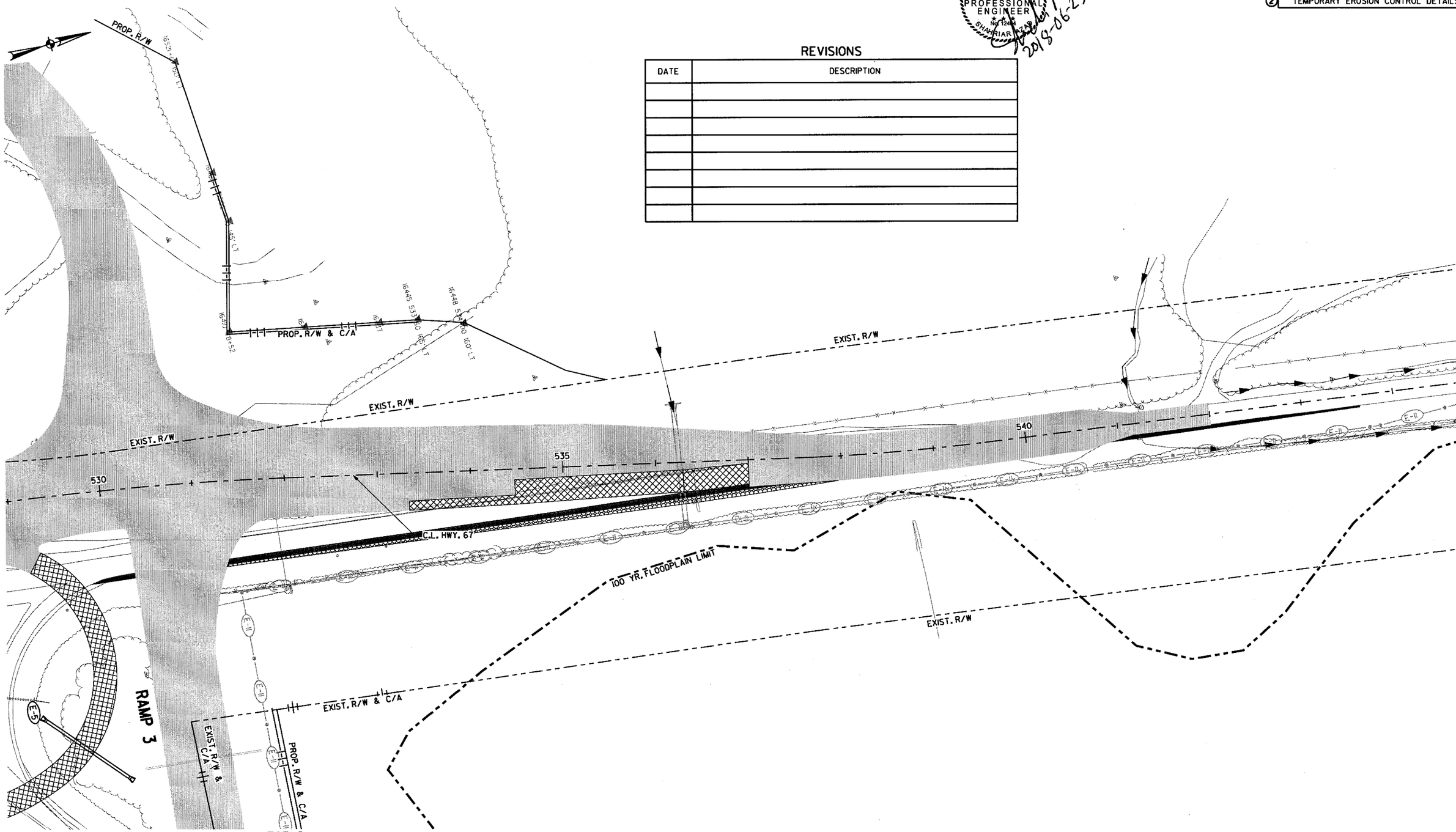
				6	ARK.			
				JOB NO.		CA0601	209	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZAD
20/8-06-23

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 529+00 TO STA. 544+00

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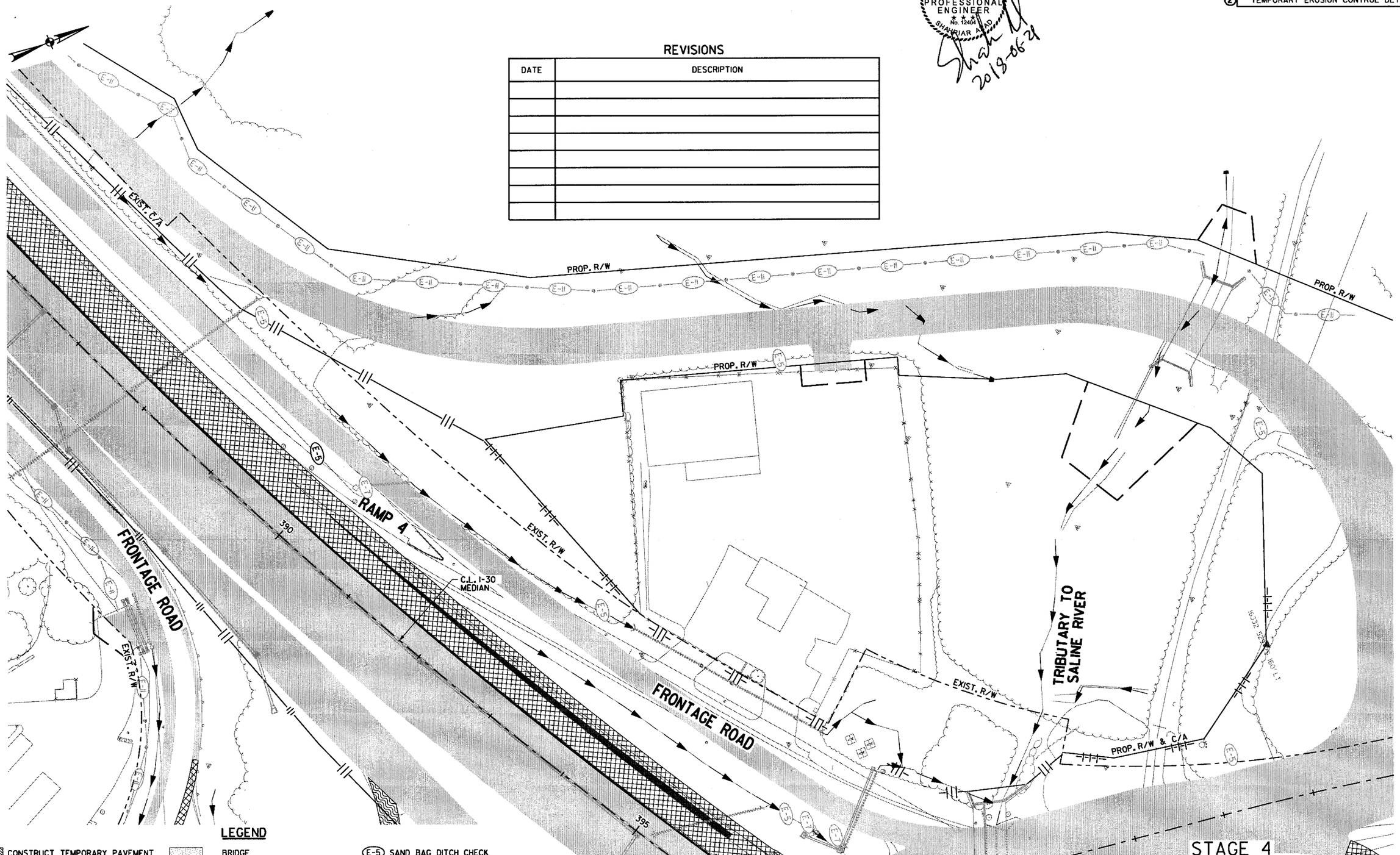
				6	ARK.			
				JOB NO.		CA060I	210	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 4
TEMPORARY EROSION CONTROL DETAILS
STA. 386+00 TO STA. 396+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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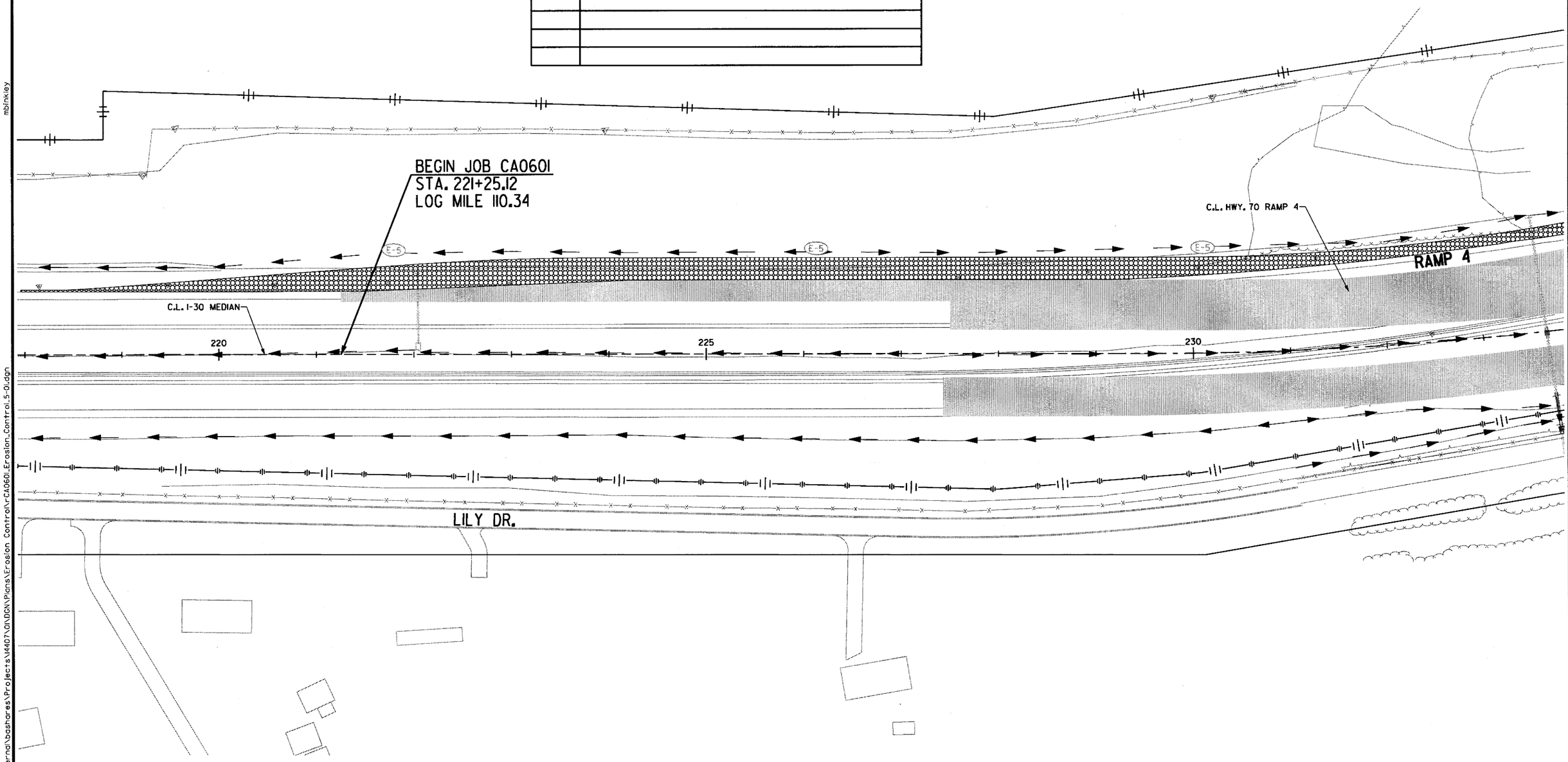
				JOB NO.		CA0601	211	1465

(2) TEMPORARY EROSION CONTROL DETAILS

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AZAD
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 218+00 TO STA. 233+00

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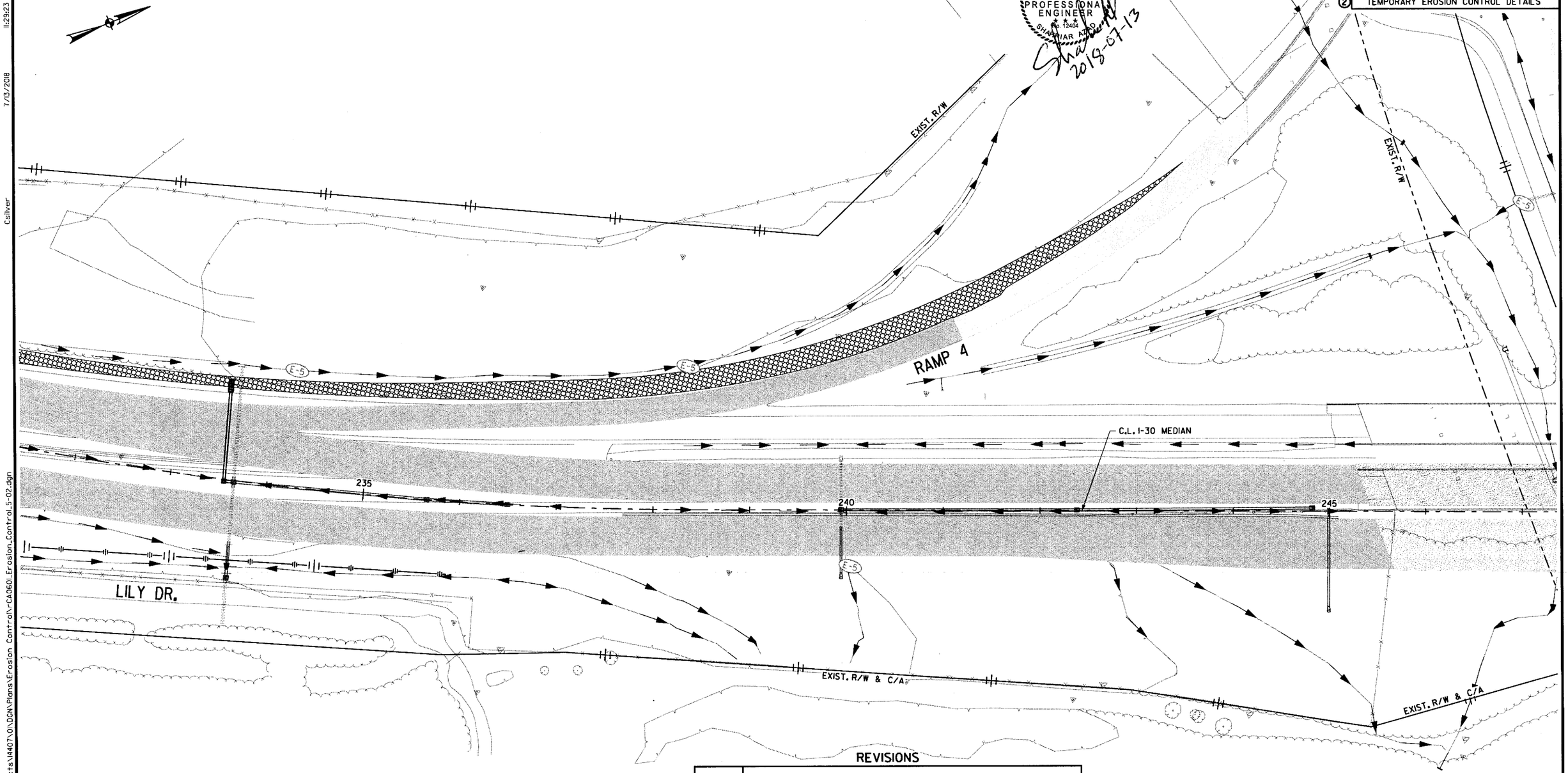
				JOB NO.		CA0601	212	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWNIAR AZAD
2013-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 233+00 TO STA. 246+00

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				JOB NO.		CA0601	213	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12434
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION

EXIST. R/W
EXIST. C/A
FRONTAGE ROAD
RAMP 3
C.L. I-30 MEDIAN
250
255
260
EXIST. R/W & C/A
EXIST. R/W
ABANDONED RAILROAD R/W
PAWNEE DR
EXIST. R/W & C/A
EXIST. R/W & C/A
RAMP 2
RAMP 1
TRACE CREEK
25' BUFFER ZONE
25' BUFFER ZONE

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 246+00 TO STA. 260+00

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				6	ARK.			
				JOB NO.		CA0601	214	1465

② TEMPORARY EROSION CONTROL DETAILS

LEGEND

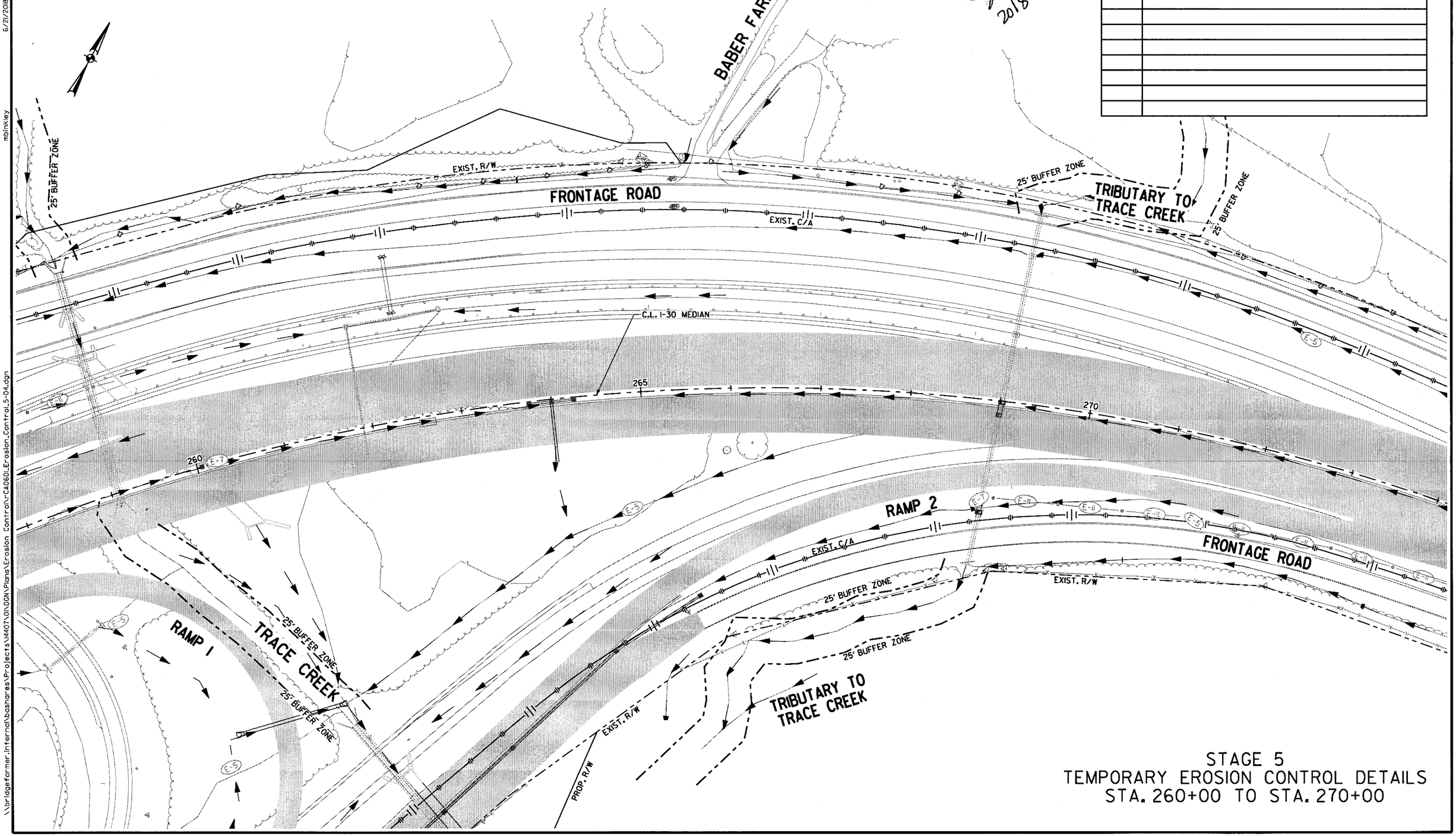
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHNAR AZAD

Shah 2018-06-21

REVISIONS

DATE	DESCRIPTION



STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 260+00 TO STA. 270+00

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				JOB NO.		CA0601	215	1465
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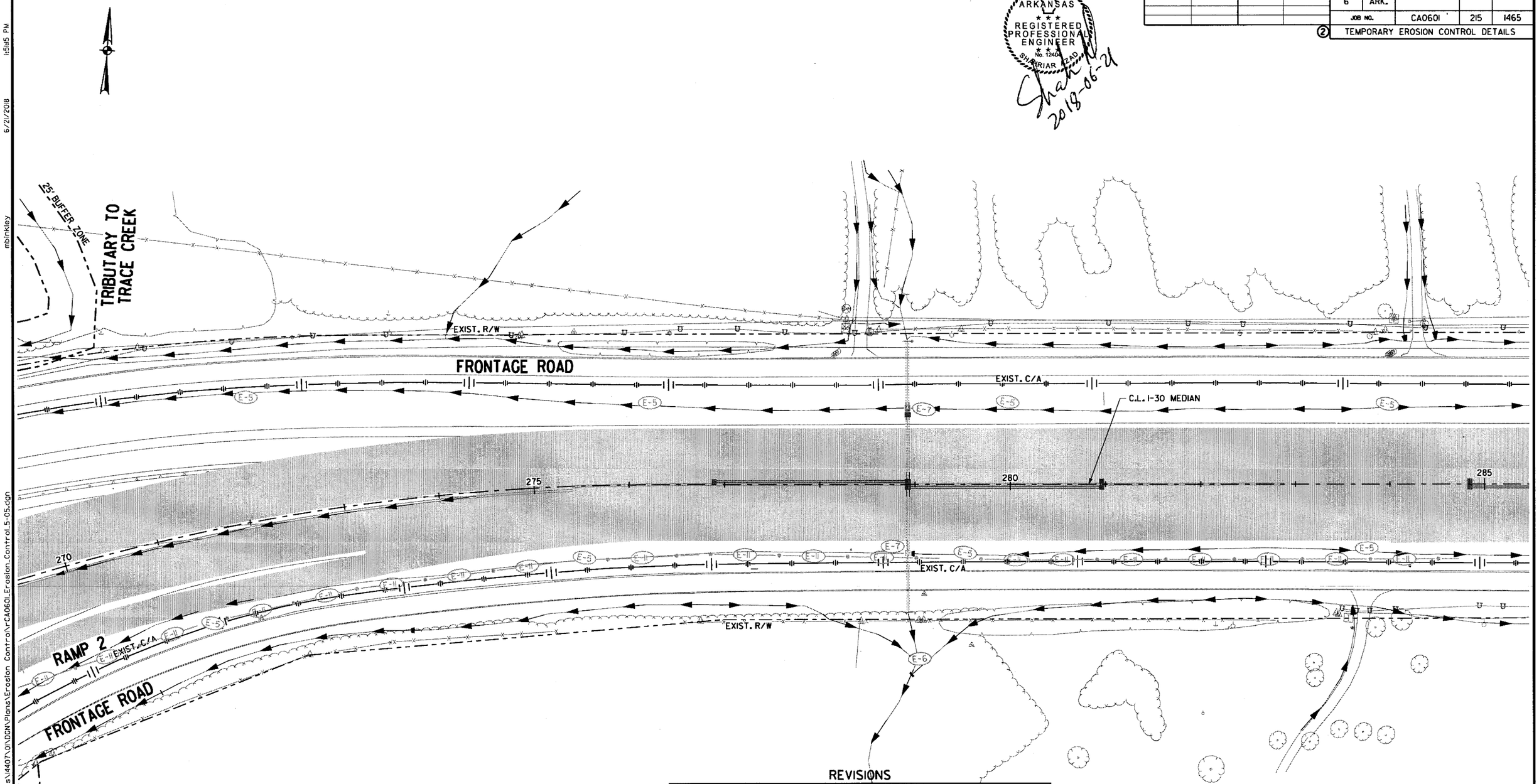
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHARIAR ZIAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 270+00 TO STA. 285+00

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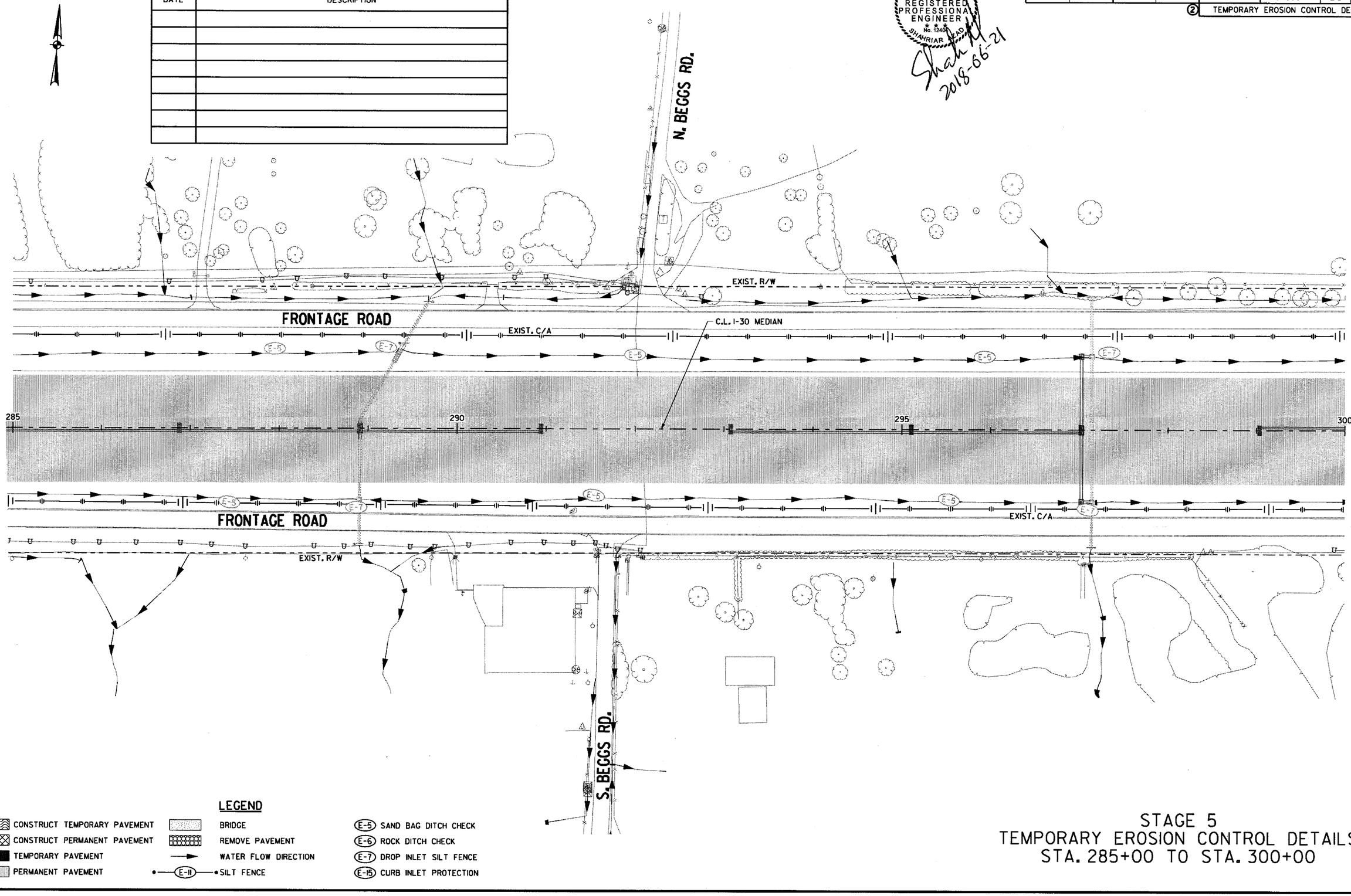
				6	ARK.			
				JOB NO.		CA0601	216	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

REVISIONS

DATE	DESCRIPTION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ZAND
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 285+00 TO STA. 300+00

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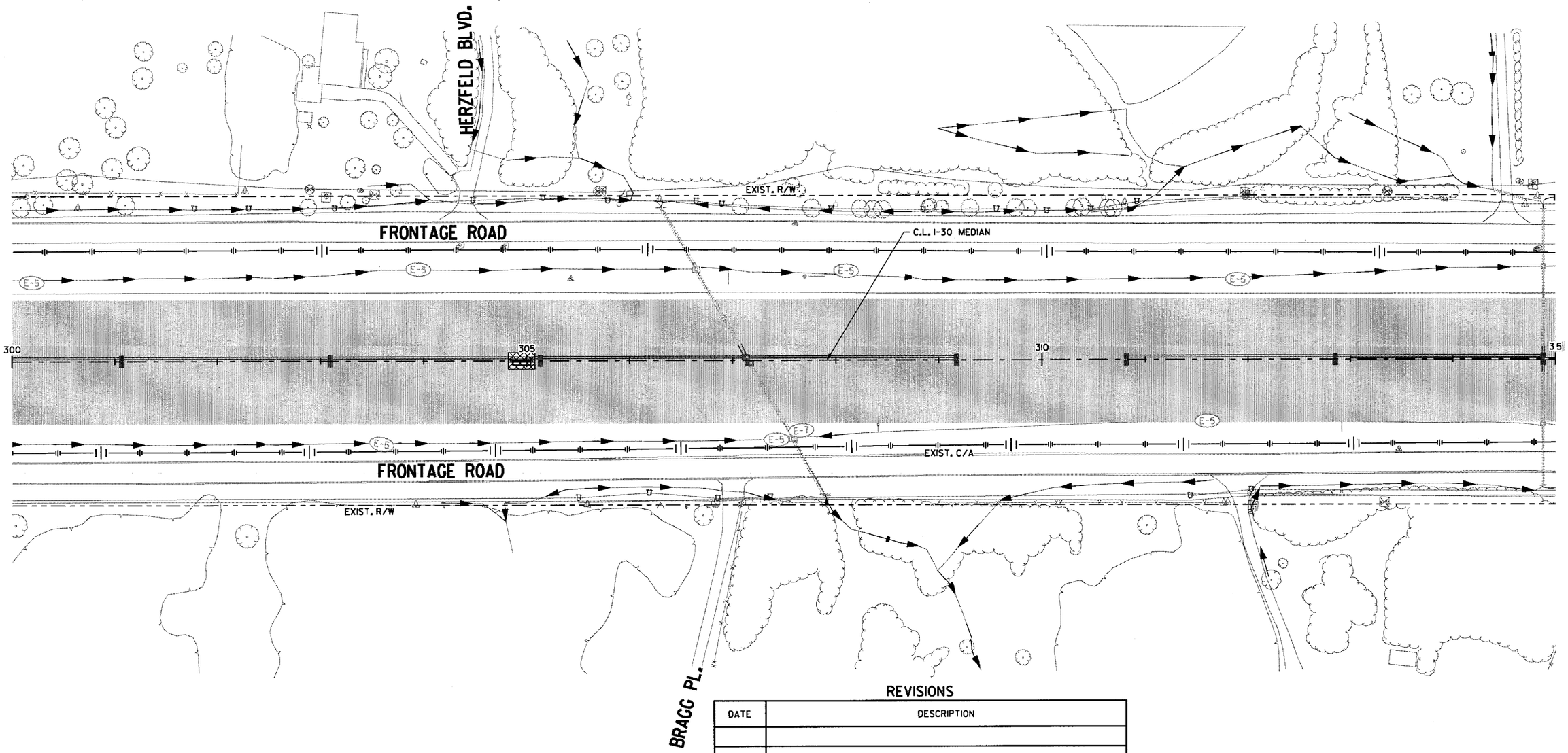
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAR ABAD

Shah 2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 300+00 TO STA. 315+00

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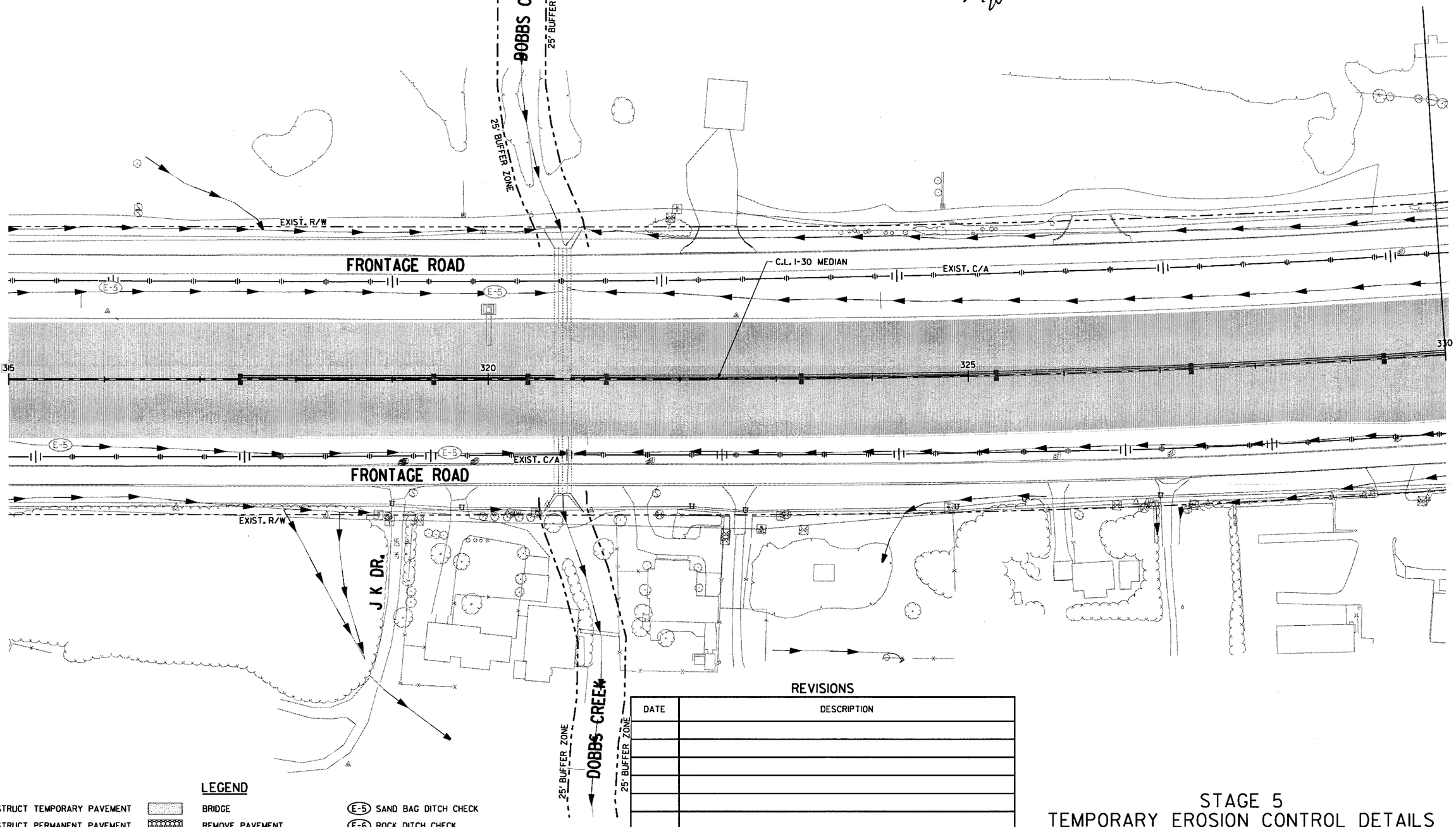
				JOB NO.		CA0601	218	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AHAD
2018-06-21



LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 315+00 TO STA. 330+00

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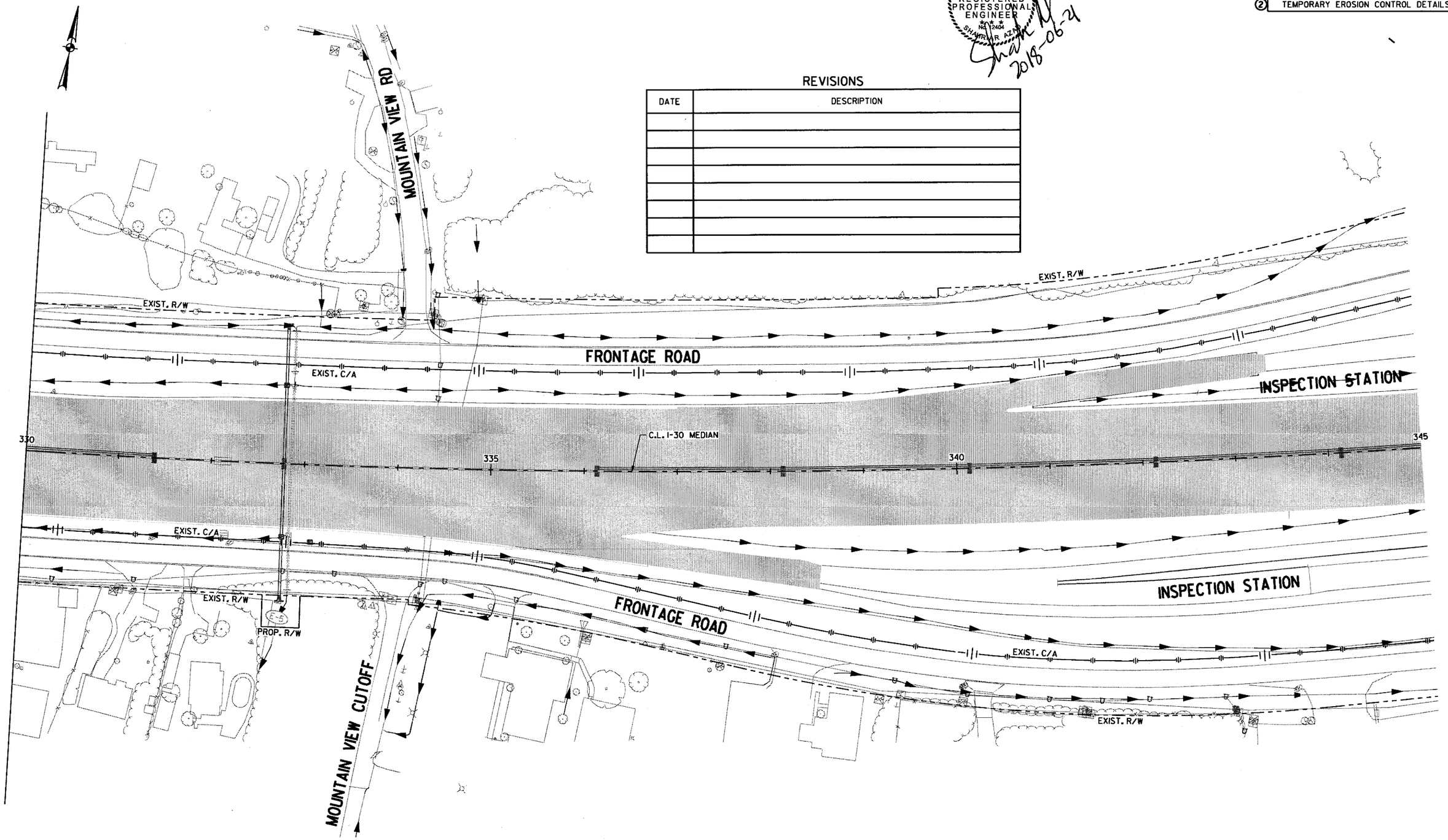
				JOB NO.		CA0601	219	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAWN R. AZIM
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 330+00 TO STA. 345+00

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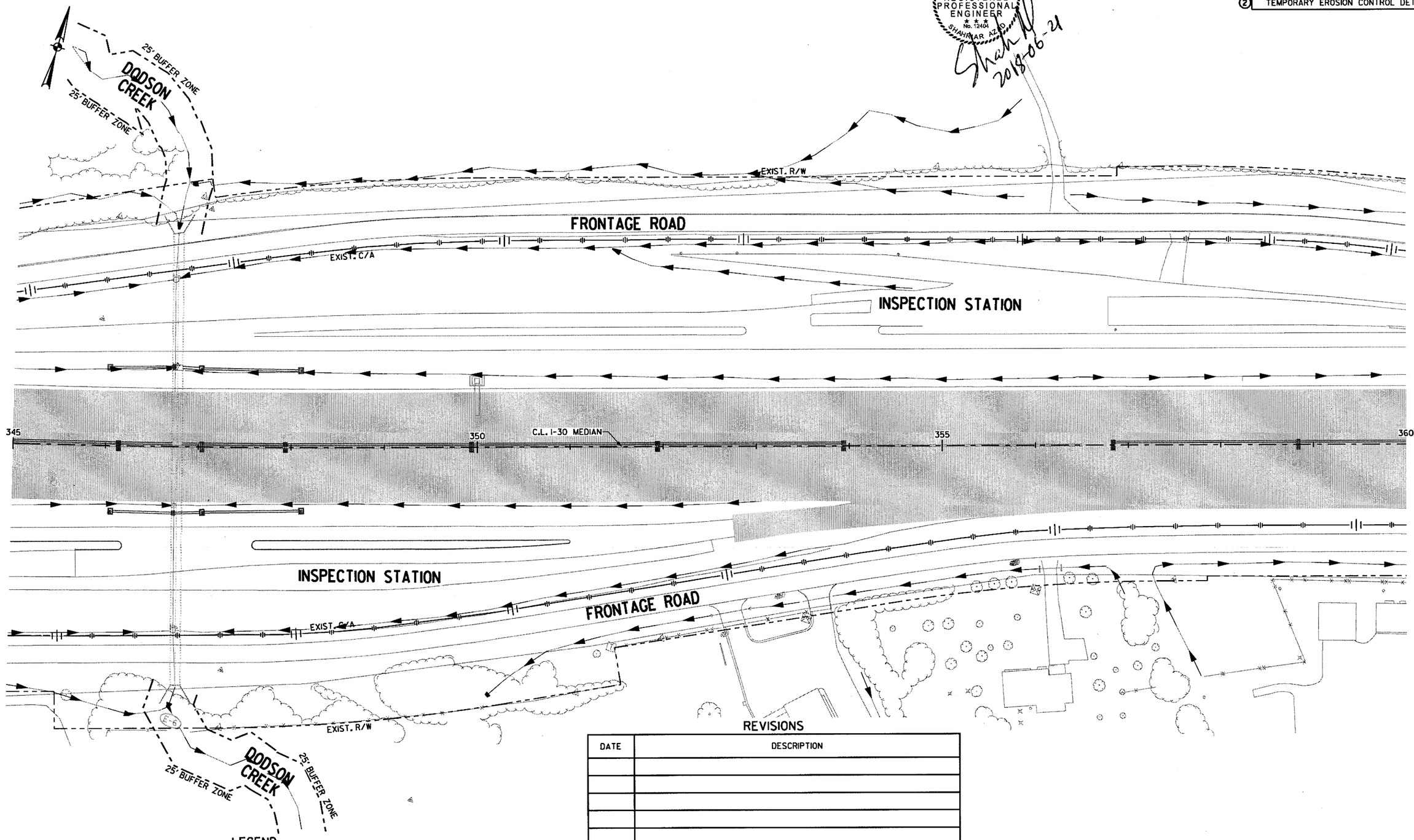
6	ARK.			
JOB NO.		CA0601	220	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 345+00 TO STA. 360+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0601	221	1465

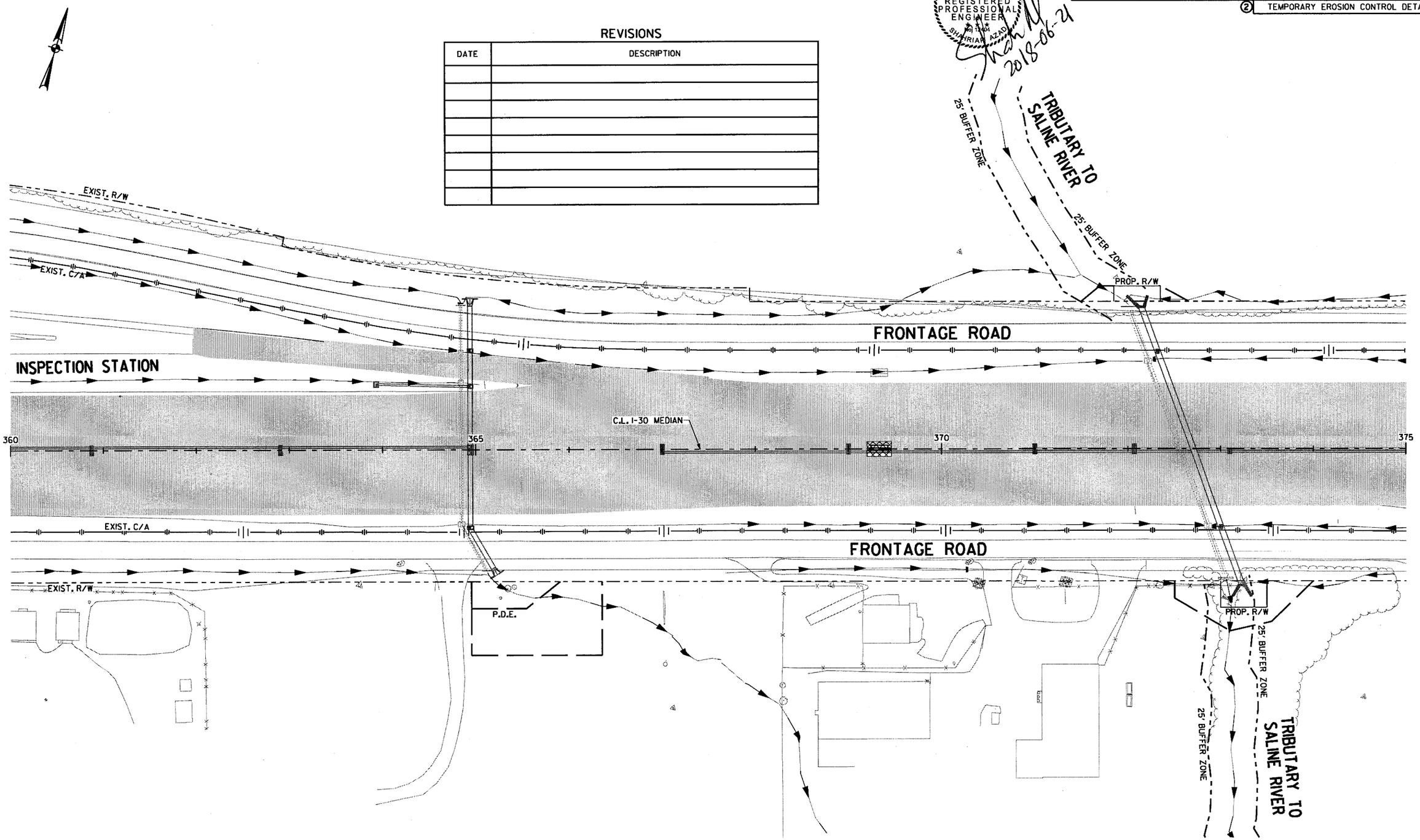
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 360+00 TO STA. 375+00

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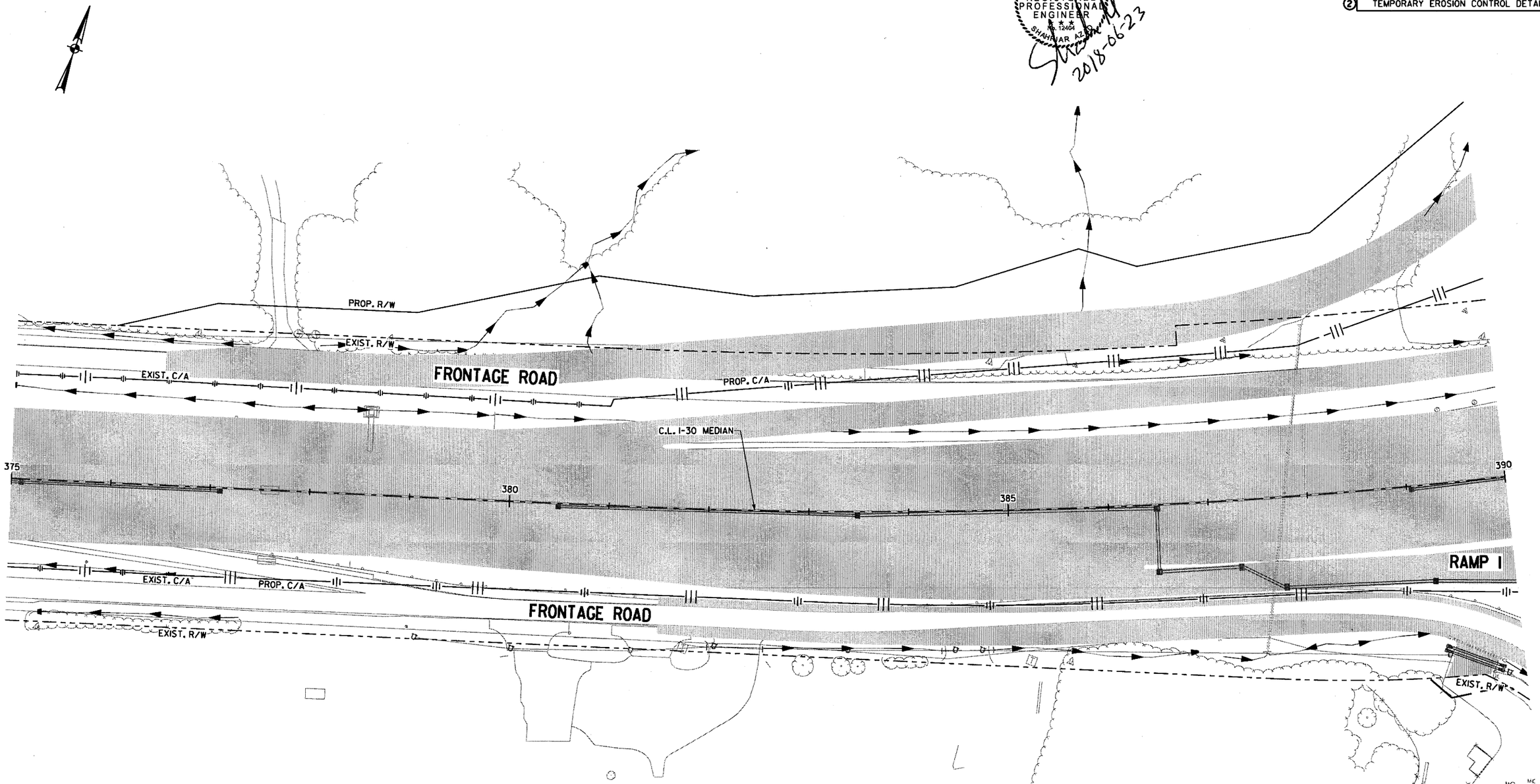
				JOB NO.		CA0601	222	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12464
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 375+00 TO STA. 390+00

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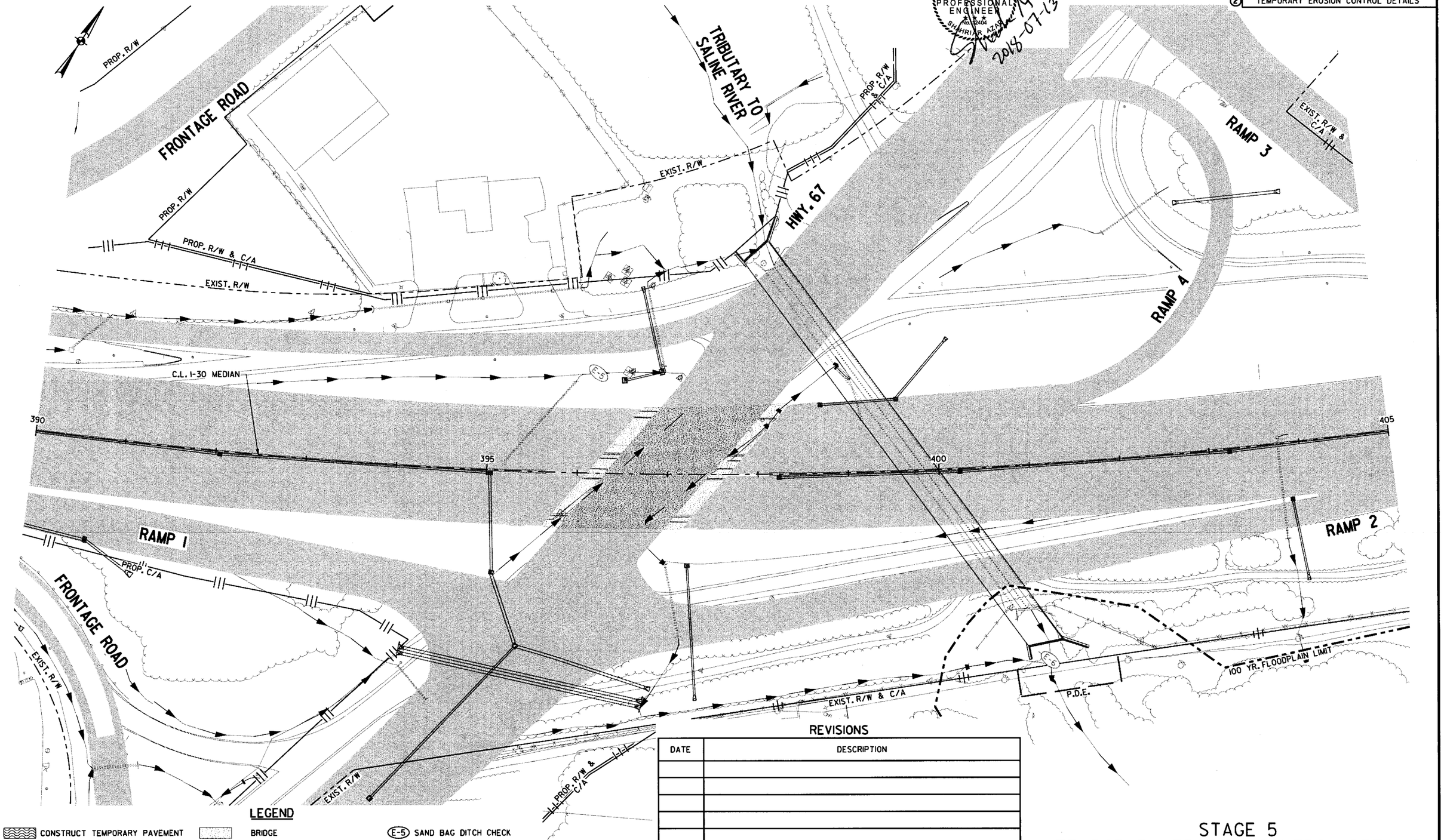
				6	ARK.			
				JOB NO.		CA0601	223	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 390+00 TO STA. 405+00

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				6	ARK.			
				JOB NO.		CA0601	224	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12401
SHAHRIAR ALAM
2018-06-23

PROP. R/W & C/A
WETLAND LIMIT
100 YR. FLOODPLAIN LIMIT
EXIST. R/W & C/A
EXIST. R/W
EXIST. C/A
RAMP 3
RAMP 2
SALINE RIVER RELIEF
405
410
415
420
C.L. I-30 MEDIAN

REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 405+00 TO STA. 420+00

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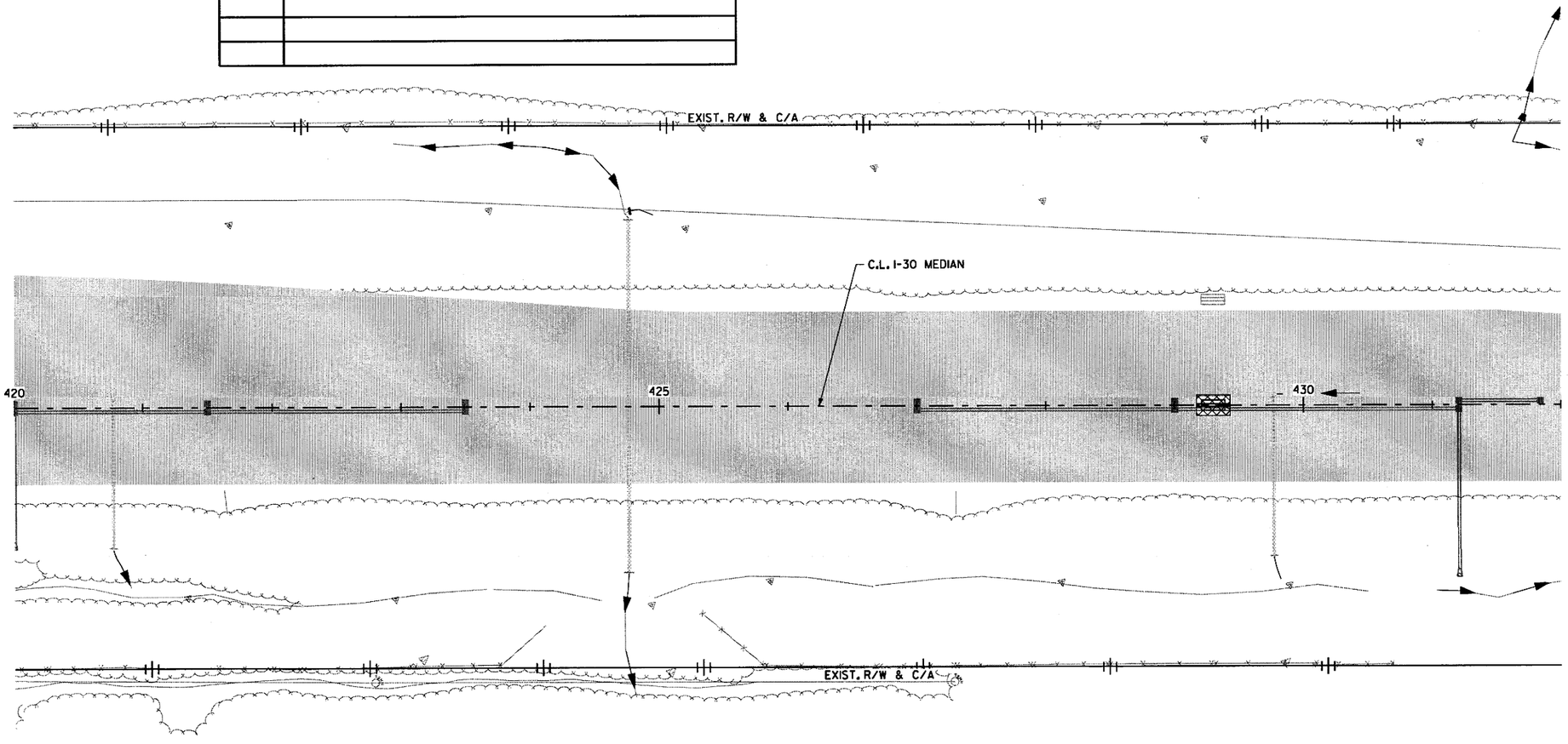
				JOB NO.		CA0601	225	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 420+00 TO STA. 432+00

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REVISIONS

DATE	DESCRIPTION

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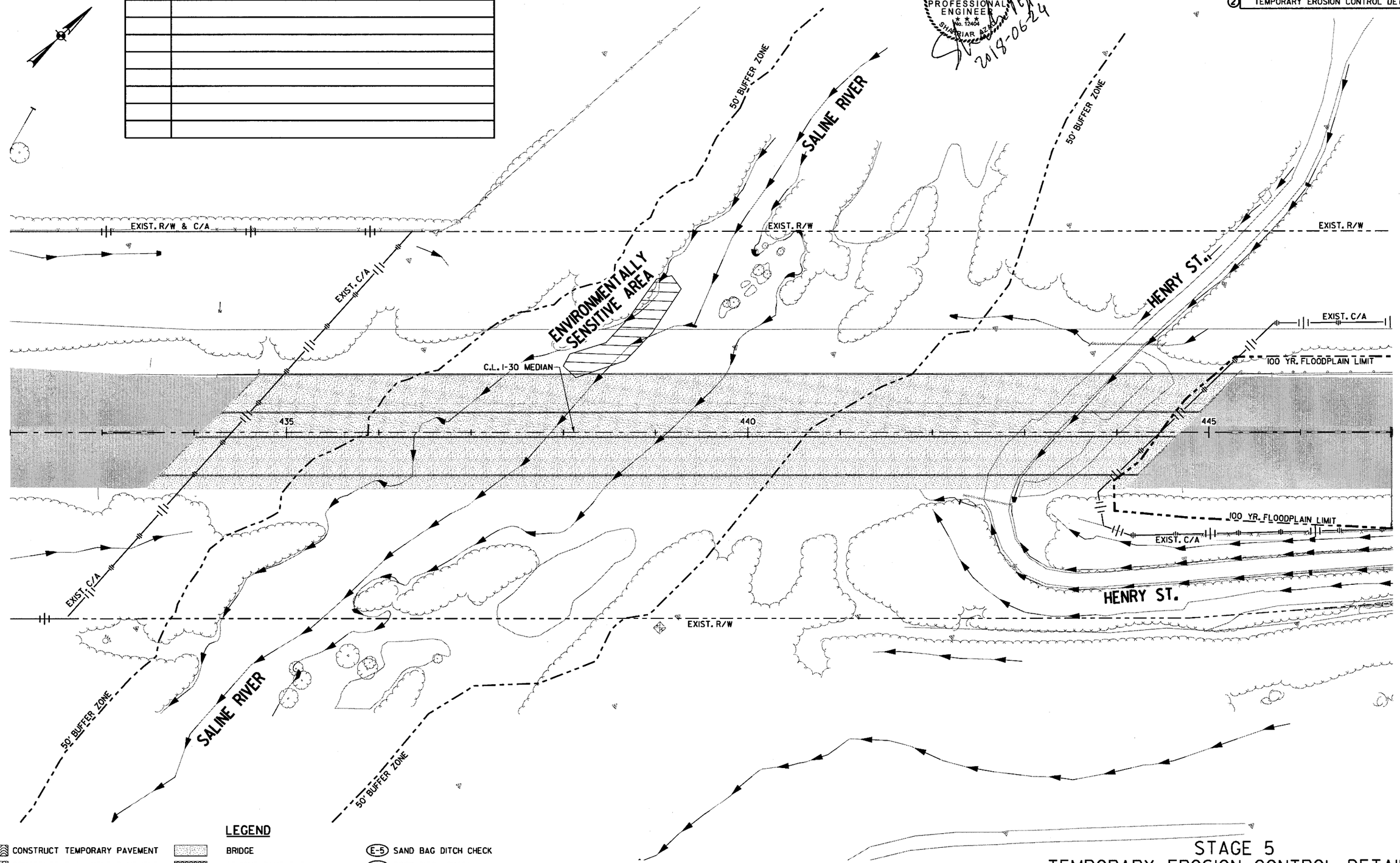
				6	ARK.			
				JOB NO.		CA0601	226	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
2018-06-24



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 432+00 TO STA. 447+00

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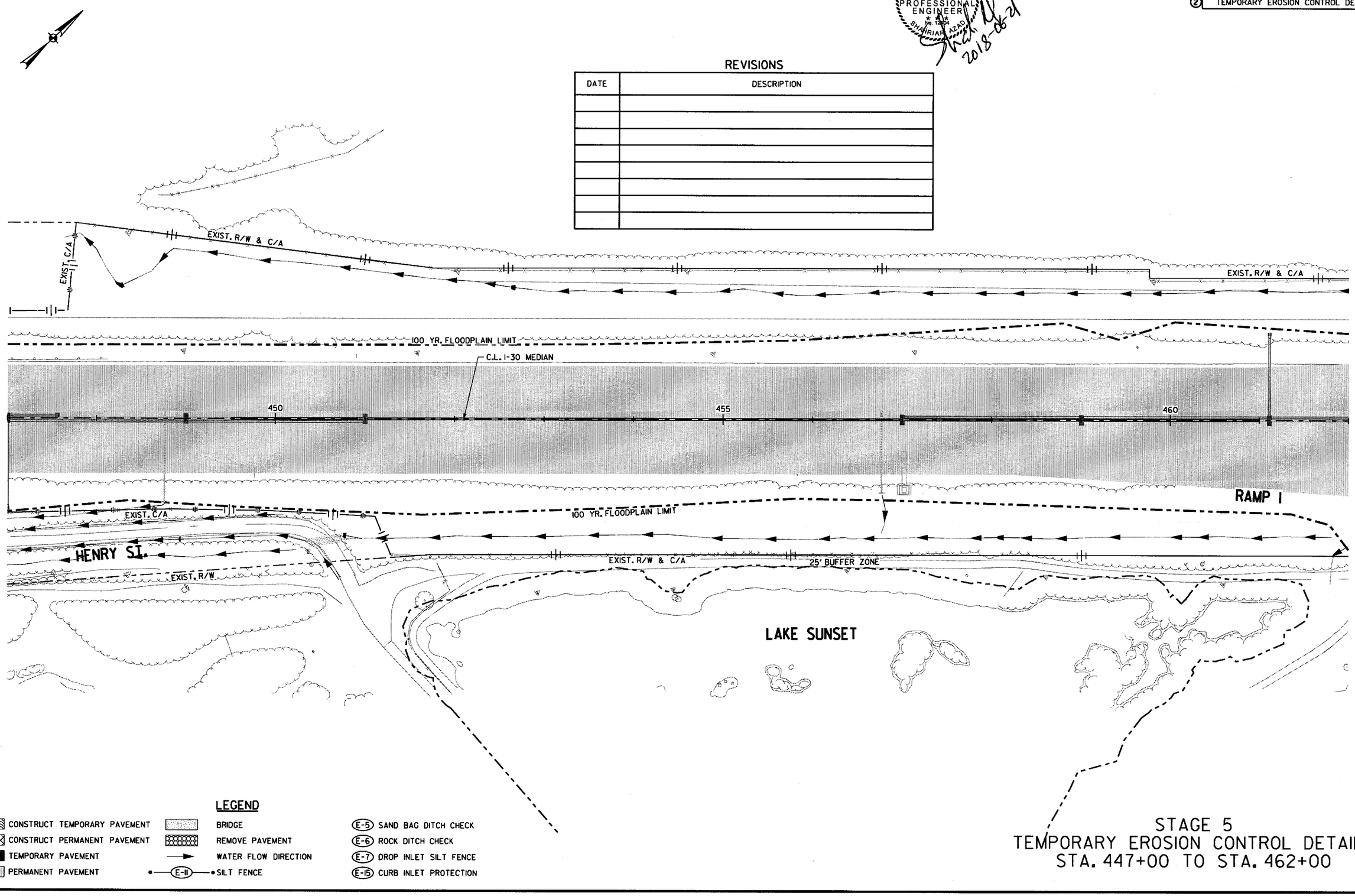
				JOB NO.		CA0601	227	1465
				(2) TEMPORARY EROSION CONTROL DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12XXX
SHARRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

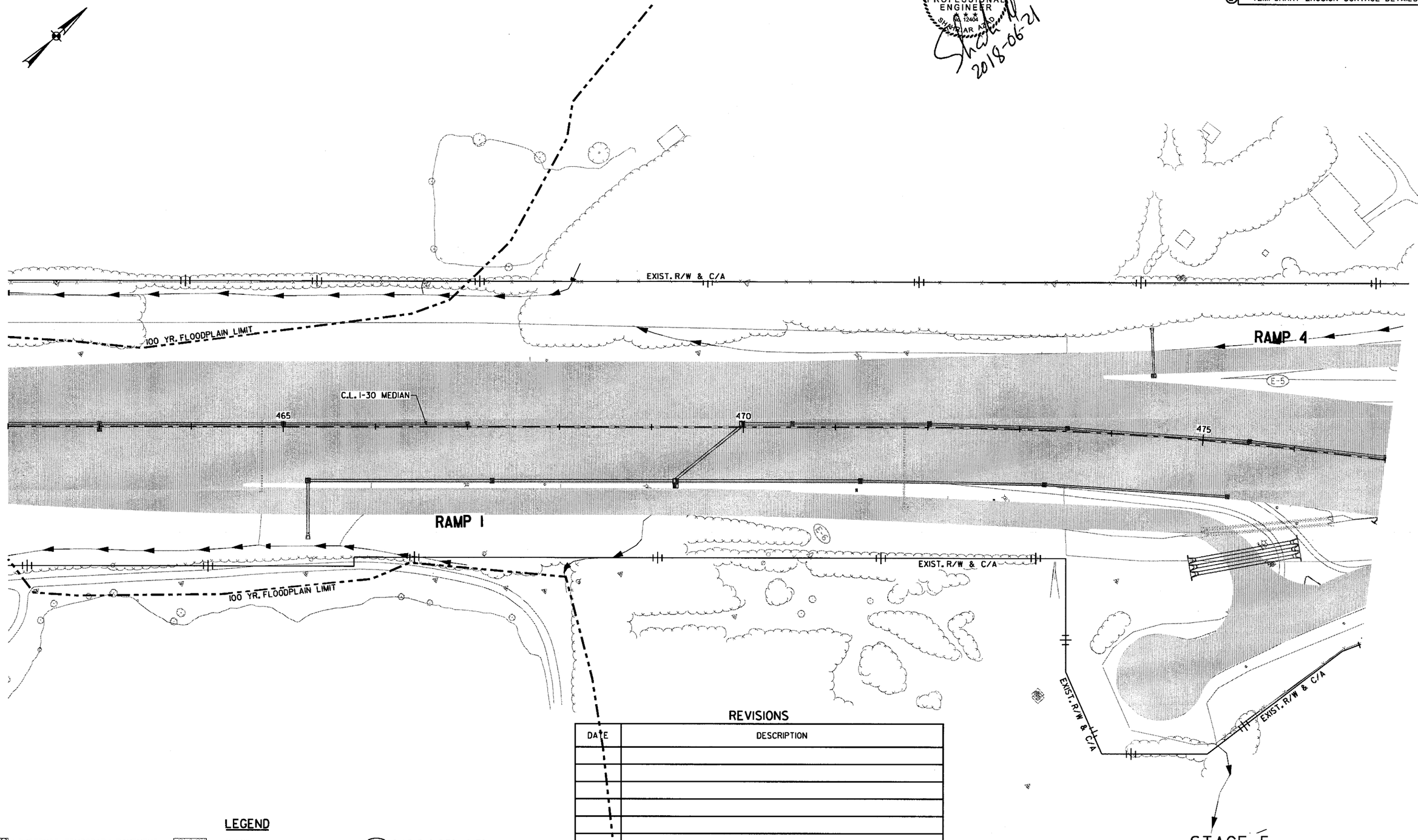
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 447+00 TO STA. 462+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	228	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 462+00 TO STA. 477+00

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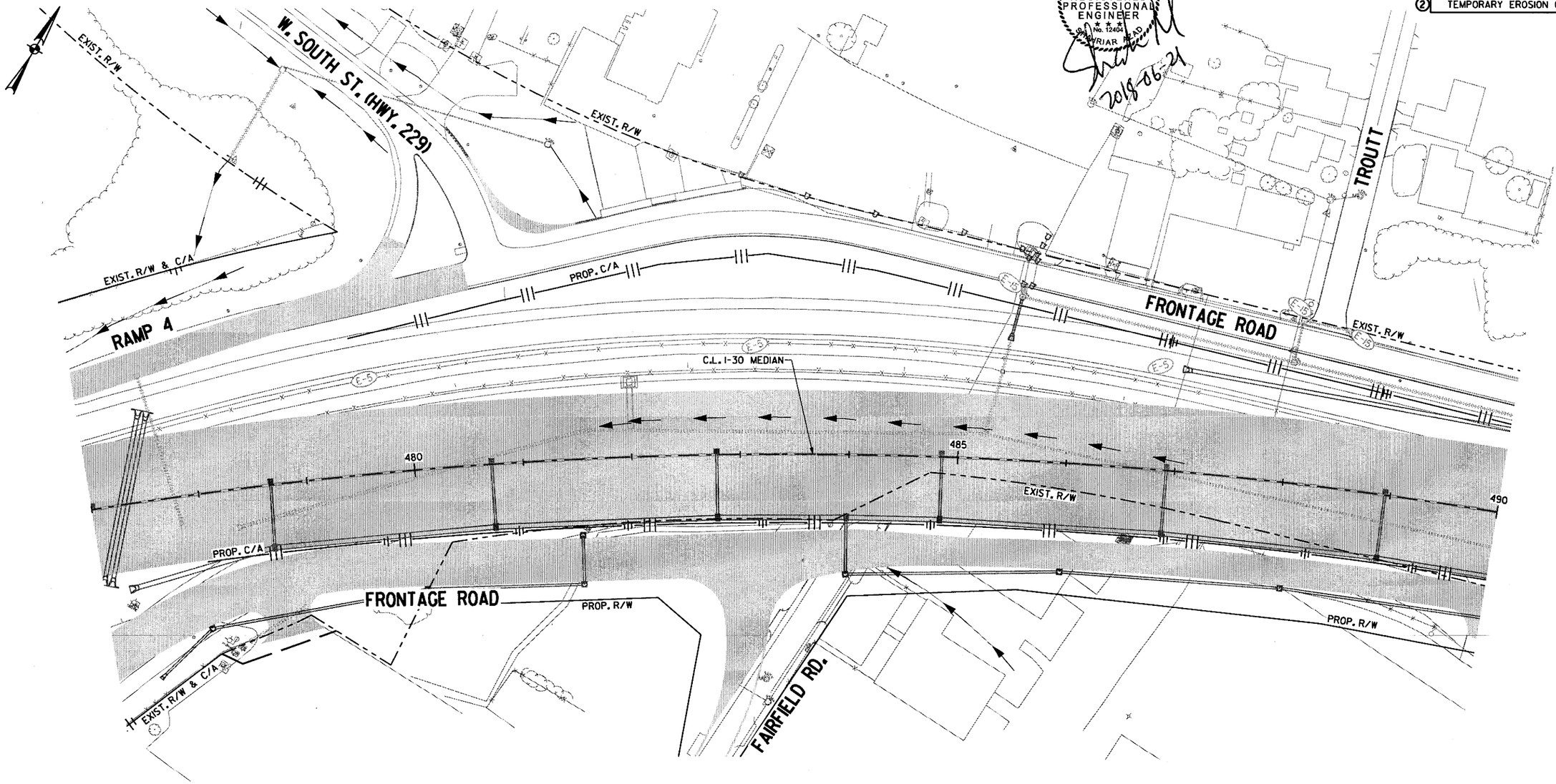
				JOB NO.		CA0601	229	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
CHRIAR BRAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 477+00 TO STA. 490+00

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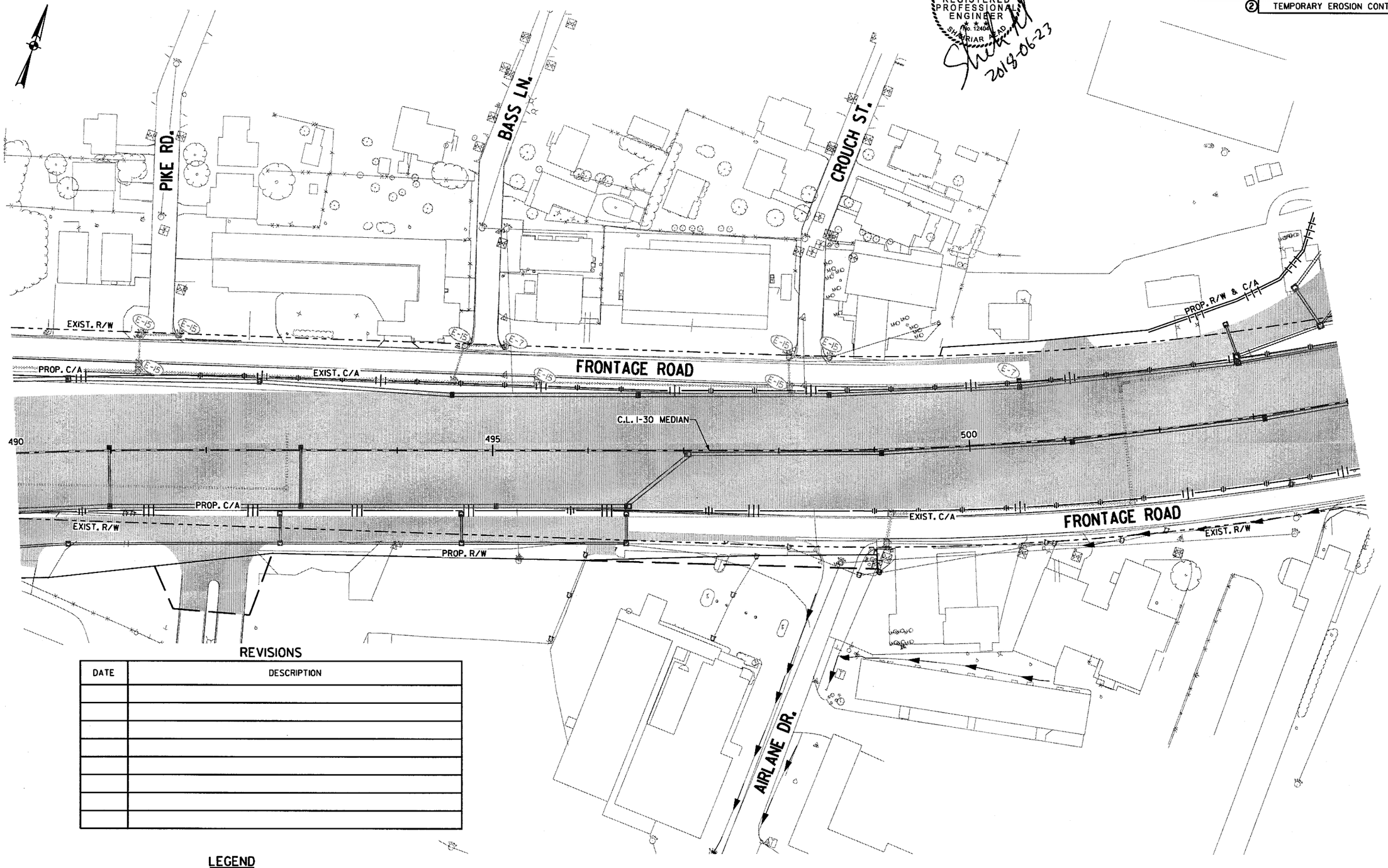
				JOB NO.		CA0601	230	1465

(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR SHEAD
2019-06-23



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 490+00 TO STA. 504+00

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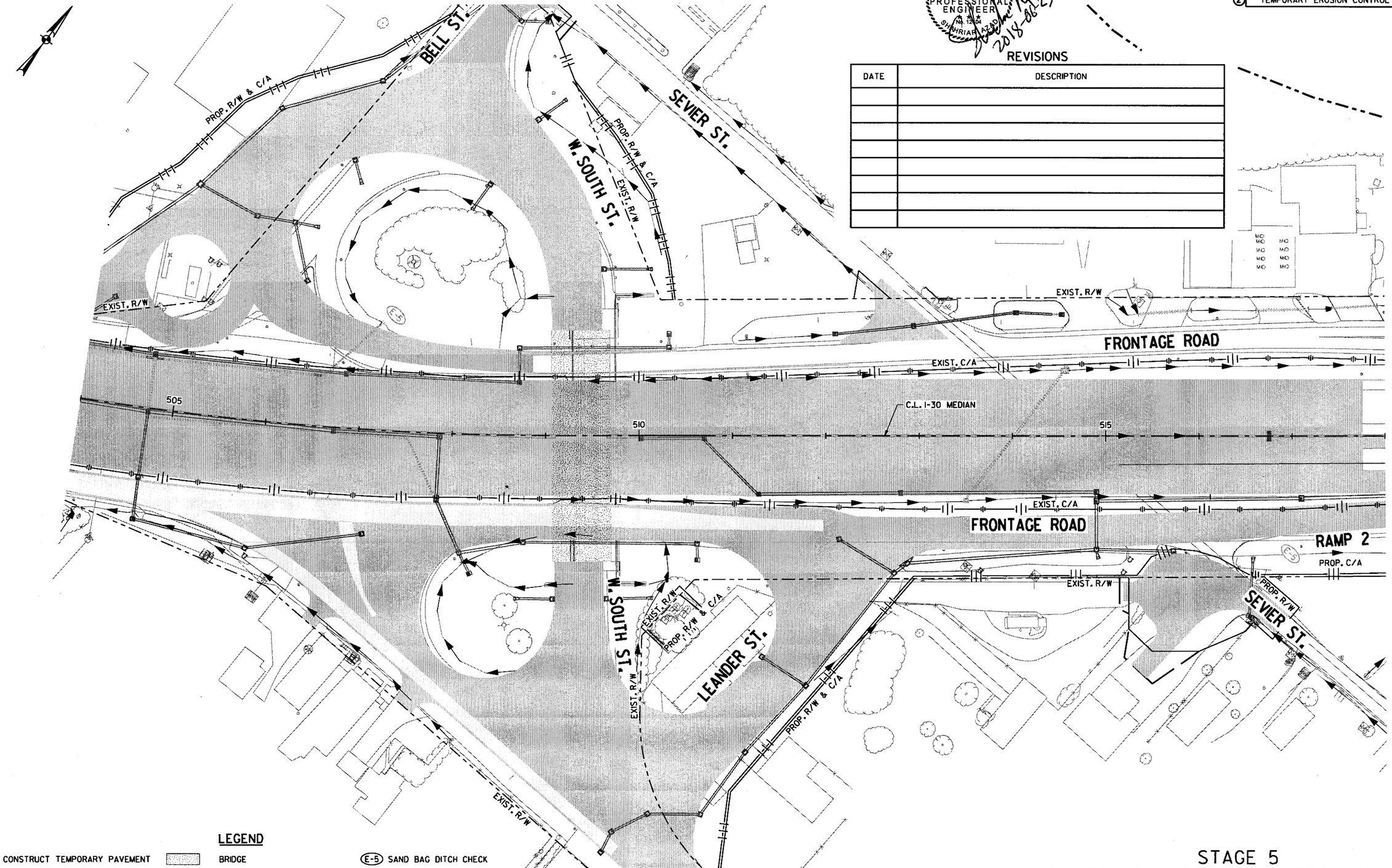
② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2018-06-23

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 504+00 TO STA. 518+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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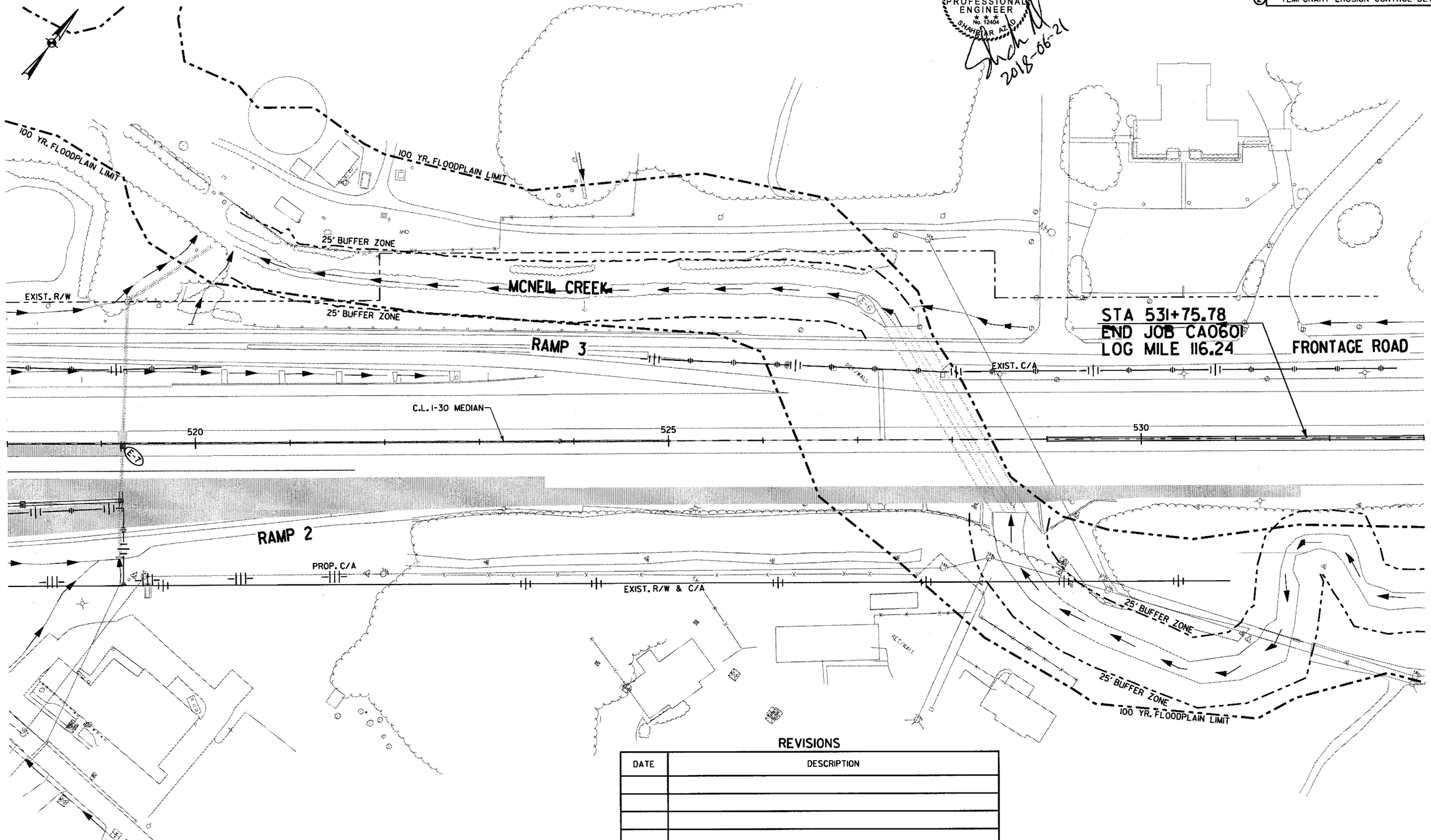
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 518+00 TO STA. 533+00

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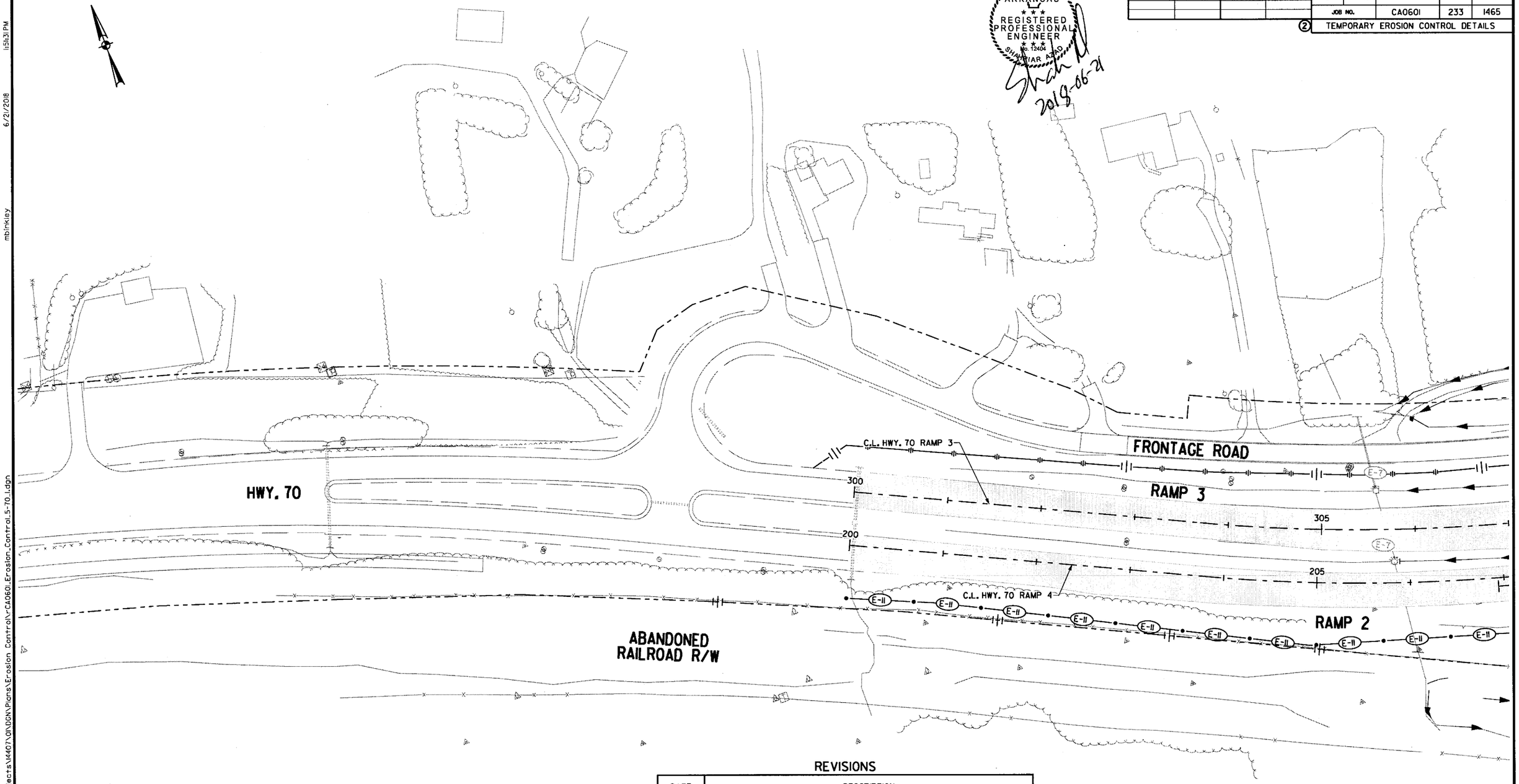
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHZAIR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 200+00 TO STA. 207+00

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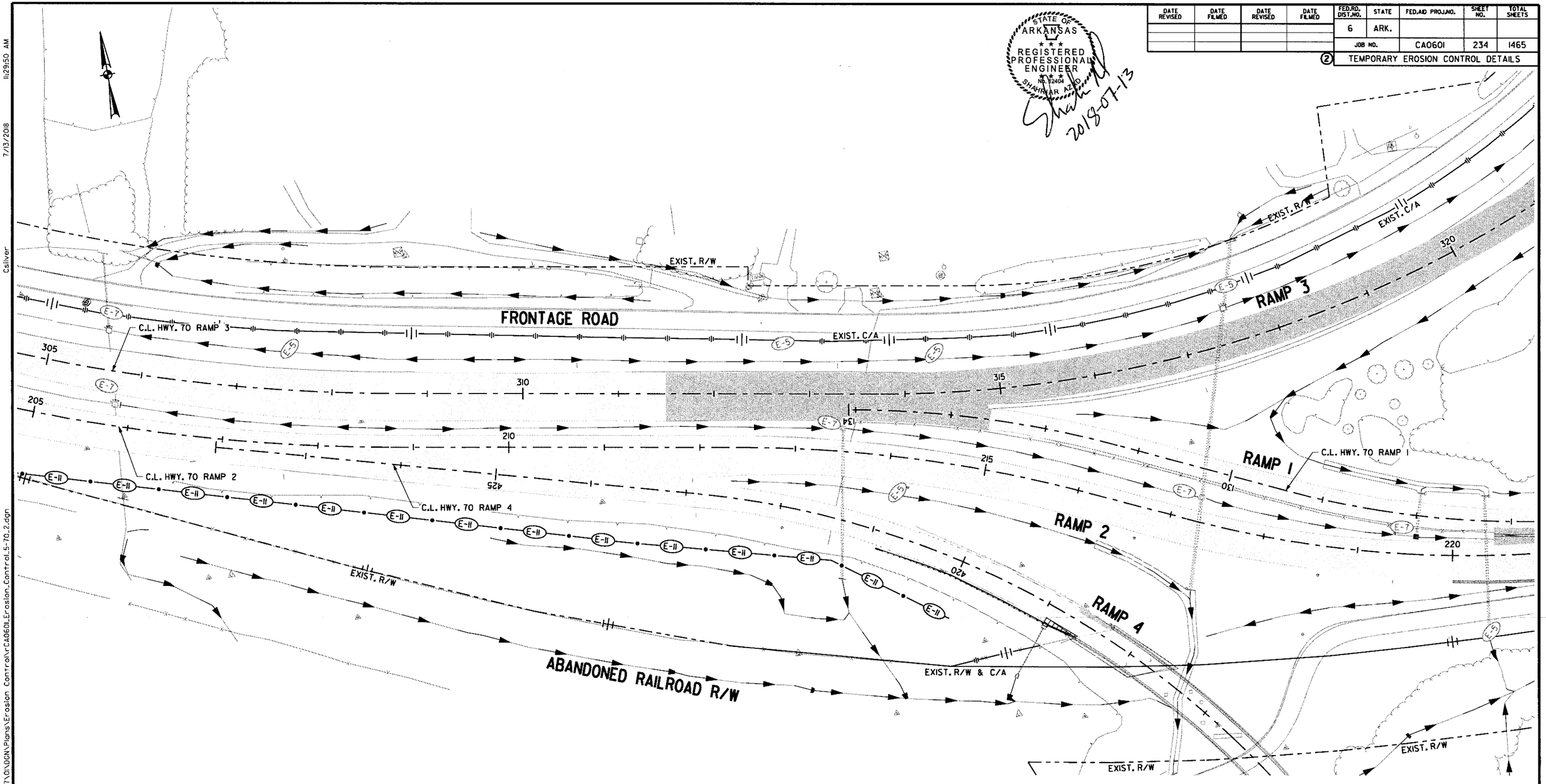
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- (E-11) SILT FENCE
- (E-5) SAND BAG DITCH CHECK
- (E-6) ROCK DITCH CHECK
- (E-7) DROP INLET SILT FENCE
- (E-15) CURB INLET PROTECTION

REVISIONS

DATE	DESCRIPTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 207+00 TO STA. 220+00

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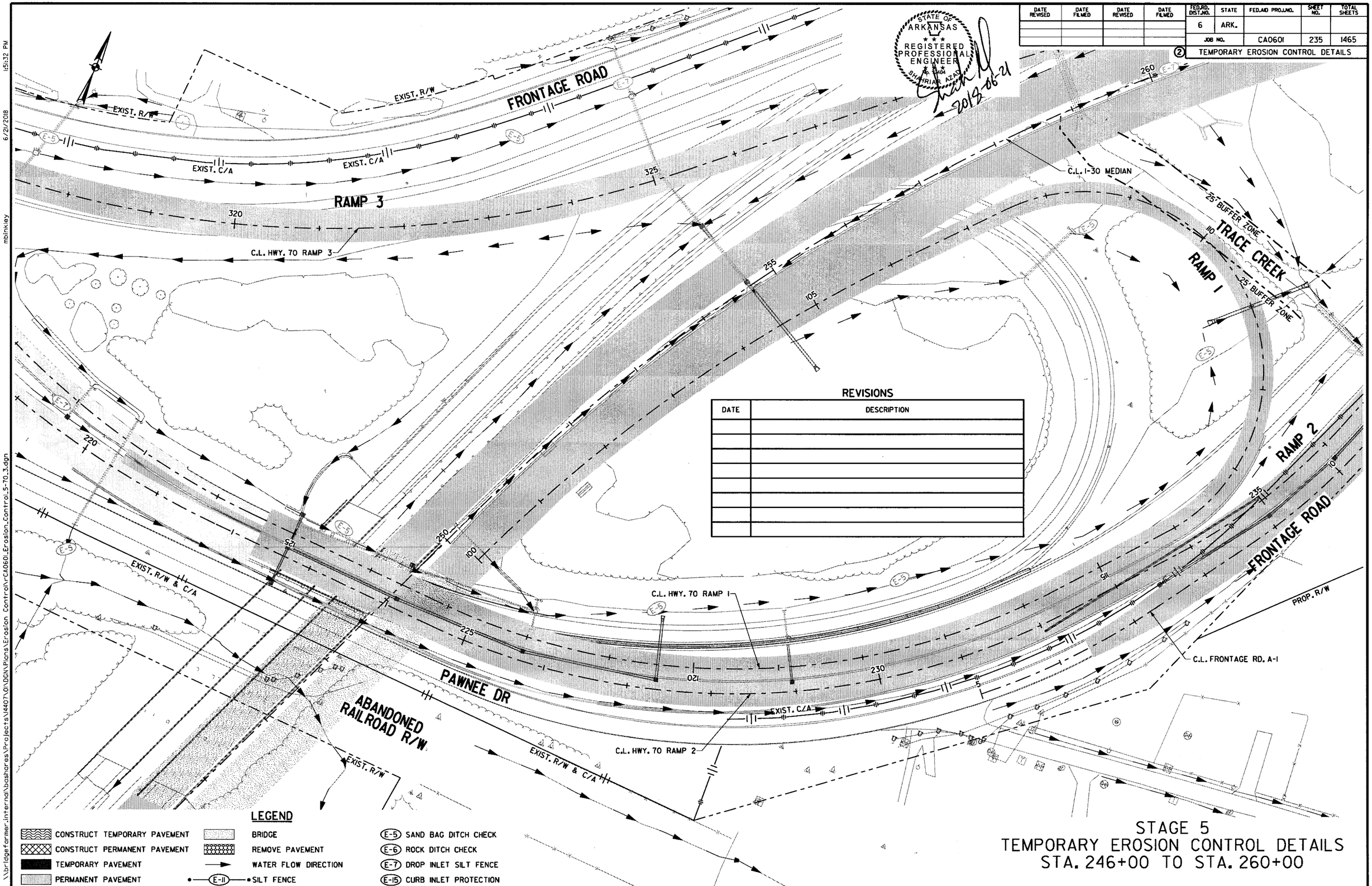
② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 246+00 TO STA. 260+00

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				6	ARK.			
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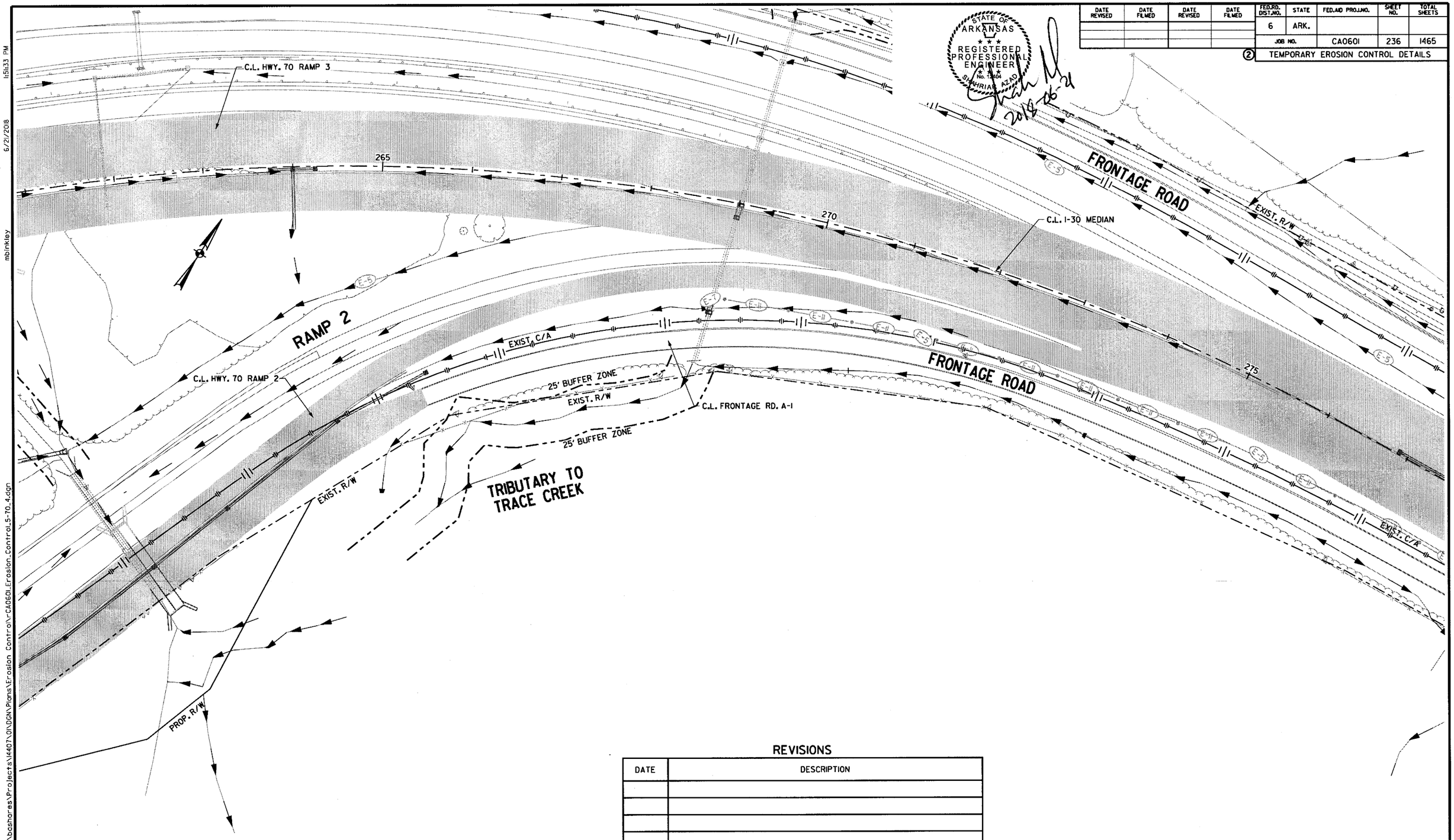
② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

2018-06-21



REVISIONS

DATE	DESCRIPTION

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
HWY. 70 STA. 261+00 TO STA. 277+00

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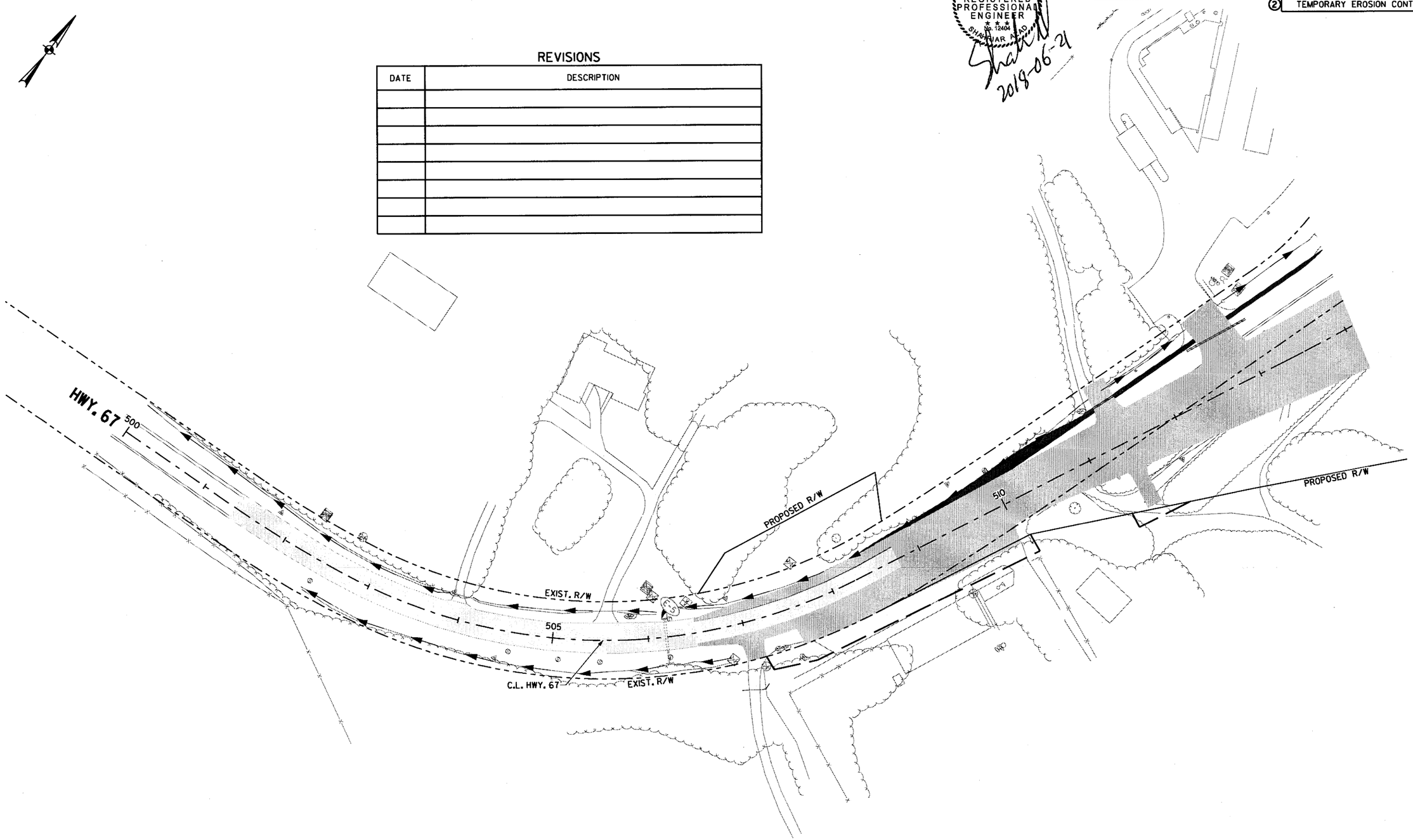
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN MEAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 500+00 TO STA. 514+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0601	238	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

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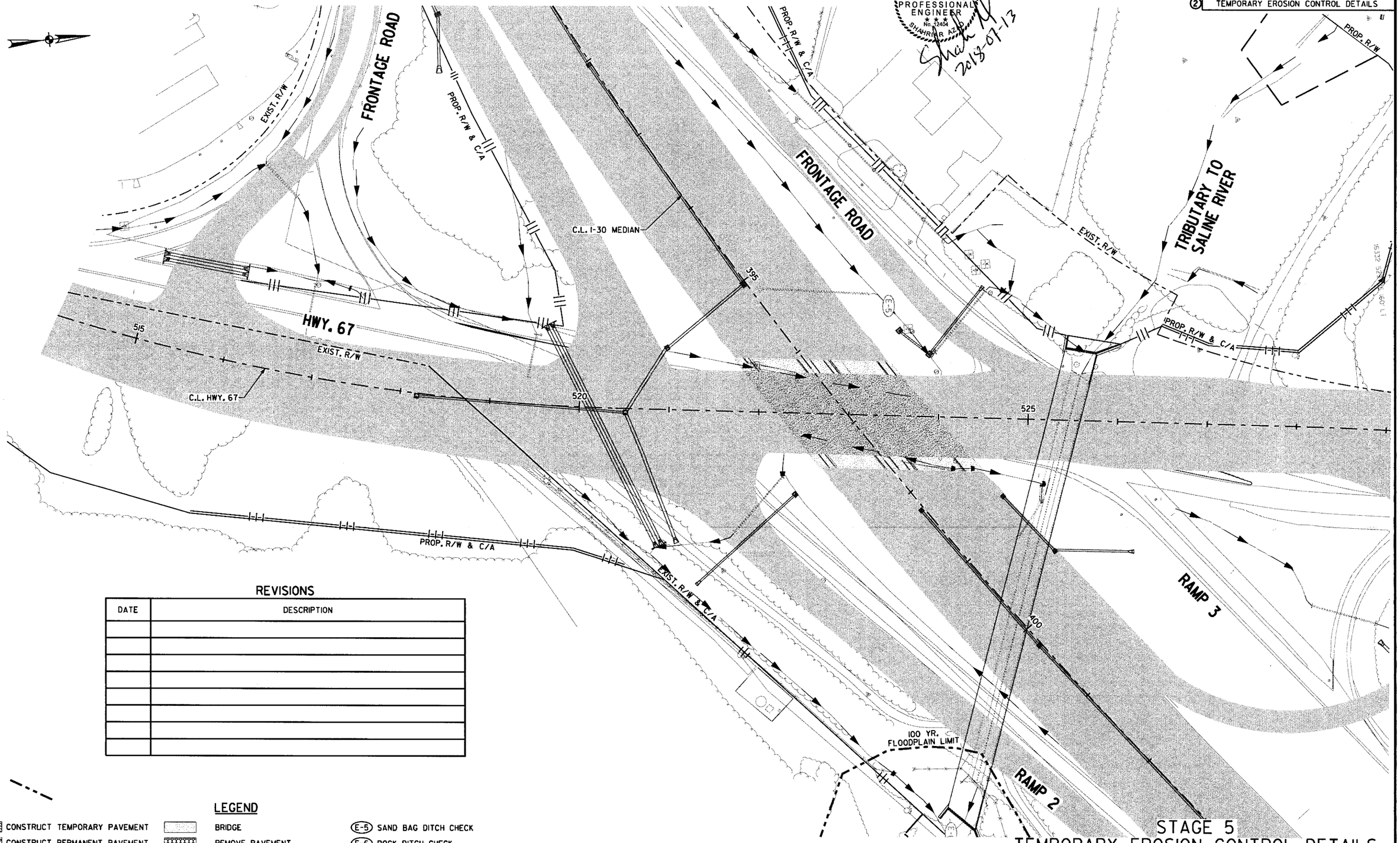

REVISIONS

DATE	DESCRIPTION

LEGEND

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- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
HWY. 67 STA. 514+00 TO STA. 529+00

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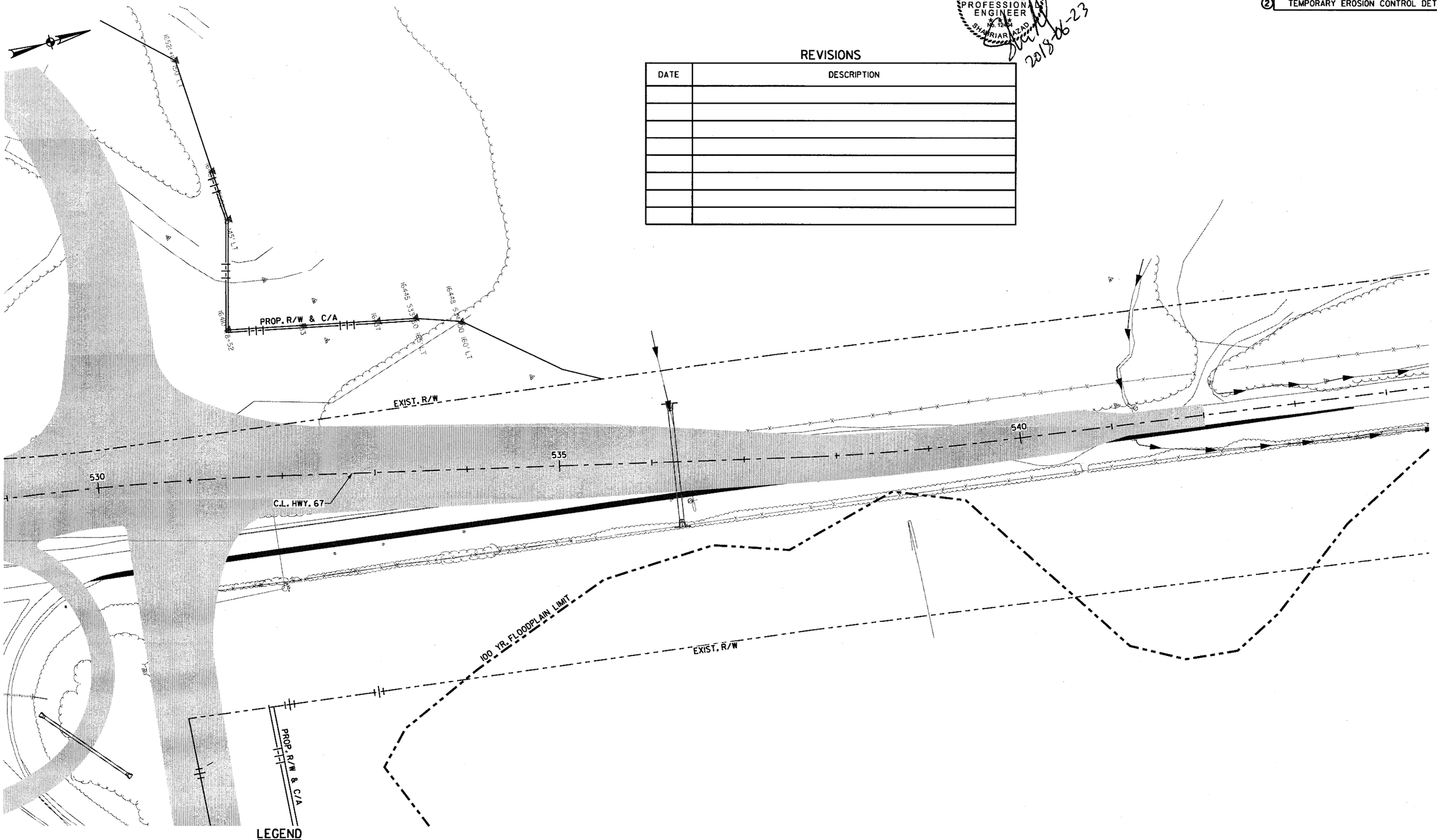
(2) TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 529+00 TO STA. 544+00

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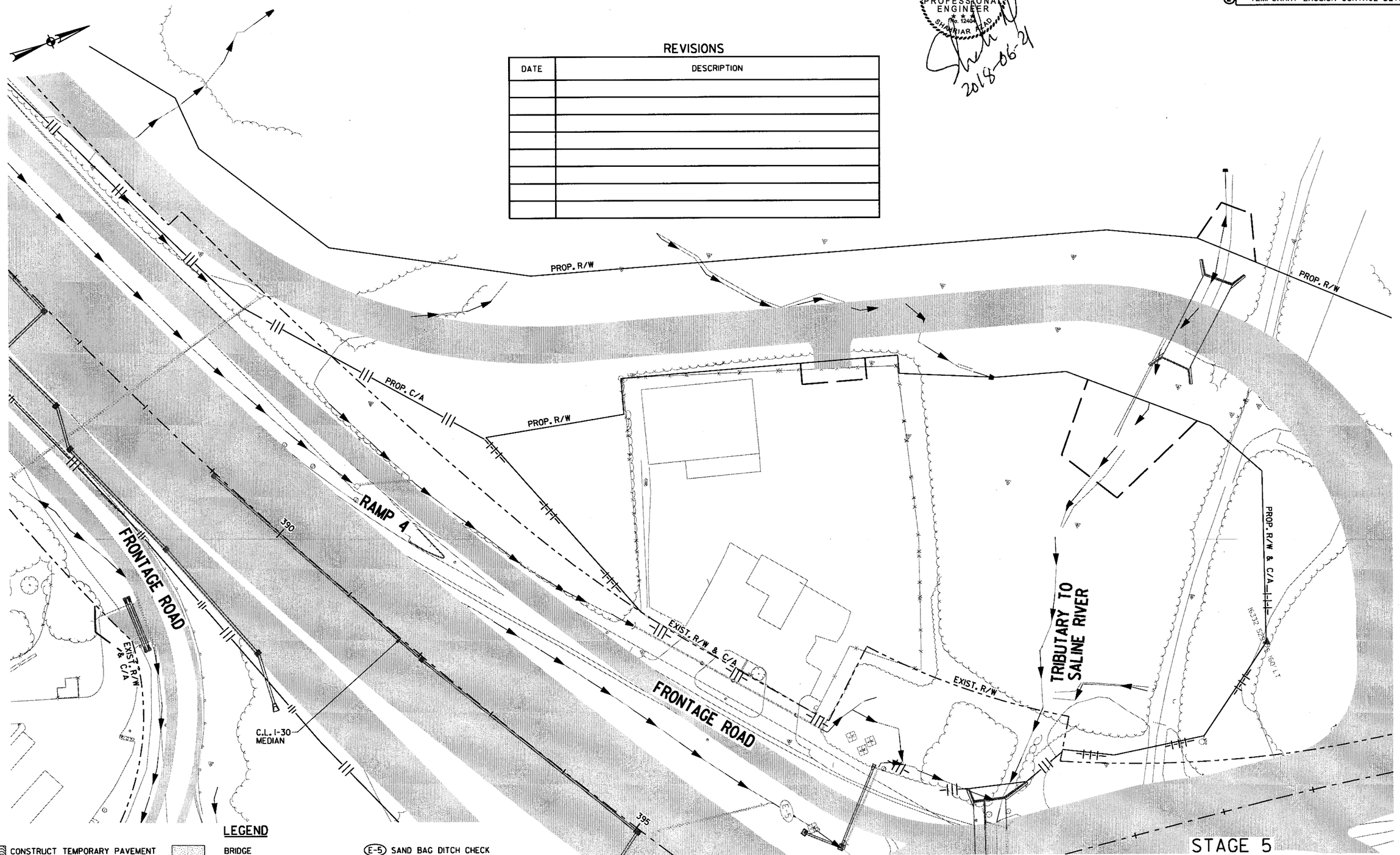
				6	ARK.			
				JOB NO.		CA0601	240	1465

② TEMPORARY EROSION CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

REVISIONS

DATE	DESCRIPTION



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- BRIDGE
- REMOVE PAVEMENT
- WATER FLOW DIRECTION
- E-11 SILT FENCE
- E-5 SAND BAG DITCH CHECK
- E-6 ROCK DITCH CHECK
- E-7 DROP INLET SILT FENCE
- E-15 CURB INLET PROTECTION

STAGE 5
TEMPORARY EROSION CONTROL DETAILS
STA. 386+00 TO STA. 396+00

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				6	ARK.			
				JOB NO.		CA0601	241	1465
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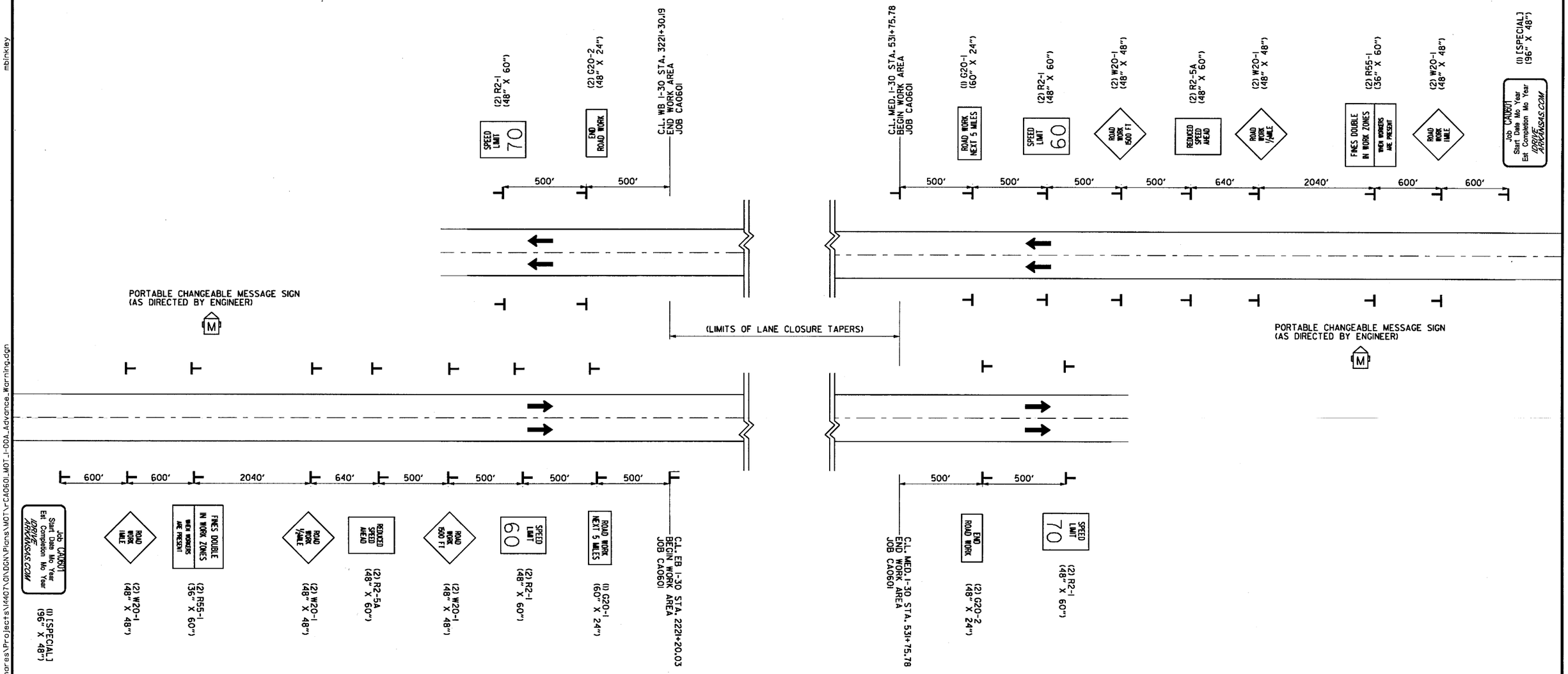
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-22



MAINTENANCE OF TRAFFIC DETAILS
ADVANCE WARNING SIGNS
I-30 MAIN LANES
ALL STAGES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

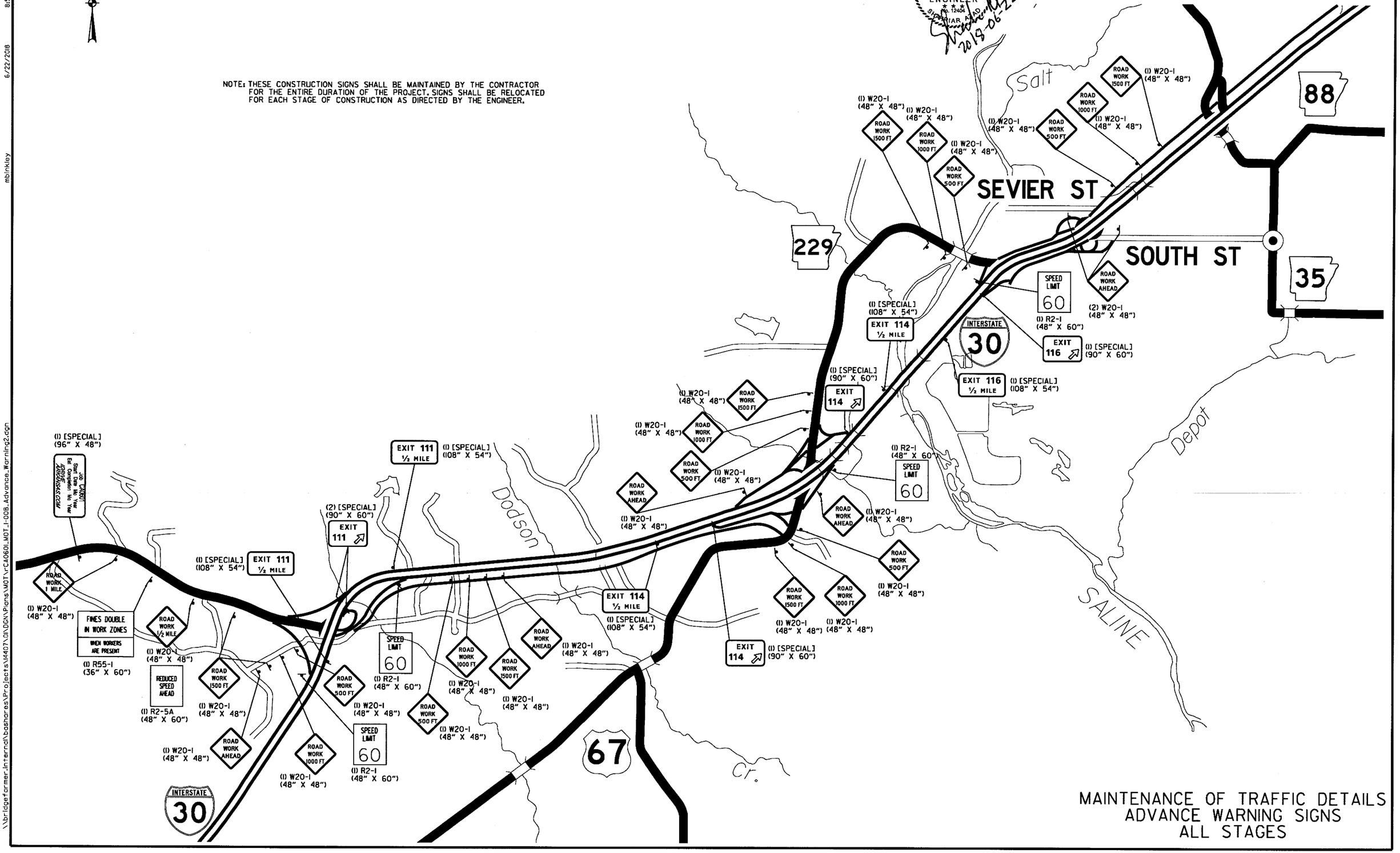
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	242	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAPRIAR ALAD

2018-06-22

NOTE: THESE CONSTRUCTION SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT. SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.



MAINTENANCE OF TRAFFIC DETAILS
ADVANCE WARNING SIGNS
ALL STAGES

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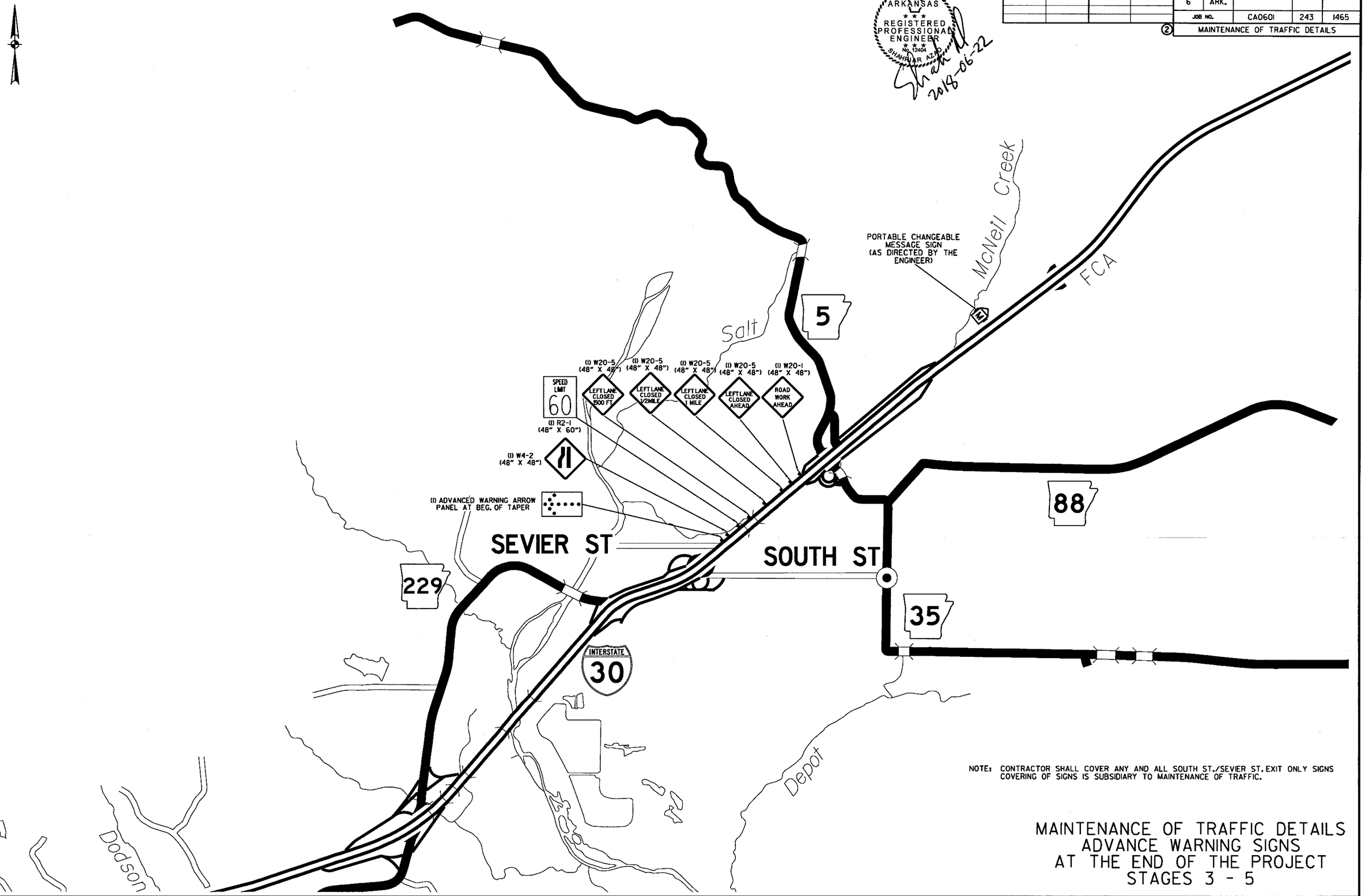
				JOB NO.		CA0601	243	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



NOTE: CONTRACTOR SHALL COVER ANY AND ALL SOUTH ST./SEVIER ST. EXIT ONLY SIGNS COVERING OF SIGNS IS SUBSIDIARY TO MAINTENANCE OF TRAFFIC.

MAINTENANCE OF TRAFFIC DETAILS
ADVANCE WARNING SIGNS
AT THE END OF THE PROJECT
STAGES 3 - 5

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6	ARK.			
JOB NO.		CA0601	245	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

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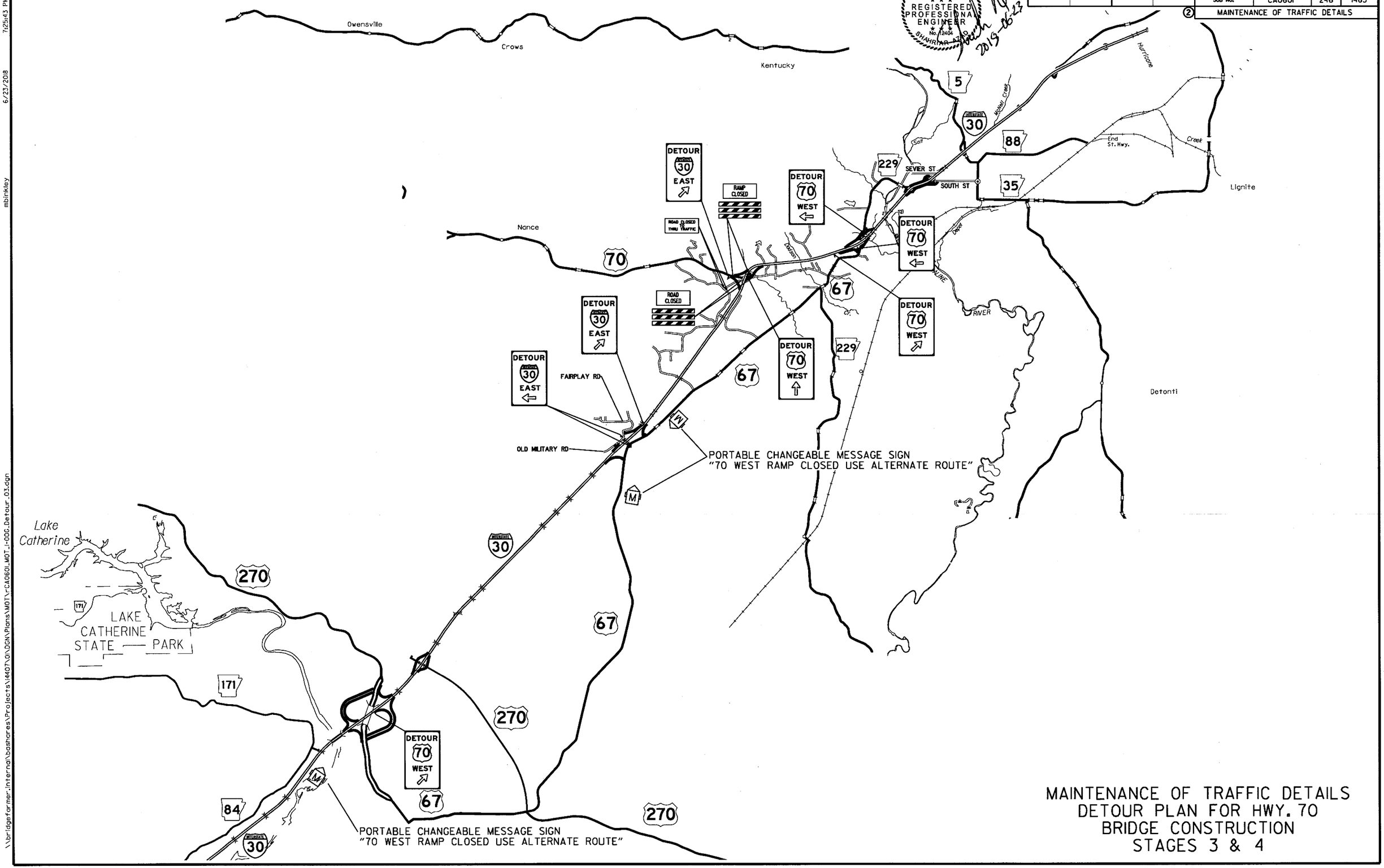
				JOB NO.		CA0601	246	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2019-06-23



MAINTENANCE OF TRAFFIC DETAILS
DETOUR PLAN FOR HWY. 70
BRIDGE CONSTRUCTION
STAGES 3 & 4

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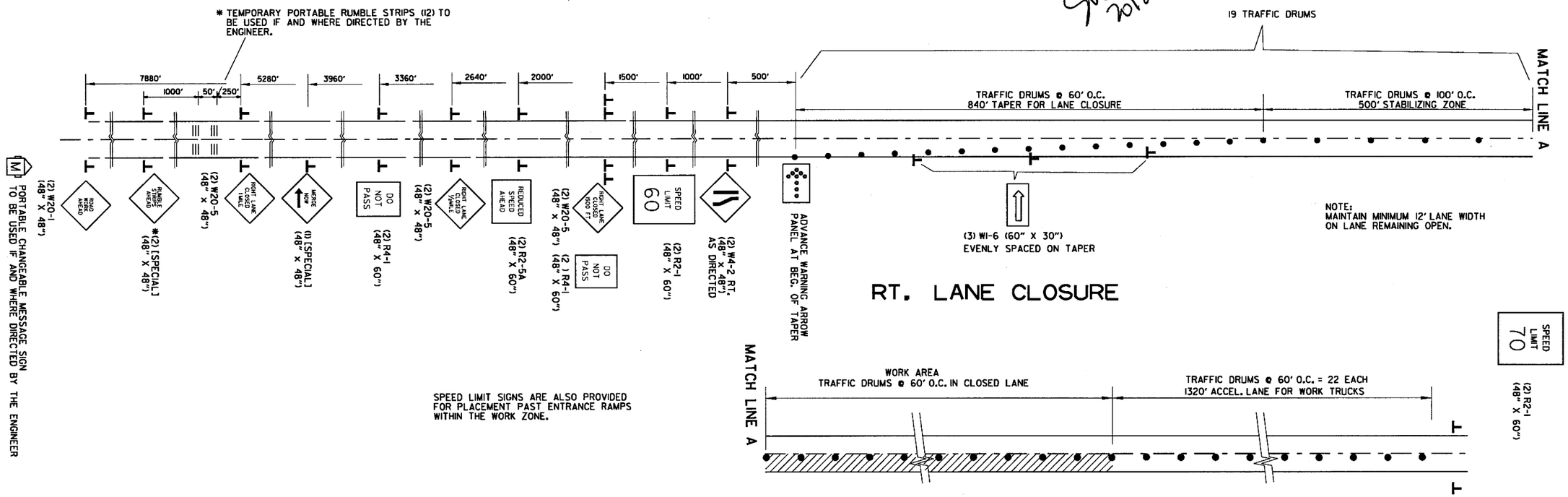
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	247	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shahriar 2018-06-22

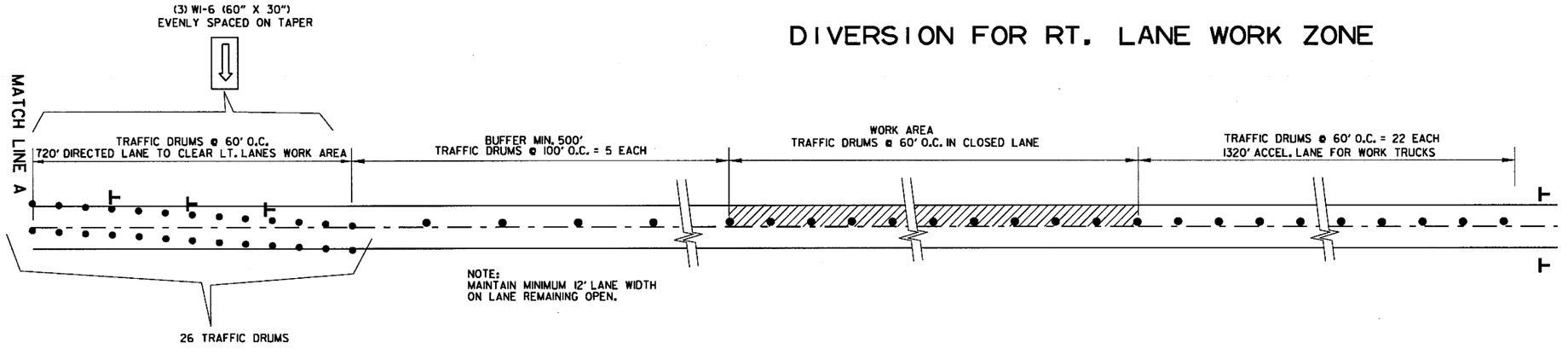


RT. LANE CLOSURE

SPEED LIMIT 70
(2) R2-1 (48" X 60")

SPEED LIMIT SIGNS ARE ALSO PROVIDED FOR PLACEMENT PAST ENTRANCE RAMPS WITHIN THE WORK ZONE.

DIVERSION FOR RT. LANE WORK ZONE



SPEED LIMIT 70
(2) R2-1 (48" X 60")

DIVERSION FOR LT. LANE WORK ZONE

MAINTENANCE OF TRAFFIC DETAILS
LANE CLOSURE

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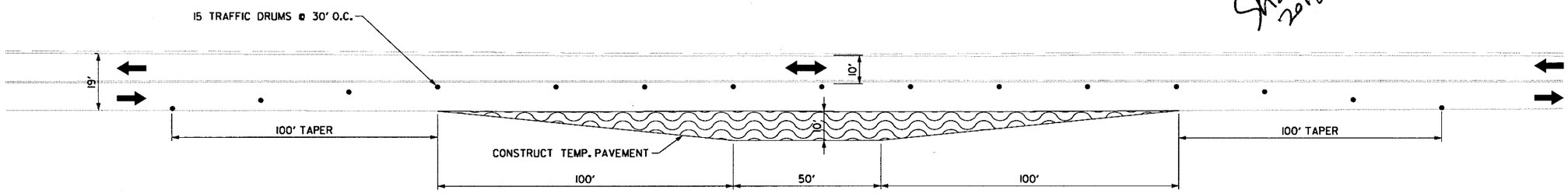
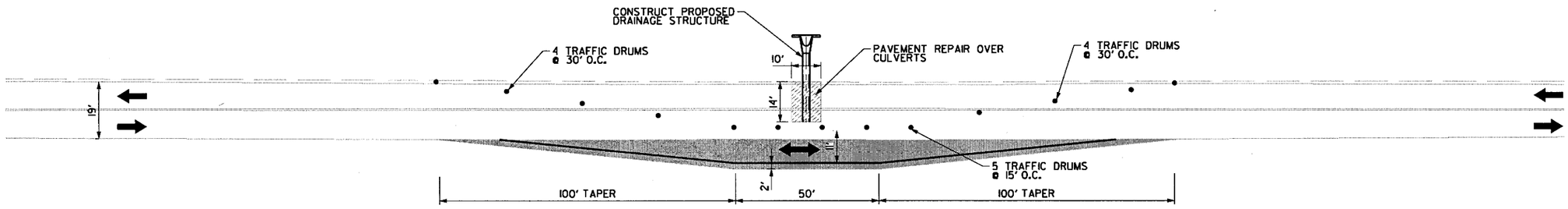
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	248	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

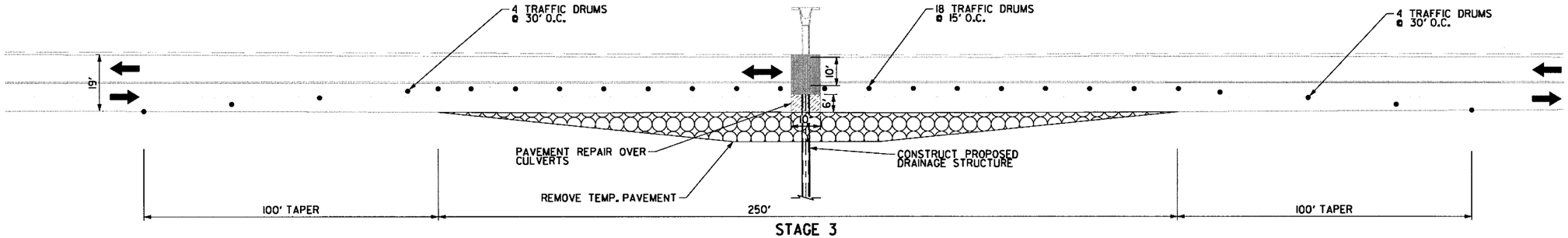
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHANNON AZAR 12404
2018-06-22



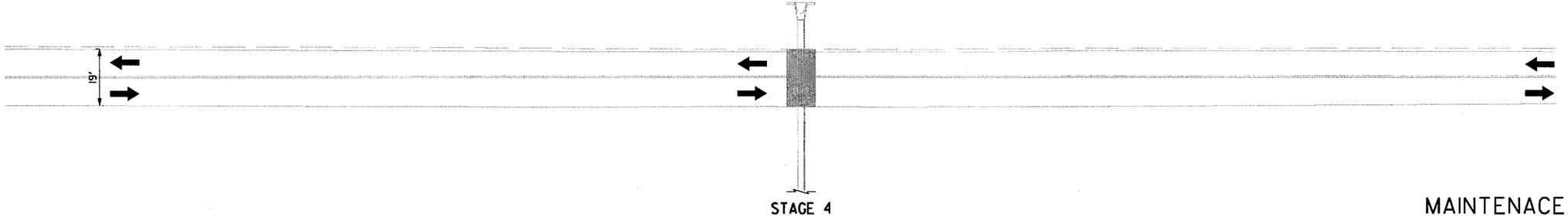
STAGE 1



STAGE 2



STAGE 3



STAGE 4

NOTES:

1. REFER TO STANDARD DRAWING TC-2 (E) FOR 2 LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.
2. REFER TO MAINTENANCE OF TRAFFIC DETAILS FOR LOCATIONS.
4. TWO LANES SHALL ALWAYS BE MAINTAINED WHEN THERE IS NO FLAGGER PRESENT.

MAINTENACE OF TRAFFIC DETAILS CULVERT CONSTRUCTION WITH FLAGGING OPERATION

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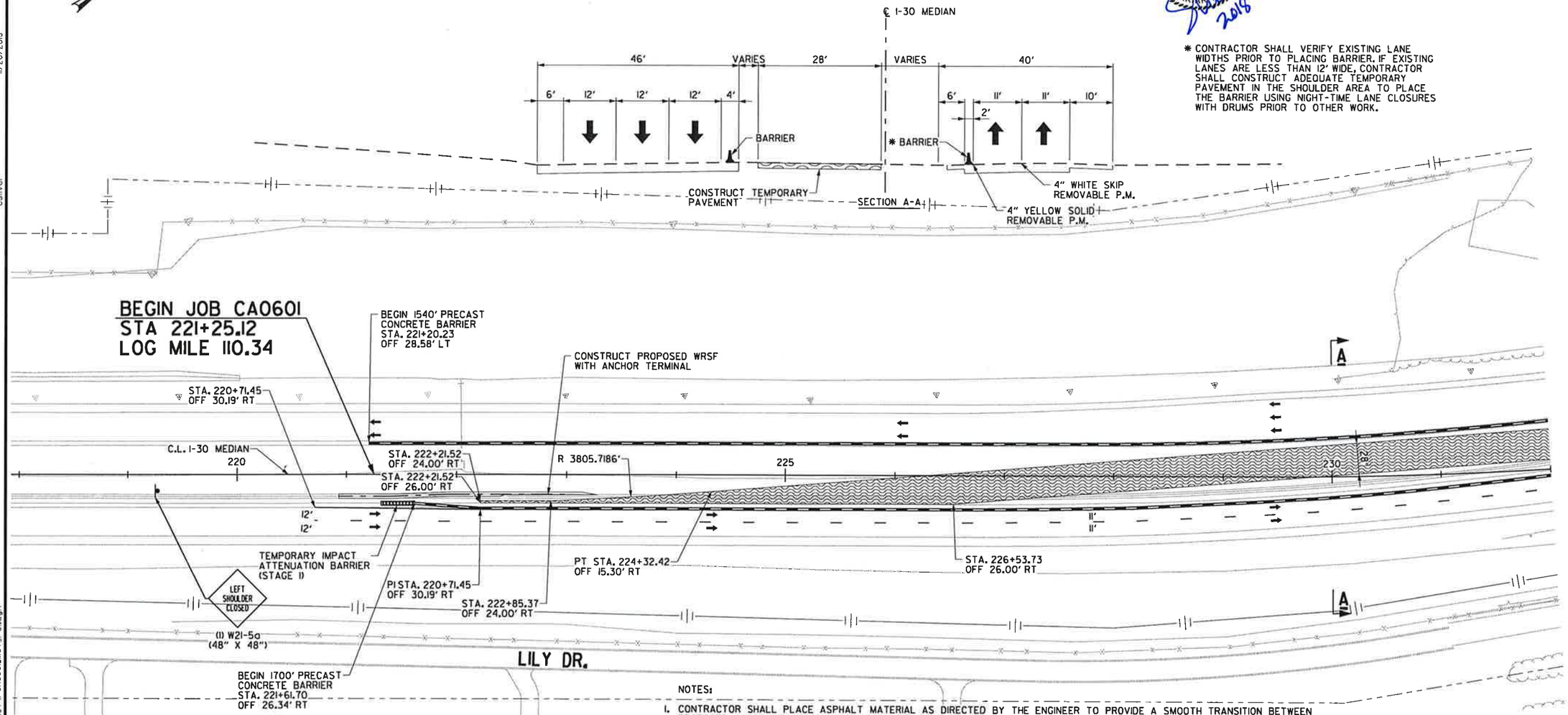
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	249	1465
				② MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZPOUR
2018-11-29



* CONTRACTOR SHALL VERIFY EXISTING LANE WIDTHS PRIOR TO PLACING BARRIER. IF EXISTING LANES ARE LESS THAN 12' WIDE, CONTRACTOR SHALL CONSTRUCT ADEQUATE TEMPORARY PAVEMENT IN THE SHOULDER AREA TO PLACE THE BARRIER USING NIGHT-TIME LANE CLOSURES WITH DRUMS PRIOR TO OTHER WORK.

NOTES:

1. CONTRACTOR SHALL PLACE ASPHALT MATERIAL AS DIRECTED BY THE ENGINEER TO PROVIDE A SMOOTH TRANSITION BETWEEN PROPOSED AND EXISTING PAVEMENT WHEN MINOR ELEVATION DIFFERENCES EXISTS BETWEEN THE TWO SURFACES. THE COST OF PLACEMENT, MATERIAL AND REMOVAL IS SUBSIDIARY TO ITEM 603.
2. WHEN TEMPORARY INLET IS NEEDED FOR TEMPORARY DRAINAGE, THE COST OF THE PLACEMENT, MATERIAL AND REMOVAL OF TEMPORARY INLET IS SUBSIDIARY TO THE TEMPORARY PIPE CULVERT TO WHICH THE INLET CONNECTS.
3. TEMPORARY CULVERT PIPE PLACED BENEATH PROPOSED PAVEMENT SHALL BE REMOVED TO THE FURTHEST EXTENT POSSIBLE WITHOUT DAMAGING THE PROPOSED PAVEMENT. TEMPORARY CULVERT PIPE THAT CAN NOT BE REMOVED SHALL BE PLUGGED AND ABANDONED. THE COST TO PLUG AND ABANDON SHALL NOT BE PAID FOR DIRECTLY BUT CONSIDERED SUBSIDIARY TO PAY ITEM 603.
4. CONTRACTOR SHALL DRAIN WATER AWAY FROM THE ENCLOSED AREA WITHIN THE TRAVELING SURFACES WITH PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.
5. REFER TO DETOUR PLANS FOR DETOUR DURING BRIDGE DEMOLITION AND GIRDER ERECTION. CONTRACTOR SHALL ENSURE THAT PERMANENT OR TEMPORARY PAVEMENT NEEDED FOR DETOUR IS PLACED PRIOR TO SHIFTING THE TRAFFIC.
6. IF CONSTRUCTION GUIDE SIGNS, WARNING SIGNS AND/OR REGULATORY SIGNS ARE REMOVED OR MODIFIED DURING DETOUR FOR BRIDGE GIRDER ERECTION AND CONSTRUCTION OPERATION, CONTRACTOR SHALL RETURN THESE SIGNS BACK TO THEIR PREVIOUS STATE WHEN DETOUR IS NO LONGER NEEDED.
7. PARTIALLY CONSTRUCTED INLETS SHALL BE COVERED BY A METHOD APPROVED BY THE ENGINEER PRIOR TO SUBJECTING TO LIVE TRAFFIC. THE COVERING OF PARTIALLY CONSTRUCTED INLETS FOR MAINTENANCE OF TRAFFIC SHALL NOT BE PAID FOR DIRECTLY BUT CONSIDERED SUBSIDIARY TO ITEM 603.
8. APPROXIMATE LOCATIONS OF CONSTRUCTION PAVEMENT MARKINGS ARE SHOWN ON THE PLANS. CONTRACTOR SHALL VERIFY BEFORE PLACEMENT THAT CONSTRUCTION PAVEMENT MARKINGS:
   - SHALL NOT BE USED ON PROPOSED PAVEMENT
   - SHALL NOT BE USED WHERE RESTRIPING IS REQUIRED
   - SHALL ONLY BE USED ON EXISTING AND TEMPORARY PAVEMENT THAT SHALL BE REMOVED FROM THE JOB

   IMPROPERLY PLACED CONSTUCTION PAVEMENT MARKINGS SHALL BE REMOVED AT NO ADDITIONAL COST TO THE DEPARTMENT.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

STAGE I NOTES

- REFER TO MOT DETAILS LANE CLOSURE SHEET TO PLACE TRAFFIC IN INSIDE OR OUTSIDE LANES IN AREAS WHERE SHOULDER PREP AND TEMPORARY PAVEMENT WILL BE CONSTRUCTED.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE OF EB AND WB RAMPS ON I-30 AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE TEMPORARY PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT TEMPORARY PAVEMENT INSIDE AND OUTSIDE MAIN LANES AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT AT SEVIER ST. AND REMOVE ACCESS TO EB ON RAMP AS SHOWN.

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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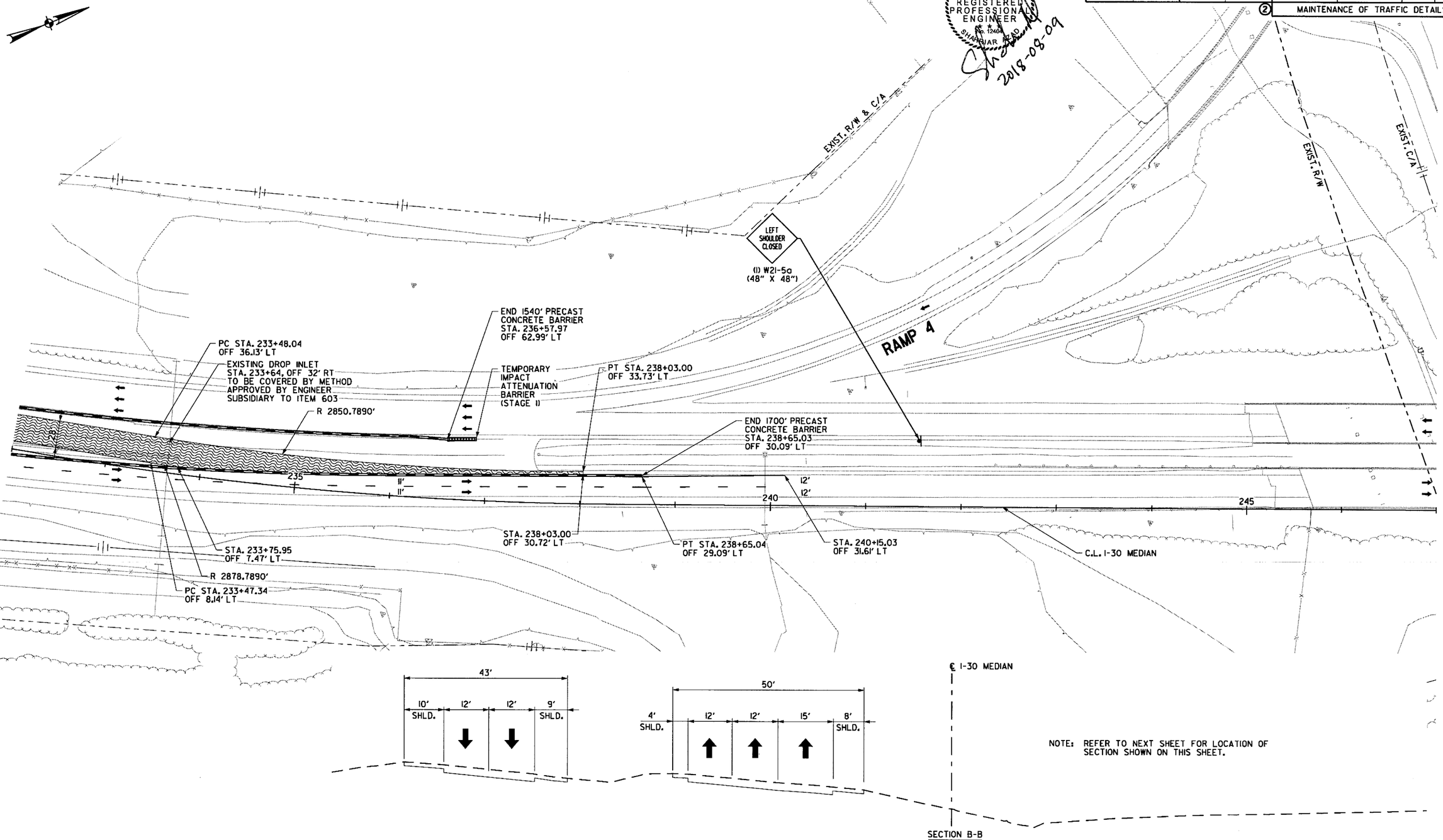
				6	ARK.			
				JOB NO.		CA0601	250	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-08-09



NOTE: REFER TO NEXT SHEET FOR LOCATION OF SECTION SHOWN ON THIS SHEET.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	251	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNAR R. SO
2019-11-29

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN I-30 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

EXIST. R/W
EXIST. C/A
FRONTAGE ROAD
RAMP 3
PRECAST CONCRETE BARRIER (STAGE I)
STA. 322+68.72 OFF 42.82' LT
STA. 325+23.41 OFF 75.67' LT
B
(1) W21-5a (48" X 48")
RIGHT SHOULDER CLOSED
250
255
260
TRAFFIC DRUMS @ 60' O.C. (STAGE I)
C.L. I-30 MEDIAN
EXIST. R/W
TRAFFIC DRUMS @ 60' O.C. (STAGE I)
EXIST. R/W & C/A
PAWNEE DR.
RAMP 2
EXIST. R/W & C/A
EXIST. C/A
TRAFFIC DRUMS @ 60' O.C. (STAGE I)
RAMP 1
NOTE: REFER TO PREVIOS SHEET FOR DETAILS OF SECTION SHOWN ON THIS SHEET.
NOTE: WHERE WORK OCCURS ALONG PAWNEE DR., REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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				JOB NO.		CA0601	252	1465
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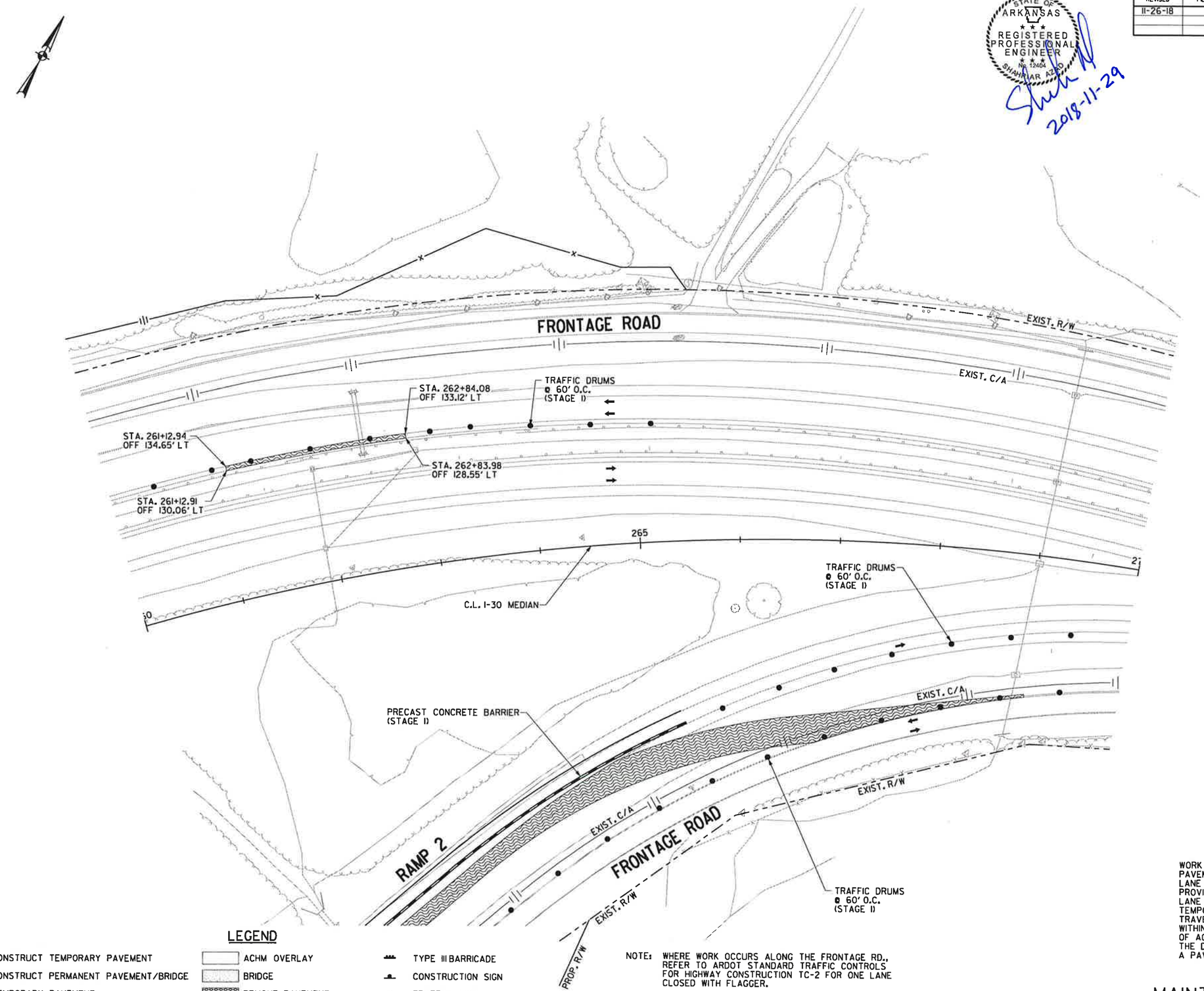
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAZ KAZI
2018-11-29



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

NOTE: WHERE WORK OCCURS ALONG THE FRONTAGE RD., REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN I-30 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

MAINTENANCE OF TRAFFIC DETAILS STAGE I

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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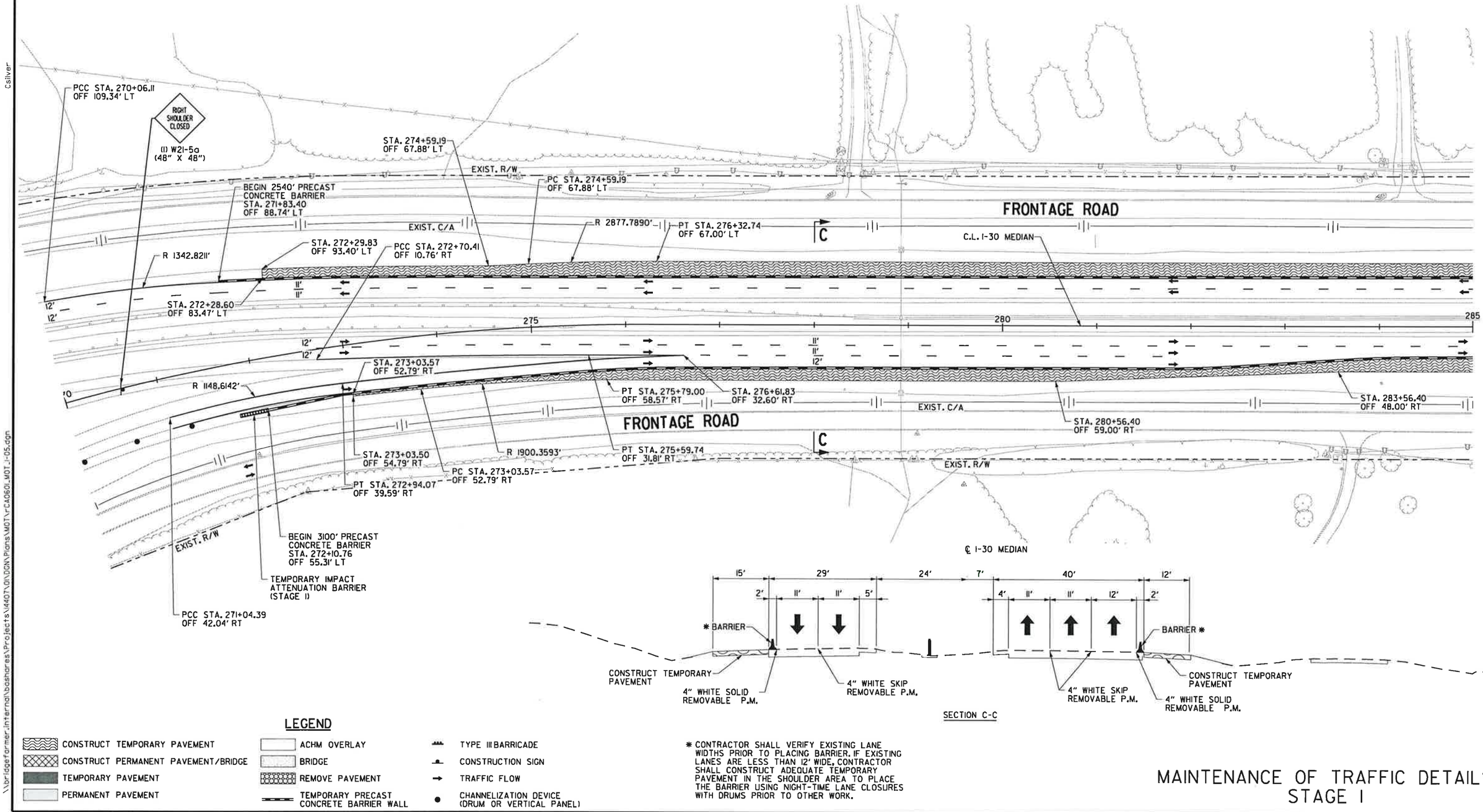
				JOB NO.		CA0601	253	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
2018-11-29



SECTION C-C

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

* CONTRACTOR SHALL VERIFY EXISTING LANE WIDTHS PRIOR TO PLACING BARRIER. IF EXISTING LANES ARE LESS THAN 12' WIDE, CONTRACTOR SHALL CONSTRUCT ADEQUATE TEMPORARY PAVEMENT IN THE SHOULDER AREA TO PLACE THE BARRIER USING NIGHT-TIME LANE CLOSURES WITH DRUMS PRIOR TO OTHER WORK.

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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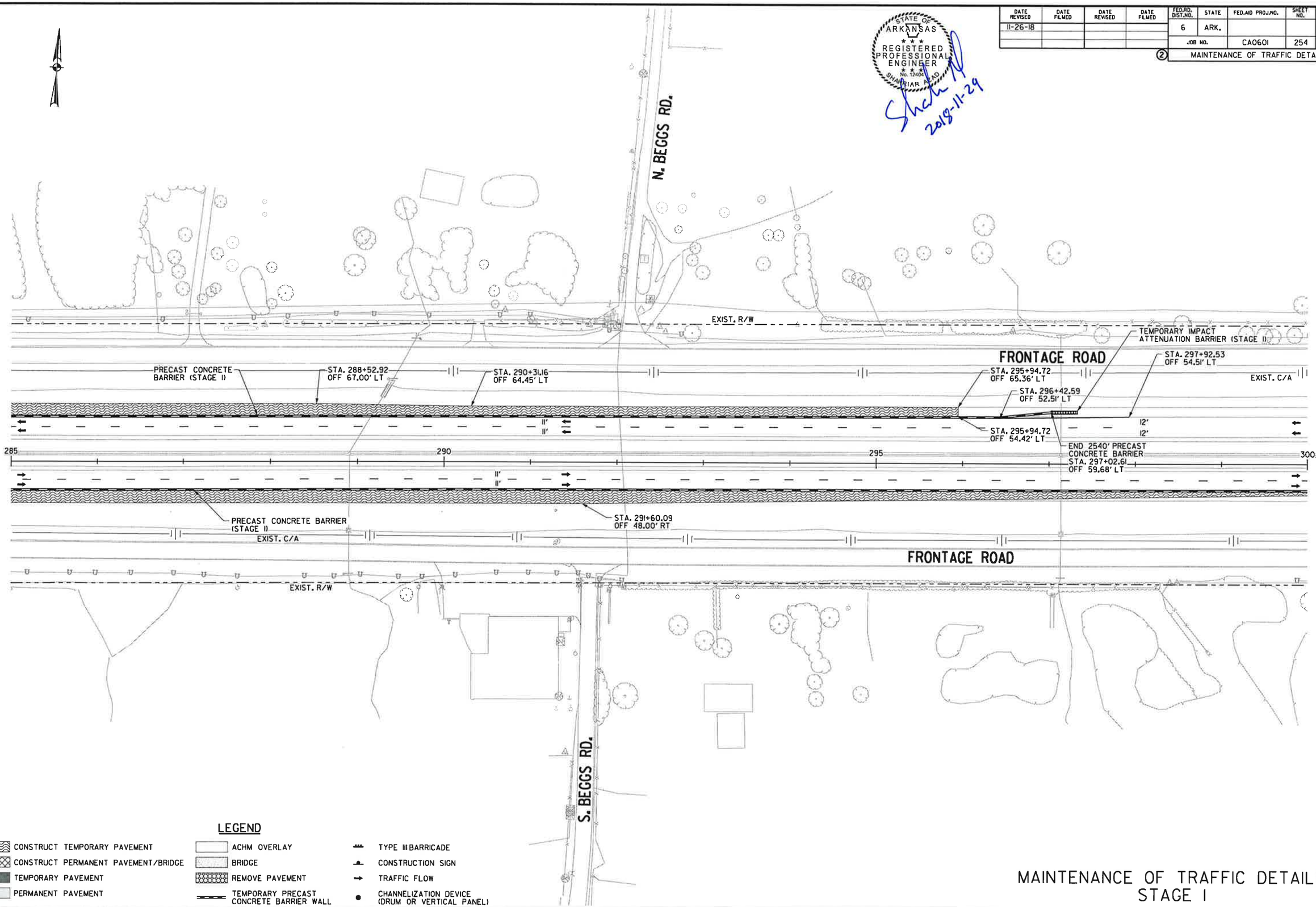
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	254	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR ALAD

Shah 2018-11-29



MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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				6	ARK.			
				JOB NO.		CA0601	255	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SHAD
2018-08-09

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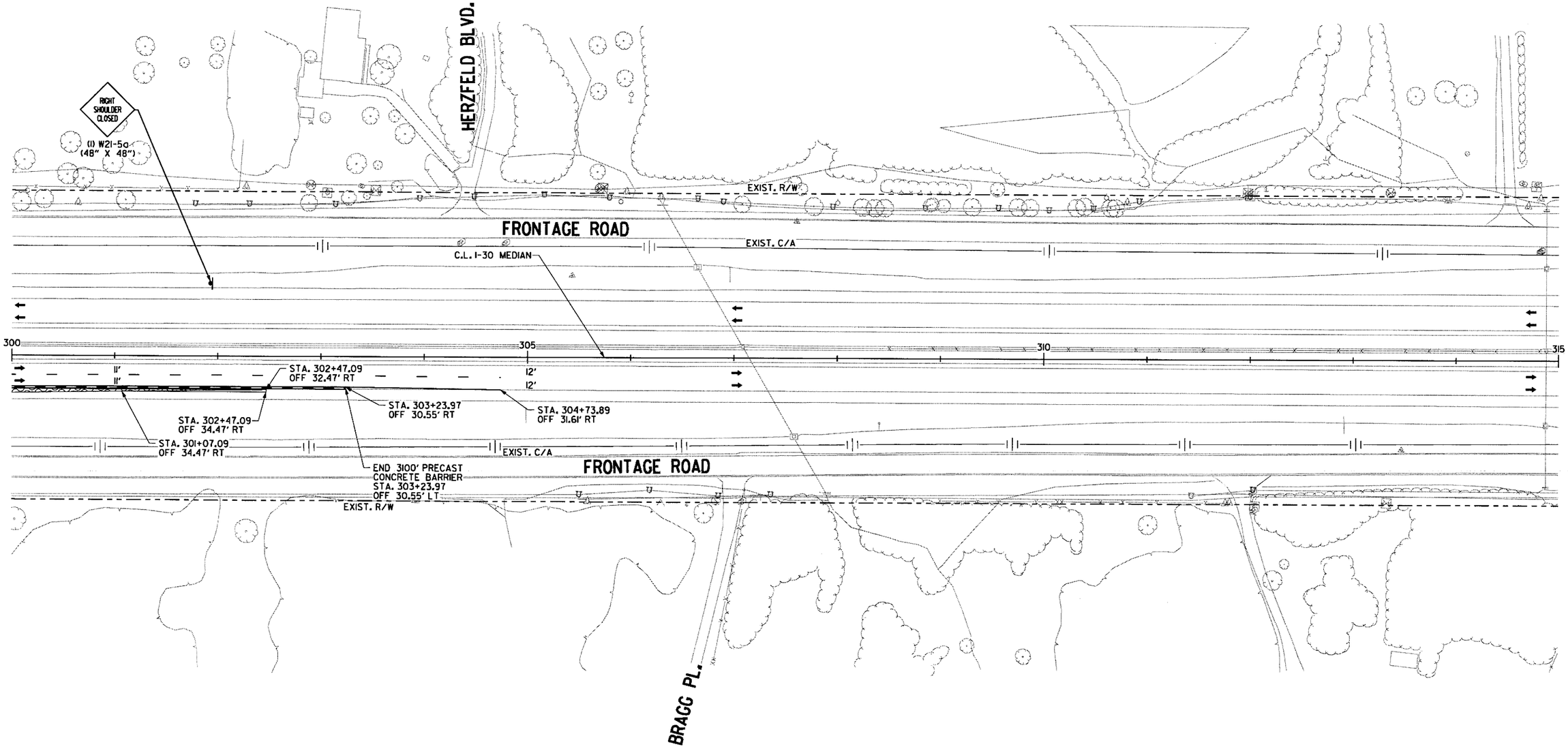

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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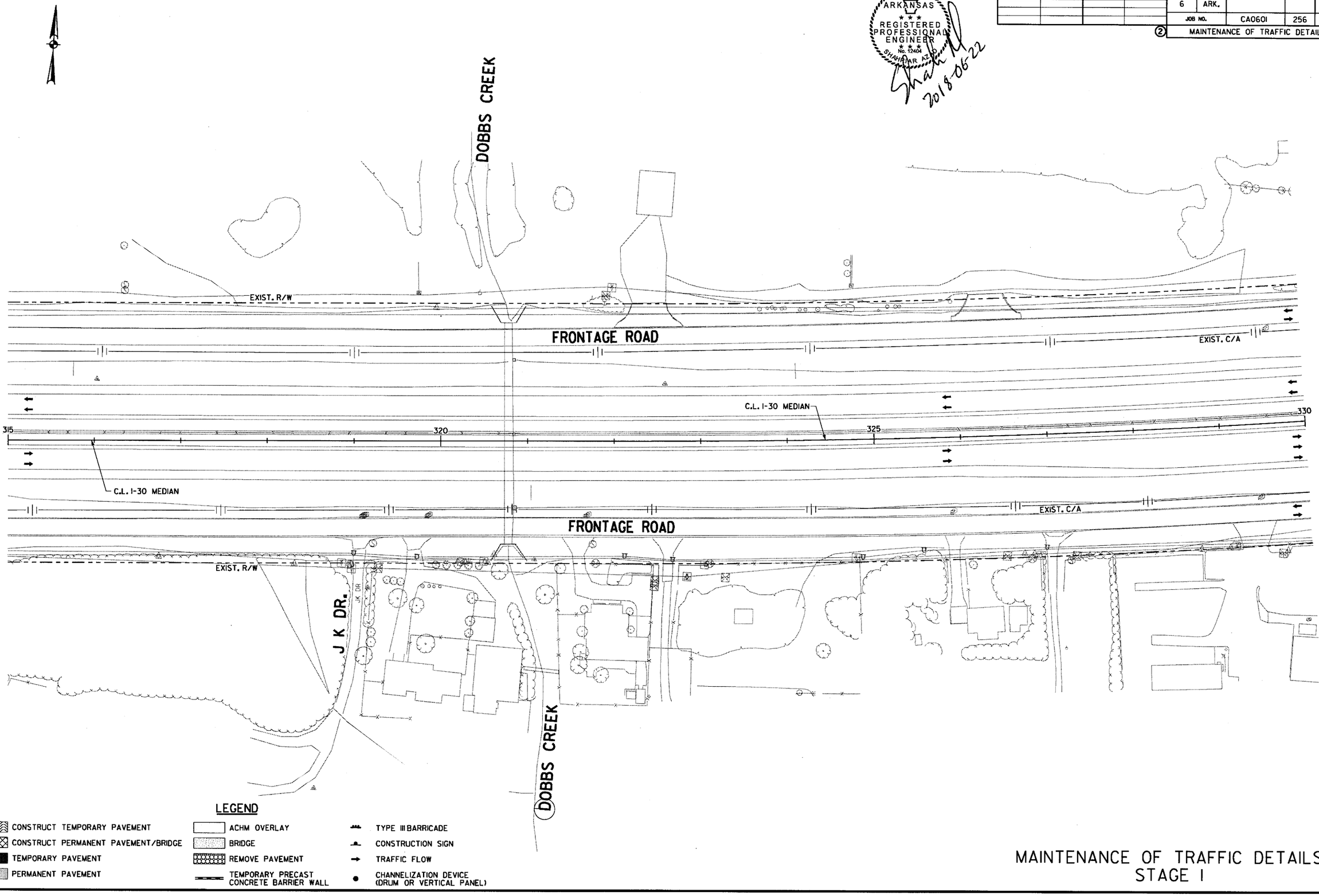
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	256	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZIZ
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- ACHM OVERLAY
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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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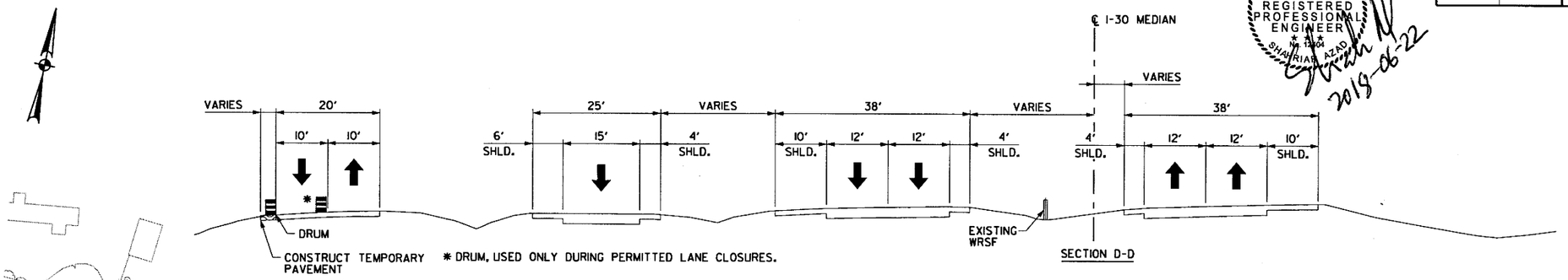
6/22/2018
mblnkley

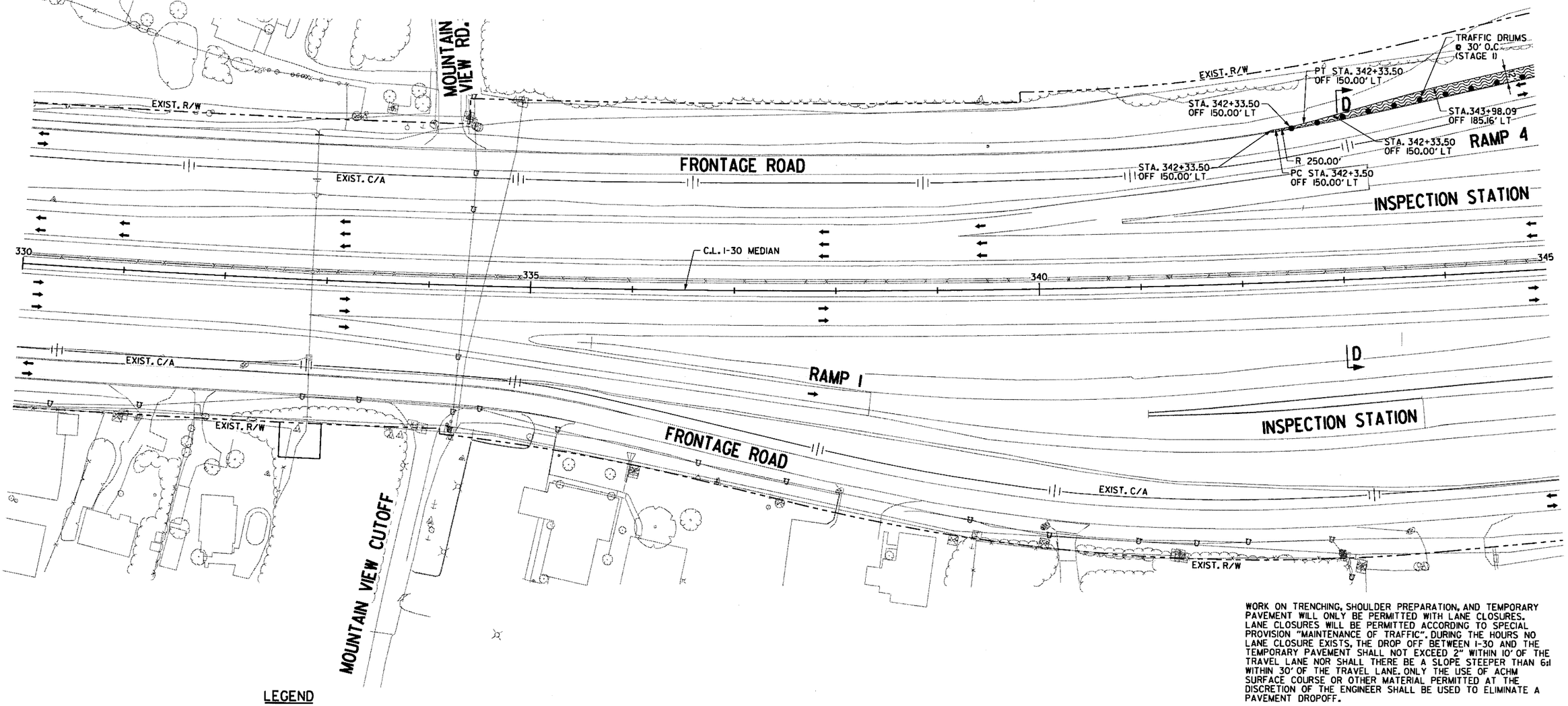
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	257	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2019-06-22

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.





WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN I-30 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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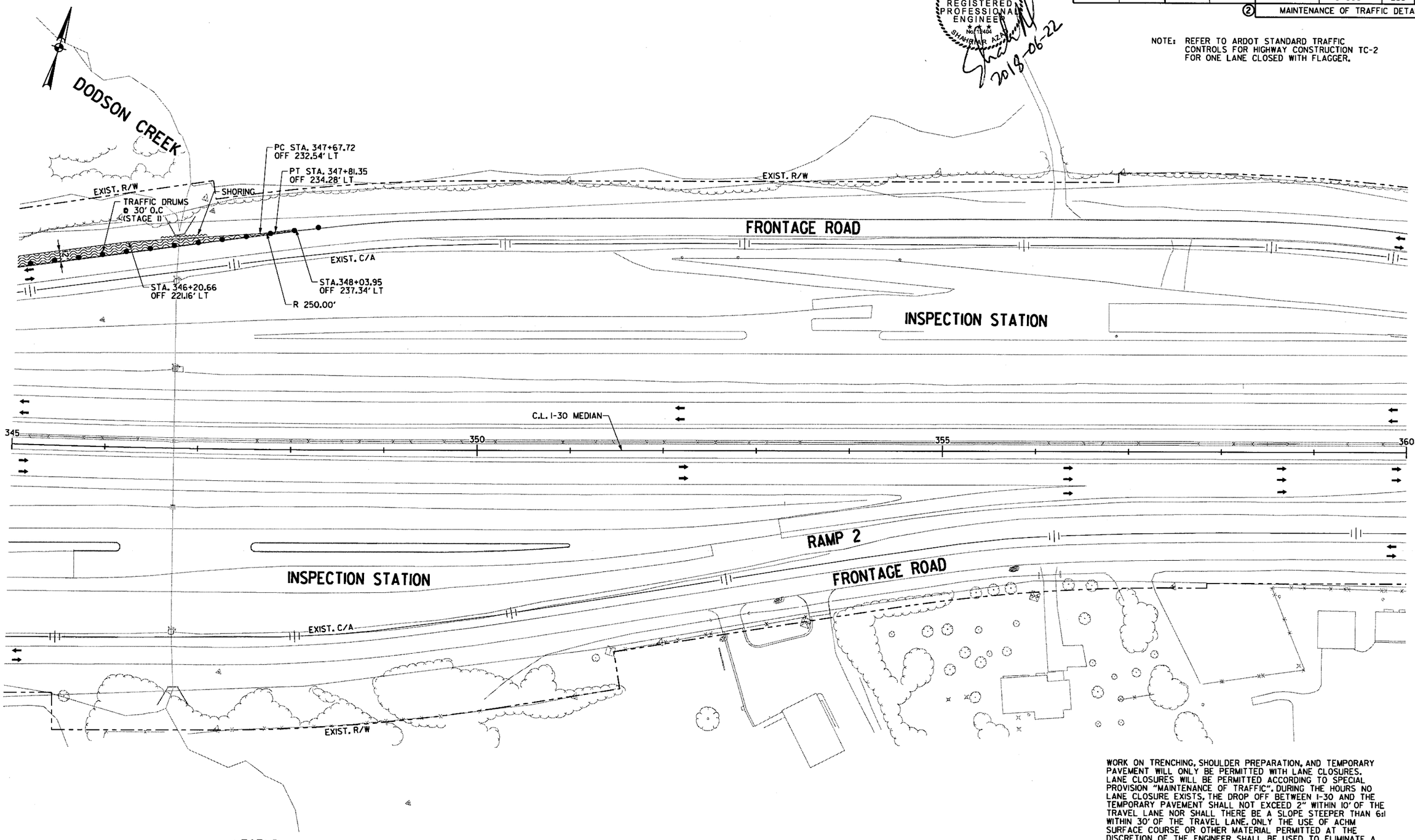
6/22/2018
mbinkley

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	258	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRAM AZAD
2018-06-22

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.



WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN I-30 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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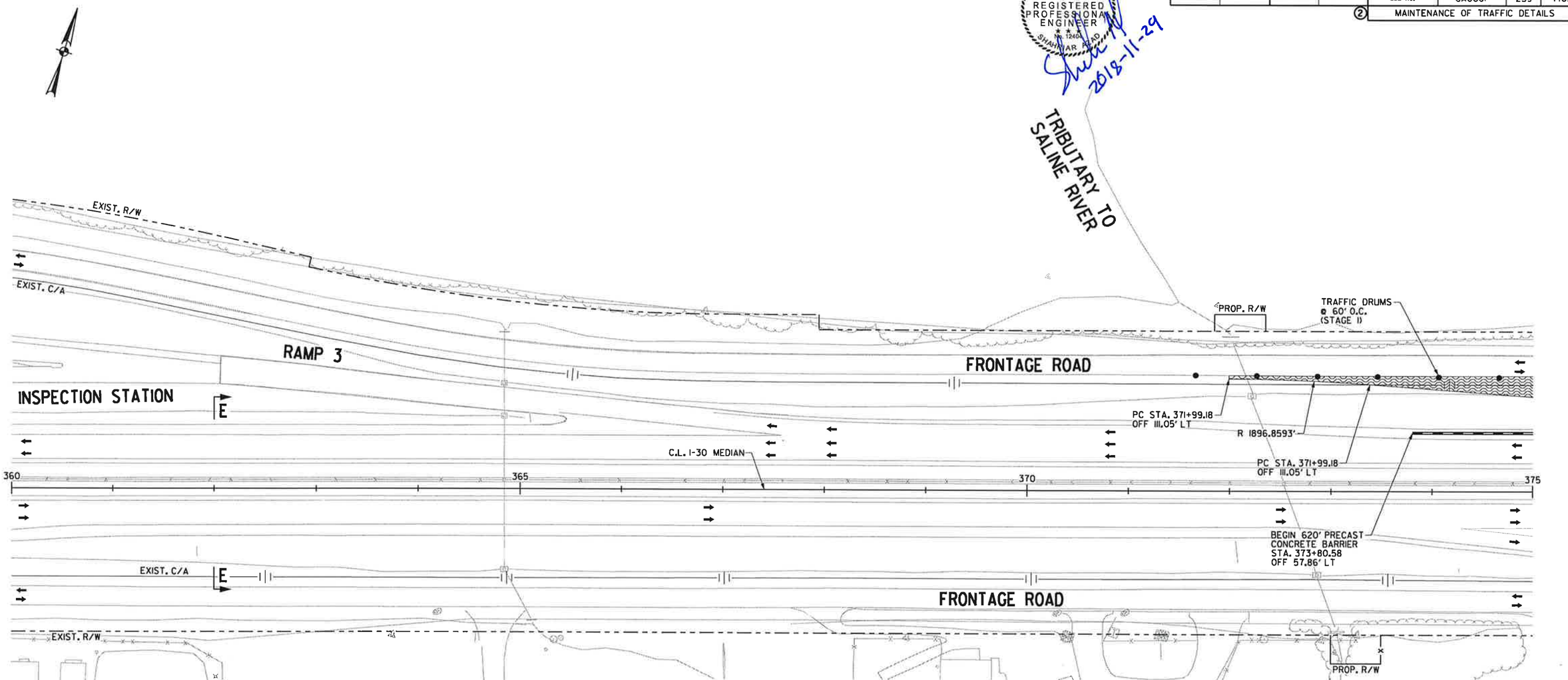
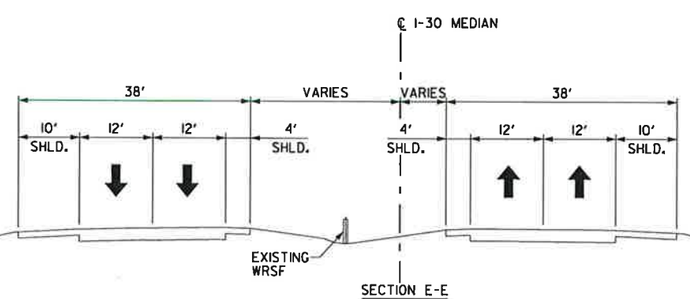
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	259	1465
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
SHANNAR READ
2018-11-29





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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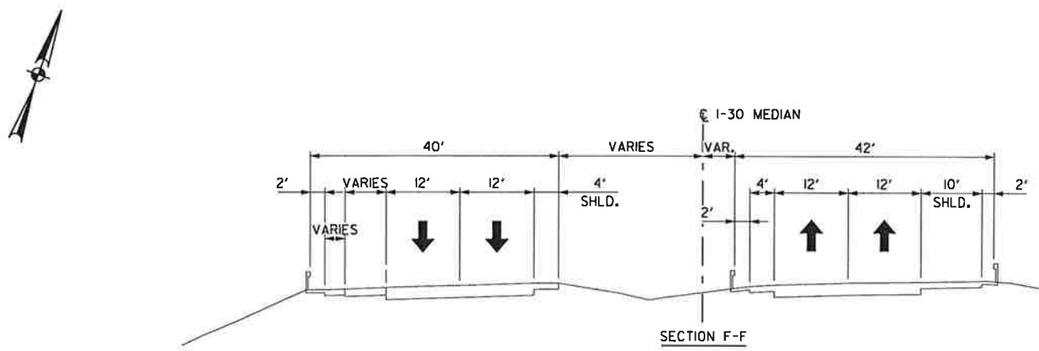
11-26-18				6	ARK.			
				JOB NO.		CA0601	260	1465

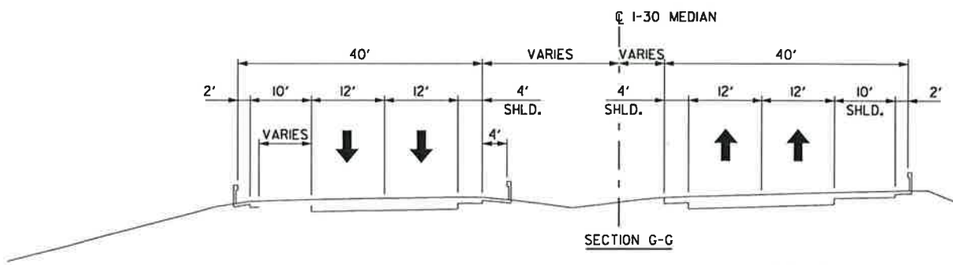
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SHAHIZAD
2018-11-29



NOTE: REFER TO NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.

TRAFFIC DRUMS @ 60' O.C. (STAGE I)
PROP. R/W
EXIST. R/W
EXIST. C/A
FRONTAGE ROAD
PROP. C/A
PROP. R/W
PC STA. 52+63.04 OFF 39.14' RT
R 1922.8593'
PT STA. 55+25.29 OFF 40.67' RT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)
STA. 60+91.06 OFF 66.85' RT
C.L. I-30 MEDIAN
END 620' PRECAST CONCRETE BARRIER STA. 380+02.89 OFF 60.94' LT
375
380
385
390
RAMP I
EXIST. C/A
PROP. C/A
EXIST. R/W
FRONTAGE ROAD
EXIST. R/W



NOTE: REFER TO NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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- ACHM OVERLAY
- BRIDGE
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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	261	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-11-29

PROP. R/W
PROP. R/W
PROP. R/W & C/A
EXIST. R/W
TRIBUTARY TO SALINE RIVER
PROP. R/W & C/A
PROP. R/W & C/A
EXIST. R/W
RAMP 4
FRONTAGE ROAD
F
G
525
RAMP 3
C.L. I-30 MEDIAN
390
395
400
405
NOTE: REFER TO PREVIOUS SHEET FOR DETAILS OF SECTIONS SHOWN ON THIS SHEET.
FRONTAGE ROAD
F
520
520
RAMP 2
G
NOTE: REFER TO PREVIOUS SHEET FOR DETAILS OF SECTIONS SHOWN ON THIS SHEET.
EXIST. R/W & C/A
HWY. 67

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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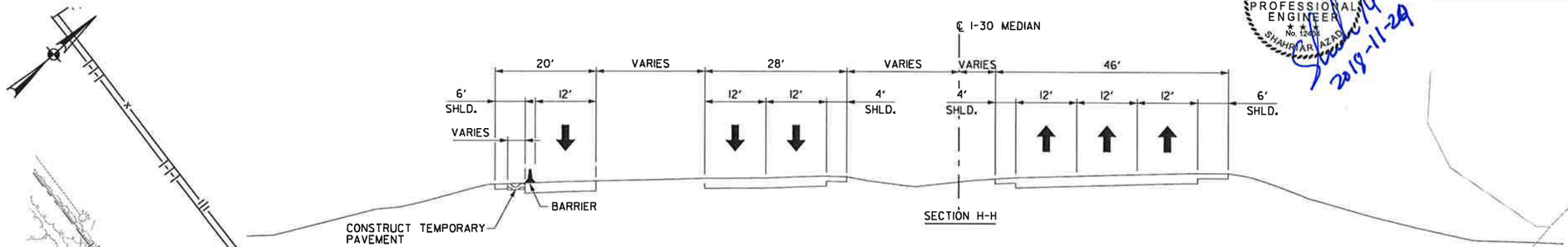
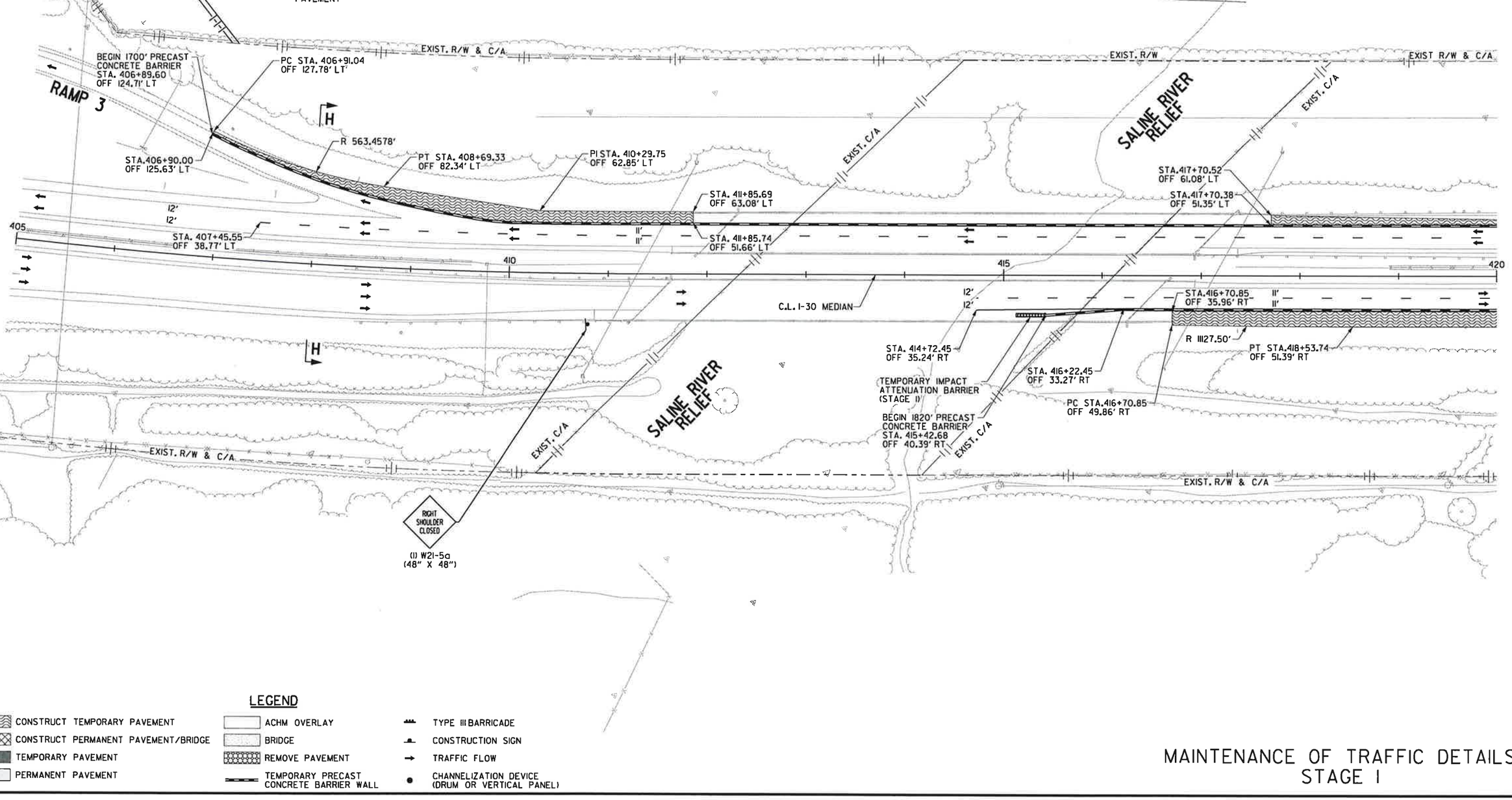
11-26-18				6	ARK.			
				JOB NO.		CA0601	262	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12426
SHAHRIAR AZAD
2019-11-29





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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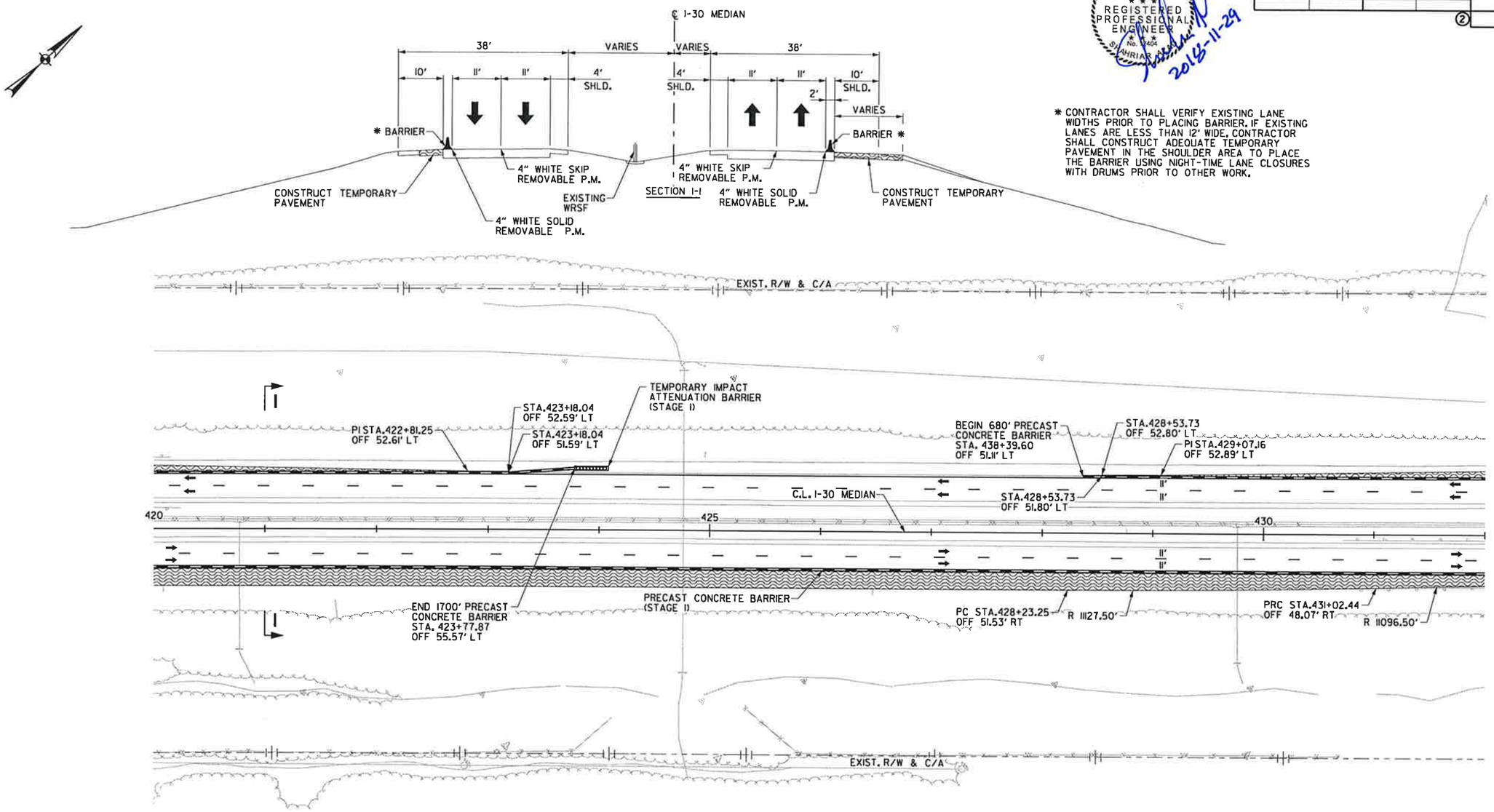
11-26-18				6	ARK.			
				JOB NO.		CA0601	263	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR

2018-11-29



* CONTRACTOR SHALL VERIFY EXISTING LANE WIDTHS PRIOR TO PLACING BARRIER. IF EXISTING LANES ARE LESS THAN 12' WIDE, CONTRACTOR SHALL CONSTRUCT ADEQUATE TEMPORARY PAVEMENT IN THE SHOULDER AREA TO PLACE THE BARRIER USING NIGHT-TIME LANE CLOSURES WITH DRUMS PRIOR TO OTHER WORK.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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MAINTENANCE OF TRAFFIC DETAILS STAGE I

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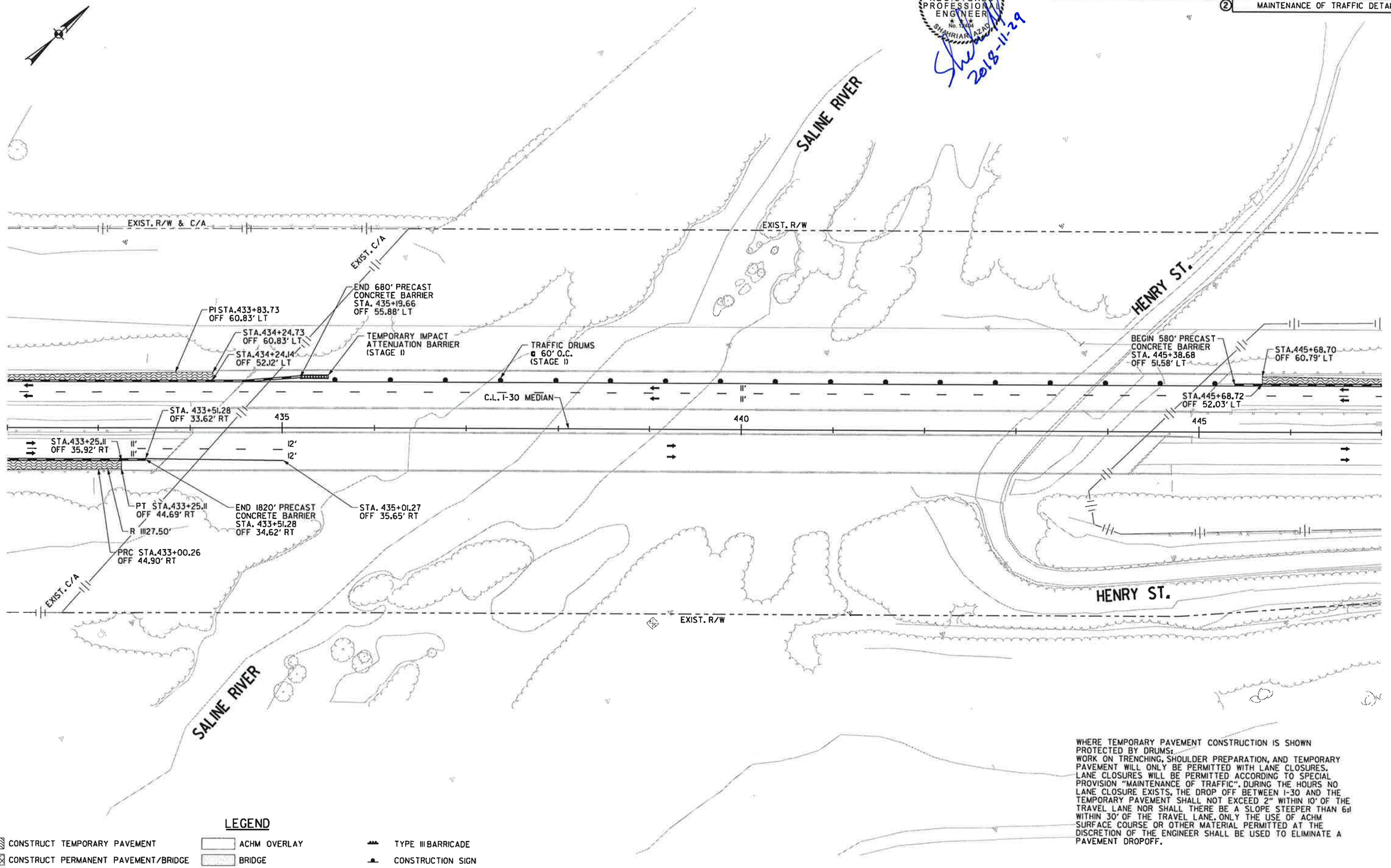
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
11-26-18			

FED.RO. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	264	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-11-29



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

WHERE TEMPORARY PAVEMENT CONSTRUCTION IS SHOWN PROTECTED BY DRUMS, WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN I-30 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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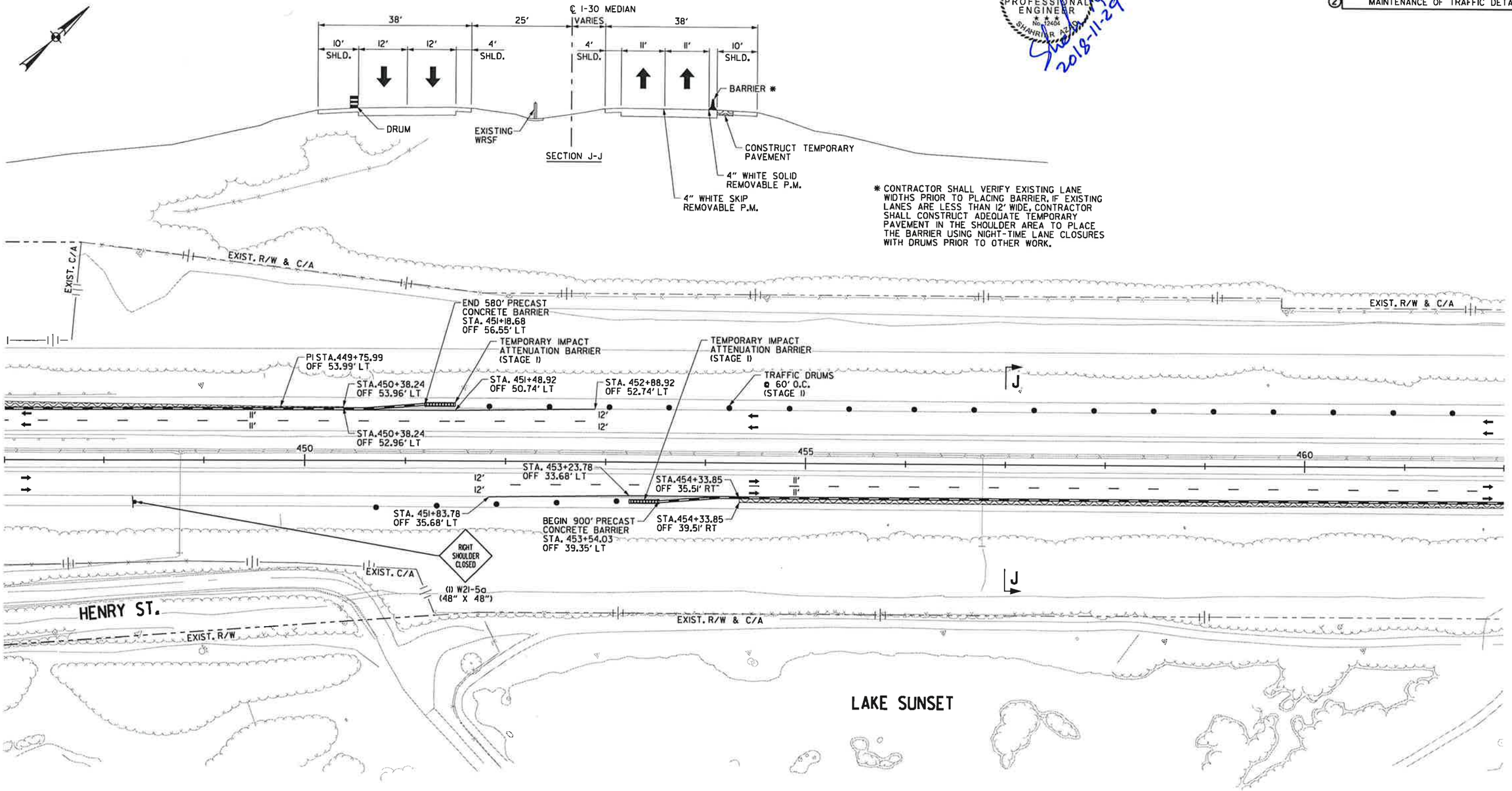
11-26-18				6	ARK.			
				JOB NO.		CA0601	265	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-11-29



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MAINTENANCE OF TRAFFIC DETAILS STAGE I

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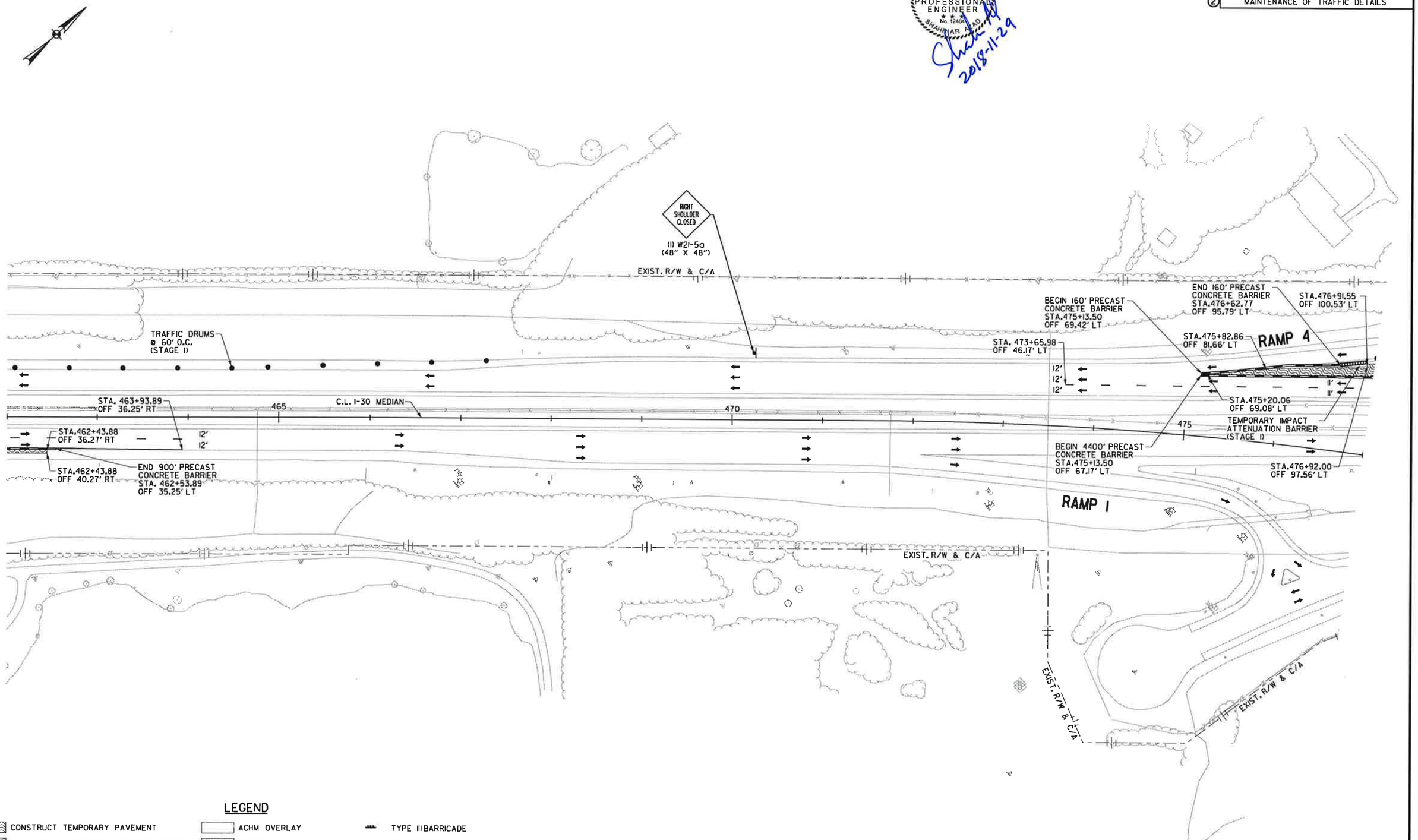
				JOB NO.		CA0601	266	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHINAR ALAD
Shahinar Alad
2018-11-29



MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

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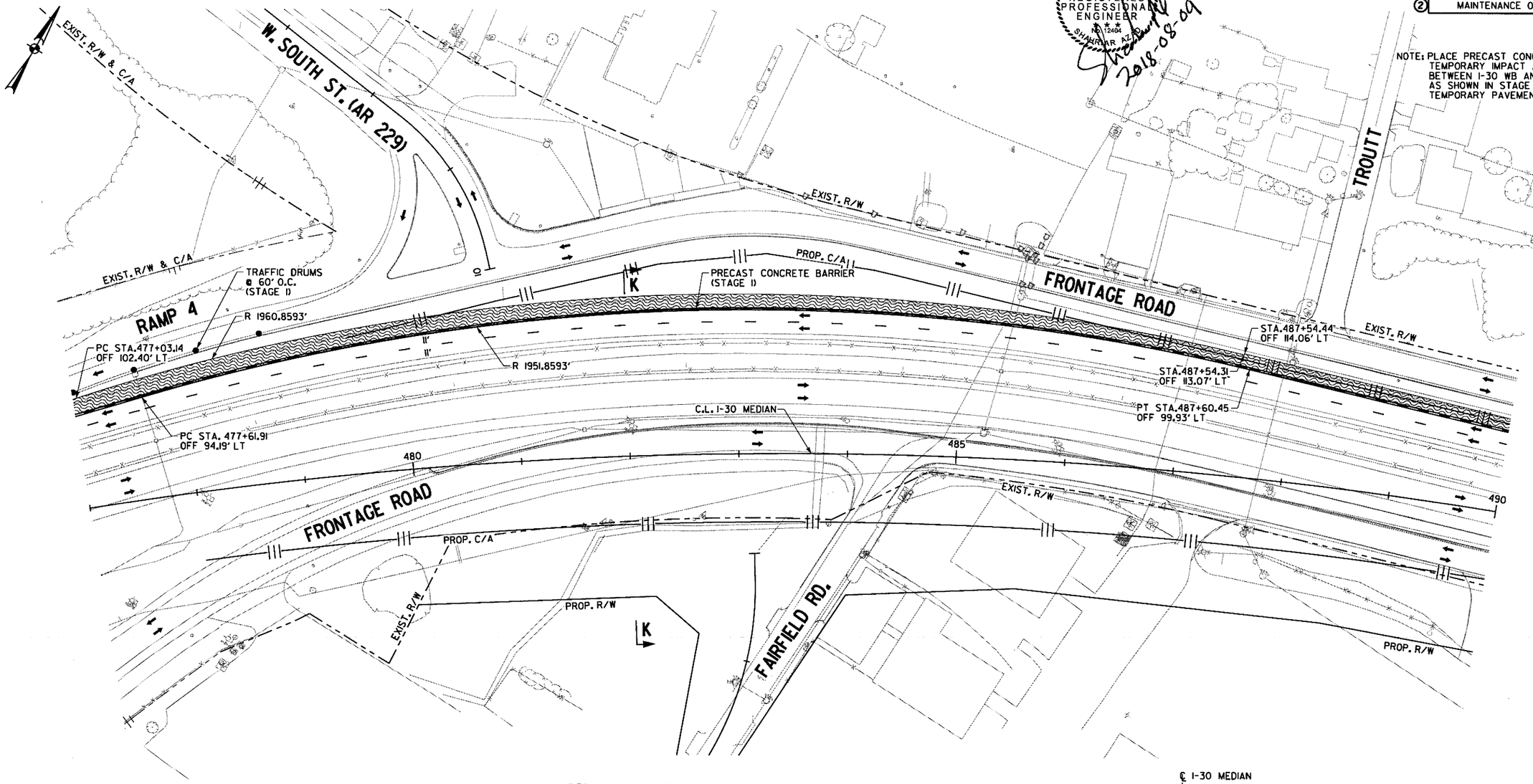
				6	ARK.			
				JOB NO.		CA0601	267	1465

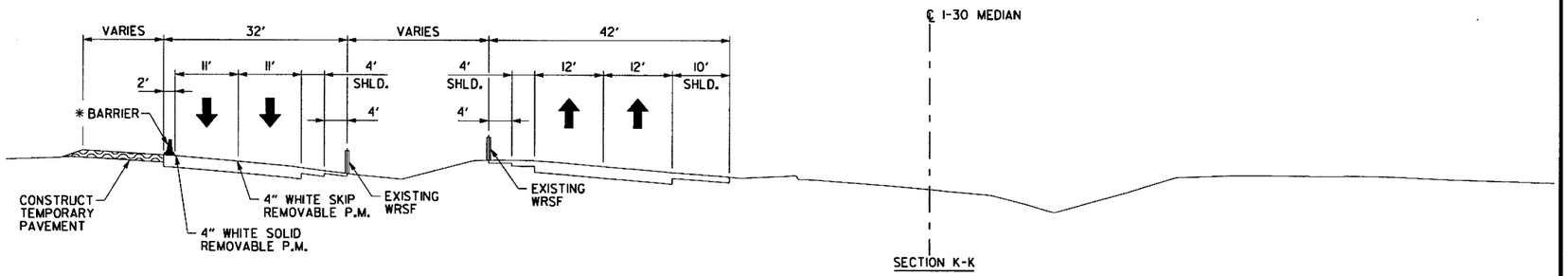
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2018-08-09

NOTE: PLACE PRECAST CONCRETE BARRIERS AND TEMPORARY IMPACT ATTENUATION BARRIER BETWEEN I-30 WB AND THE FRONTAGE RD., AS SHOWN IN STAGE IA, IMMEDIATELY AFTER TEMPORARY PAVEMENT IS CONSTRUCTED.



* CONTRACTOR SHALL VERIFY EXISTING LANE WIDTHS PRIOR TO PLACING BARRIER. IF EXISTING LANES ARE LESS THAN 12' WIDE, CONTRACTOR SHALL CONSTRUCT ADEQUATE TEMPORARY PAVEMENT IN THE SHOULDER AREA TO PLACE THE BARRIER USING NIGHT-TIME LANE CLOSURES WITH DRUMS PRIOR TO OTHER WORK.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	268	1465

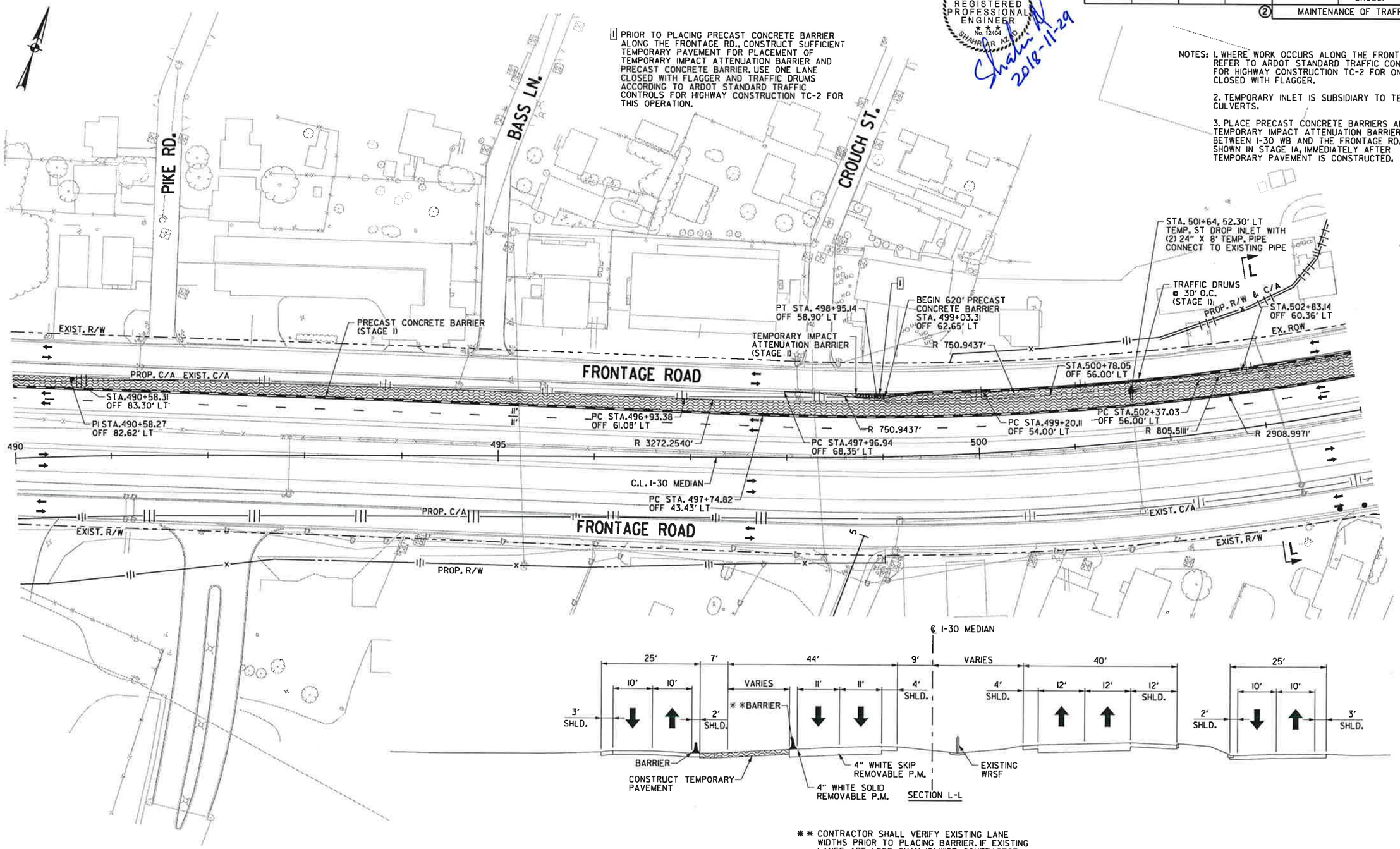
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shahriar 2018-11-29

NOTES: 1. WHERE WORK OCCURS ALONG THE FRONTAGE RD., REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

2. TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS.

3. PLACE PRECAST CONCRETE BARRIERS AND TEMPORARY IMPACT ATTENUATION BARRIER BETWEEN I-30 WB AND THE FRONTAGE RD., AS SHOWN IN STAGE IA, IMMEDIATELY AFTER TEMPORARY PAVEMENT IS CONSTRUCTED.



1 PRIOR TO PLACING PRECAST CONCRETE BARRIER ALONG THE FRONTAGE RD., CONSTRUCT SUFFICIENT TEMPORARY PAVEMENT FOR PLACEMENT OF TEMPORARY IMPACT ATTENUATION BARRIER AND PRECAST CONCRETE BARRIER. USE ONE LANE CLOSED WITH FLAGGER AND TRAFFIC DRUMS ACCORDING TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR THIS OPERATION.

* * CONTRACTOR SHALL VERIFY EXISTING LANE WIDTHS PRIOR TO PLACING BARRIER. IF EXISTING LANES ARE LESS THAN 12' WIDE, CONTRACTOR SHALL CONSTRUCT ADEQUATE TEMPORARY PAVEMENT IN THE SHOULDER AREA TO PLACE THE BARRIER USING NIGHT-TIME LANE CLOSURES WITH DRUMS PRIOR TO OTHER WORK.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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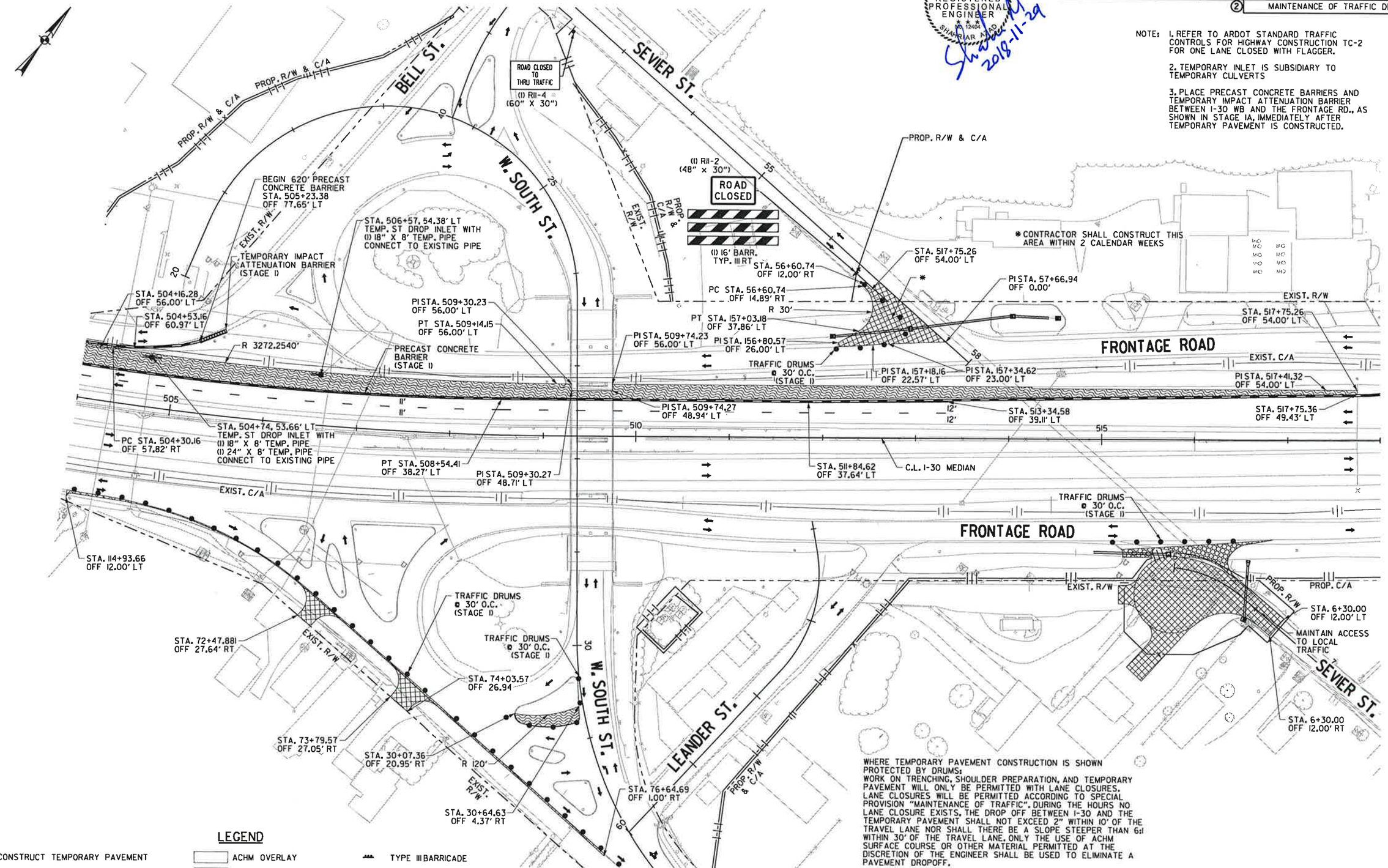
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	269	1465
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12406
SHAHRIAR ARAD
2018-11-29

NOTE: 1. REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

2. TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS

3. PLACE PRECAST CONCRETE BARRIERS AND TEMPORARY IMPACT ATTENUATION BARRIER BETWEEN I-30 WB AND THE FRONTAGE RD., AS SHOWN IN STAGE IA, IMMEDIATELY AFTER TEMPORARY PAVEMENT IS CONSTRUCTED.



WHERE TEMPORARY PAVEMENT CONSTRUCTION IS SHOWN PROTECTED BY DRUMS:
WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN I-30 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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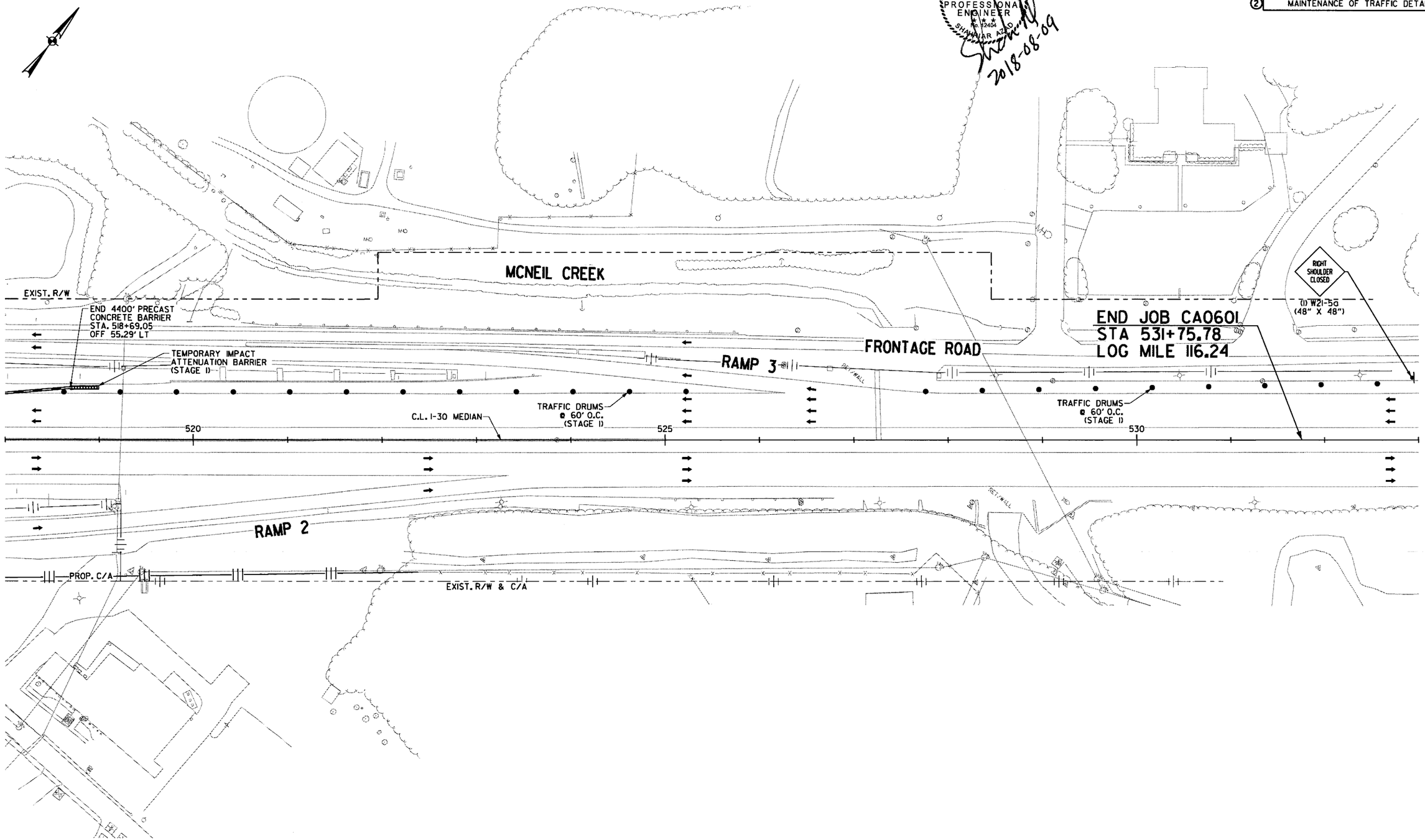
				6	ARK.			
				JOB NO.		CA0601	270	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNIAR AZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE I

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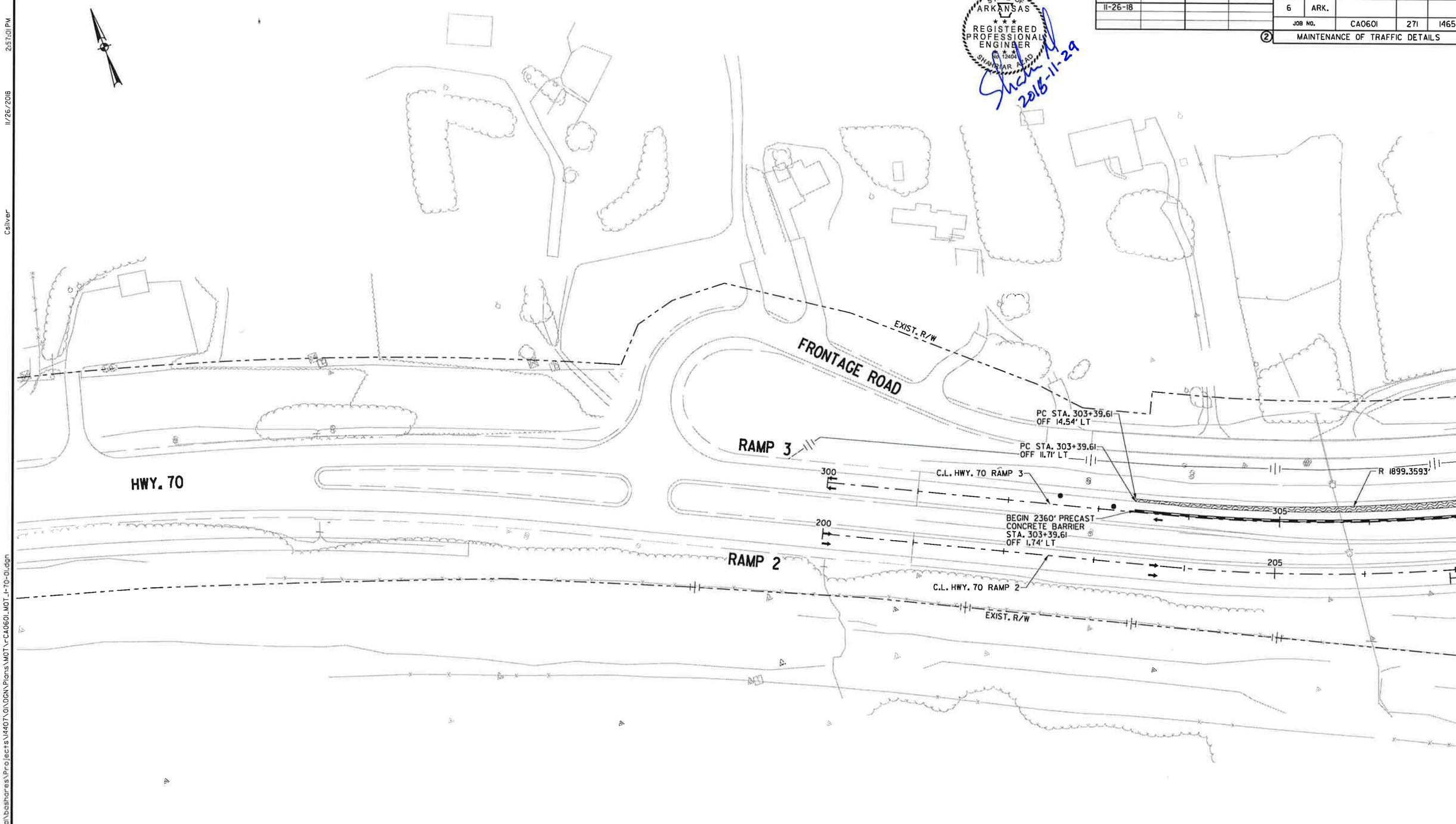
11-26-18				6	ARK.			
				JOB NO.		CA0601	271	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD

Shahriar 2018-11-29



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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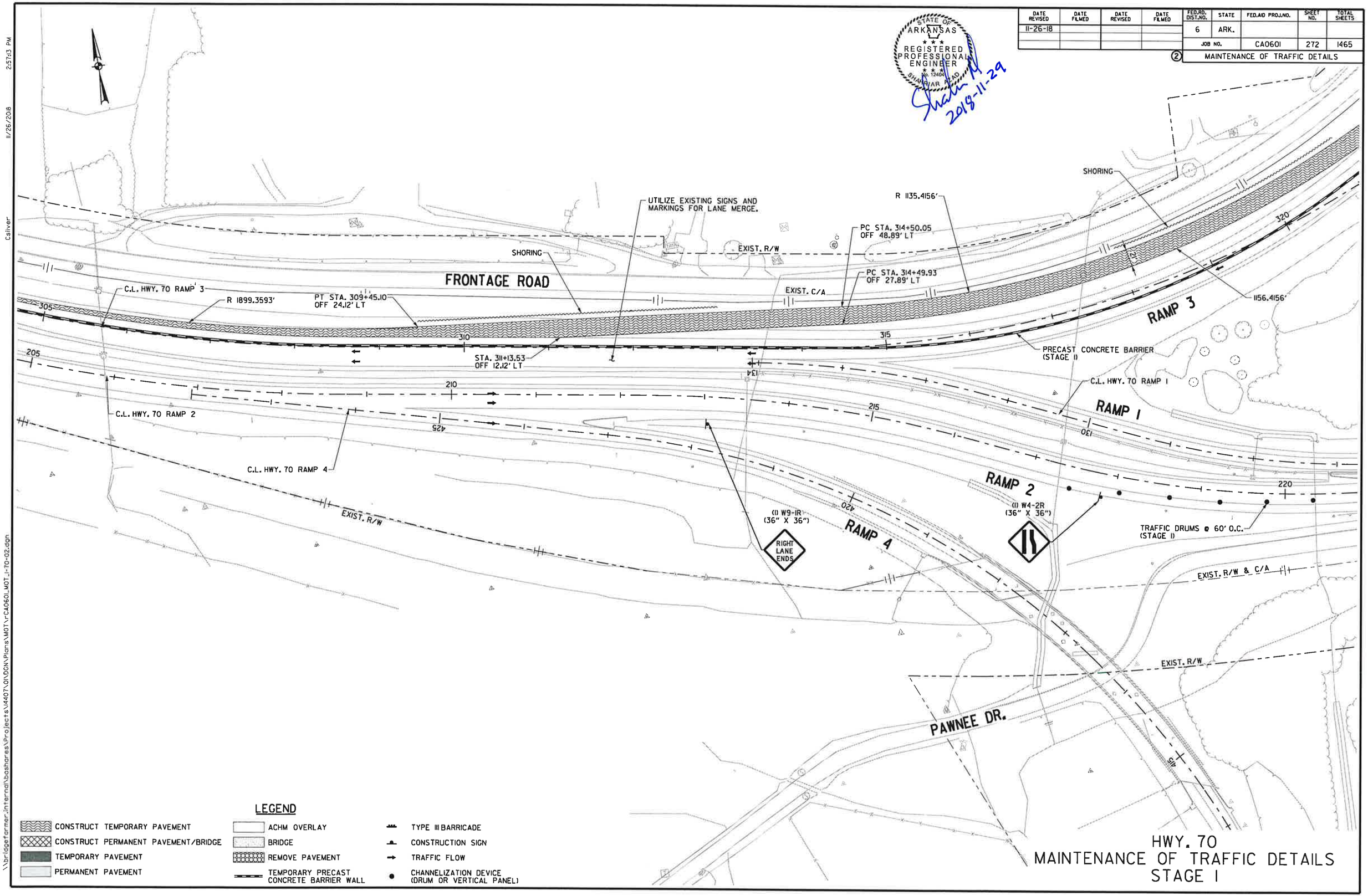
11-26-18				6	ARK.			
				JOB NO.		CA0601	272	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-11-29



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 1

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11-26-18				6	ARK.			
				JOB NO.		CA0601	273	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12461
SHAHRIAR SHAHIDI
2018-11-29

FRONTAGE ROAD
EXIST. R/W
EXIST. C/A
STA. 325+23.00 OFF 75.65' LT
STA. 326+65.84 OFF 79.66' LT
STA. 323+55.48 OFF 67.52' LT
STA. 322+68.72 OFF 42.82' LT
STA. 325+23.46 OFF 73.66' LT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)
END 2360' PRECAST CONCRETE BARRIER STA. 327+10.15 OFF 87.30' LT
R 1135.4156'
SHORING
RAMP 3
12'
4" YELLOW SOLID REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.
R 1156.4156'
PC STA. 322+23.69 OFF 23.82' LT
R 794.00'
C.L. HWY. 70 RAMP 3
PT STA. 323+70.01 OFF 48.15' LT
C.L. I-30 MEDIAN
C.L. HWY. 70 RAMP 1
BEGIN 700' PRECAST CONCRETE BARRIER STA. 234+03.47 OFF 50.88' LT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE I)
STA. 234+15.87 OFF 48.33' LT
STA. 233+70.03 OFF 42.66' LT
PC STA. 233+34.15 OFF 34.63' LT
PAWNEE DR
EXIST. R/W & C/A
STA. 223+56.02 OFF 8.68' RT
STA. 232+00, 8.92' RT TEMP. ST DROP INLET WITH 18"X 293' TEMP. PIPE
TRAFFIC DRUMS @ 60' O.C. (STAGE I)
PT STA. 232+97.99 OFF 11.93' LT
STA. 224+69.82 OFF 39.49' LT
PROP. R/W
C.L. FRONTAGE RD. A-1
TRAFFIC DRUMS @ 60' O.C. (STAGE I)
PT STA. 223+56.08 OFF 12.02' RT
RAMP 1
RAMP 2
R 829.0111'
R 562.8610'
R 586.9578'
PT STA. 233+06.58 OFF 14.72' RT
PC STA. 232+01.43 OFF 39.21' RT
ABANDONED RAILROAD R/W
EXIST. R/W & C/A
EXIST. C/A
R 984.4297'
C.L. HWY. 70 RAMP 2
PC STA. 229+55.28 OFF 35.89' RT
EXIST. R/W
PCC STA. 230+69.60 OFF 29.54' LT
STA. 229+55.33 OFF 38.88' RT

NOTE: WHERE WORK OCCURS ALONG THE FRONTAGE RD., REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 70 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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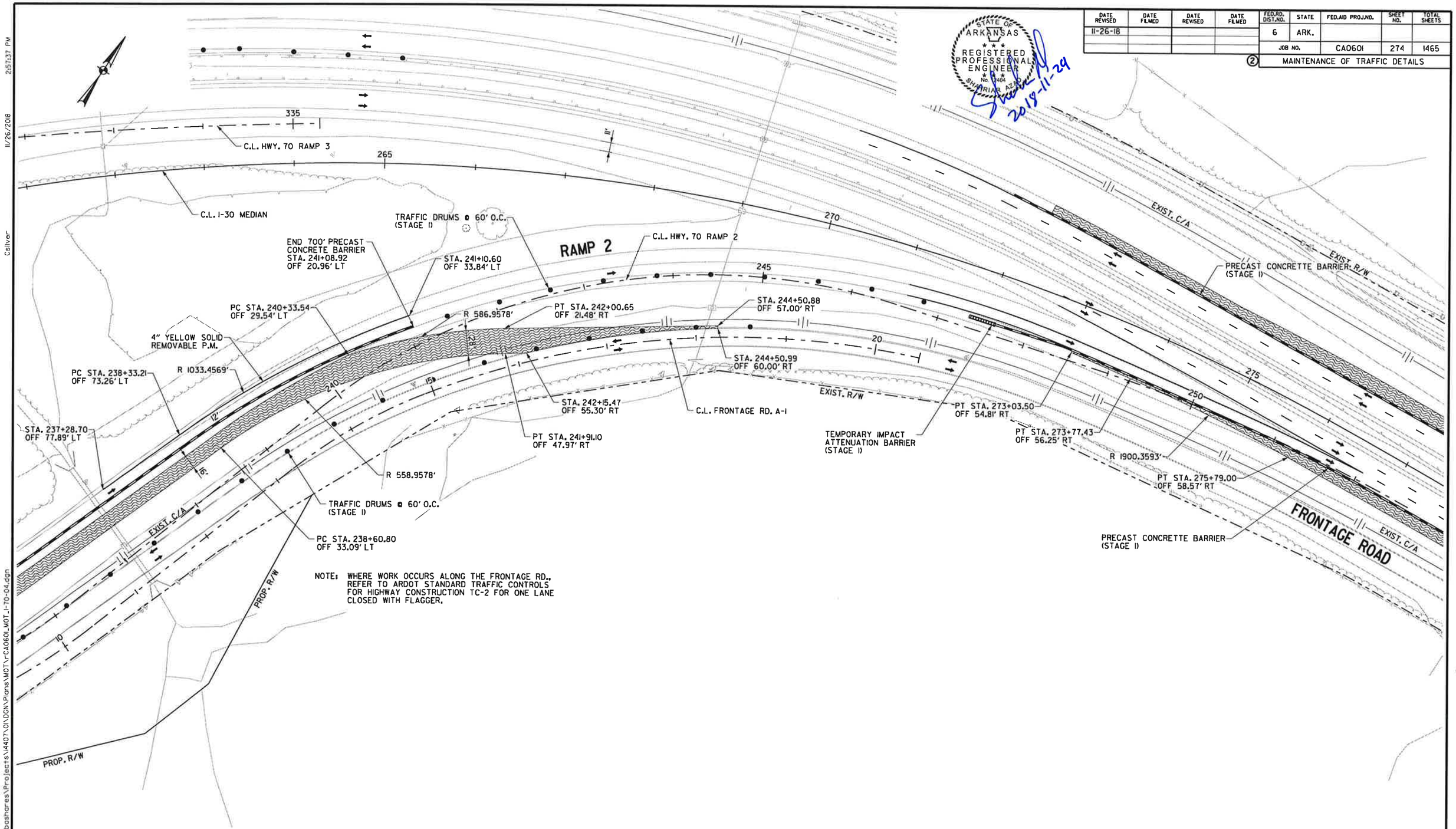
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	274	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 7404 SHAHRIAR AZAD

2018-11-29



NOTE: WHERE WORK OCCURS ALONG THE FRONTAGE RD., REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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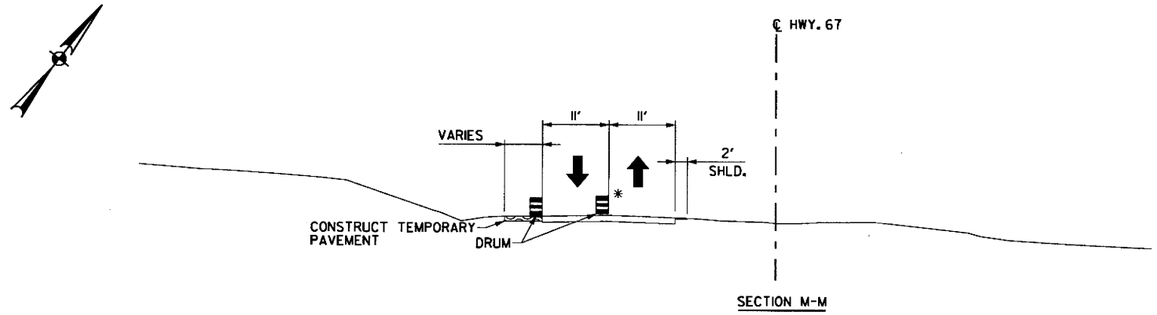
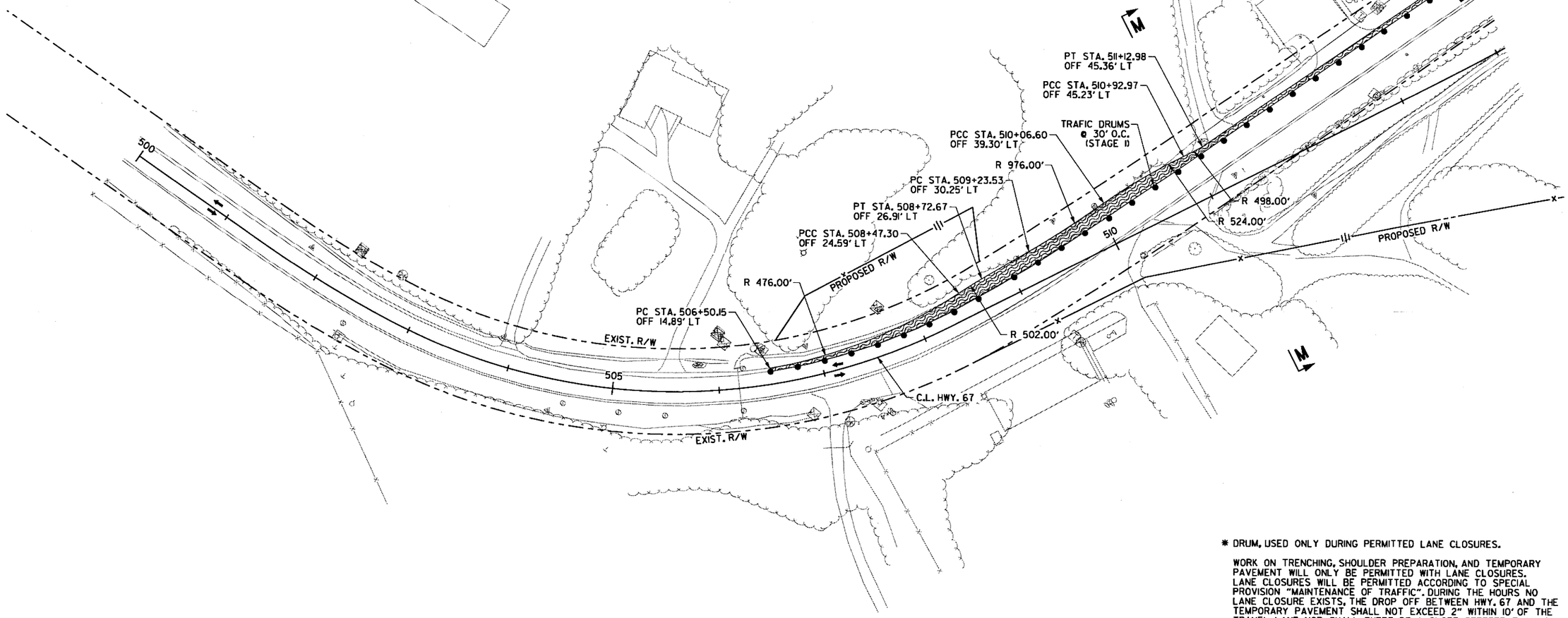
				6	ARK.			
				JOB NO.		CA0601	275	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARMAR AZ. D.
2019-06-22

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.





* DRUM, USED ONLY DURING PERMITTED LANE CLOSURES.

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 67 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 4:1 WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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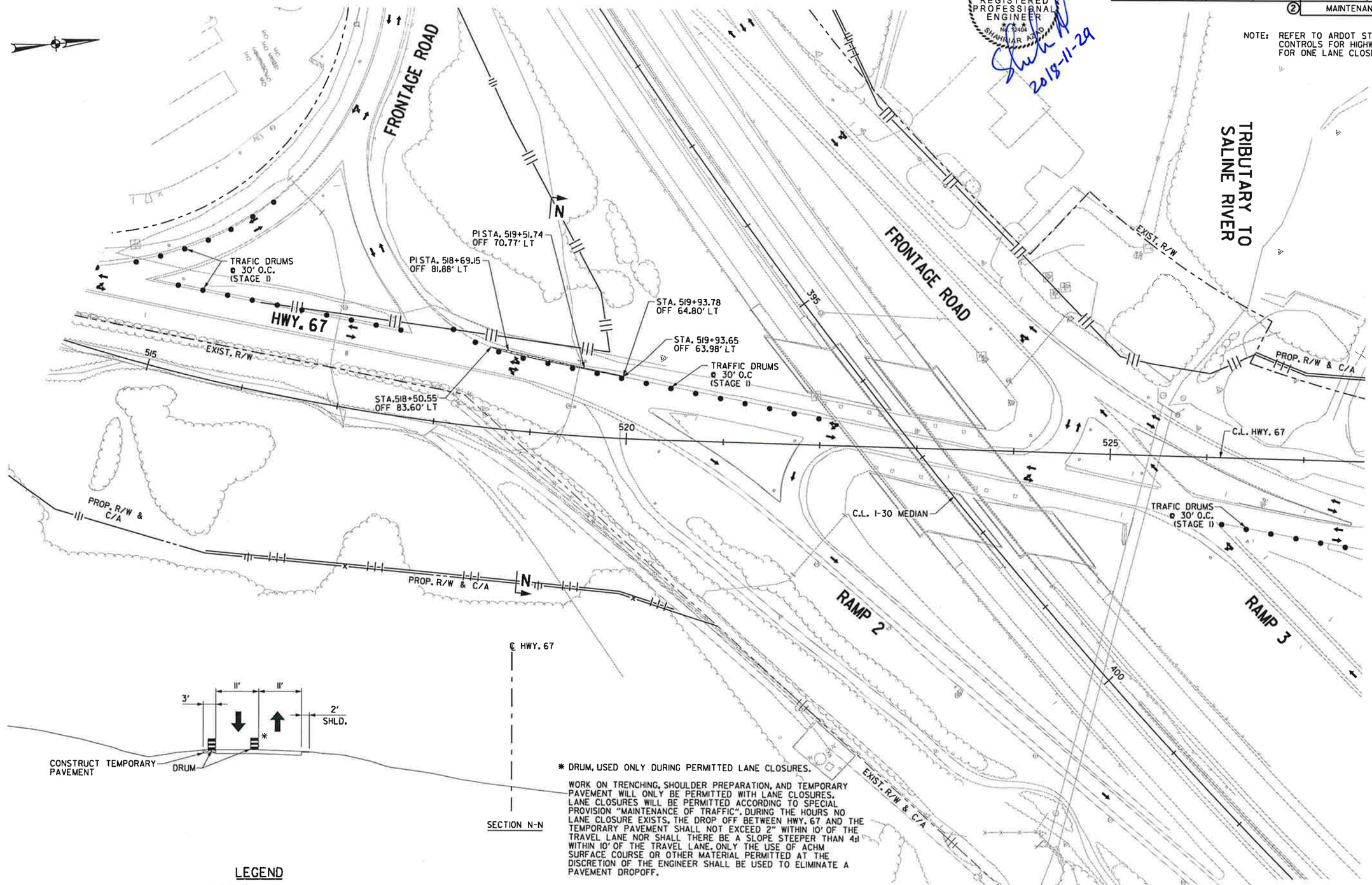
11-26-18				6	ARK.			
				JOB NO.		CA0601	276	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-11-29

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.



* DRUM, USED ONLY DURING PERMITTED LANE CLOSURES.

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 67 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 4:1 WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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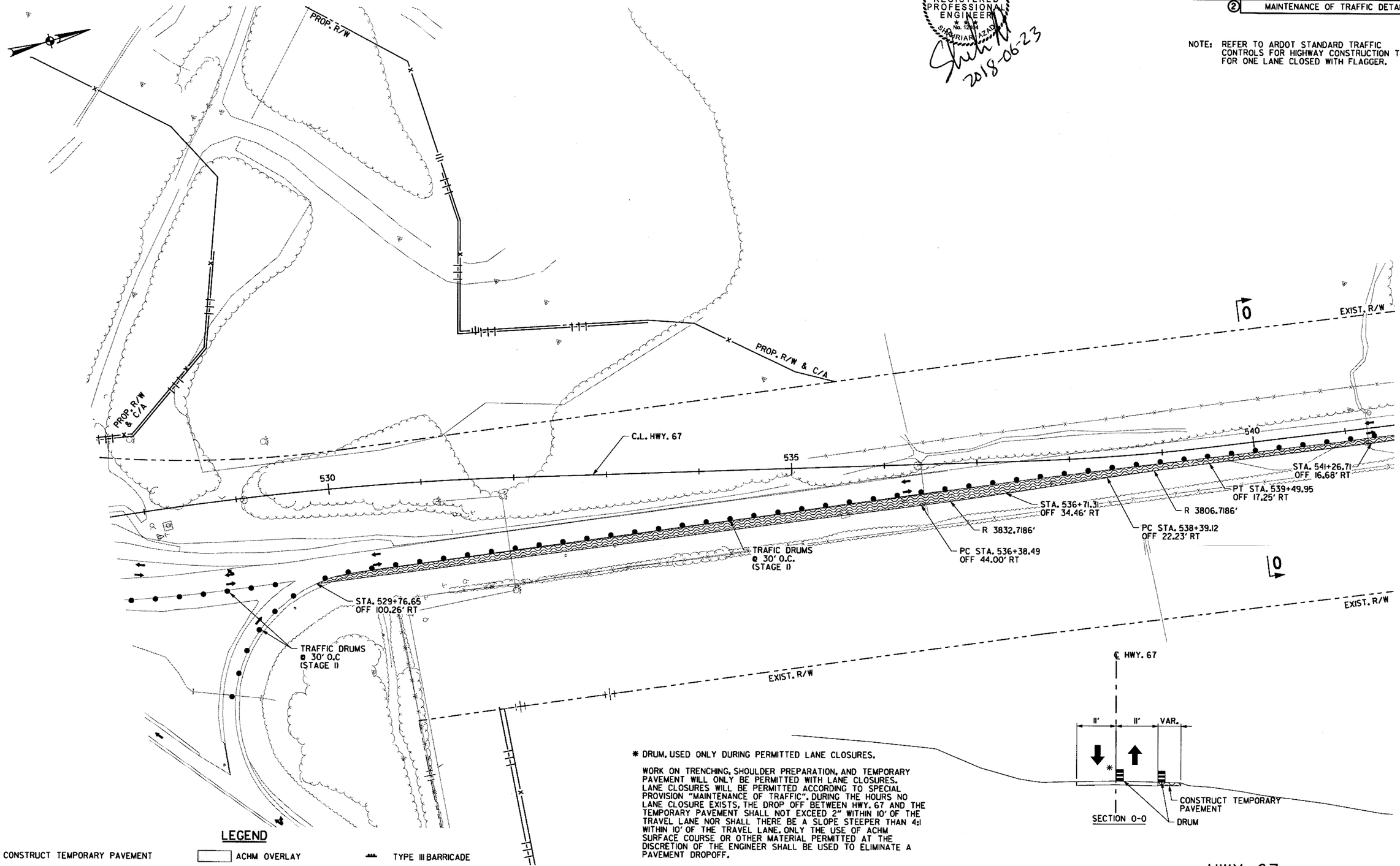
				6	ARK.			
				JOB NO.		CA0601	277	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12844
SHAHRIAR AZADI
2018-06-23

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.



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WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 67 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 4:1 WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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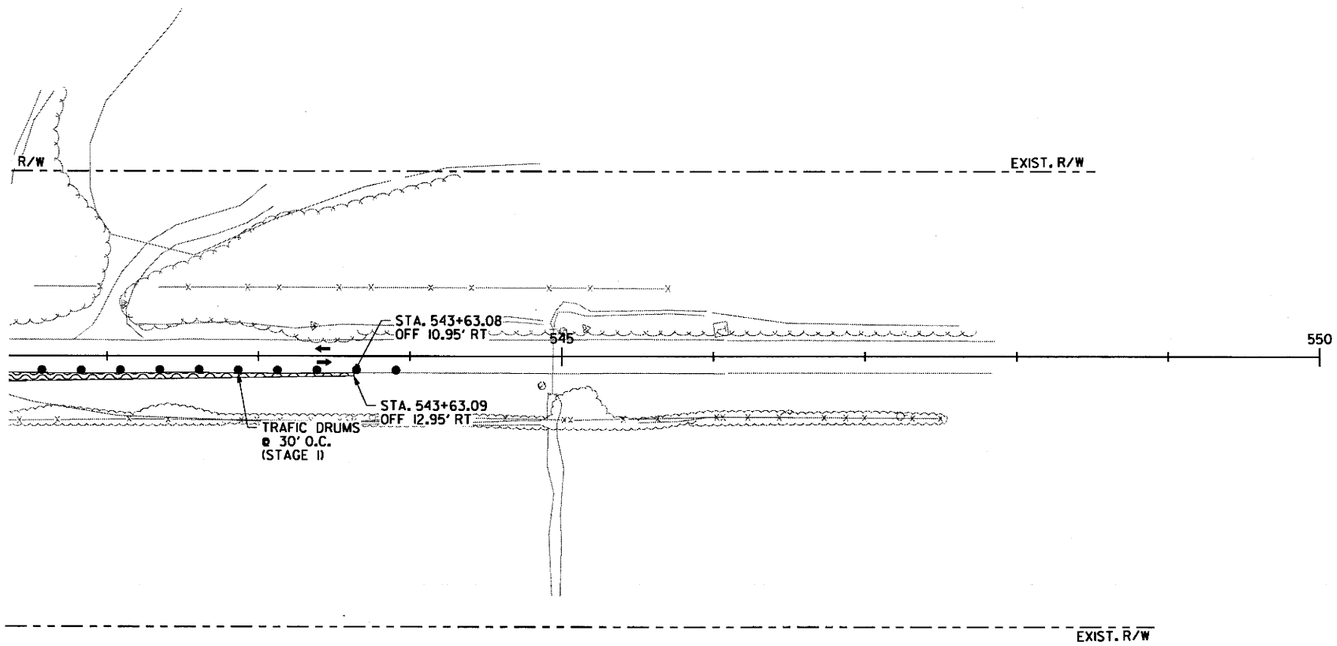
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANE R. AZAR
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	278	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 67 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 4:1 WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE I

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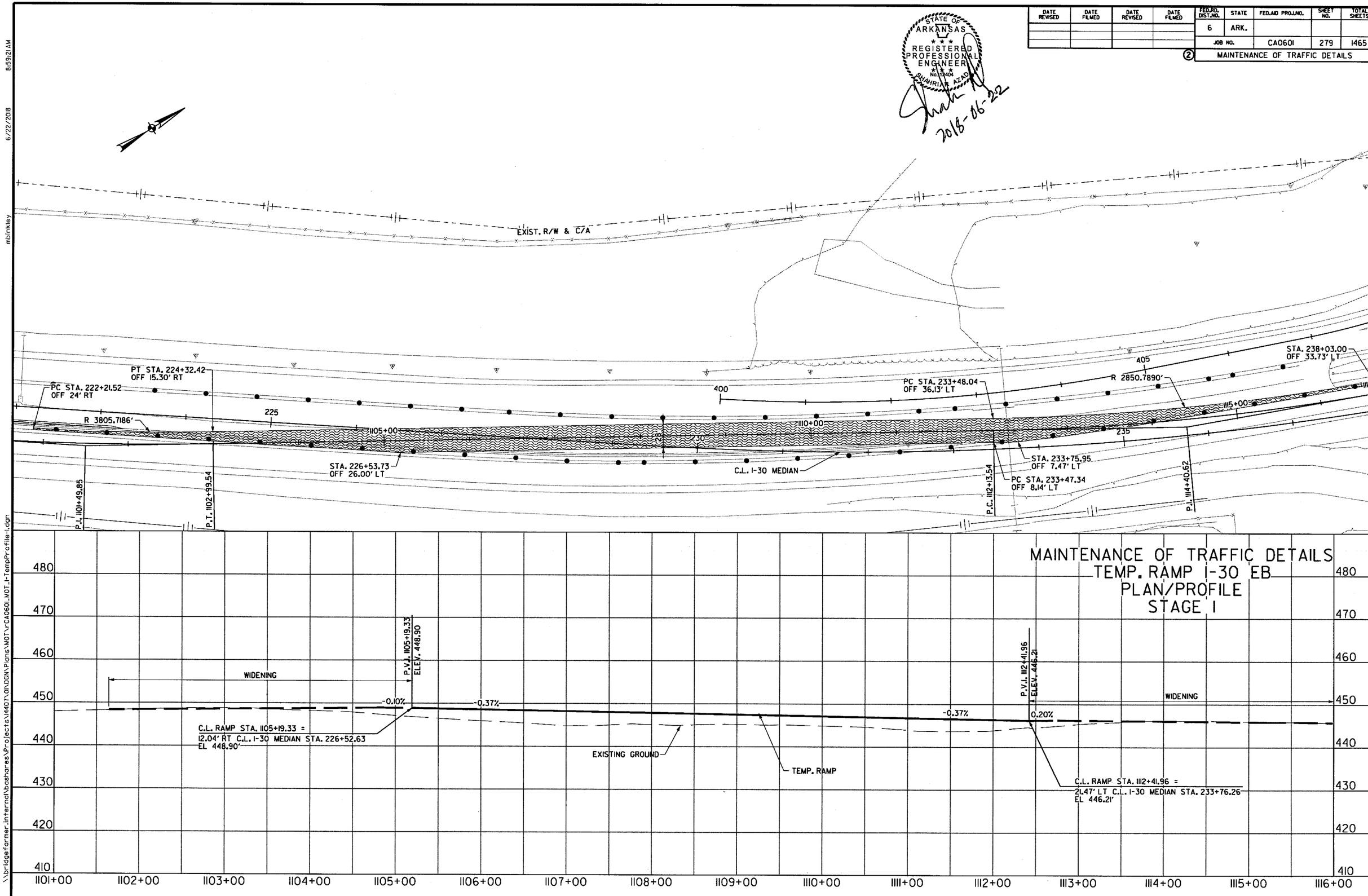
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	279	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



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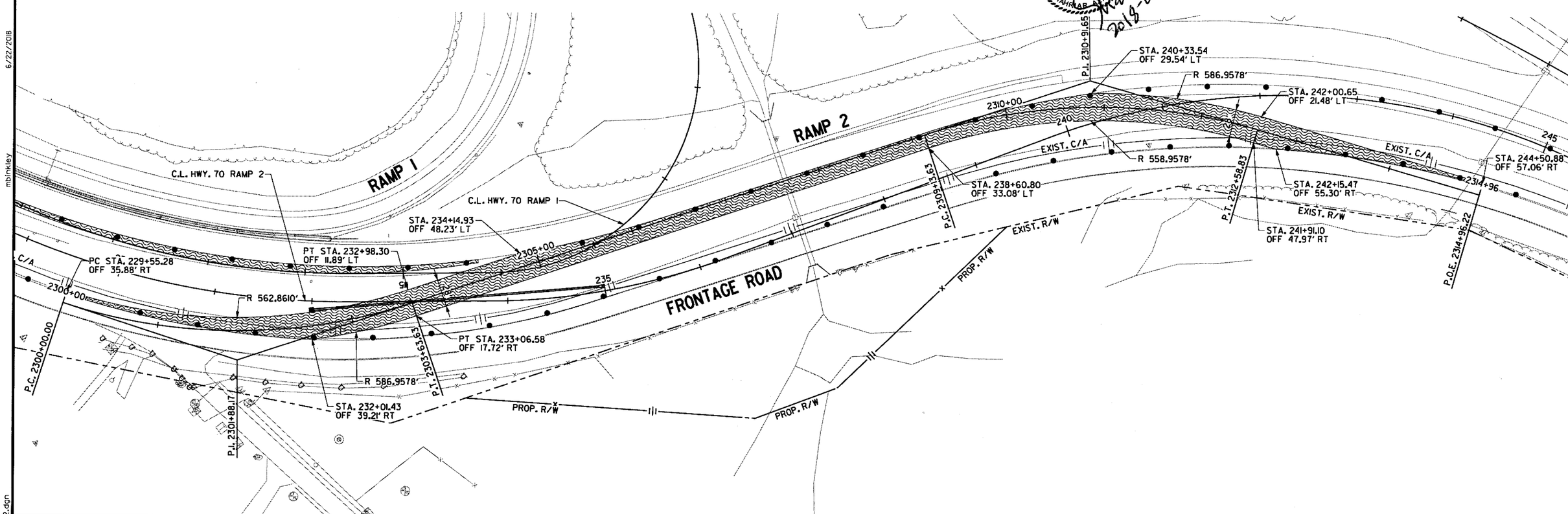
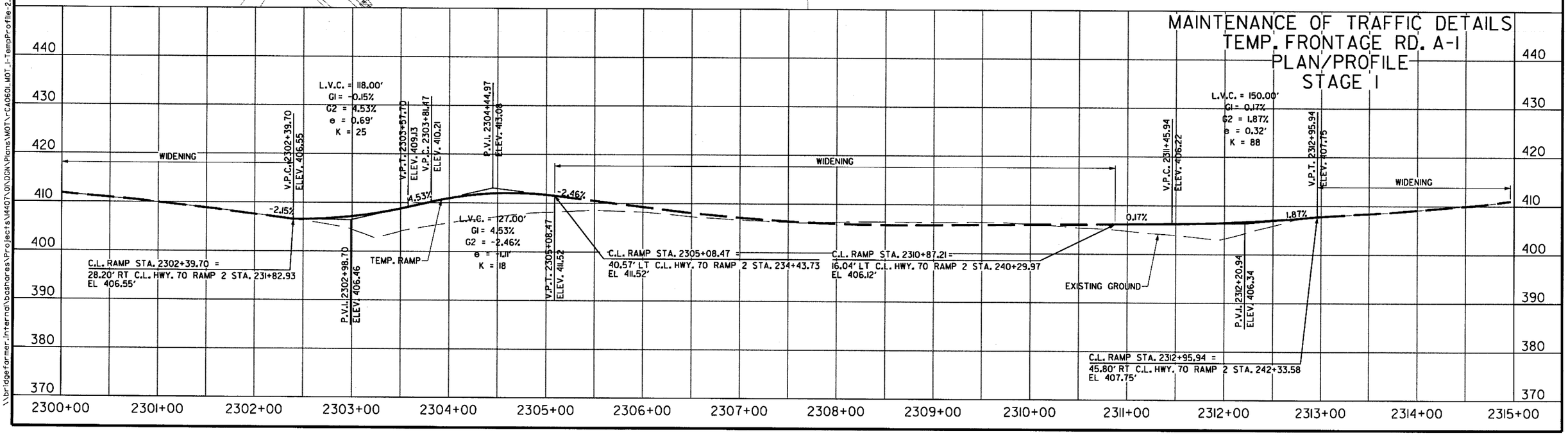
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	280	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD

2018-06-22





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				6	ARK.			
				JOB NO.		CA0601	281	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-22

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RAMP 3
FRONTAGE ROAD
RAMP 2
EXIST. R/W
EXIST. C/A
PC STA. 303+39.61
OFF 14.54' LT
STA. 303+39.60
OFF 11.72' LT
R 1899.3593'
PT STA. 309+45.09
OFF 24.12' LT
PC STA. 314+50.05
OFF 48.89' LT
R 1135.4156'
R 1156.4156'
PC STA. 314+49.93
OFF 27.89' LT
STA. 311+13.53
OFF 12.12' LT
C.L. HWY. 70 RAMP 3
C.L. HWY. 70 RAMP 2
P.C. 2100+00.00
P.I. 2103+04.62
P.I. 2106+04.15
P.C. 2111+06.90
2100+00
2105+00
2110+00
305
310
315
205
210
215
134
425

MAINTENANCE OF TRAFFIC DETAILS
TEMP. HWY. 70 RAMP 3
PLAN/PROFILE
STAGE I

WIDENING
EXISTING GROUND
P.V.I. 2107+71.71
ELEV. 448.92
V.P.C. 2111+41.58
ELEV. 445.51
-0.92%
-0.92%
C.L. RAMP STA. 2107+71.71 =
22.60' LT C.L. HWY. 70 RAMP 3 STA. 311+12.97
EL 448.92'
TEMP. RAMP

470
460
450
440
430
420
410
400

2100+00 2101+00 2102+00 2103+00 2104+00 2105+00 2106+00 2107+00 2108+00 2109+00 2110+00 2111+00 2112+00

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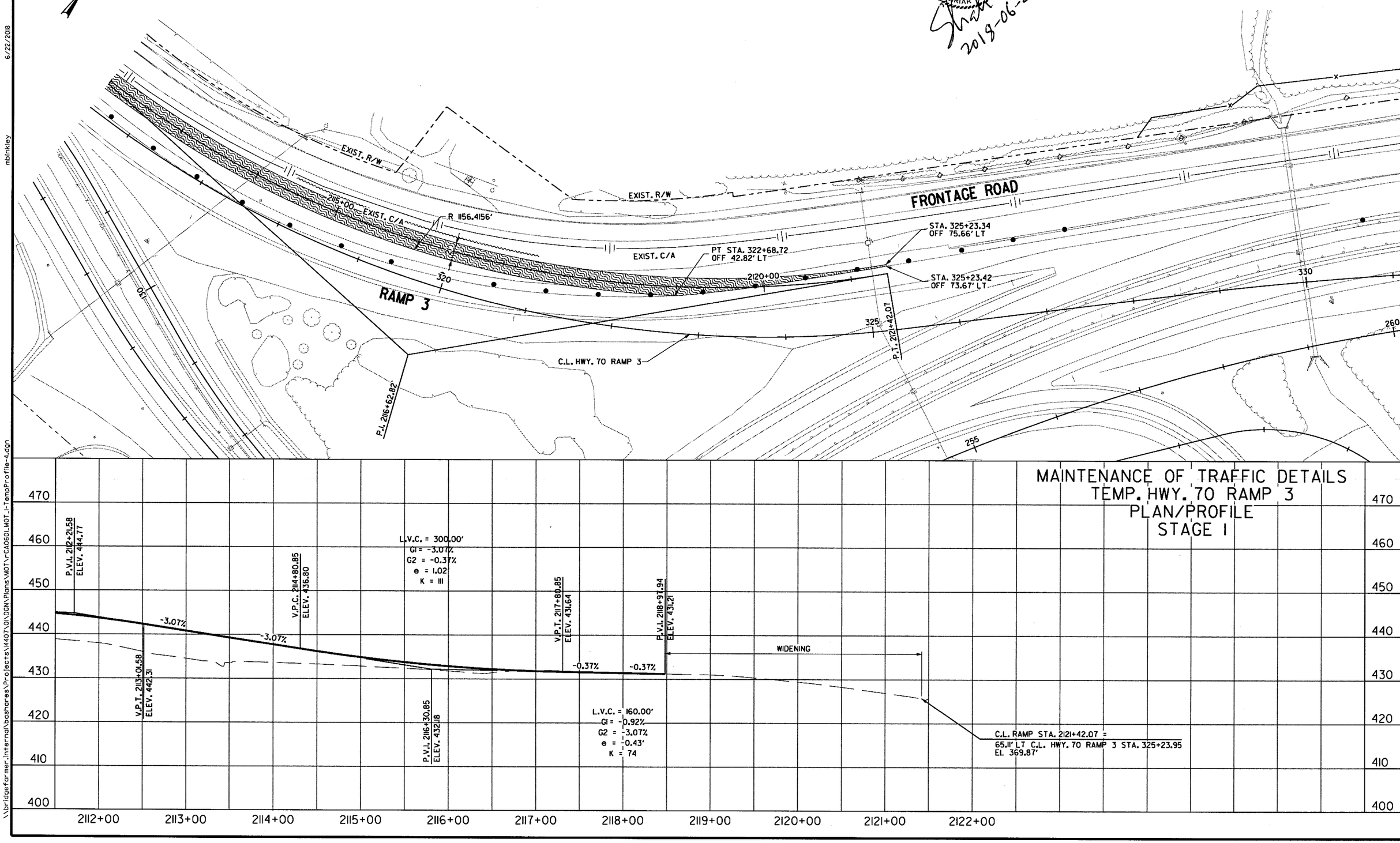
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	282	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD

2018-06-22



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	283	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. AO
2018-06-22

PROP. R/W
P.I. 1300+70.36
EXIST. R/W
P.O.E. 1312+73.21
1300+00
FRONTAGE ROAD
1310+00
1312+73
1305+00
EXIST. C/A
P.C. 1300+00.00
P.T. 1301+40.65
P.C. 1304+40.78
P.I. 1305+72.05
P.T. 1307+02.91
C.L. I-30 MEDIAN
375
380
385
500
505
100
105
PROP. C/A
EXIST. C/A

MAINTENANCE OF TRAFFIC DETAILS
TEMP. RAMP FRONTAGE RD. B
PLAN/PROFILE
STAGE I

P.V.I. 1302+01.10
ELEV. 353.25
V.P.C. 1303+42.53
ELEV. 359.15
P.V.I. 1304+82.53
ELEV. 364.99
P.V.I. 1307+86.34
ELEV. 363.58
P.V.I. 1309+38.96
ELEV. 362.67
V.P.T. 1306+22.53
ELEV. 354.34
WIDENING
4.17%
-0.46%
-0.60%
L.V.C. = 280.00'
G1 = 4.17%
G2 = -0.46%
e = -1.62'
K = 60
C.L. RAMP STA. 1302+01.10 =
14.22' LT C.L. I-30 MEDIAN STA. 374+00.00
EL 353.25'
C.L. RAMP STA. 1309+38.96 =
109.45' LT C.L. I-30 MEDIAN STA. 381+37.18
EL 362.67'

390 380 370 360 350 340 330 320

1300+00 1301+00 1302+00 1303+00 1304+00 1305+00 1306+00 1307+00 1308+00 1309+00 1310+00 1311+00 1312+00

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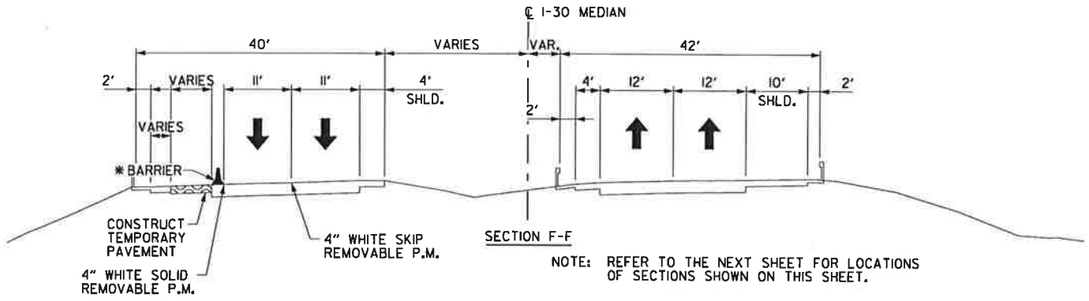
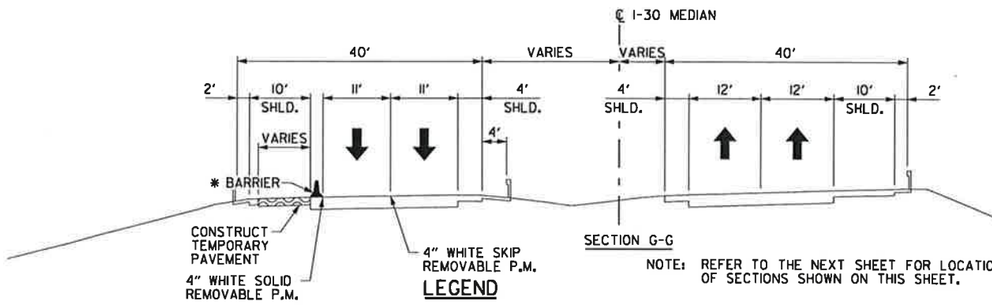
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	284	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAWN VAR LEAD
2018-11-29



SECTION F-F

NOTE: REFER TO THE NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.



SECTION G-G

NOTE: REFER TO THE NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.

* CONTRACTOR SHALL VERIFY EXISTING LANE WIDTHS PRIOR TO PLACING BARRIER. IF EXISTING LANES ARE LESS THAN 12' WIDE, CONTRACTOR SHALL CONSTRUCT ADEQUATE TEMPORARY PAVEMENT IN THE SHOULDER AREA TO PLACE THE BARRIER USING NIGHT-TIME LANE CLOSURES WITH DRUMS PRIOR TO OTHER WORK.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

STAGE IA NOTES

- REFER TO MOT DETAILS LANE CLOSURE SHEET TO PLACE TRAFFIC IN INSIDE OR OUTSIDE LANES IN AREAS WHERE SHOULDER PREP AND TEMPORARY PAVEMENT WILL BE CONSTRUCTED.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE AND OUTSIDE EB AND WB MAIN LANES I-30 AT SOUTH STREET OVERPASS AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE TEMPORARY PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT TEMPORARY PAVEMENT INSIDE OR OUTSIDE OF MAIN LANES AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT AT SOUTH STREET AS SHOWN.
- CONSTRUCT PARTIAL NEW BR. NO. 7414 ALONG SOUTH STREET.
- CONSTRUCT TEMPORARY PAVEMENT INSIDE HWY. 70 RAMPS AS SHOWN.

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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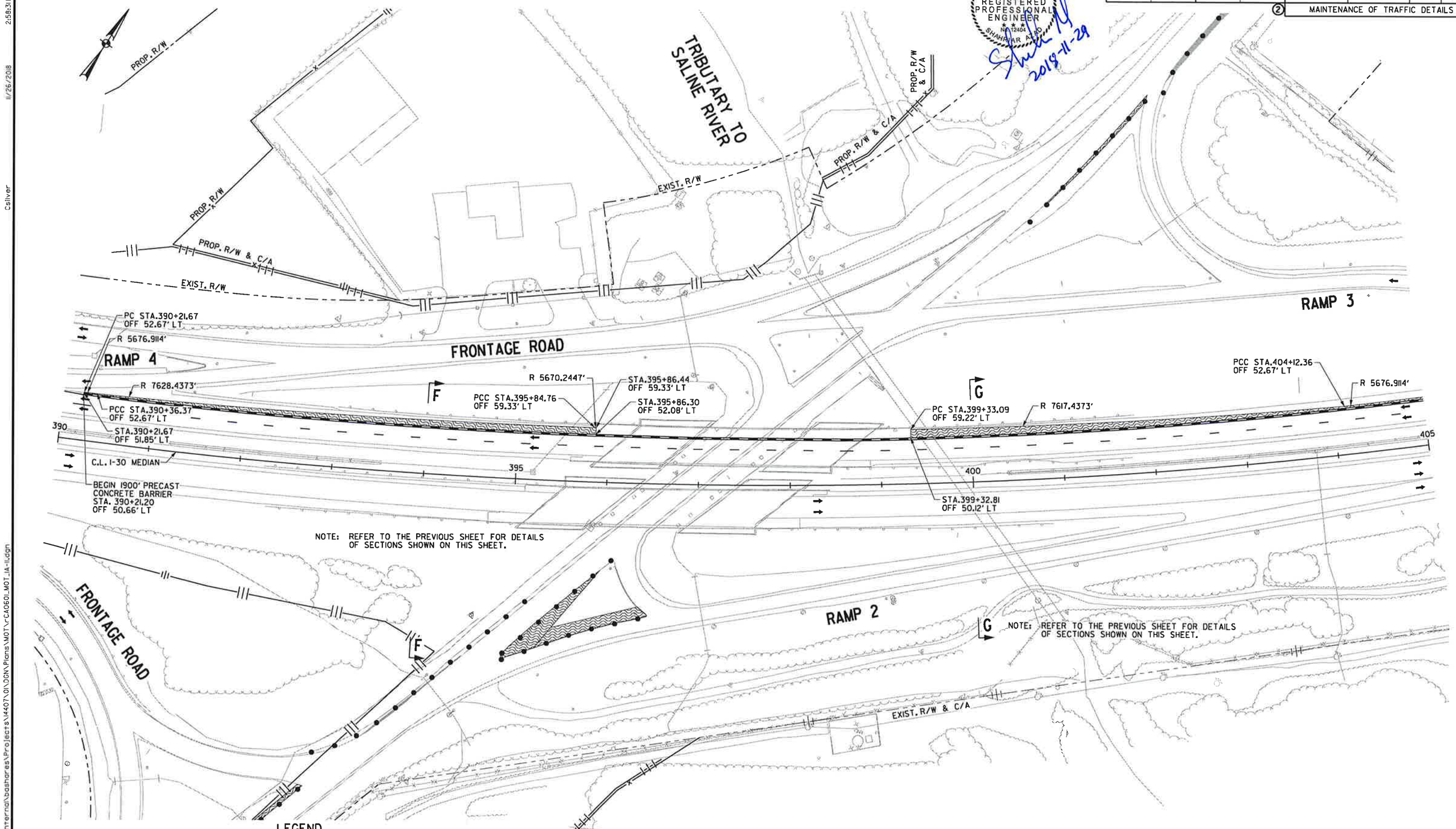
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	285	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-11-29



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

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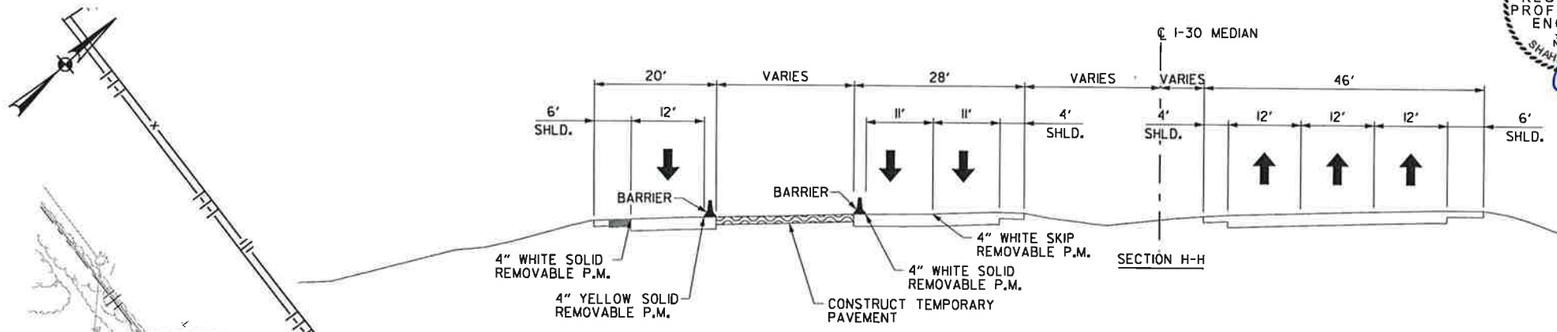
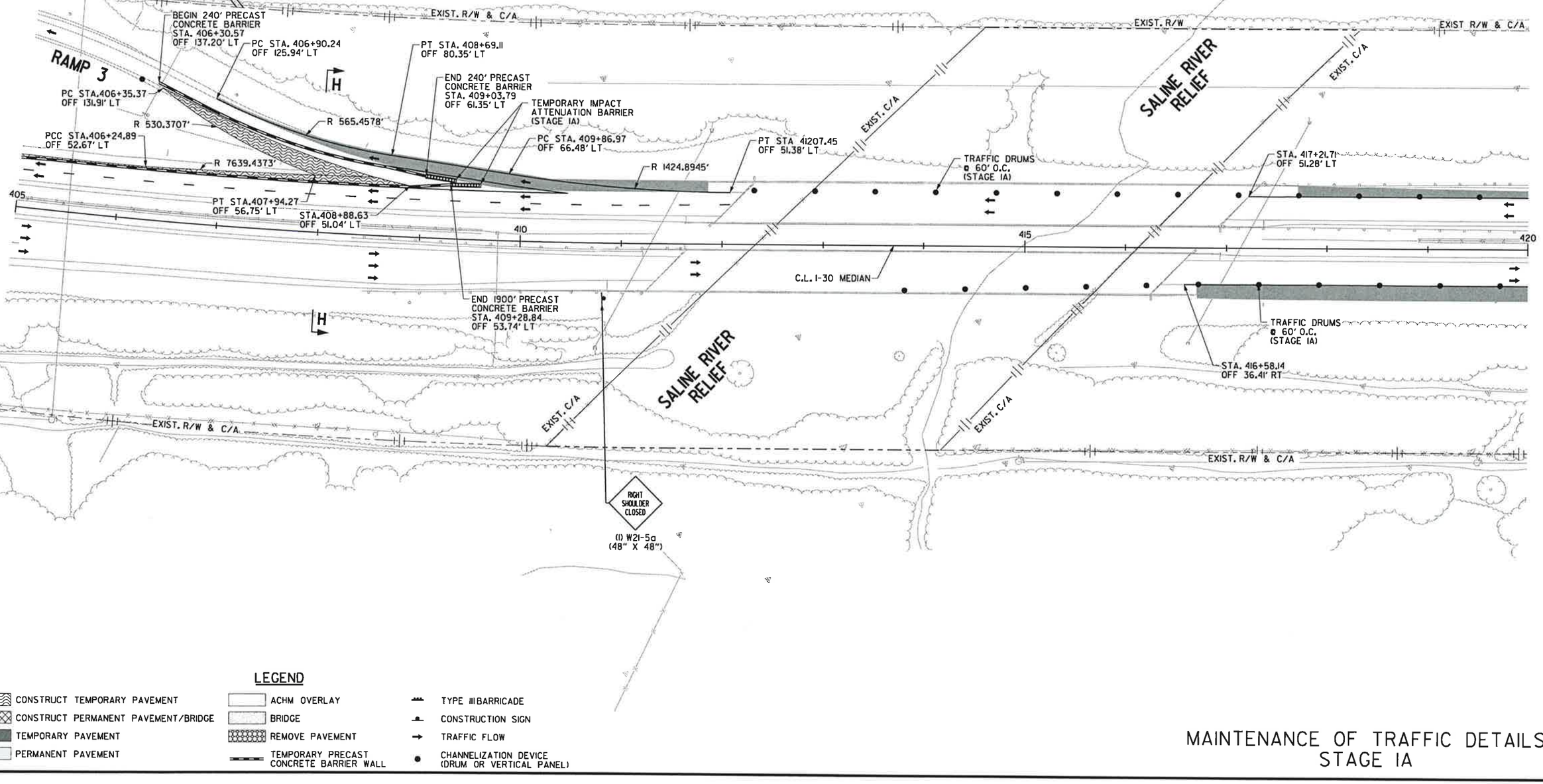
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	286	1465
				② MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12004
SHAHRIAR AZAD
2018-11-29





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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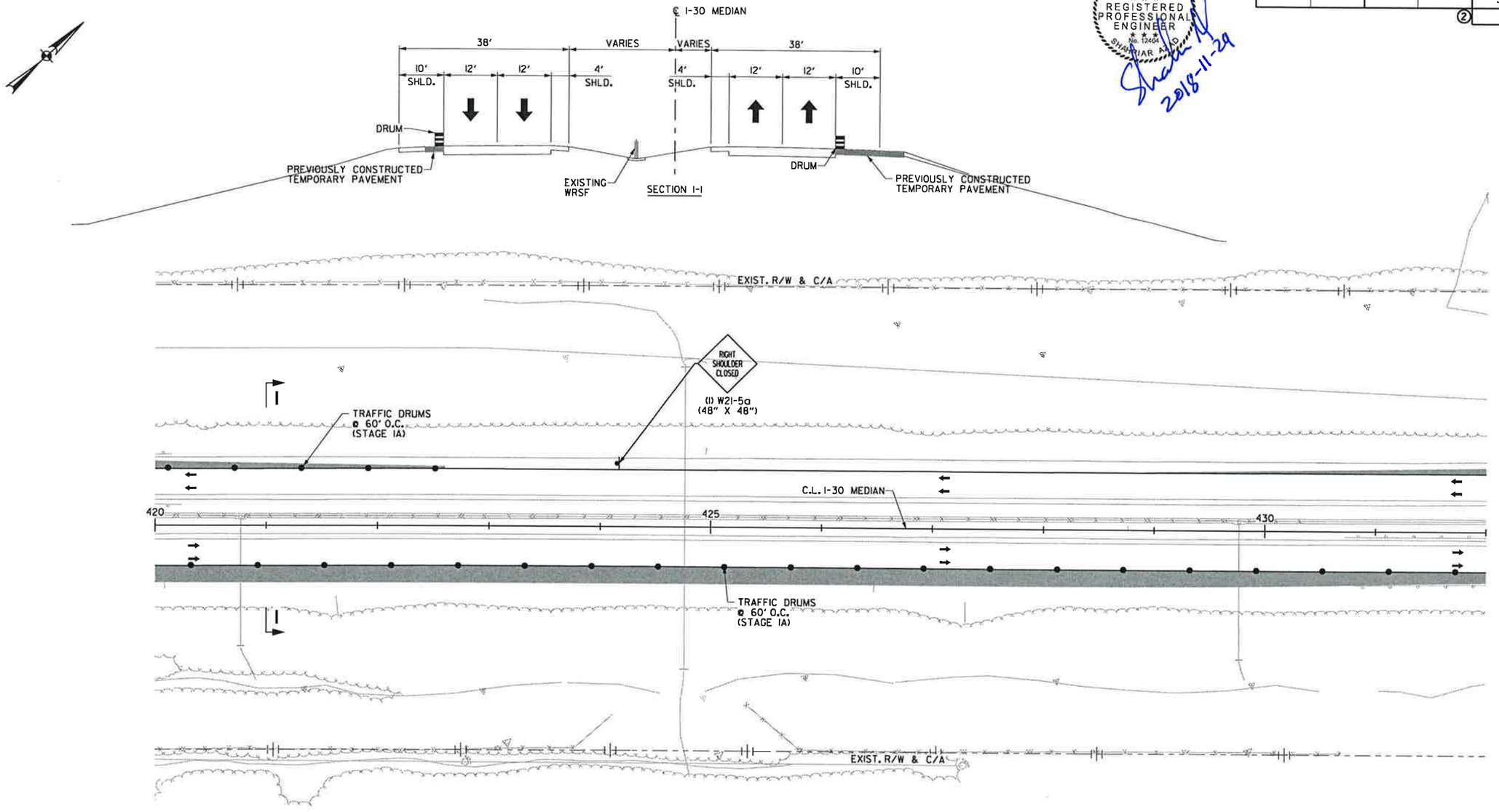
11-26-18				6	ARK.			
				JOB NO.		CA0601	287	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARMAR REID
2018-11-29



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 1A

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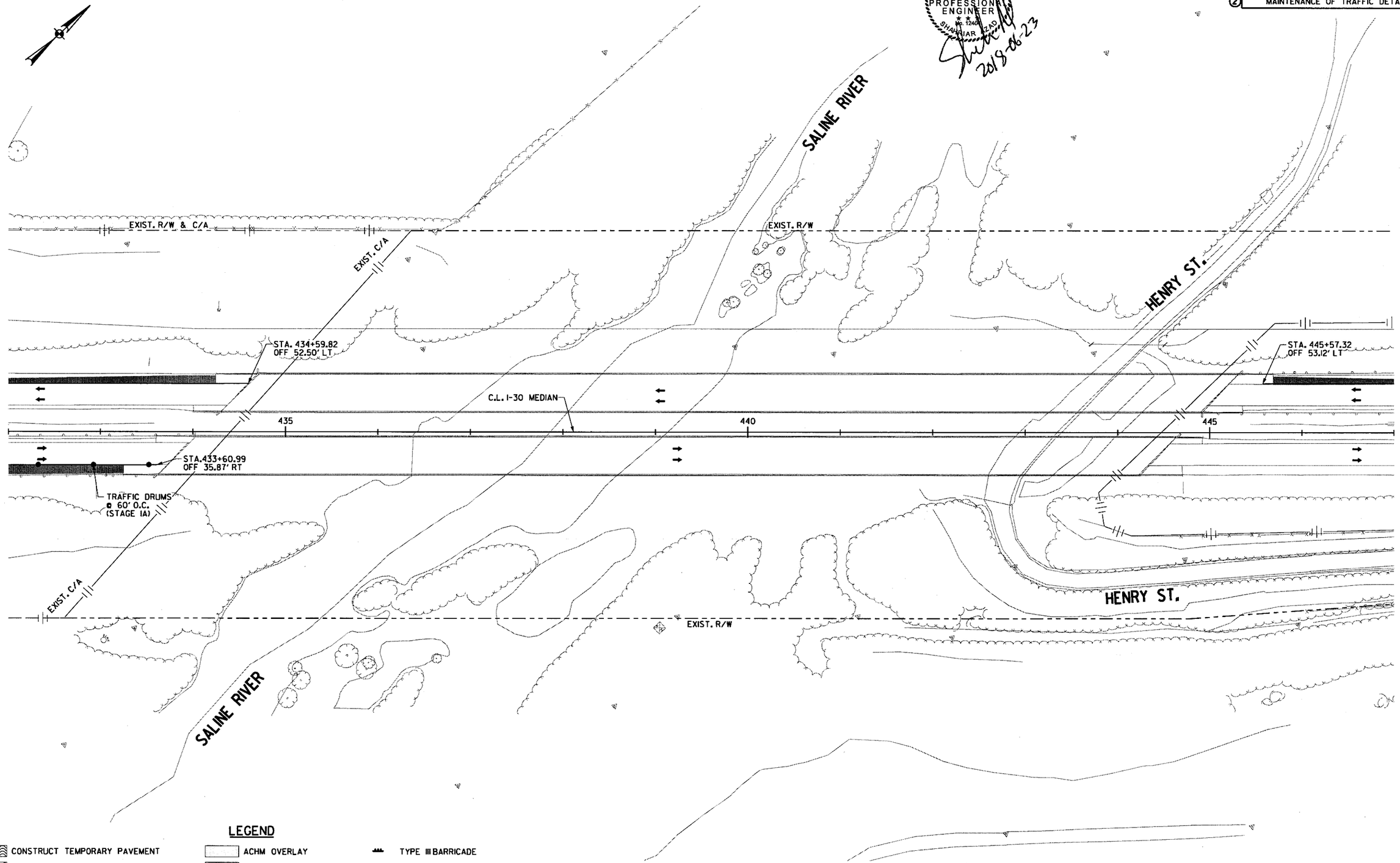
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	288	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

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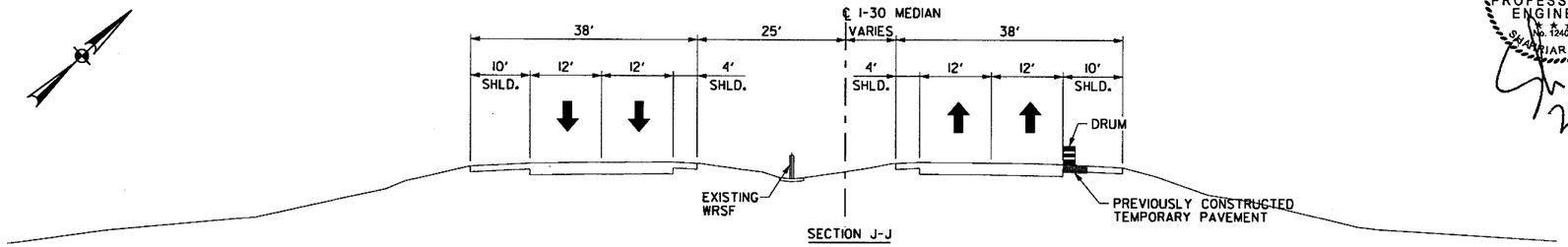
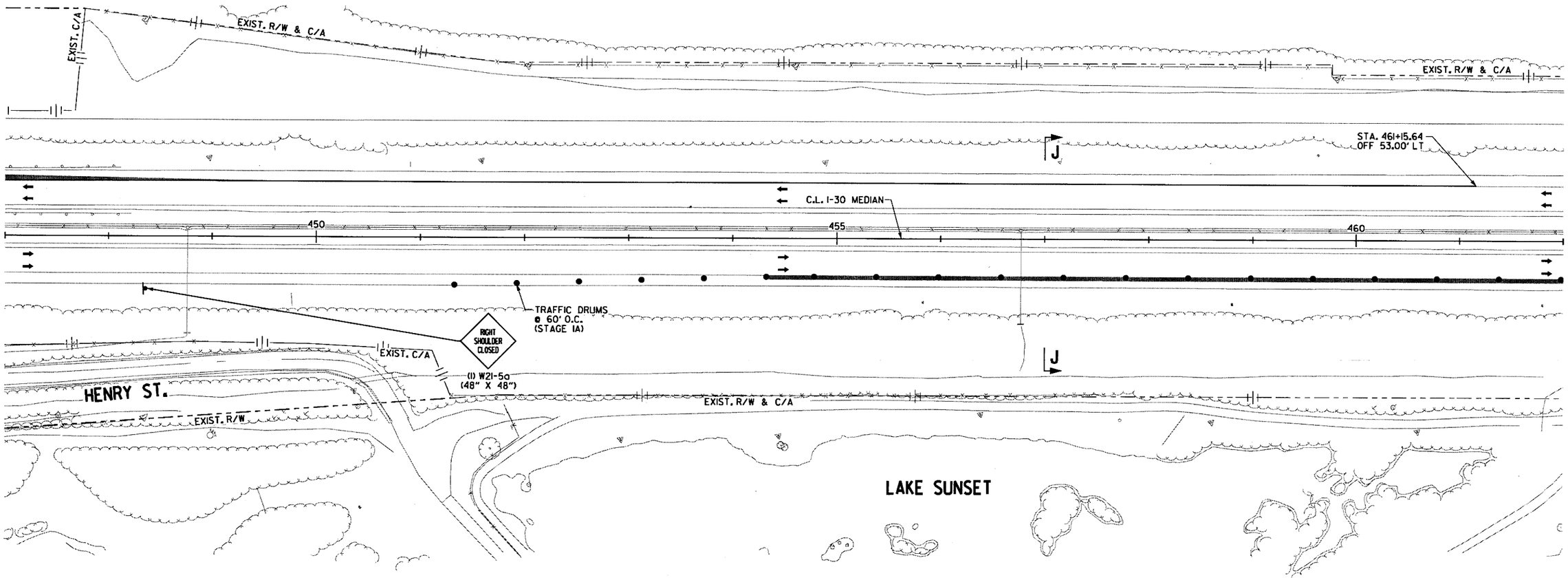
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	289	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SCANNIAR AZAD
2018-06-22





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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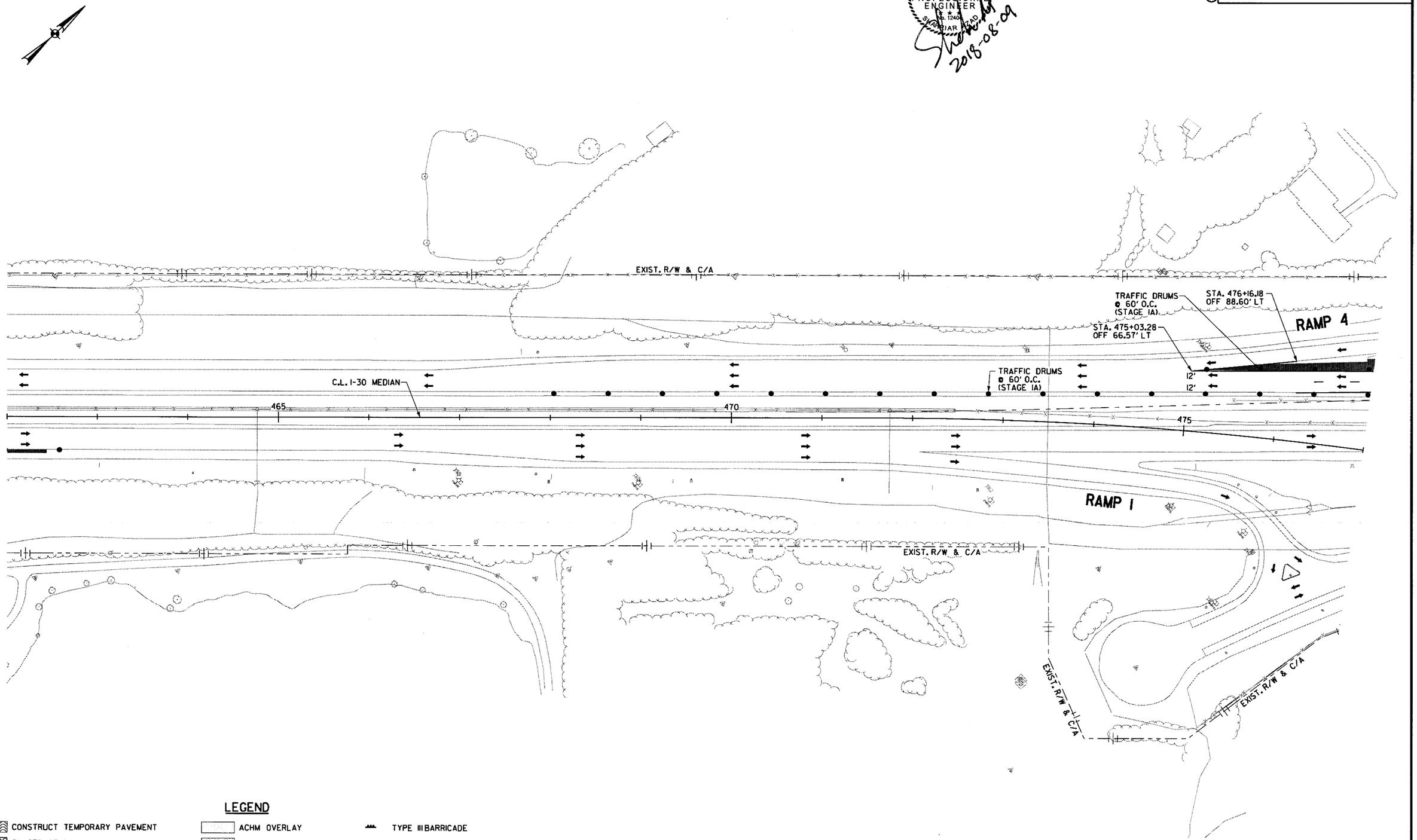
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	290	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAPRIAR AZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	291	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR ALI
2018-08-09

NOTE: TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS

W. SOUTH ST. (AR 229)

EXIST. R/W & C/A

EXIST. R/W

PROP. C/A

PROP. R/W

R 1954.5354'

R 1906.8593'

TRAFFIC DRUMS @ 60' O.C. (STAGE IA)

PC STA.477+62.05 OFF 96.78' LT

STA.478+40.56 OFF 82.17' LT

PC STA.478+42.35 OFF 67.91' LT

BEGIN 1740' PRECAST CONCRETE BARRIER STA. 477+65.45 OFF 74.04' LT

BEGIN 2260' PRECAST CONCRETE BARRIER STA. 486+12.79 OFF 123.65' LT

STA. 485+37.79.03' LT TEMP. ST DROP INLET WITH (2) 24" X 8' TEMP. PIPE CONNECT TO EXISTING PIPE

PT STA.487+61.53 OFF 102.74' LT

PT STA.487+56.32 OFF 58.24' LT

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE IA)

BEGIN 2280' PRECAST CONCRETE BARRIER STA. 489+47.76 OFF 18.60' LT

RAMP 4

FRONTAGE ROAD

C.L. I-30 MEDIAN

FAIRFIELD RD.

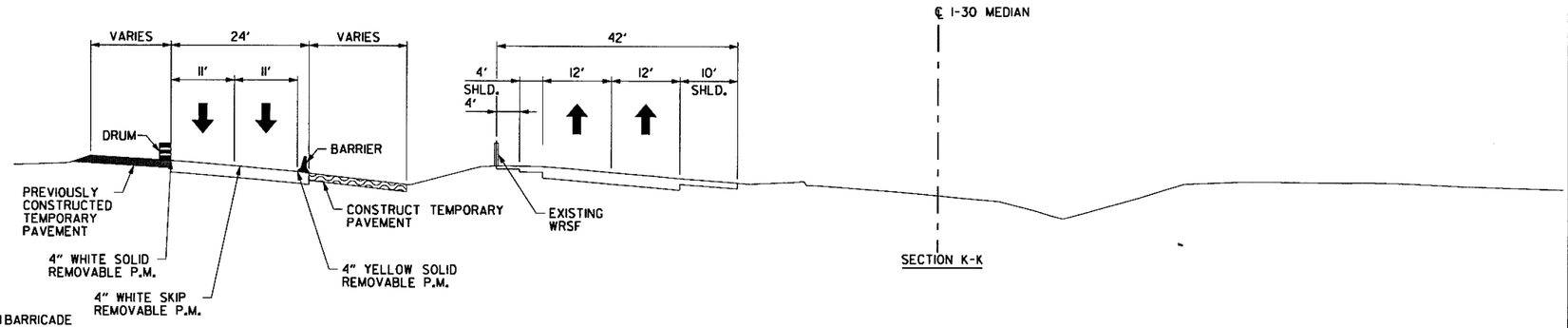
TROUTT

480

485

490

K



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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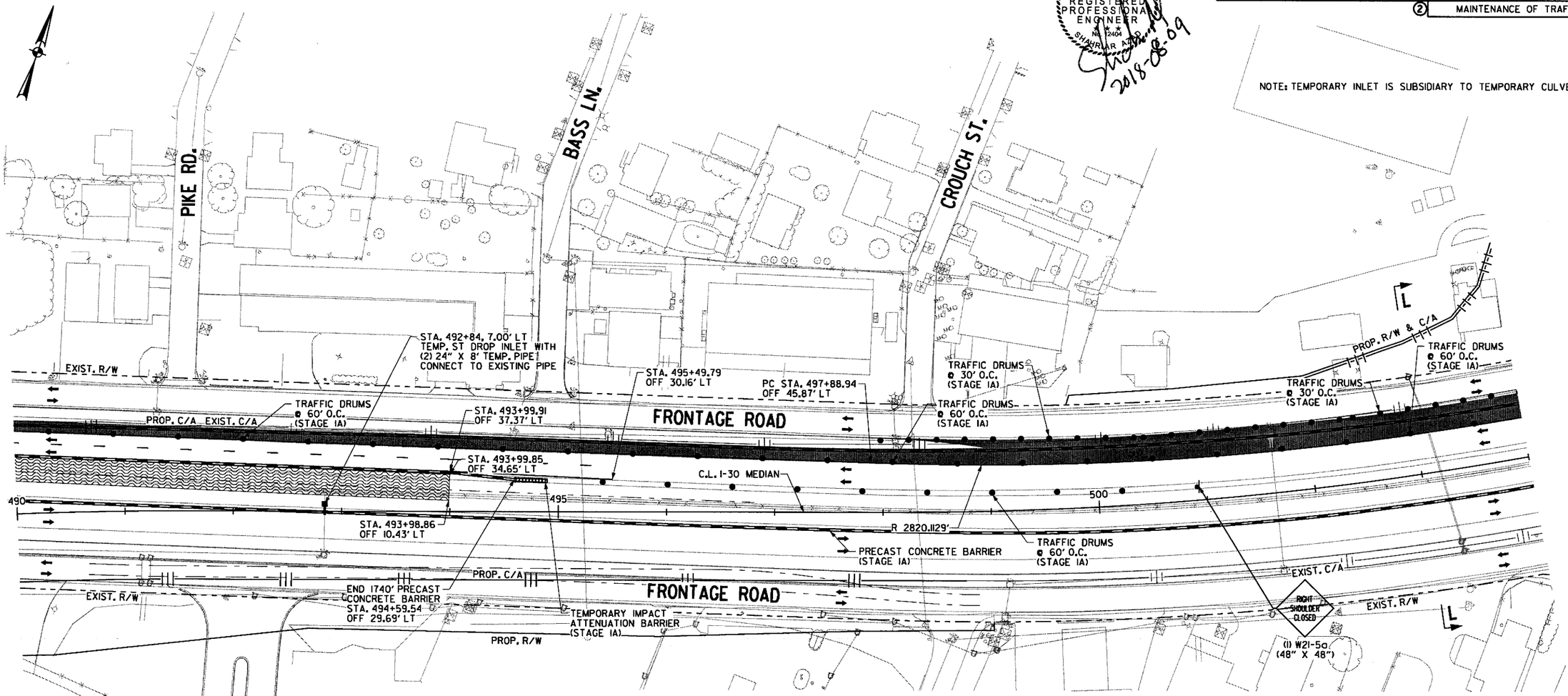
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	292	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

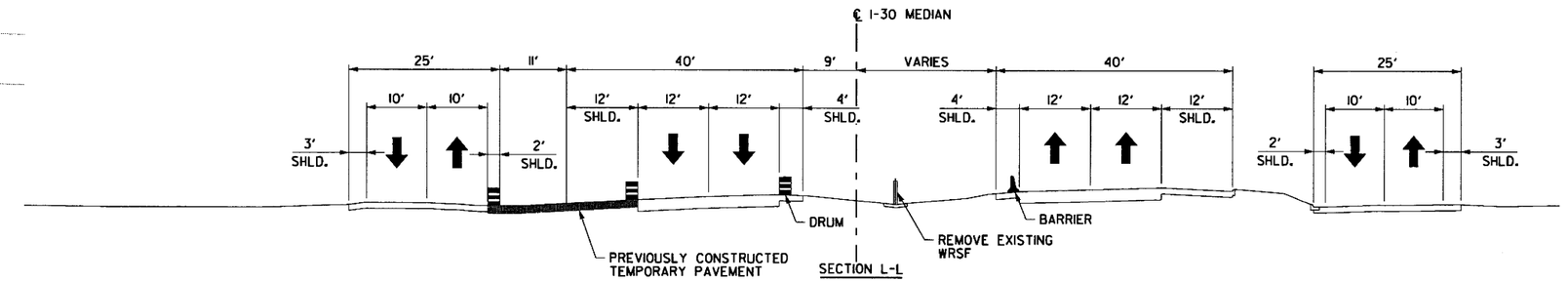
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ANSARI
2018-08-09

NOTE: TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS



DRUM, USED ONLY DURING PERMITTED LANE CLOSURES.

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN I-30 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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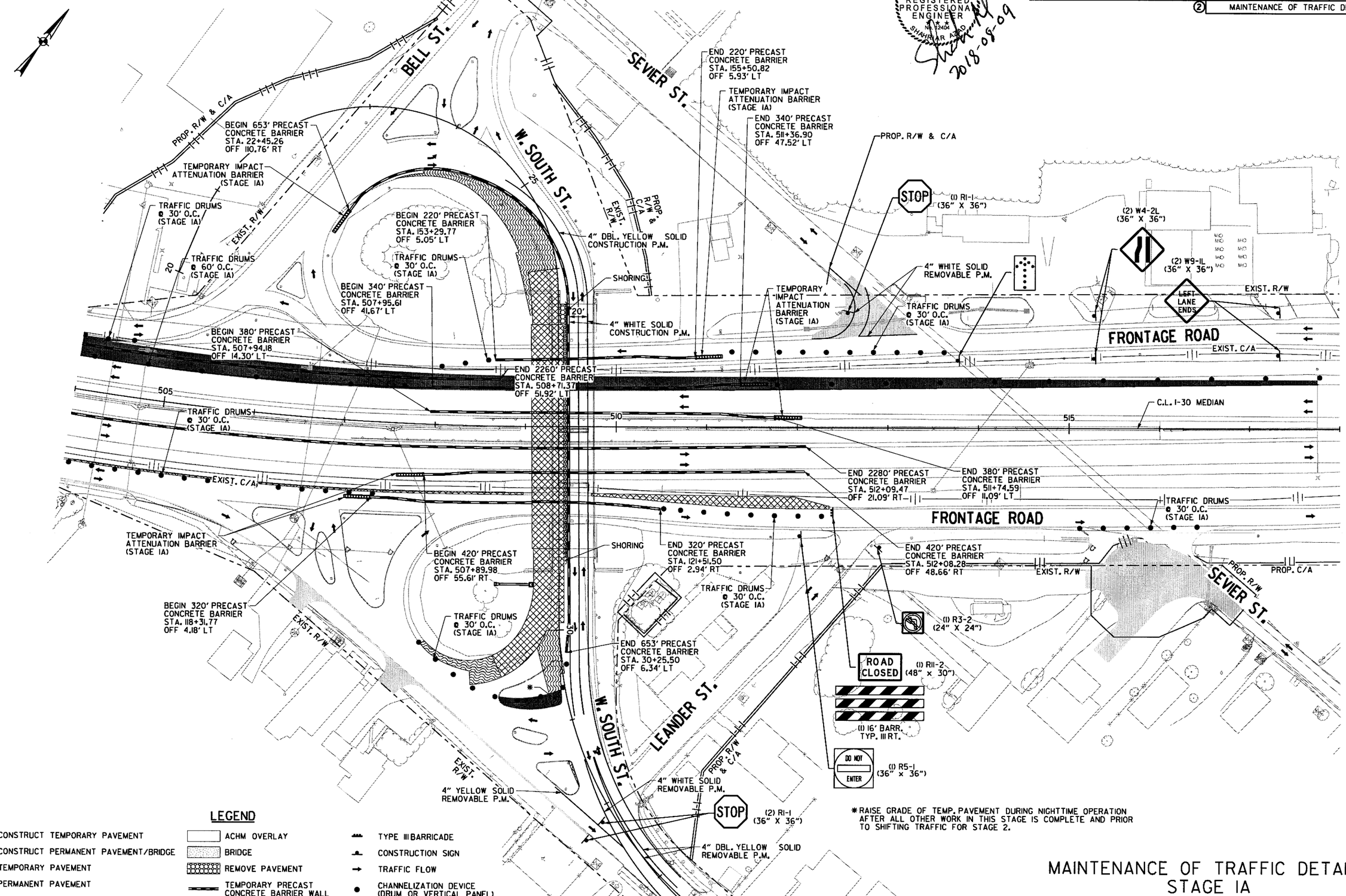
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	293	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-08-09



* RAISE GRADE OF TEMP. PAVEMENT DURING NIGHTTIME OPERATION AFTER ALL OTHER WORK IN THIS STAGE IS COMPLETE AND PRIOR TO SHIFTING TRAFFIC FOR STAGE 2.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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				6	ARK.			
				JOB NO.		CA0601	294	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZIZ
2019-06-22

PROP. R/W & C/A
PC STA. 24+81.75
OFF 13.48' RT
PC STA. 23+44.13
OFF 77.52' RT
PC STA. 22+93.20
OFF 91.15' RT
R 118'
R 78'
R 160.5451'
R 158'
EXIST. R/W
PCC STA 24+05.48
OFF 59.96' RT
PCC STA. 24+64.95
OFF 47.59' RT
PI STA. 25+71.30
OFF 41.23' RT
PT STA. 25+71.36
OFF 37.64' RT
PC STA. 26+00.06
OFF 31.92' RT
STA. 26+52.00
OFF 30.64' RT
STA. 26+51.90
OFF 28.31' RT
PCC STA. 25+74.84
OFF 0.00' RT
R 204.6278'
STA. 26+00.00
OFF 0.00' RT
PT STA. 26+39.86
OFF 22.02' LT
STA. 26+62.32
OFF 5.50' LT
PC STA. 56+89.34
OFF 0.00'
R 51'
PT STA. 57+20.50
OFF 44.98' RT
PC STA. 56+69.54
OFF 12.00' RT
PT STA. 156+93.89
OFF 22.00' RT
R 35'
STA. 156+80.37
OFF 22.00' LT
EXIST. C/A
STA. 517+76.51
OFF 49.38' LT
STA. 120+75.00
OFF 13.00' LT
STA. 122+99.45
OFF 13.00' LT
STA. 123+28.88
OFF 4.00' LT
PC STA. 30+00.00
OFF 0.27' RT
STA. 30+00.00
OFF 13.60' RT
PCC STA. 30+22.24
OFF 75.71' RT
R 65'
PT STA. 30+06.03
OFF 49.79' RT
STA. 30+34.23
OFF 102.45' RT
PC STA. 30+46.22
OFF 103.63' RT
R 96.9842'
PCC STA. 30+43.28
OFF 67.65' RT
STA. 30+17.86
OFF 25.09' RT
STA. 30+81.36
OFF 17.68' RT
R 360.4460'
PC STA. 31+40.48
OFF 18.22' RT
R 412.2556'
STA. 31+70.97
OFF 18.67' RT
STA. 30+97.57
OFF 13.54
PC STA. 30+36.64
OFF 19.66
STA. 30+48.07
OFF 2.10' LT
STA. 30+48.31
OFF 2.51' RT
PROP. C/A
PT STA. 33+17.13
OFF 15.42' LT
PT STA. 33+22.39
OFF 4.61' LT
PT STA. 33+28.62
OFF 2.78' RT

*RAISE GRADE OF TEMP. PAVEMENT DURING NIGHTTIME OPERATION AFTER ALL OTHER WORK IN THIS STAGE IS COMPLETE AND PRIOR TO SHIFTING TRAFFIC FOR STAGE 2.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	295	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ZIAD
2018-06-23

MCNEIL CREEK

EXIST. R/W

RIGHT SHOULDER CLOSED

(1) W21-5a (48" X 48")

RAMP 3

FRONTAGE ROAD

END JOB CA0601
STA. 531+75.78
LOG MILE 116.24

C.L. I-30 MEDIAN

520 525 530

RAMP 2

PROP. C/A

EXIST. R/W & C/A

RET. WALL

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE IA

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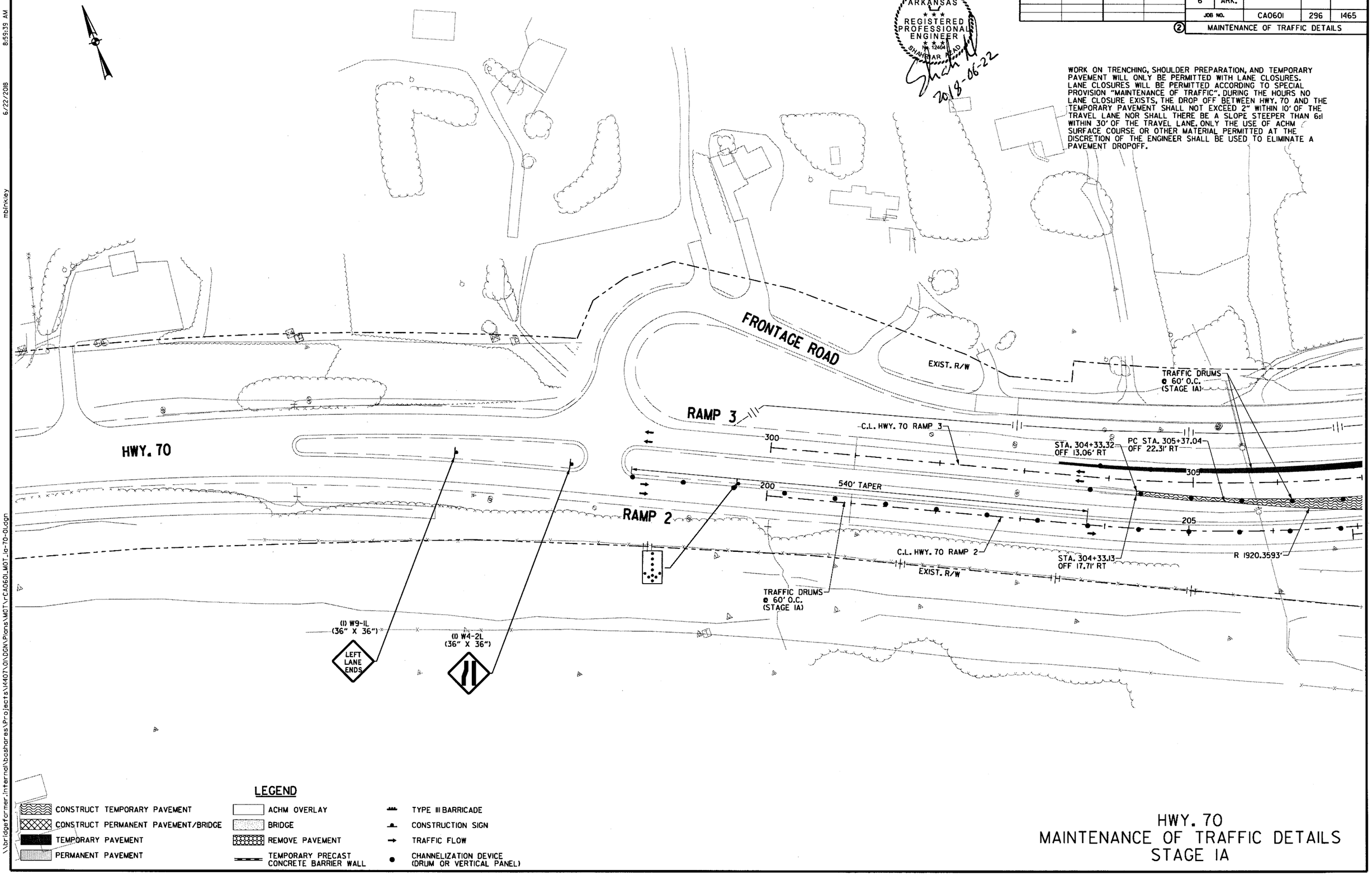
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	296	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN AR HEAD
2018-06-22

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 70 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 1A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	297	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12884
SHAHRIAR AZAD
2018-06-22

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TRAFFIC DRUMS @ 60' O.C. (STAGE IA)
EXIST. R/W
FRONTAGE ROAD
C.L. HWY. 70 RAMP 3
STA. 307+55.17 OFF 22.45' RT
STA. 209+32.88 OFF 18.90' LT
STA. 210+62.09 OFF 14.50' LT
PC STA. 212+41.87 OFF 14.50' LT
EXIST. C/A
RAMP 3
305
310
315
320
205
210
215
220
R 1920.3593'
PT STA. 208+25.14 OFF 7.47' LT
425
C.L. HWY. 70 RAMP 4
EXIST. R/W
RAMP 2
PC STA. 216+11.66 OFF 14.50' LT
PT STA. 218+14.31 OFF 44.90' LT
PC STA. 220+52.71 OFF 17.52' LT
RAMP 1
C.L. HWY. 70 RAMP 1
R 965.4297'
C.L. HWY. 70 RAMP 2
420
RAMP 4
PC STA. 217+29.98 OFF 14.43' LT
R 1135.4156'
PT STA. 220+52.59 OFF 14.30' LT
TRAFFIC DRUMS @ 60' O.C. (STAGE IA)
PT STA. 218+13.92 OFF 40.16' LT
PC STA. 218+66.99 OFF 35.71' LT
EXIST. R/W & C/A
EXIST. R/W
415

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 70 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

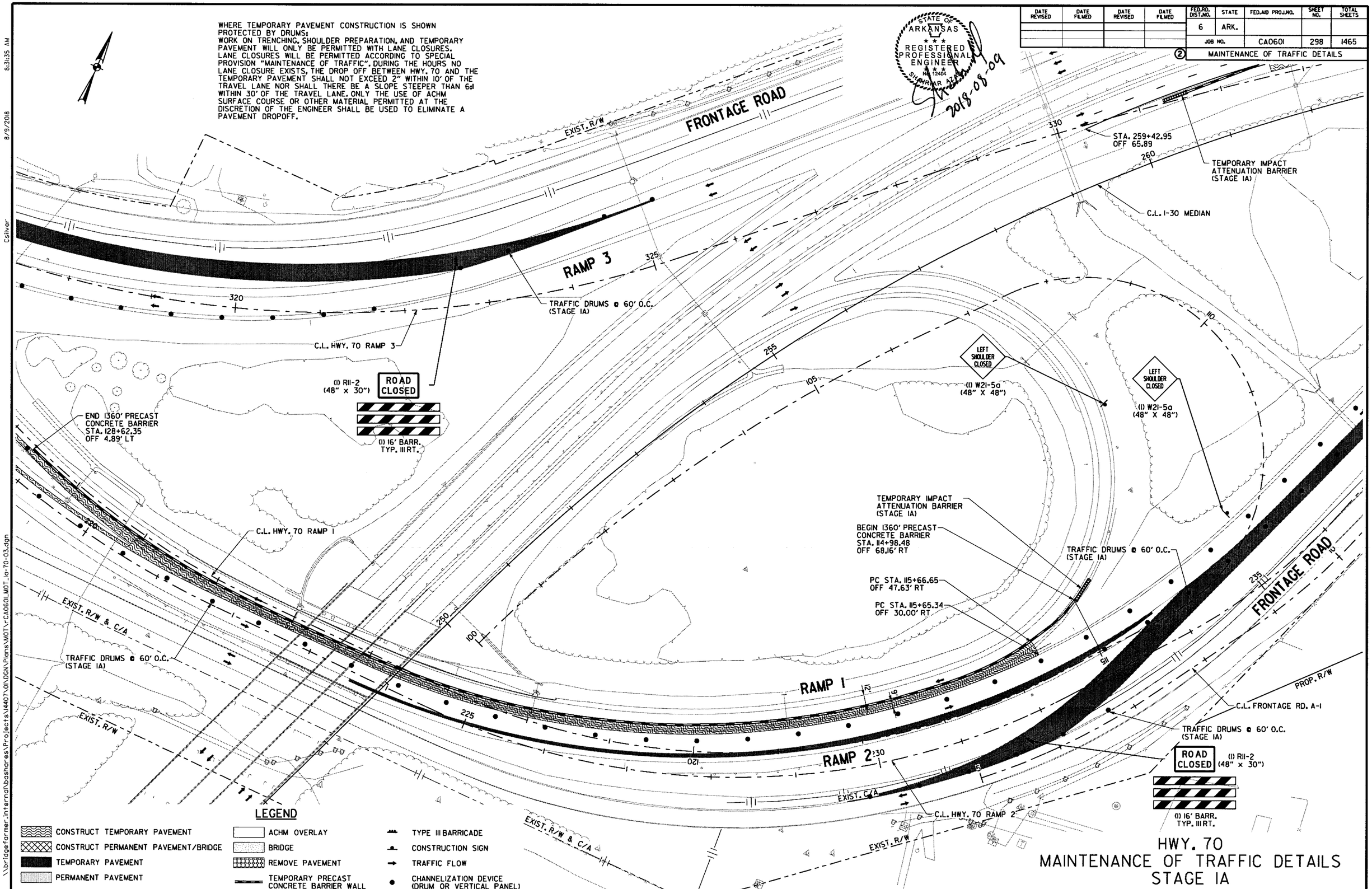
HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	298	1465

② MAINTENANCE OF TRAFFIC DETAILS

WHERE TEMPORARY PAVEMENT CONSTRUCTION IS SHOWN PROTECTED BY DRUMS:
WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 70 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD
2018-08-09



HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

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				6	ARK.			
				JOB NO.		CA0601	299	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAN ALLEN
2018-08-09

STA. 261+67.74
OFF 67.25' LT

C.L. HWY. 70 RAMP 3

STA. 261+67.60
OFF 56.86' LT

STA. 261+45.47
OFF 69.46' LT

C.L. I-30 MEDIAN

R 1892.3617'

BEGIN 1560' PRECAST CONCRETE BARRIER
STA. 260+67.80
OFF 64.67' LT

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE IA)

PC STA. 241+05.03
OFF 47.92' LT

R 704.9943'

STA. 246+03.45
OFF 36.37' LT

STA. 239+97.92
OFF 62.47' LT

STA. 239+96.66
OFF 50.96' LT

RAMP 2

C.L. HWY. 70 RAMP 2

TRAFFIC DRUMS @ 60' O.C. (STAGE IA)

C.L. FRONTAGE RD. A-1

TRAFFIC DRUMS @ 60' O.C. (STAGE IA)

C.L. I-30 MEDIAN STA. 272+96.11, 25.25' RT
C.L. HWY. 70 RAMP 2 STA. 248+48.37, 39.39' LT

EXIST. C/A

FRONTAGE ROAD

EXIST. R/W

PT STA. 276+04.70
OFF 33.25' RT

FRONTAGE ROAD

EXIST. R/W

EXIST. C/A

TRAFFIC DRUMS @ 60' O.C. (STAGE IA)

STA. 276+02.08
OFF 35.25' RT

END 1560' PRECAST CONCRETE BARRIER
STA. 276+04.70
OFF 34.25' RT

STA. 276+74.84
OFF 35.19' RT

ROAD CLOSED (2) R11-2 (48" x 30")

(2) 16' BARR. TYP. III RT.

PROP. R/W

PROP. R/W

WHERE TEMPORARY PAVEMENT CONSTRUCTION IS SHOWN PROTECTED BY DRUMS:
WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 70 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

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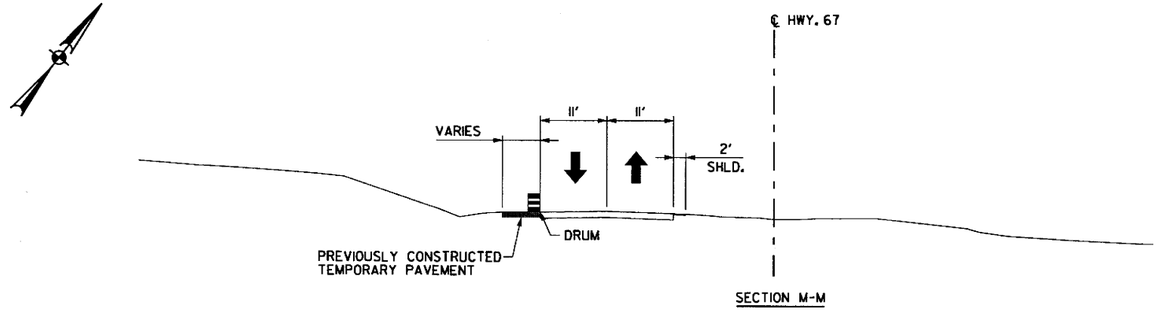
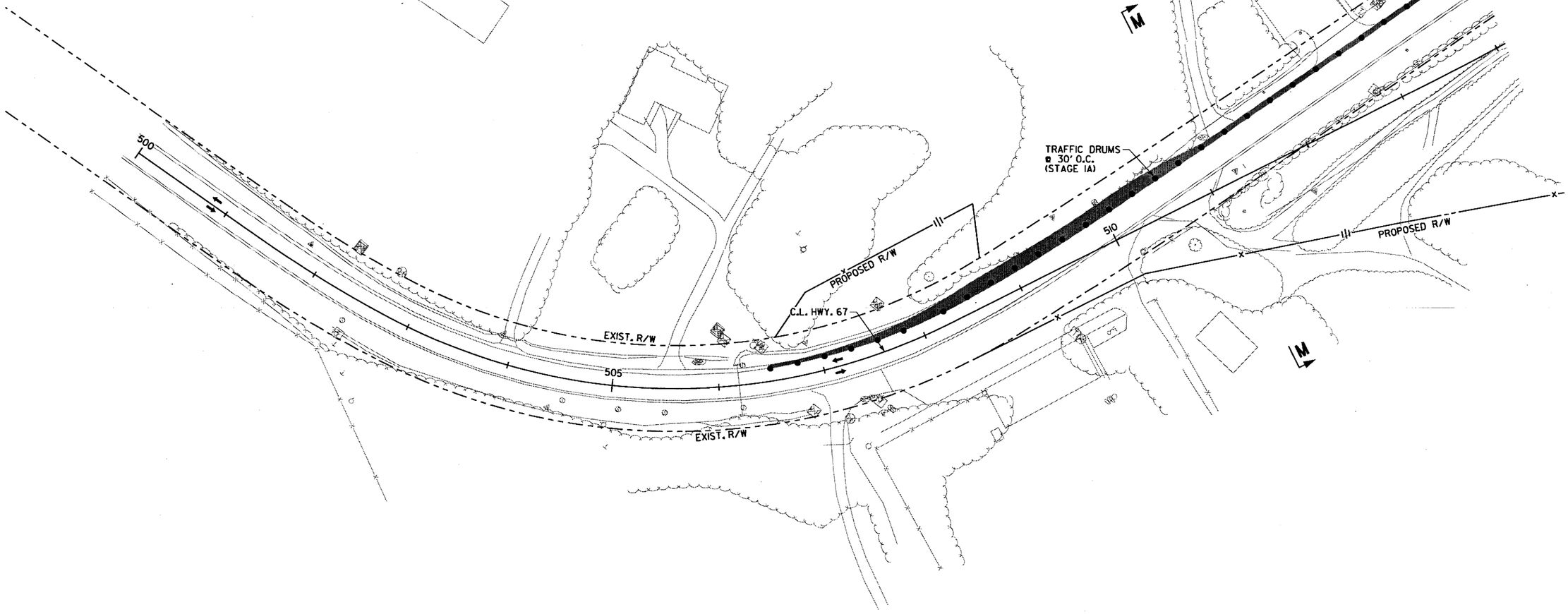
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	300	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRAM AZIMI
2019-06-22

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

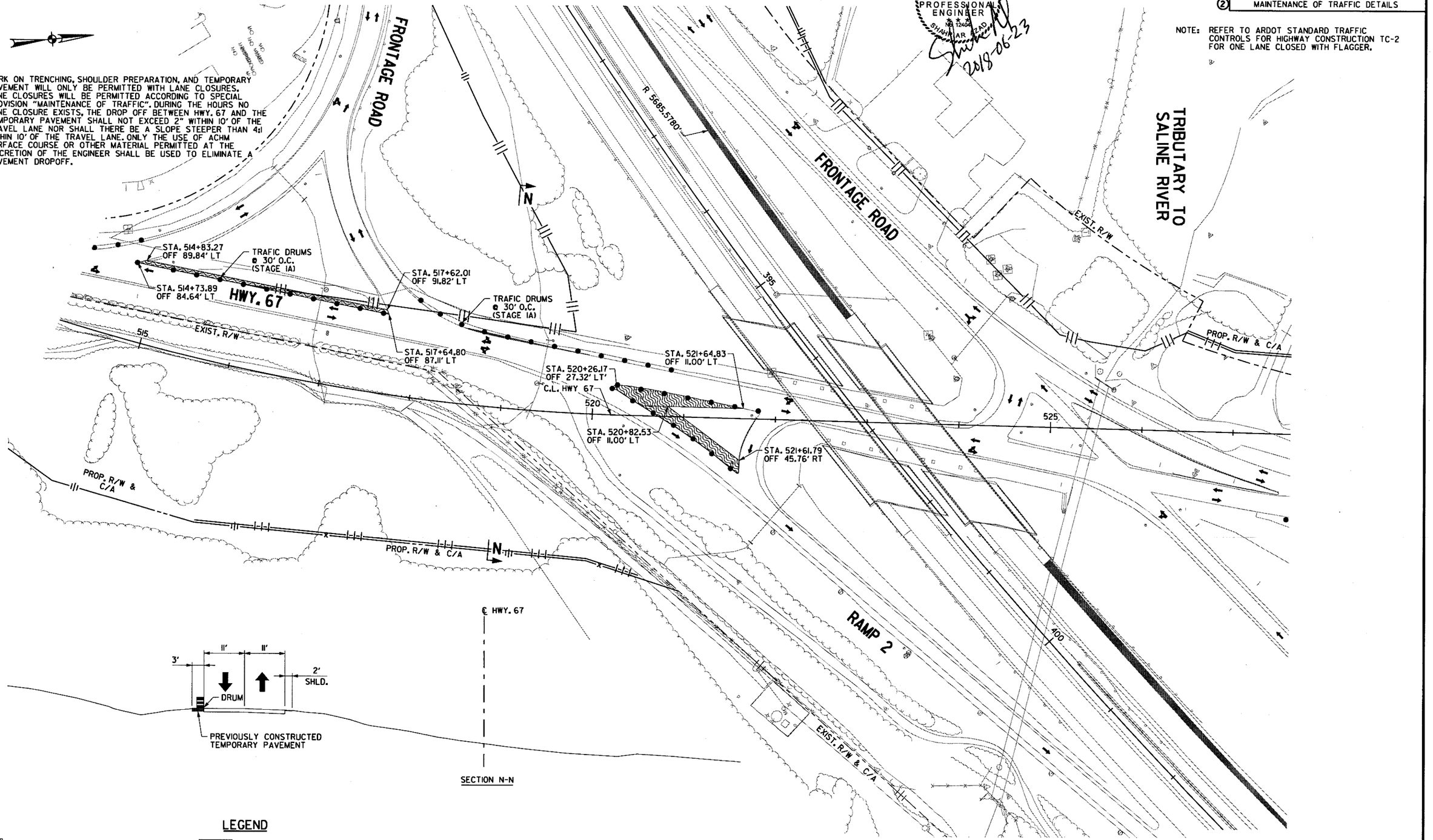
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	301	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAR AZAD
2018-06-23

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 67 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 4:1 WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

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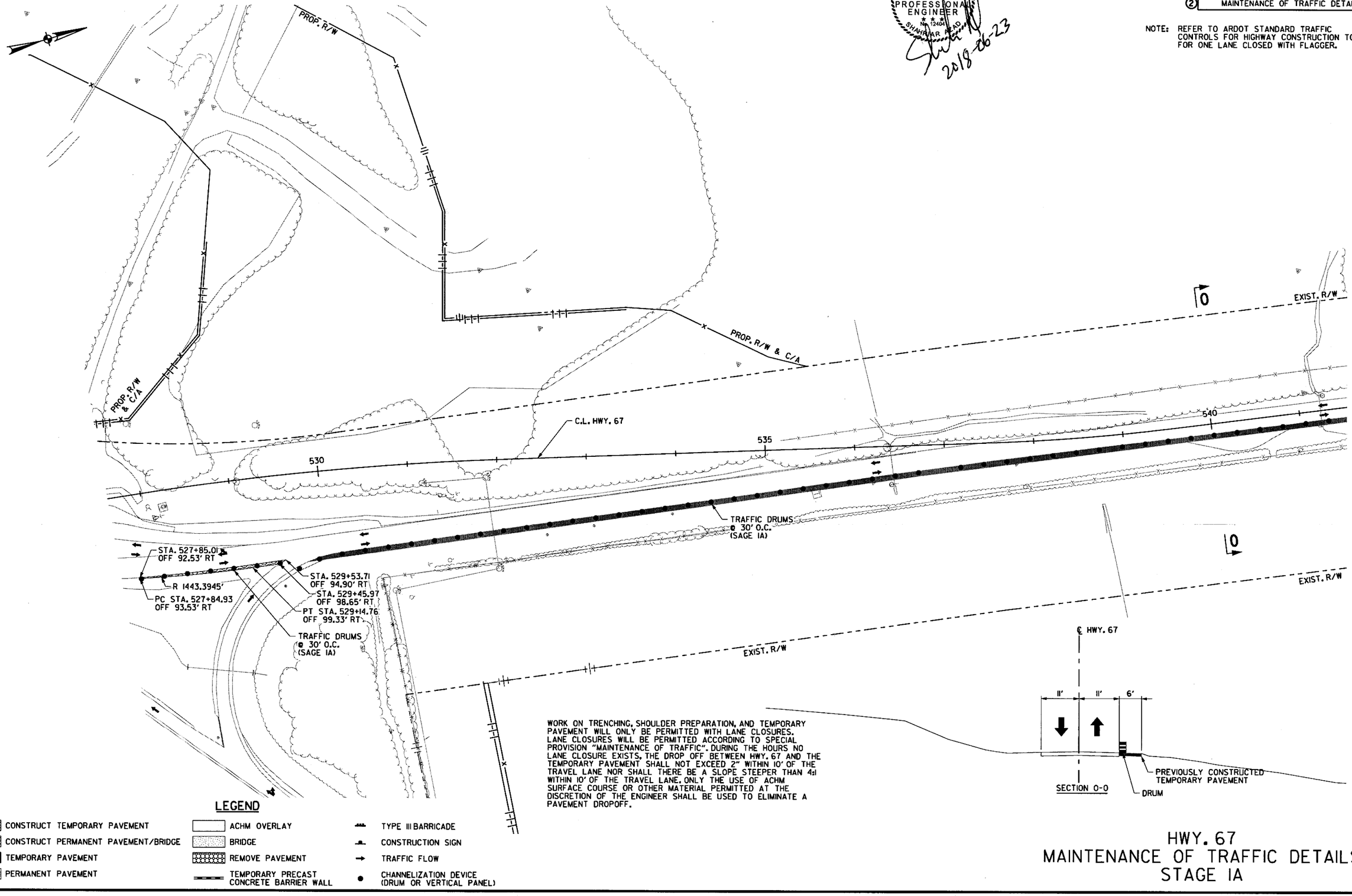
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	302	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM AMINI
2018-06-23

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.



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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE IA

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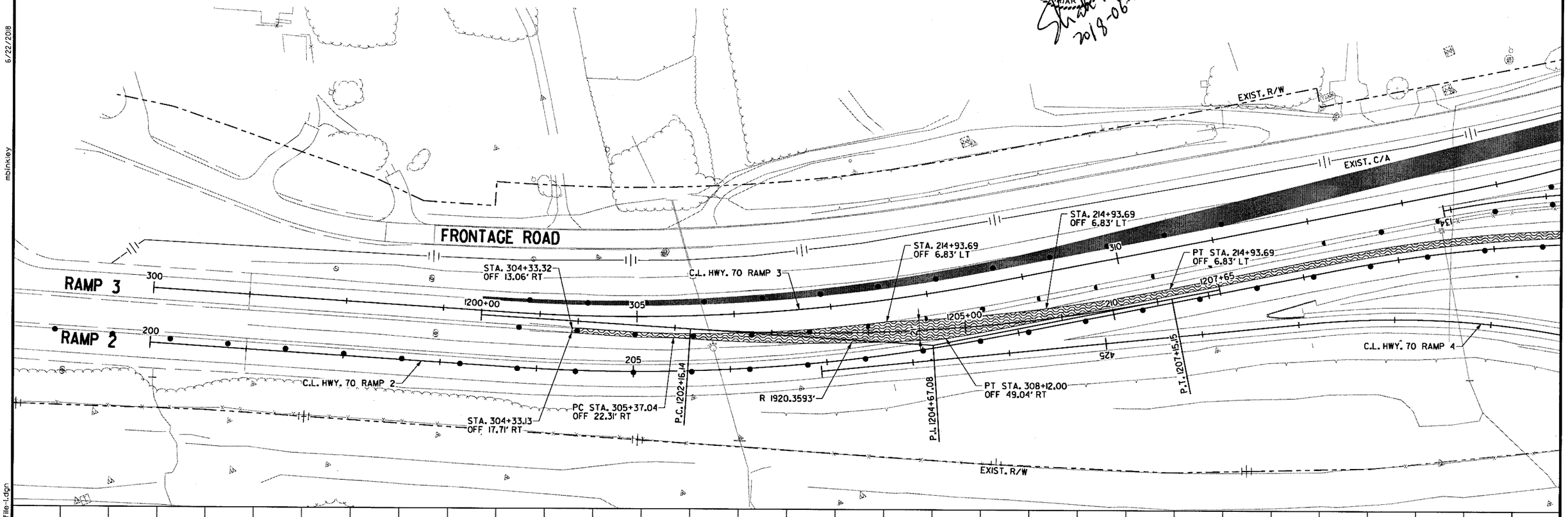
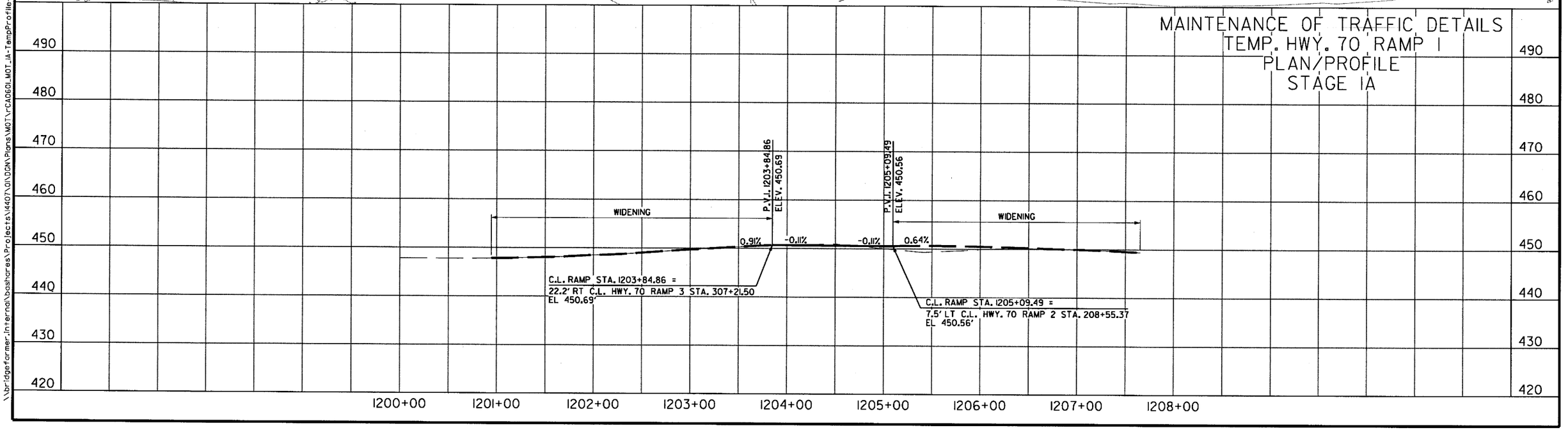
				6	ARK.			
				JOB NO.		CA0601	303	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



MAINTENANCE OF TRAFFIC DETAILS
TEMP. HWY. 70 RAMP 1
PLAN/PROFILE
STAGE 1A



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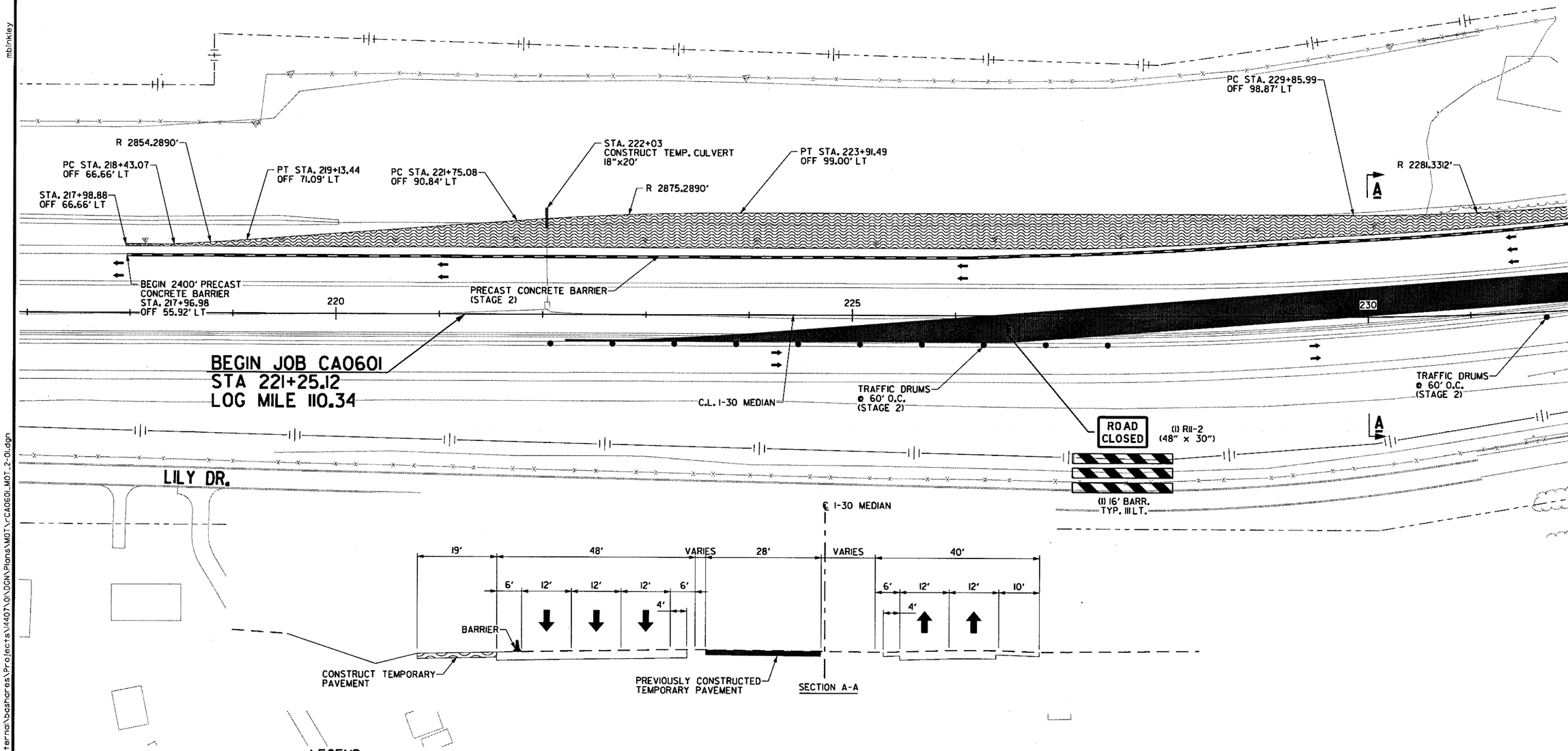
				6	ARK.			
				JOB NO.		CA0601	304	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shah Il
2018-06-22

STAGE 2 NOTES

- SHIFT I-30 MAIN LANE TRAFFIC TO MAINTAIN MINIMUM 11 FOOT LANES WHERE SHOULDER REMAINS OPEN ON OUTSIDE. MAINTAIN 11 FOOT LANES AND 24 FEET OF CLEAR SPACE BETWEEN BARRIERS WHERE SHOULDER IS CLOSED BY BARRIERS ON BOTH SIDES AND TWO LANES ARE IN OPERATION.
- SHIFT FRONTAGE RD. A-1 TRAFFIC ONTO TEMPORARY PAVEMENT ALONG HWY. 70 RAMP 2.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE AND OUTSIDE EB AND WB MAIN LANES I-30 AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT PERMANENT AND TEMPORARY PAVEMENT ALONG INSIDE OF WB AND EB MAIN LANES.
- CONSTRUCT TEMPORARY PAVEMENT ALONG OUTSIDE OF WB MAIN LANES AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT ALONG FRONTAGE RD. A-1.
- REMOVE AND RECONSTRUCT THE REMAINING SOUTH STREET BRIDGE.
- CONSTRUCT PARTIAL BRIDGES AT HWY. 67, SALINE RIVER AND SALINE RIVER RELIEF ALONG I-30.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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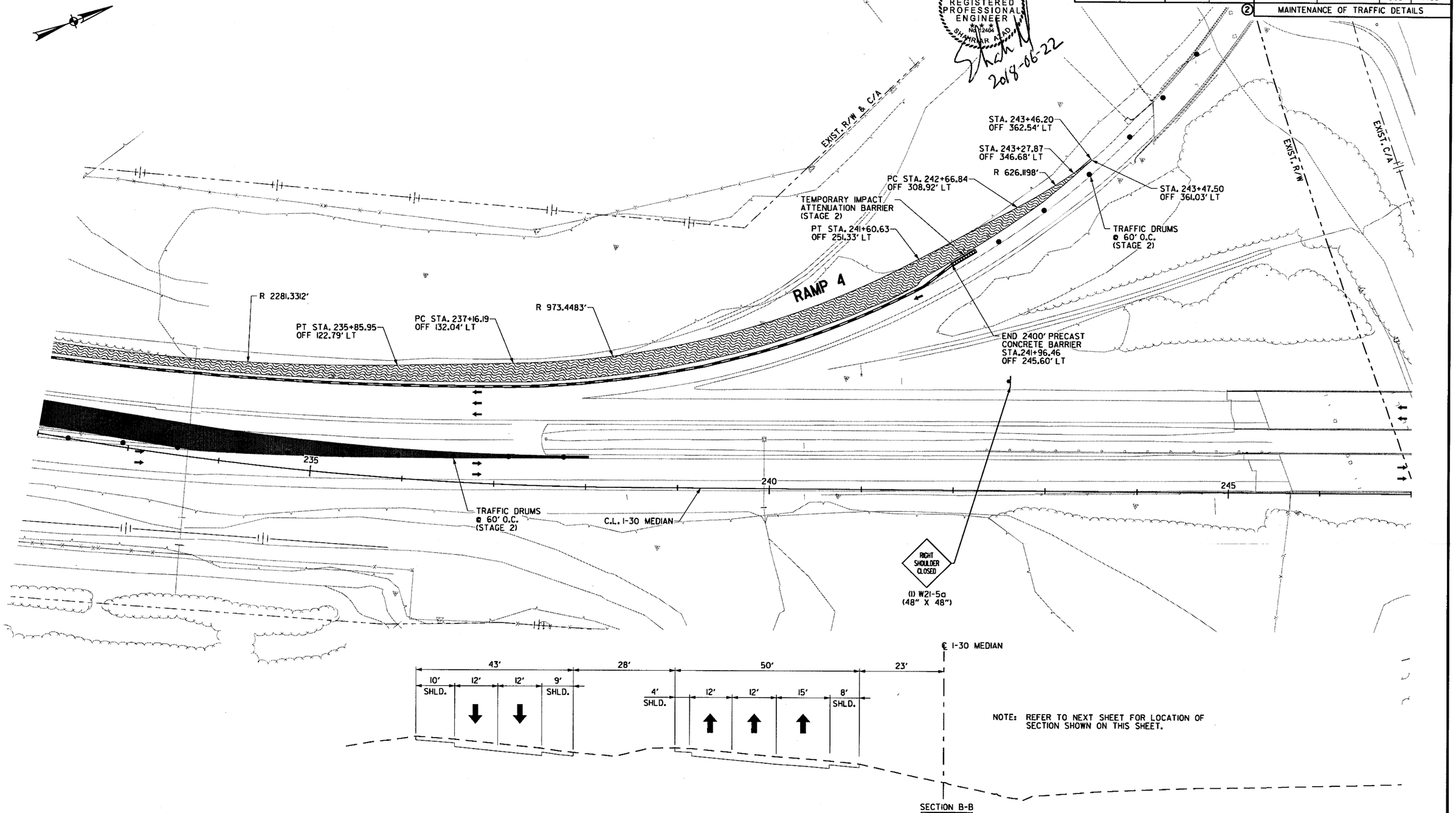
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	305	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-22



SECTION B-B

NOTE: REFER TO NEXT SHEET FOR LOCATION OF SECTION SHOWN ON THIS SHEET.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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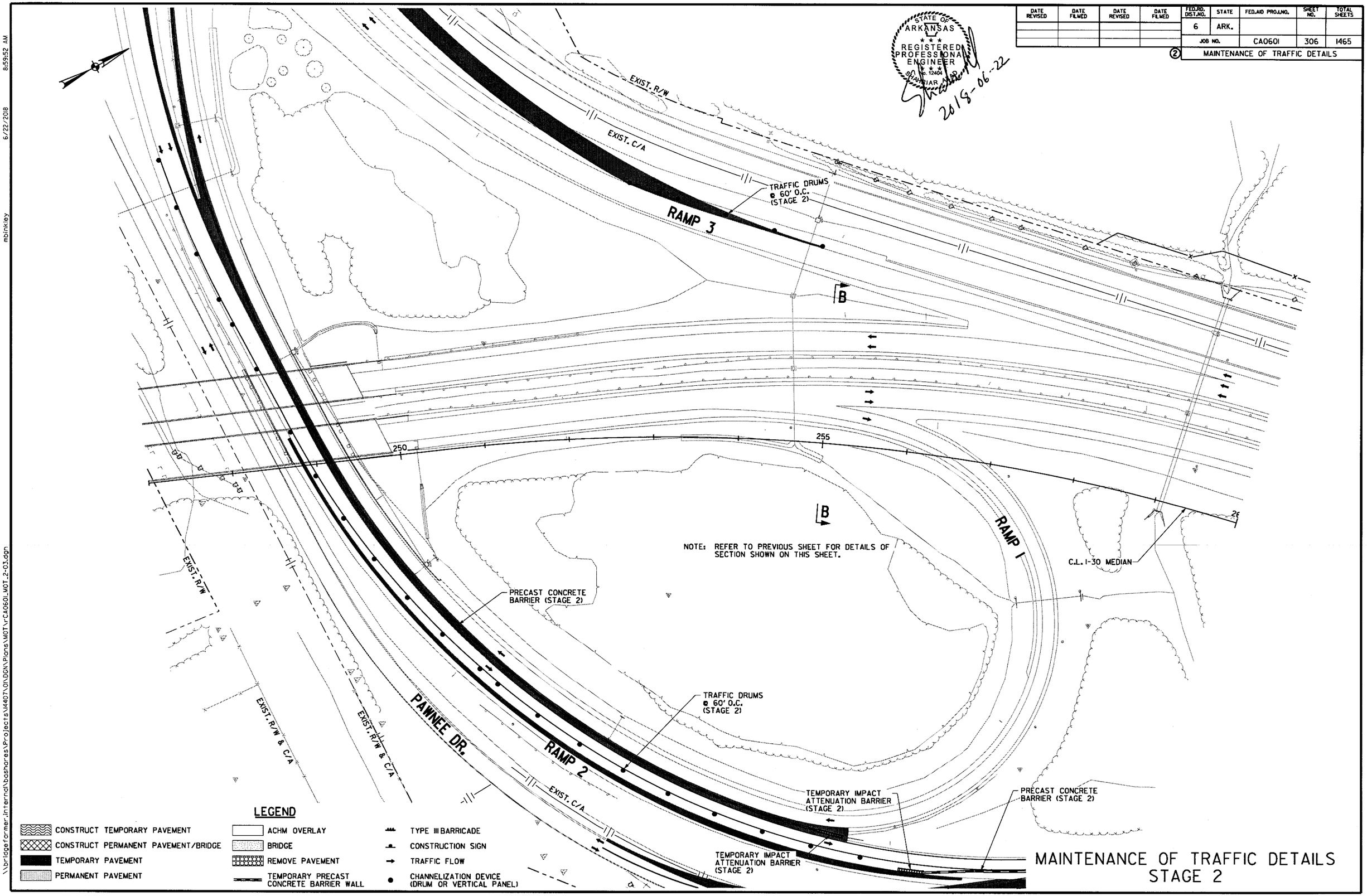
				JOB NO.		CA0601	306	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2018-06-22



MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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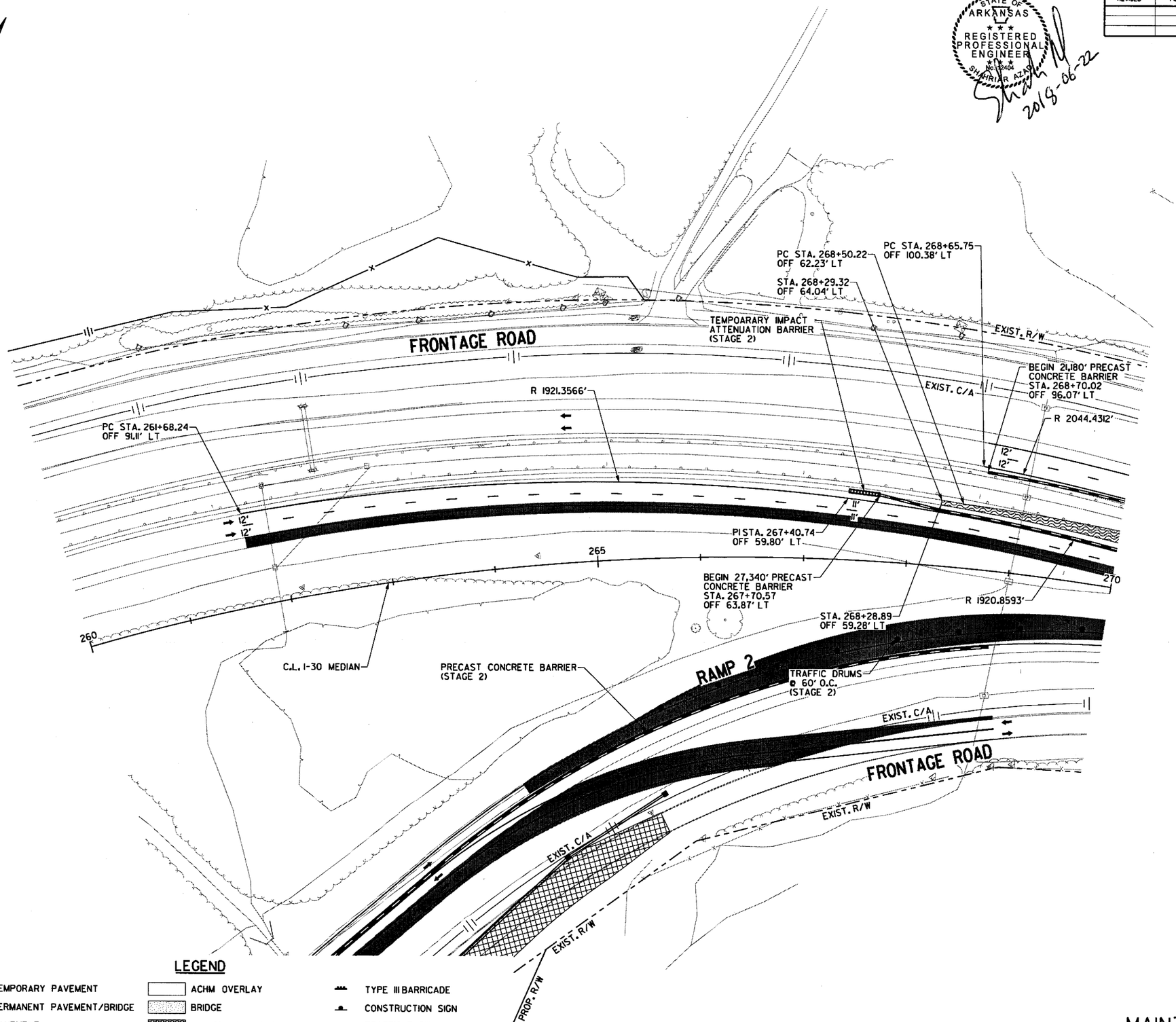
				6	ARK.			
				JOB NO.		CA0601	307	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON AZAR
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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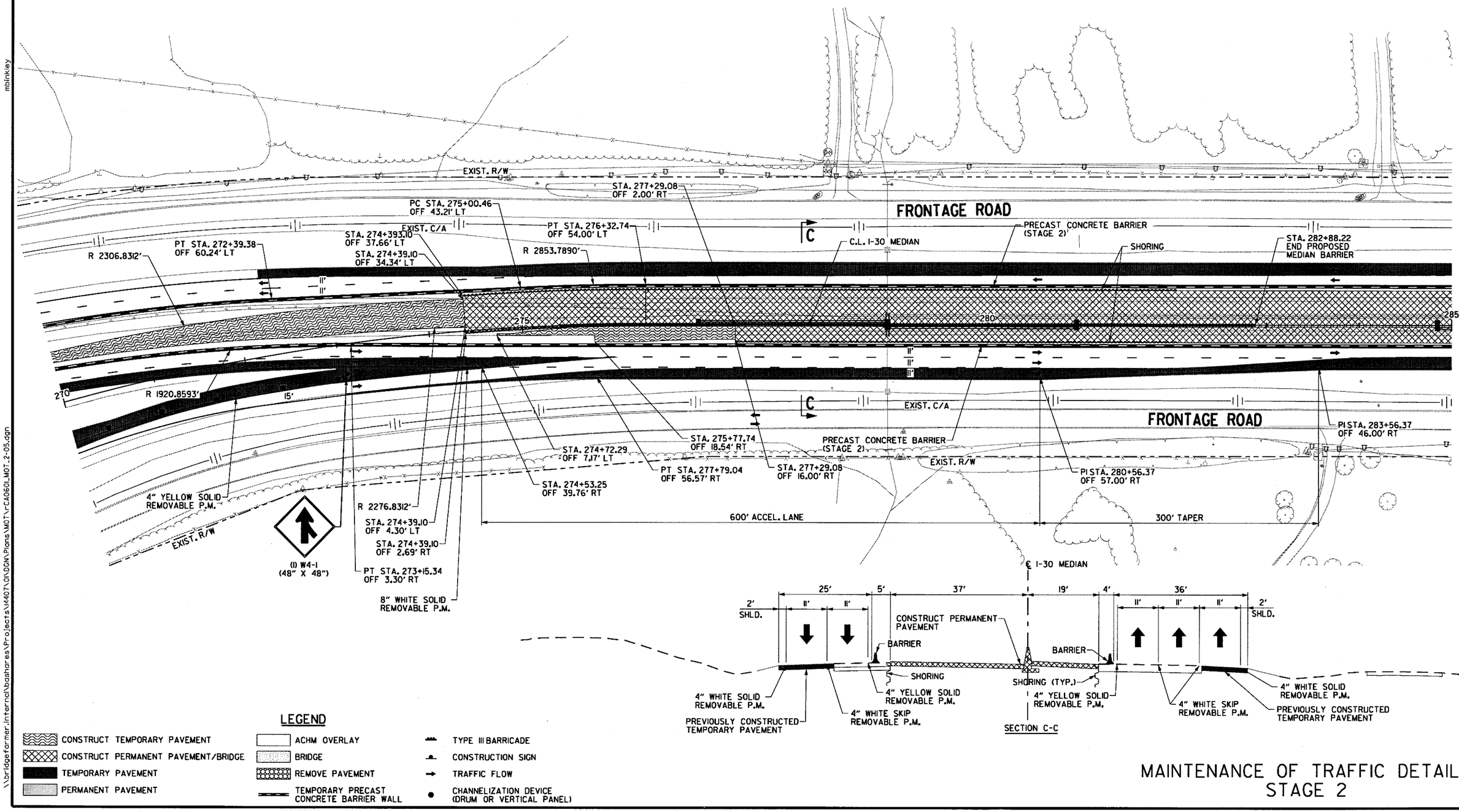
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	308	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHARIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	309	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARA ALLAR ADLO
2018-06-22

N. BEGGS RD.

STA. 288+54.92, 34.83' LT
TEMP. ST DROP INLET WITH
(1) 18" X 48' TEMP. PIPE
CONNECT TO EXISTING

EXIST. R/W

CONSTRUCT PROPOSED
DRAINAGE STRUCTURE
(64' OF 30" R.C. PIPE
BY JACKING)

END 193' PRECAST
CONCRETE BARRIER
STA. 297+52.00
OFF 74.33' LT

BEGIN 193' PRECAST
CONCRETE BARRIER
STA. 295+60.00
OFF 63.08' LT

SPECIAL END UNIT

EXIST. C/A

PI STA. 288+52.75
OFF 43.00' LT

PRECAST CONCRETE BARRIER
(STAGE 2)

PI STA. 295+67.20
OFF 32.79' LT

SHORING

STA. 288+52.75
OFF 37.00' LT

STA. 288+52.75
OFF 27.00' LT

285 290 295 300

C.L. I-30 MEDIAN

PI STA. 291+59.84
OFF 24.00' RT

STA. 294+00.00
OFF 2.00' RT

STA. 294+00.00
OFF 13.00' RT

EXIST. C/A

STA. 291+60.00
OFF 19.00' RT

PRECAST CONCRETE BARRIER
(STAGE 2)

EXIST. R/W

TEMPORARY IMPACT
ATTENUATION BARRIER
(STAGE 2)

BEGIN 80' PRECAST
CONCRETE BARRIER
STA. 296+44.00
OFF 44.15' RT

CONSTRUCT PROPOSED
DRAINAGE STRUCTURE
(63' OF 30" R.C. PIPE
BY JACKING)

END 80' PRECAST
CONCRETE BARRIER
STA. 297+24.00
OFF 40.00' RT

TRAFFIC DRUMS
@30' O.C.
(STAGE 2)

S. BEGGS RD.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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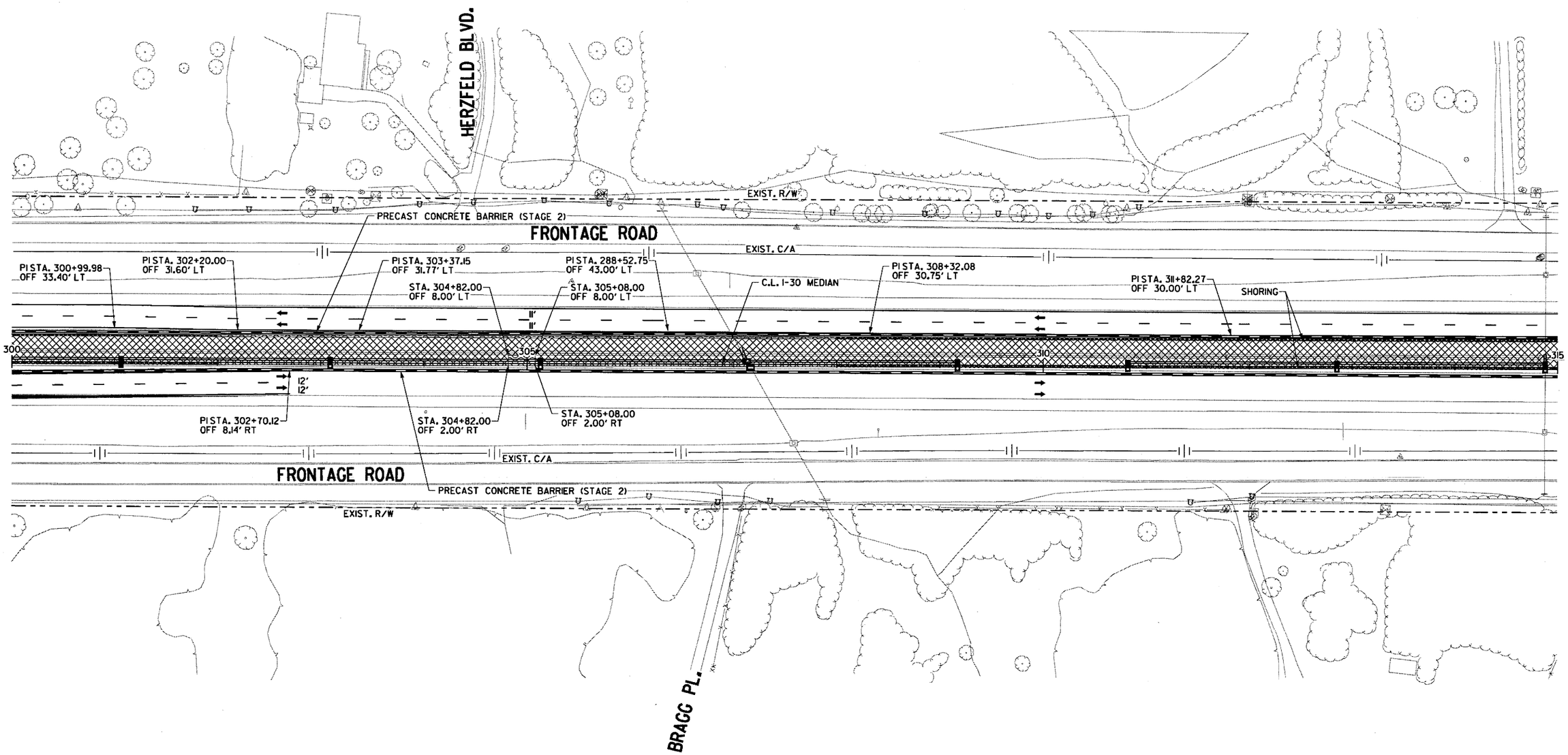
				6	ARK.			
				JOB NO.		CA0601	310	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- PERMANENT PAVEMENT
- ACHM OVERLAY
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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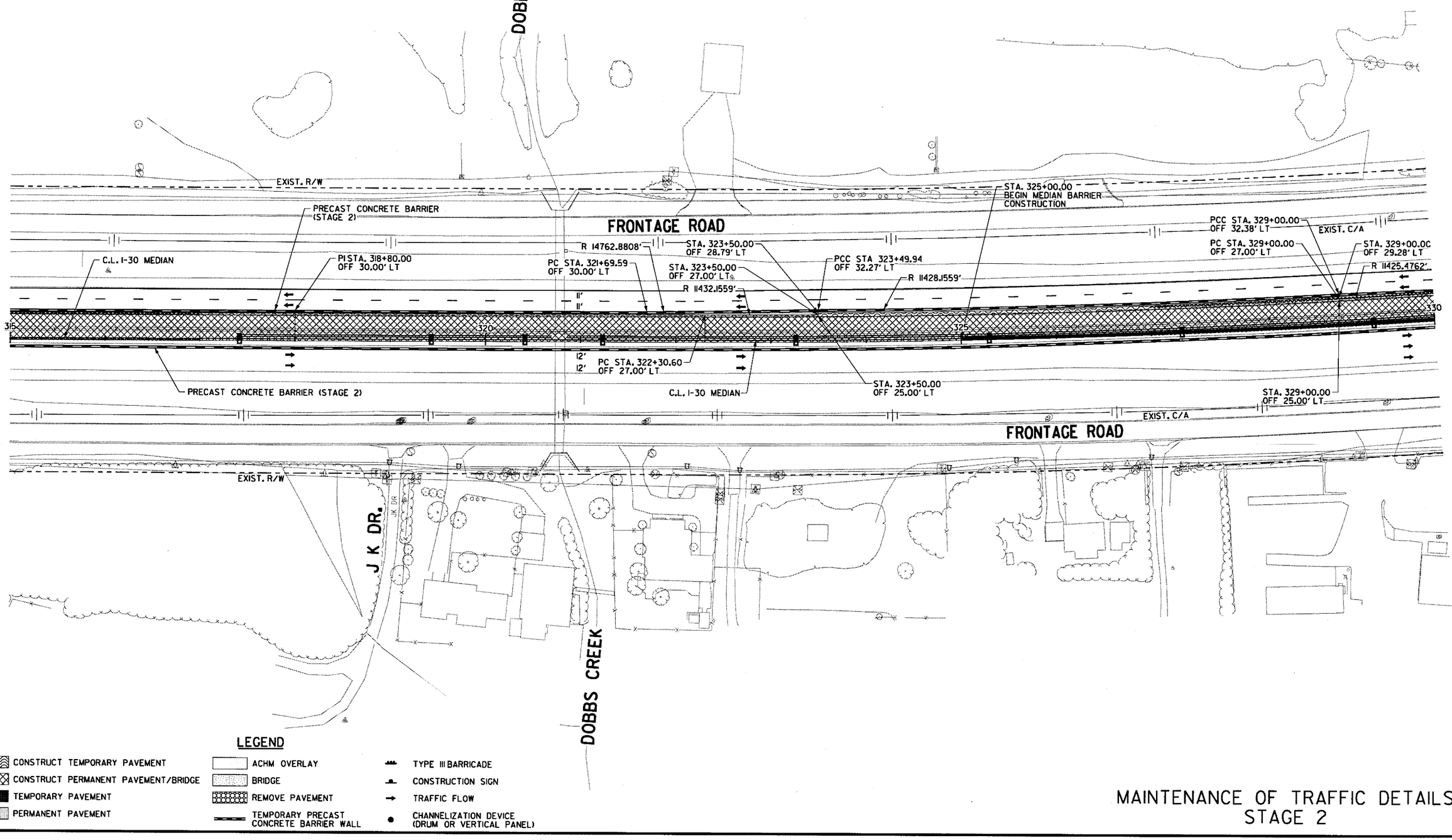
				6	ARK.			
				JOB NO.		CA0601	311	1465
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2018-06-22



LEGEND

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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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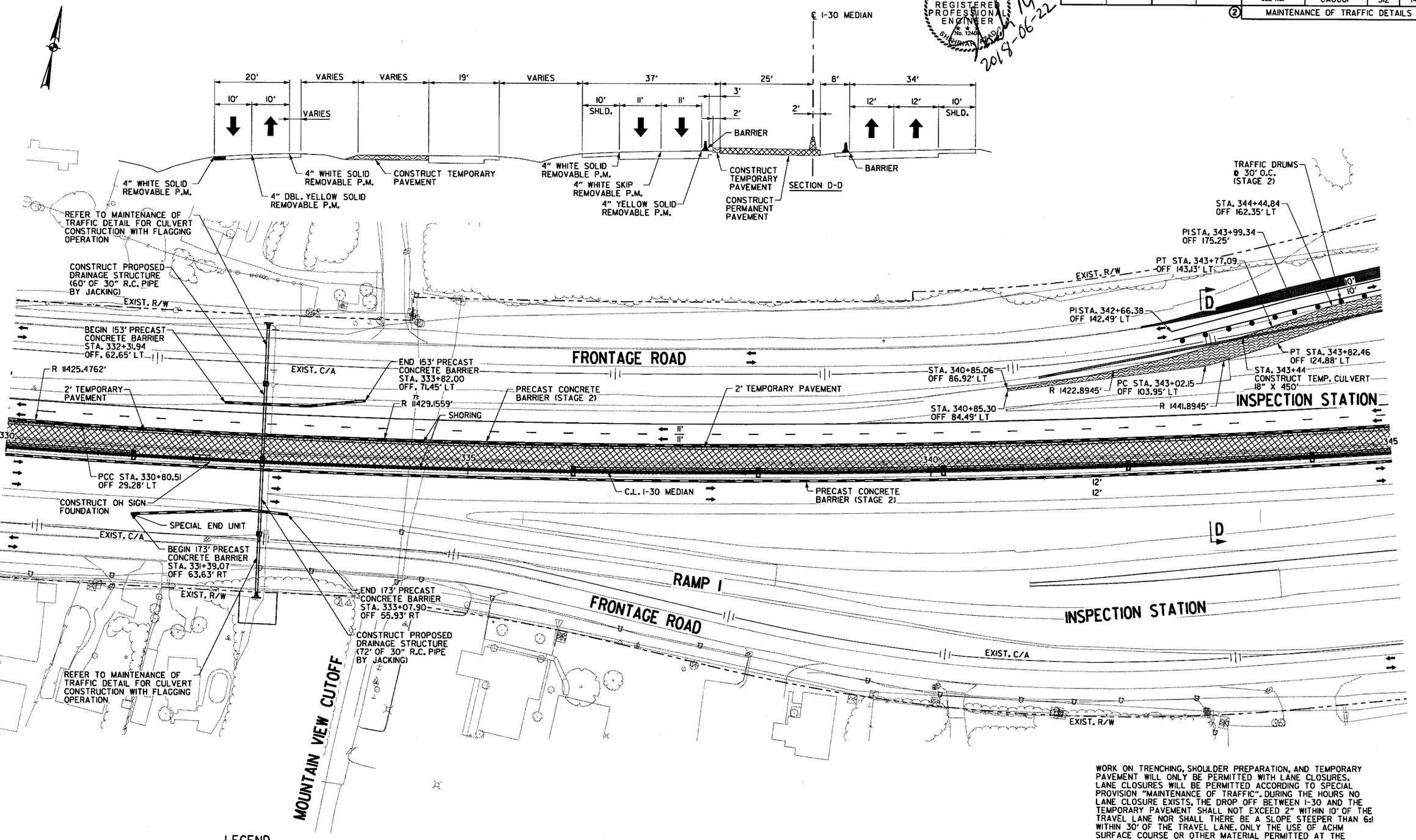
				6	ARK.			
				JOB NO.		CA0601	312	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-22



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LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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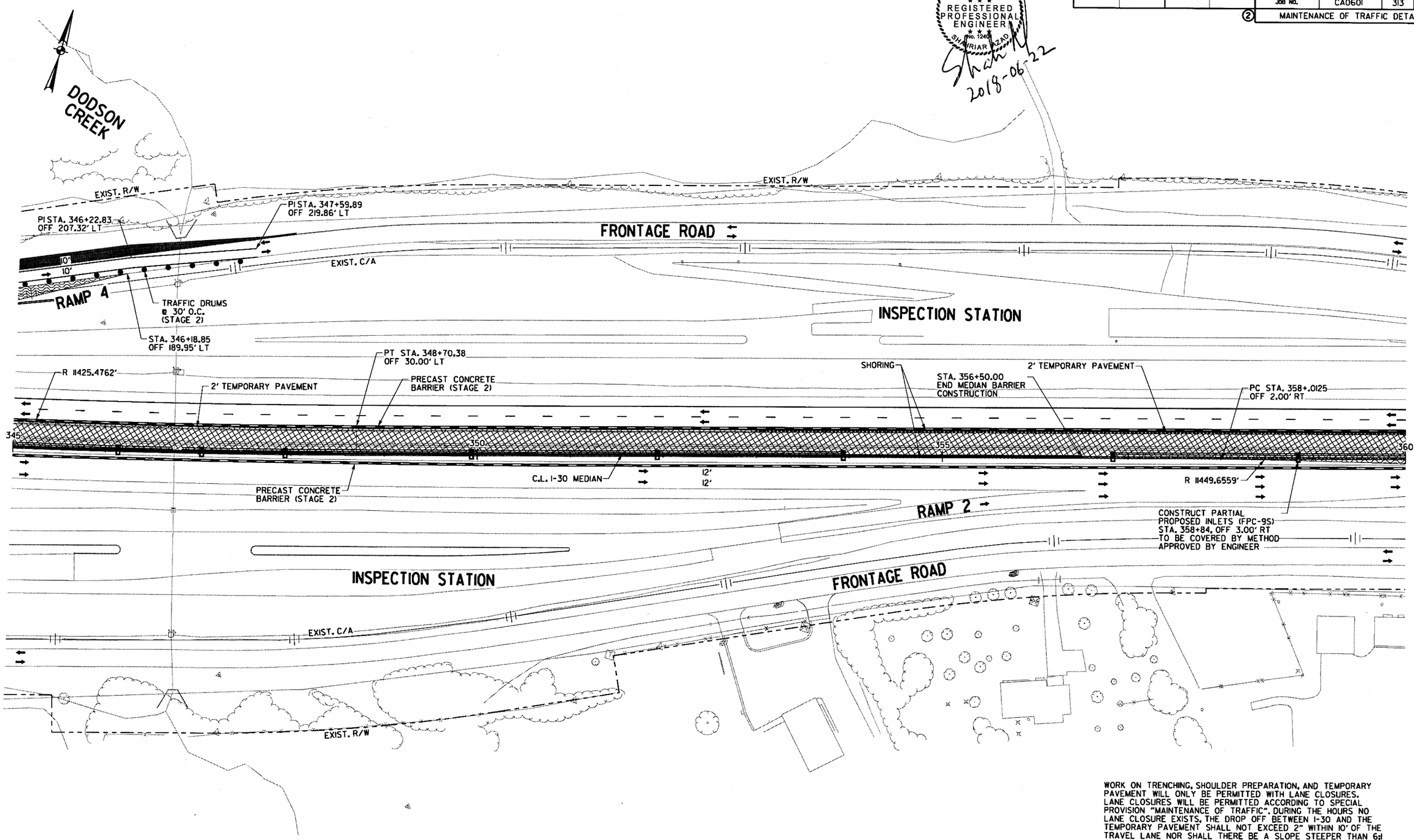
				6	ARK.			
				JOB NO.		CA0601	313	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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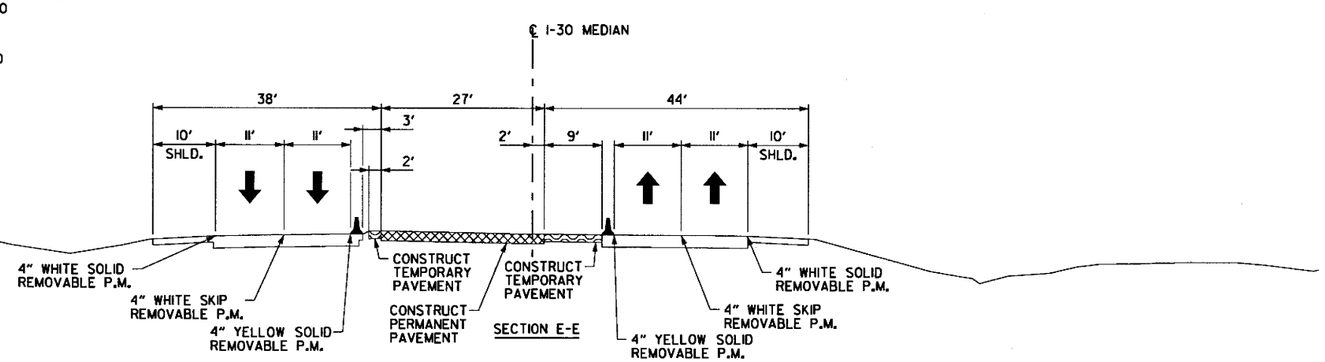
				6	ARK.			
				JOB NO.		CA0601	314	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAWN R. ARNOLD
2018-06-22

TRIBUTARY TO SALINE RIVER

EXIST. R/W
EXIST. C/A
REFER TO MAINTENANCE OF TRAFFIC DETAIL FOR CULVERT CONSTRUCTION WITH FLAGGING OPERATION
(1) W1-4aR (48" X 48")
(1) W13-1 (24" X 24") XX M.P.H.
TRAFFIC DRUMS @ 60' O.C (STAGE 2)
PROP. R/W
CONSTRUCT PARTIAL PROPOSED INLETS (FPC-9S) STA. 360+87, OFF 3.00' RT TO BE COVERED BY METHOD APPROVED BY ENGINEER
CONSTRUCT PARTIAL PROPOSED INLETS (FPC-9S) STA 364+94, OFF 3.00' RT TO BE COVERED BY METHOD APPROVED BY ENGINEER
INSPECTION STATION
PI STA. 361+46.99 OFF 13.99' RT
RAMP 3
BEGIN 173' PRECAST CONCRETE BARRIER STA. 364+61.37 OFF 60.50' LT
END 173' PRECAST CONCRETE BARRIER STA. 366+33.81 OFF 72.00' LT
SPECIAL END UNIT
C.L. I-30 MEDIAN
FRONTAGE ROAD
10'
10'
PRECAST CONCRETE BARRIER (STAGE 2)
R 11449.6559'
R 11449.6559'
PRC STA. 363+27.66 OFF 2.00' RT
STA. 369+20.00 OFF 8.00' LT
STA. 369+46.00 OFF 8.00' LT
2' TEMPORARY PAVEMENT
11'
11'
12'
12'
360
365
370
375
PT STA. 361+52.16 OFF 12.01' RT
PRECAST CONCRETE BARRIER (STAGE 2)
STA. 360+26.96 OFF 12.18' RT
EXIST. C/A
SPECIAL END UNIT
BEGIN 233' PRECAST CONCRETE BARRIER STA. 363+89.73 OFF 55.63' RT
PI STA. 366+91.92 OFF 11.78' RT
STA. 366+00.00 OFF 2.00' RT
STA. 369+20.00 OFF 2.00' RT
STA. 369+46.00 OFF 2.00' RT
STA. 366+00.00 OFF 7.56' RT
FRONTAGE ROAD
STA. 365+40.75 OFF 11.54' RT
PI STA. 365+71.92 OFF 13.62' RT
EXIST. R/W
CONSTRUCT PARTIAL PROPOSED INLETS (FPC-9S) STA. 362+90, OFF 3.00' RT TO BE COVERED BY METHOD APPROVED BY ENGINEER
CONSTRUCT PROPOSED DRAINAGE STRUCTURE (40' OF 48" R.C. PIPE BY JACKING) (77' OF 48" R.C. PIPE BY JACKING)
END 233' PRECAST CONCRETE BARRIER STA. 365+21.87 OFF 38.50' RT
REFER TO MAINTENANCE OF TRAFFIC DETAIL FOR CULVERT CONSTRUCTION WITH FLAGGING OPERATION
STA. 365+00.00 OFF 2.00' RT
STA. 365+00.00 OFF 7.43' RT
STA. 372+65, 6.82' RT CONSTRUCT 24" X 8' TEMP. PIPE CONNECT TO EXISTING
PROP. R/W



SECTION E-E

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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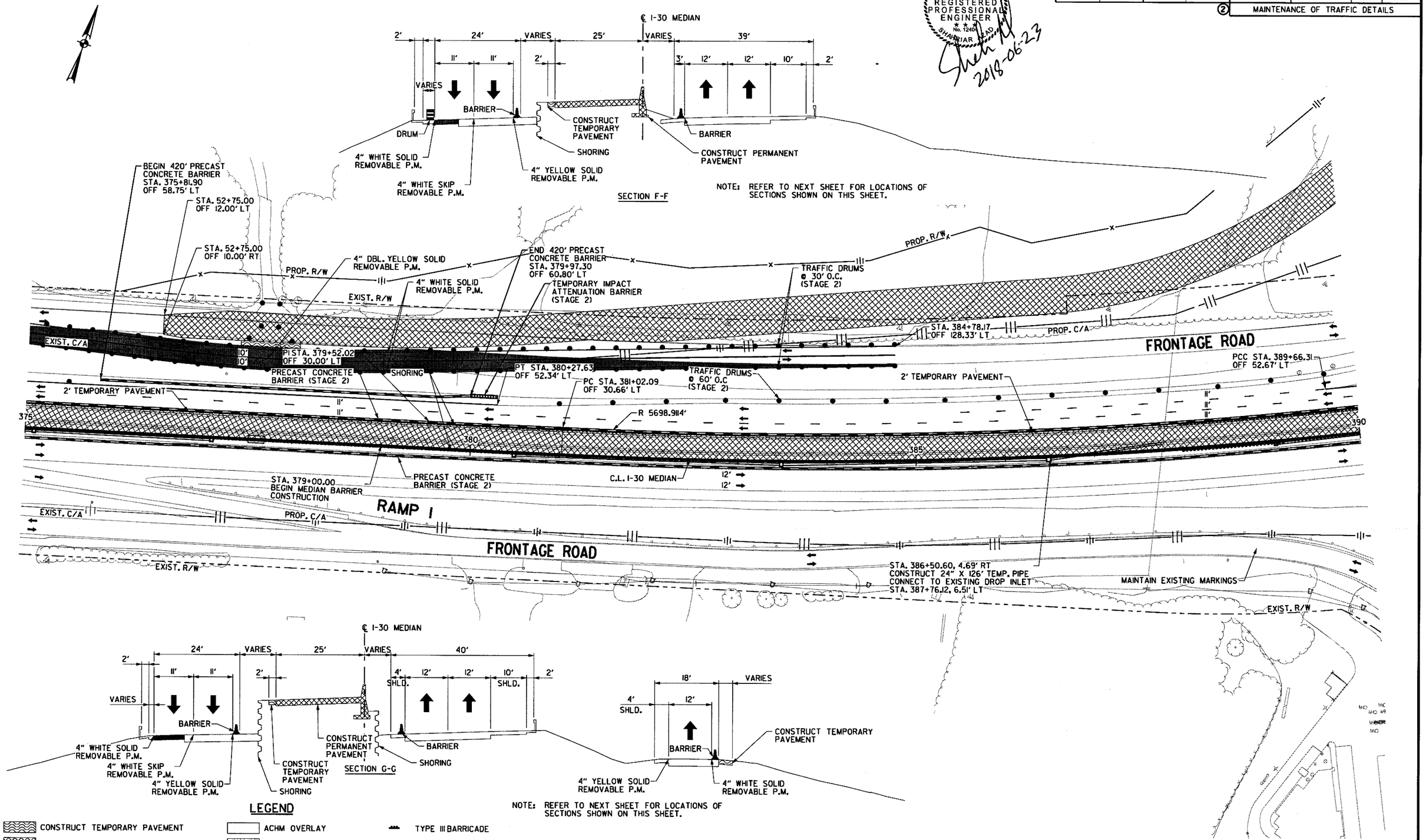
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	315	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ALAD

2018-06-23



MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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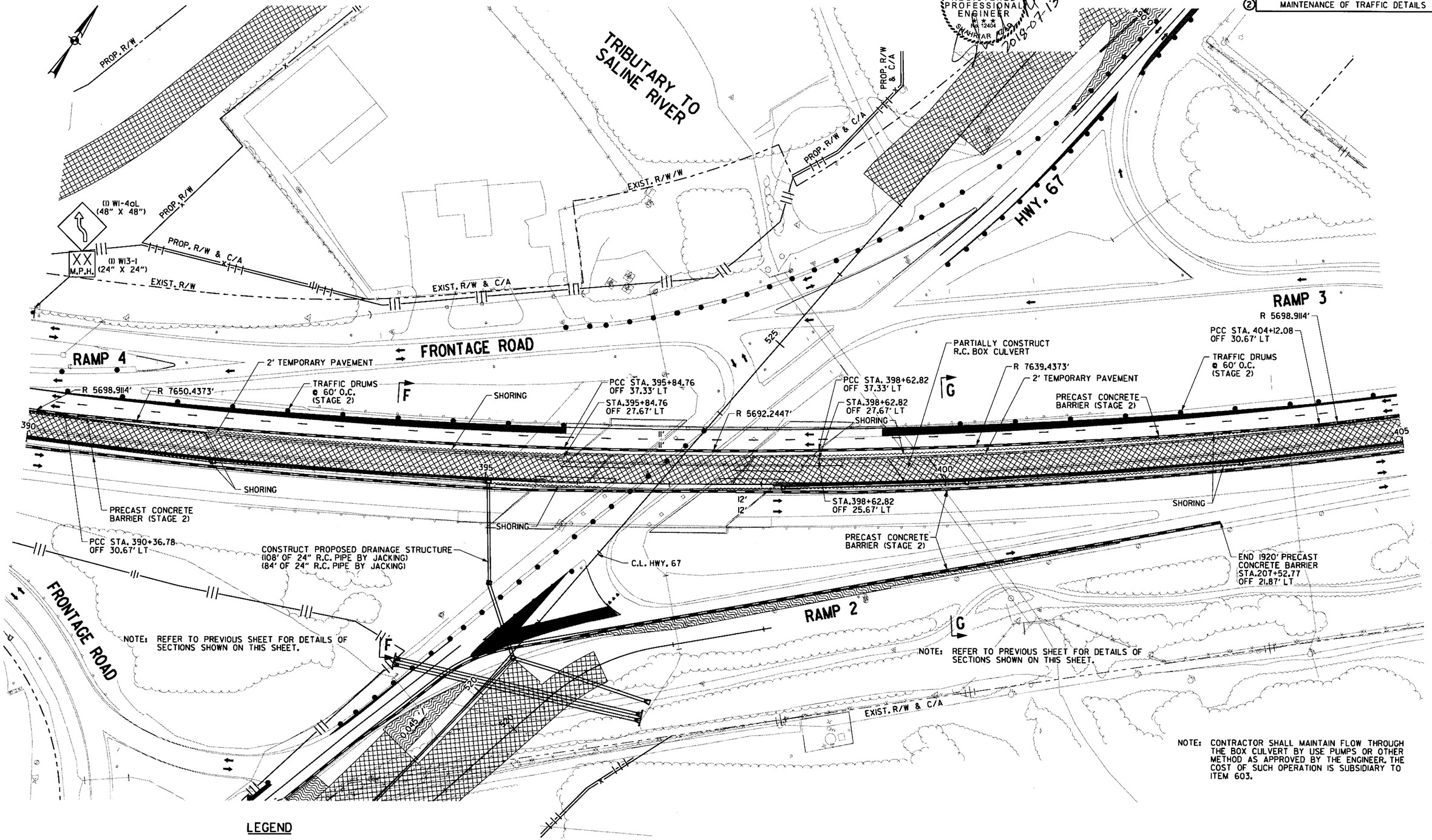
				6	ARK.			
				JOB NO.		CA0601	316	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 2018-07-13



NOTE: REFER TO PREVIOUS SHEET FOR DETAILS OF SECTIONS SHOWN ON THIS SHEET.

NOTE: REFER TO PREVIOUS SHEET FOR DETAILS OF SECTIONS SHOWN ON THIS SHEET.

NOTE: CONTRACTOR SHALL MAINTAIN FLOW THROUGH THE BOX CULVERT BY USE PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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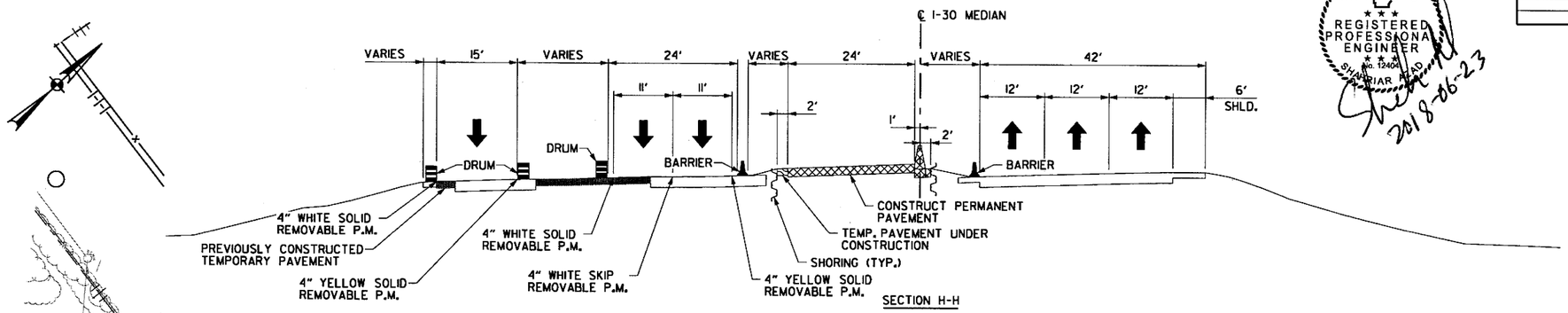
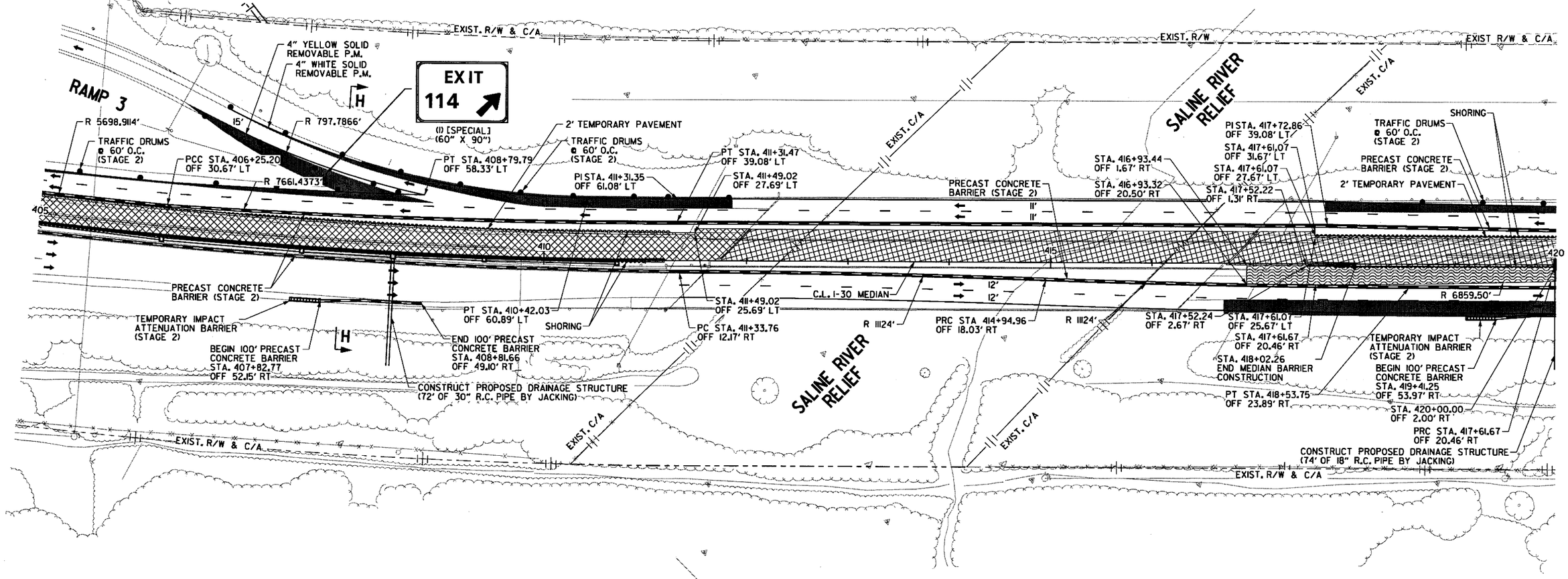
				6	ARK.			
				JOB NO.		CA0601	317	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON FRIAR HEAD
2018-06-23





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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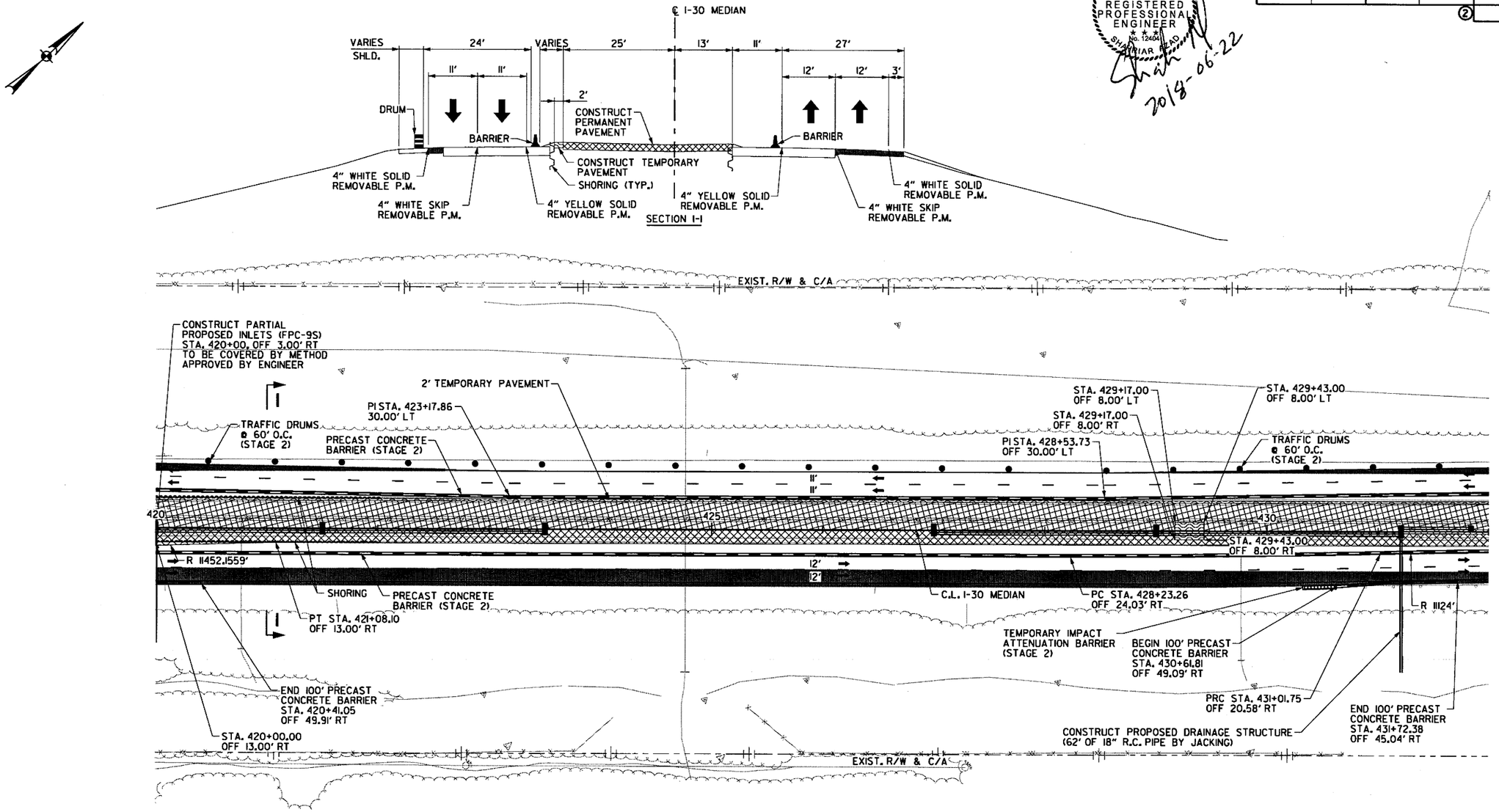
				6	ARK.			
				JOB NO.		CA0601	318	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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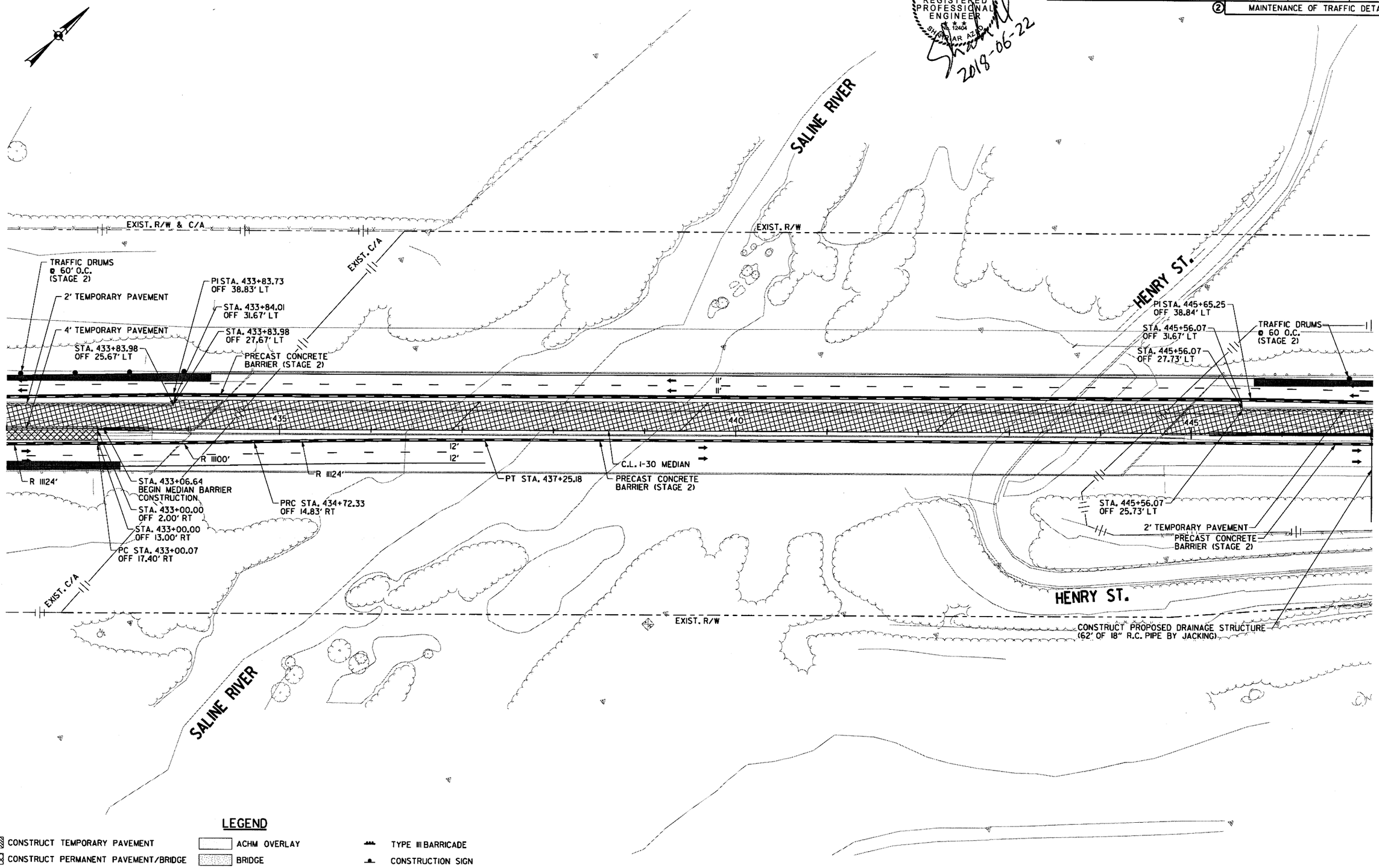
				6	ARK.			
				JOB NO.		CA0601	319	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR AZIZ
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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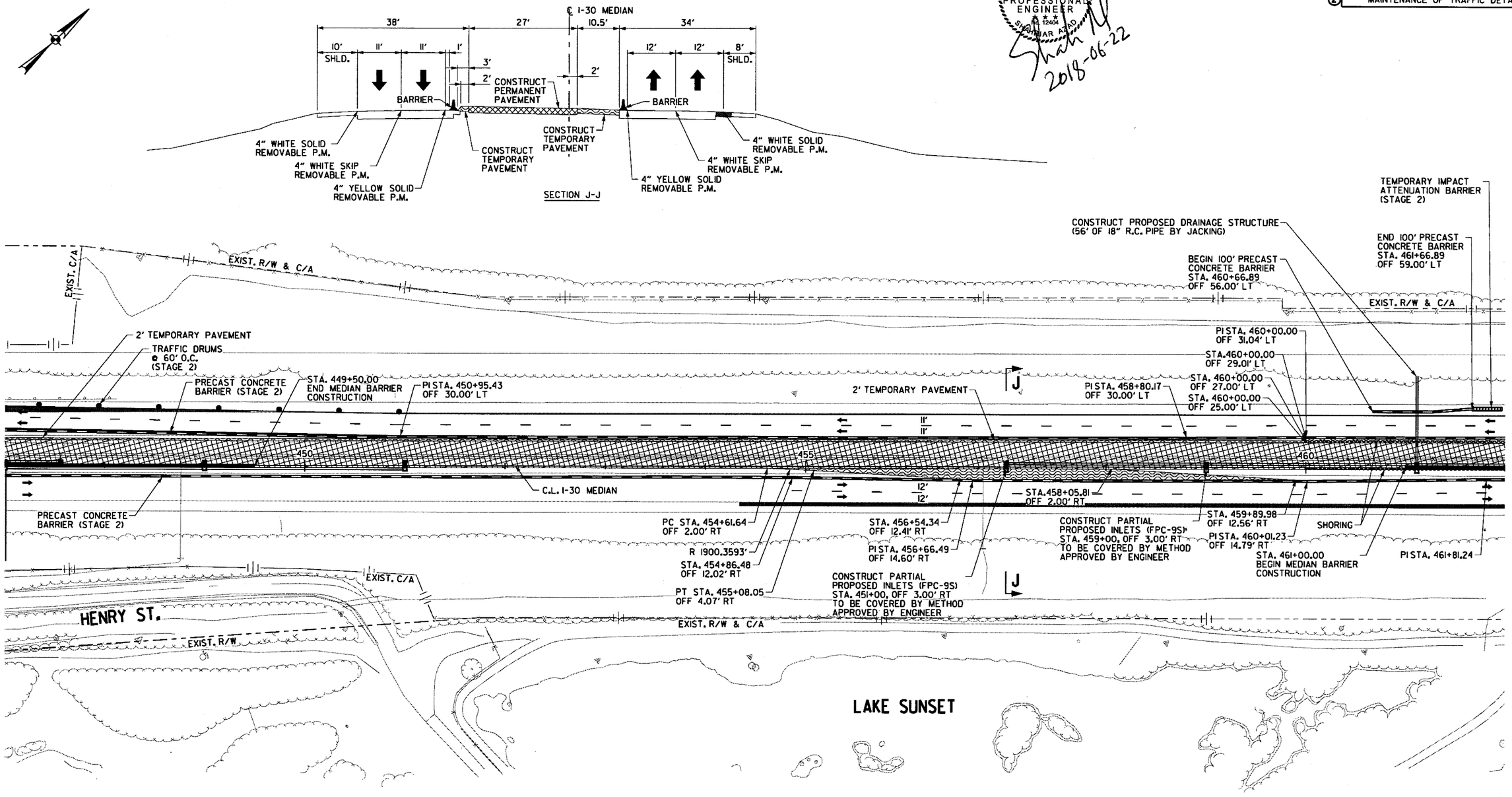
				6	ARK.			
				JOB NO.		CA0601	320	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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6/22/2018
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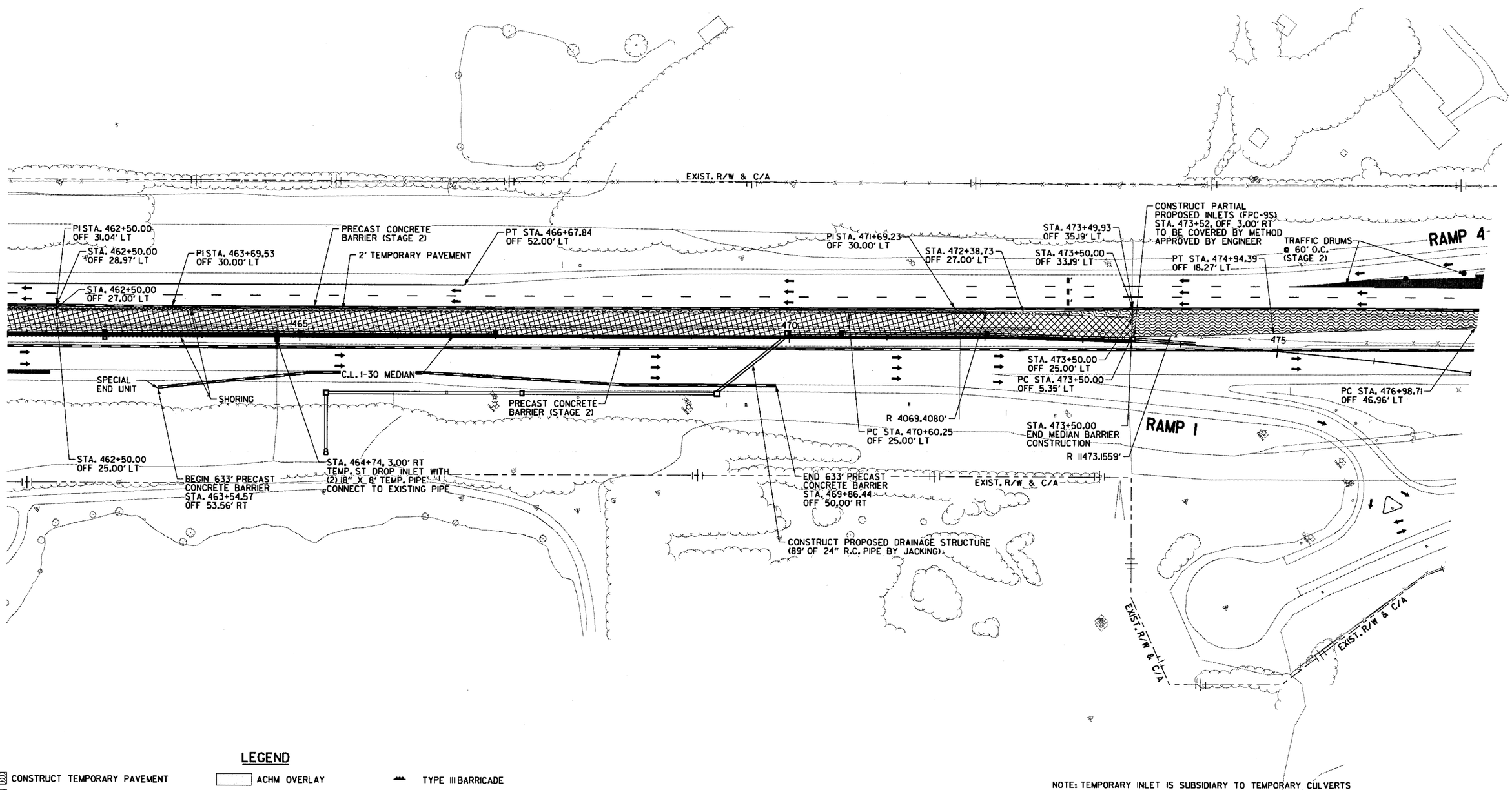
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	321	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANE R. FRIAR
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

NOTE: TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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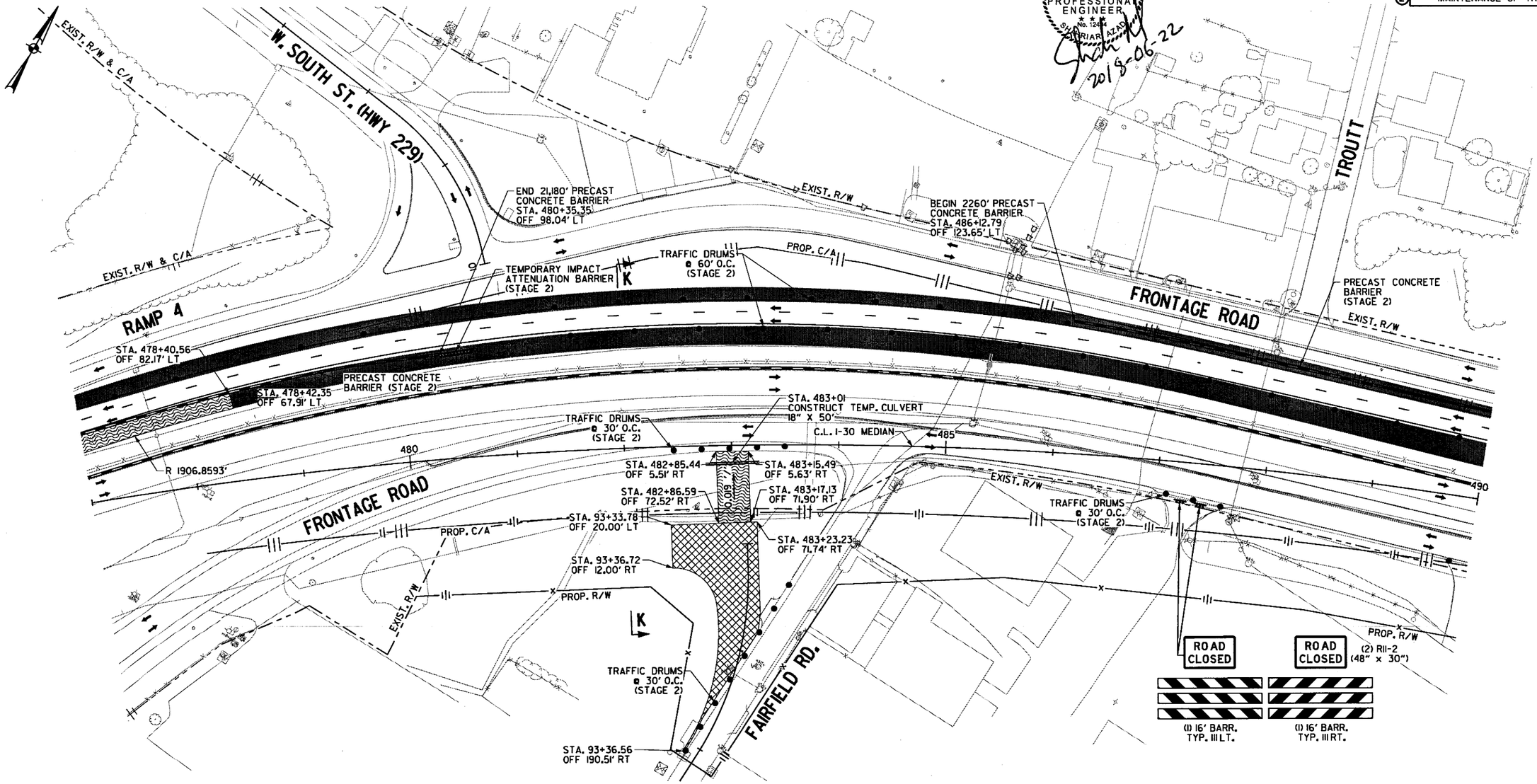
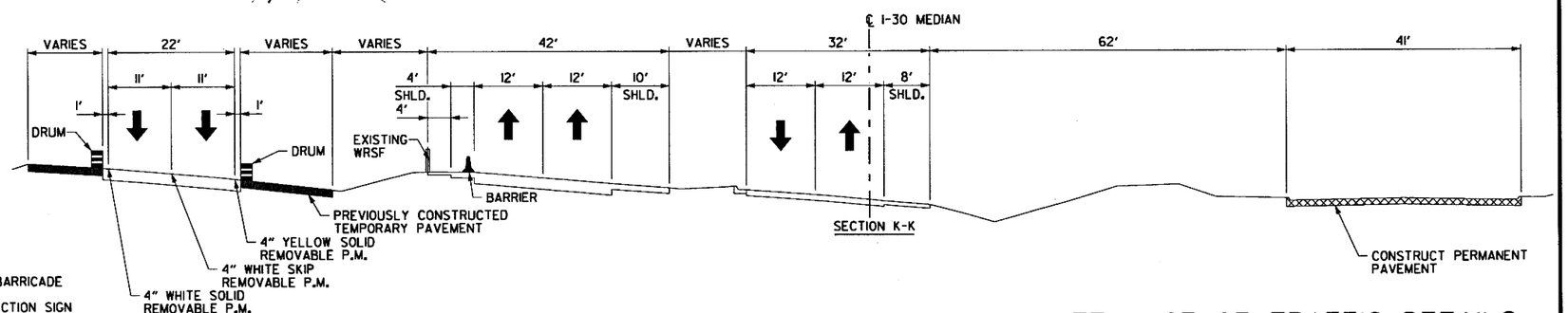
				6	ARK.			
				JOB NO.		CA0601	322	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12411
SHARRIAR AZAD
2018-06-22





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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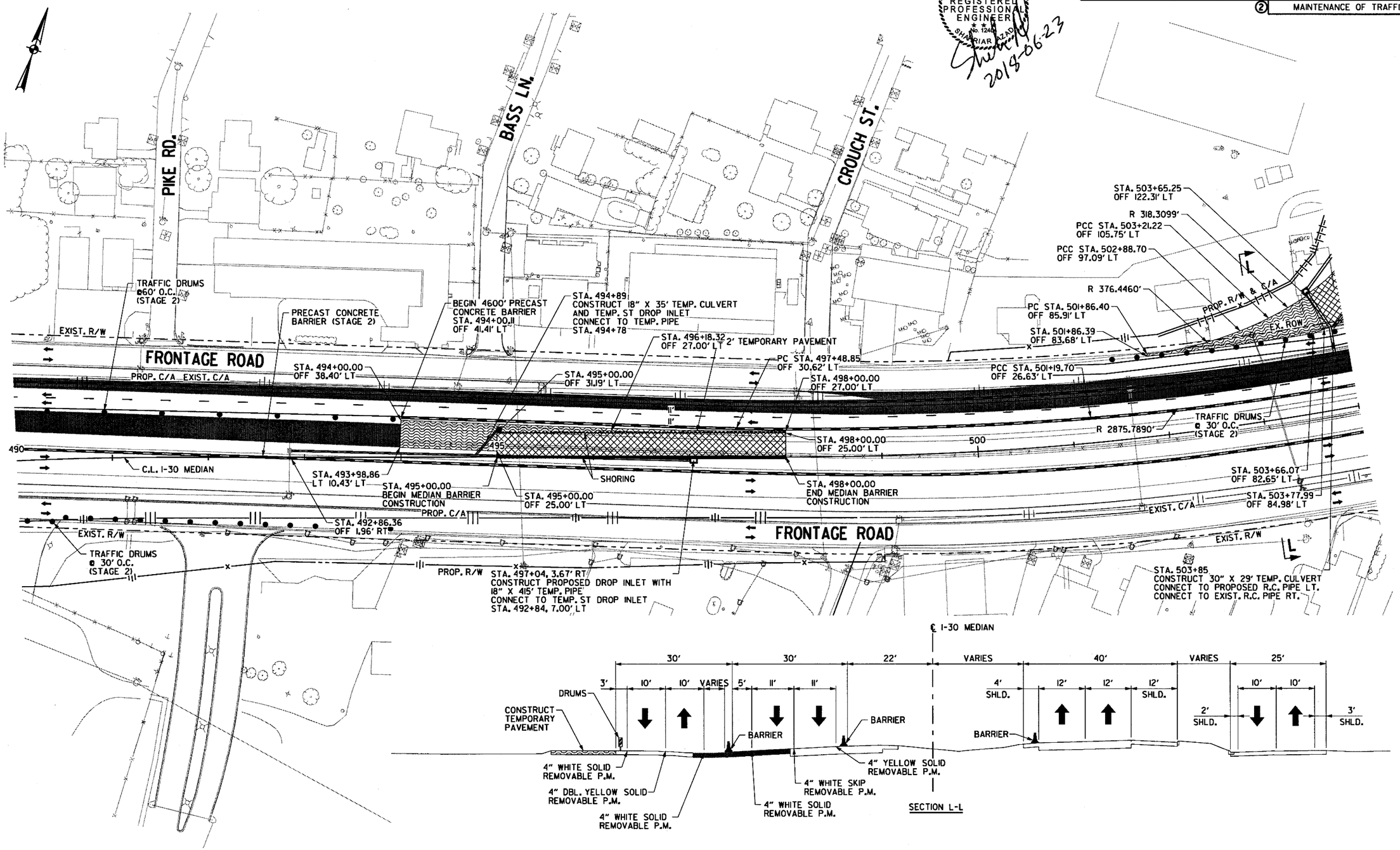
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	323	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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				6	ARK.			
				JOB NO.		CA0601	324	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHARIAR SHAD
2018-07-20

SHORING
R 207.9859'
STA. 22+95.36 OFF 29.12' RT
PCC STA. 22+56.15 OFF 28.62' RT
R 107.0000'
PC STA. 22+50.00 OFF 28.51' RT
PC STA. 22+50.00 OFF 52.38' RT
PC STA. 21+48.11 OFF 66.82' RT
R 176.8251'
STA. 21+15.43 OFF 77.16' RT
STA. 20+58.54 OFF 72.43' RT
STA. 20+55.99 OFF 3.36' RT
STA. 504+39.57 OFF 141.08' LT
STA. 504+25.00 OFF 109.70' LT
STA. 504+22.48 OFF 90.32' LT
PROP. R/W & C/A
EXIST. R/W
BELL ST.
0.148 '/'
R 150'
STA. 22+63.95
PC STA. 22+19.54 OFF 52.05' RT
PC STA. 21+73.43 OFF 60.52' RT
STA. 21+67.77 OFF 82.38' RT
STA. 21+37.98 OFF 84.45' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 2)
STA. 20+35.20 OFF 43.55' RT
PRECAST CONCRETE BARRIER (STAGE 2)
BEGIN 300' PRECAST CONCRETE BARRIER STA. 152+89.04 OFF 4.10' LT
BEGIN 340' PRECAST CONCRETE BARRIER STA. 508+43.99 OFF 47.58' LT
CONSTRUCT PARTIAL PROPOSED INLETS (FPC-9S) STA. 504+25, OFF 110.12' LT TO BE COVERED BY METHOD APPROVED BY ENGINEER
505
R 2875.7890'
C.L. I-30 MEDIAN
EXIST. C/A
PT STA. 508+71.73 OFF 24.93' LT
STA. 23+50.00 OFF 28.13' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 2)
STA. 23+75.41 OFF 0.00' RT
R 223.86'
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)
BEGIN 40' PRECAST CONCRETE BARRIER STA. 26+09.26 OFF 36.27' RT
PT STA. 26+36.44 OFF 12.00' RT
PI STA. 26+64.18 OFF 12.00' RT
END 2260' PRECAST CONCRETE BARRIER STA. 508+71.37 OFF 51.92' LT
ROAD CLOSED
(1) 16' BARR. TYP. III LT.
ROAD CLOSED
(2) RII-2 (48" x 30")
(1) 16' BARR. TYP. III RT.
BEGIN 460' PRECAST CONCRETE BARRIER STA. 24+91.84 OFF 6.48' LT
STA. 25+50.02 OFF 0.00' RT
STA. 25+50.00 OFF 31.68' LT
55
SEVIER ST.
W. SOUTH ST.
25
EXIST. R/W
PROP. R/W & C/A
PC STA. 24+98.21 OFF 12.34' RT
END 40' PRECAST CONCRETE BARRIER STA. 26+51.77 OFF 29.17' RT
PRECAST CONCRETE BARRIER (STAGE 2)
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)
END 300' PRECAST CONCRETE BARRIER STA. 155+88.50 OFF 5.39' LT
PROP. R/W & C/A
STOP
(1) RI-1 (36" X 36")
TRAFFIC DRUMS @ 30' O.C. (STAGE 2)
(2) W4-2L (36" X 36")
(2) W9-1L (36" X 36")
PI STA. 517+75.02 OFF 30.00' LT
LEFT LANE ENDS
EXIST. R/W
PI STA. 511+00.37 OFF 25.20' LT
END 340' PRECAST CONCRETE BARRIER STA. 511+62.65 OFF 53.24' LT
FRONTAGE ROAD
38
PI STA. 514+00.37 OFF 30.20' LT
STA. 514+00.00 OFF 27.00' LT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)
2' TEMPORARY PAVEMENT
TRAFFIC DRUMS @ 60' O.C. (STAGE 2)
EXIST. C/A
STA. 517+75.32 OFF 27.00' LT
510
515
STA. 514+00.00 OFF 25.00' LT
STA. 517+75.31 OFF 25.00' LT
STA. 514+00.00 BEGIN MEDIAN BARRIER CONSTRUCTION
TRAFFIC DRUMS @ 30' O.C. (STAGE 2)
STA. 515+18.86 OFF 99.94' RT
STA. 517+75.26 END MEDIAN BARRIER CONSTRUCTION
STA. 517+75.26 OFF 2.00' RT
FRONTAGE ROAD
RAMP 2
PROP. C/A
PROP. R/W
SEVIER ST.
CONSTRUCT PROPOSED DRAINAGE STRUCTURE (40' OF 24" R.C. PIPE BY JACKING)
EXIST. R/W
STA. 515+19.46 OFF 117.93' RT
ROAD CLOSED
(2) 16' BARR. TYP. III LT.
ROAD CLOSED
(4) RII-2 (48" x 30")
(2) 16' BARR. TYP. III RT.
MATCH LINE
END 460' PRECAST CONCRETE BARRIER STA. 29+52.70 OFF 2.32' LT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)
END 360' PRECAST CONCRETE BARRIER STA. 29+83.83 OFF 30.35' LT
BEGIN 1240' PRECAST CONCRETE BARRIER STA. 506+89.33 OFF 57.75' RT
EXIST. R/W
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)
BEGIN 240' PRECAST CONCRETE BARRIER STA. 118+92.15 OFF 5.14' LT
STA. 29+19.87 OFF 38.00' LT
STA. 29+19.84 OFF 25.00' LT
END 240' PRECAST CONCRETE BARRIER STA. 121+32.14 OFF 3.06' LT
SOUTH ST.
PC STA. 29+75.10 OFF 12.00' RT
PI STA. 31+14.14 OFF 15.90' RT
PC STA. 31+35.47 OFF 5.25' RT
R 395.6433'
PT STA. 30+84.51 OFF 17.04' RT
PT STA. 30+43.83 OFF 103.36' RT
PC STA. 30+07.36 OFF 20.95' RT
R 93.9842'
PT STA. 30+96.37 OFF 84.20' RT
PC STA. 31+25.95 OFF 15.52' RT
R 109.5916'
EXIST. R/W
TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
LEANDER ST.
PROP. R/W & C/A
R 477.9648'
CONSTRUCT PARTIAL PROPOSED INLETS (FPC-9M) STA. 31+99, OFF 22.00' LT TO BE COVERED BY METHOD APPROVED BY ENGINEER
MATCH LINE
INSET
STA. 33+80.00 OFF 17.79' LT
STA. 33+00.01 OFF 15.67' LT
STA. 33+00.00 OFF 10.56' LT
135

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2

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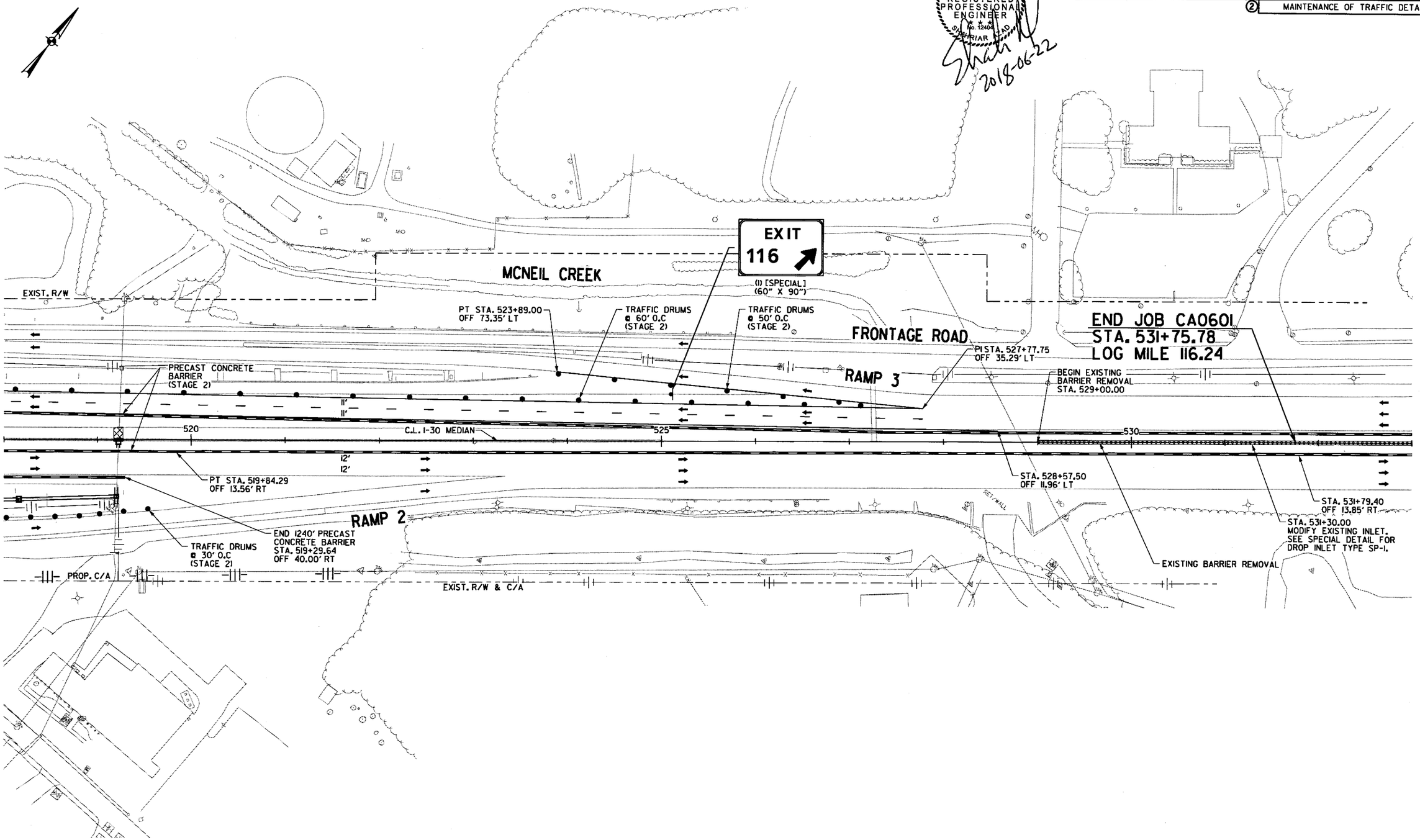
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	325	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	326	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD

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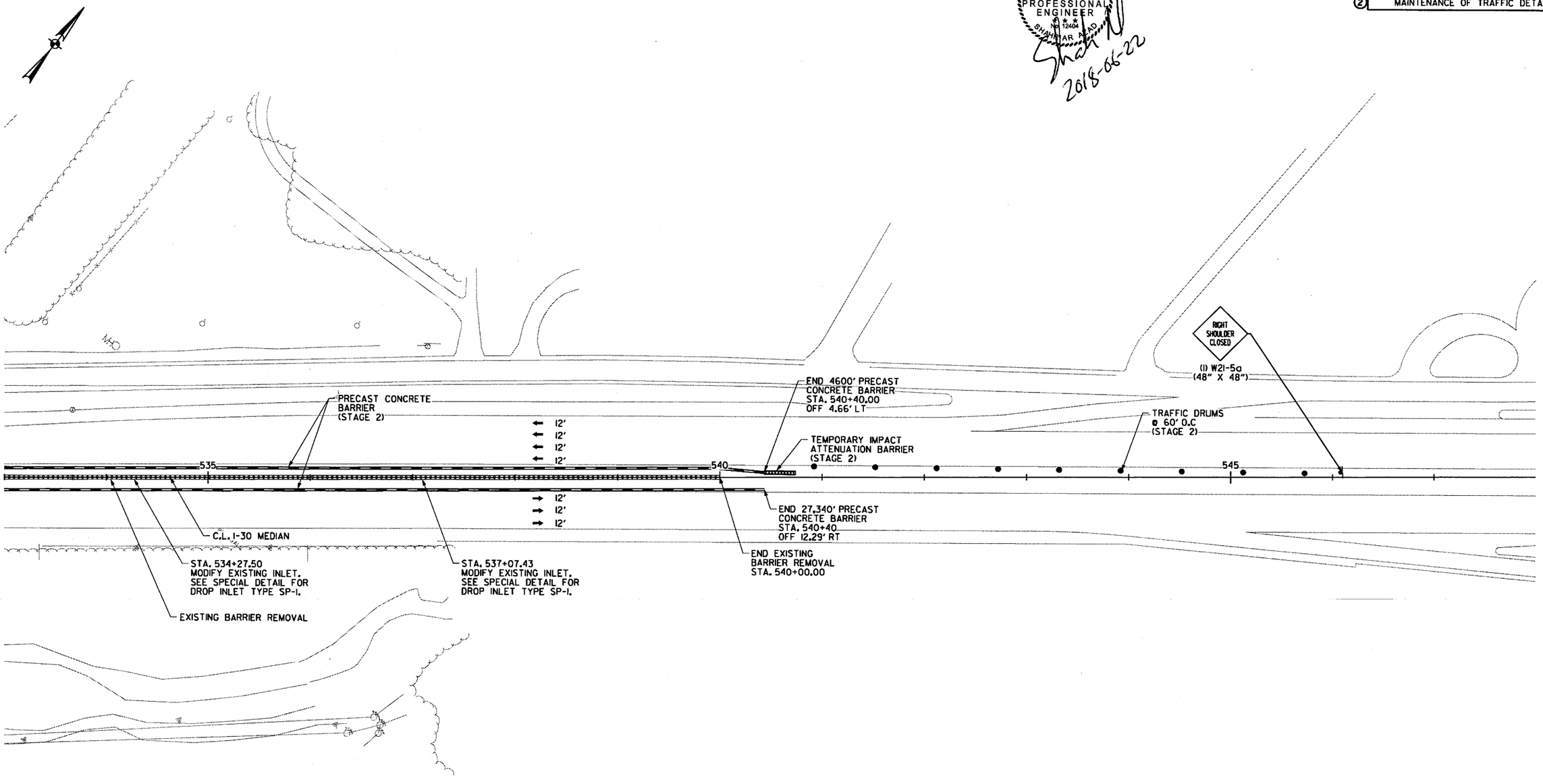
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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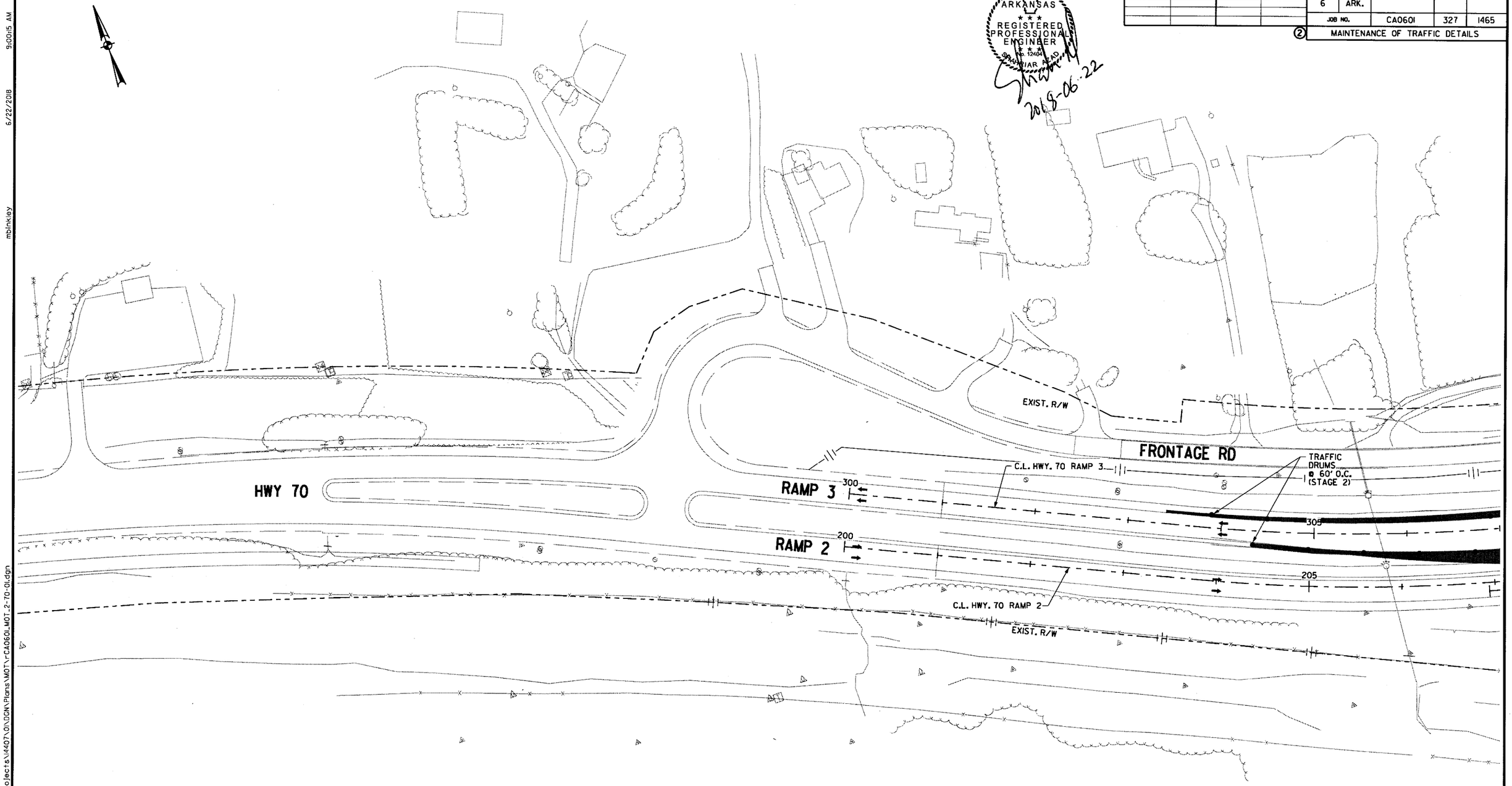
				6	ARK.			
				JOB NO.		CA0601	327	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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				6	ARK.			
				JOB NO.		CA0601	328	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAD
2018-06-22

FRONTAGE ROAD
HWY. 70
RAMP 1
RAMP 2
RAMP 3
RAMP 4
EXIST. R/W
EXIST. C/A
EXIST. R/W & C/A
C.L. HWY. 70 RAMP 1
C.L. HWY. 70 RAMP 2
C.L. HWY. 70 RAMP 3
C.L. HWY. 70 RAMP 4
TRAFFIC DRUMS @ 60' O.C. (STAGE 2)
TRAFFIC DRUMS @ 60' O.C. (STAGE 3)
SPECIAL END UNIT (STAGE 2)
END 1413' PRECAST CONCRETE BARRIER STA. 130+17.66 OFF 10.07' LT
PRECAST CONCRETE BARRIER (STAGE 2)
PC STA. 219+992.17 OFF 12.80' RT
R 1291.3610'
4" WHITE SOLID REMOVABLE P.M.
(1) W9-1R (36" X 36")
RIGHT LANE ENDS
(1) W4-2R (36" X 36")
LEFT SHOULDER CLOSED
(1) W21-5a (48" X 48")
205
210
215
220
305
310
315
320
420
425

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED BETWEEN THE HOURS OF 10 P.M. AND 6 A.M. DURING THIS OPERATION HWY. 70 SHALL BE REDUCED TO ONE LANE WITH THE APPROVAL OF ENGINEER. BETWEEN WORK HOURS OF 6 A.M. AND 10 P.M., THE DROP OFF BETWEEN HWY. 70 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	329	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
2018-06-22

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6/22/2018
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RAMP 3
EXIST. R/W
C.L. HWY. 70 RAMP 3
320
325
TRAFFIC DRUMS @ 60' O.C. (STAGE 2)
(1) RII-2 (48" x 30") ROAD CLOSED
(1) 16' BARR. TYP. III RT.
C.L. I-30 MEDIAN
260
RAMP 1
110
105
255
PRECAST CONCRETE BARRIER (STAGE 2)
C.L. HWY. 70 RAMP 1
PC STA. 219+92.17 OFF 12.79' RT
PRECAST CONCRETE BARRIER (STAGE 2)
220
R 887.4735'
BEGIN 1133' PRECAST CONCRETE BARRIER STA. 233+23.59 OFF 40.12' LT
PT STA. 112+48.07 OFF 1.20' RT
4" WHITE SOLID REMOVABLE P.M.
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)
235
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2)
PCC STA. 115+44.48 OFF 17.49' RT
4" DBL. YELLOW SOLID REMOVABLE P.M.
EXIST. R/W & C/A
92
250
100
4" WHITE SOLID REMOVABLE P.M.
PCC STA. 227+14.87 OFF 33.04' LT
4" YELLOW SOLID REMOVABLE P.M.
R 960.6369'
BEGIN 1413' PRECAST CONCRETE BARRIER STA. 116+03.23 OFF 36.34' RT
15'
12'
STA. 6+37.97 OFF 12.00' RT
STA. 6+37.97 OFF 12.00' LT
PROP. R/W
R 1291.3610'
PT STA. 222+03.94 OFF 7.23' RT
EXIST. R/W
PC STA. 223+23.92 OFF 3.96' RT
225
PAWNEE
(4) WI-8 (36" X 48") B-B @ 120' O.C.
120
PT STA. 233+02.29 OFF 1.39' RT
ROAD CLOSED
(2) RII-2 (48" x 30")
R 991.9255'
C.L. HWY. 70 RAMP 2
TRAFFIC DRUMS @ 60' O.C. (STAGE 2)
EXIST. C/A
R 572.9578'
TRAFFIC DRUMS @ 60' OC. (STAGE 2)
(1) 16' BARR. TYP. III LT.
(1) 16' BARR. TYP. III RT.
PC STA. 229+55.42 OFF 48.55' RT
EXIST. R/W & C/A
EXIST. R/W
(1) RI-1 (36" X 36") STOP
(1) WI-4aL (48" X 48")
(1) WI3-1 (24" X 24") XX M.P.H.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

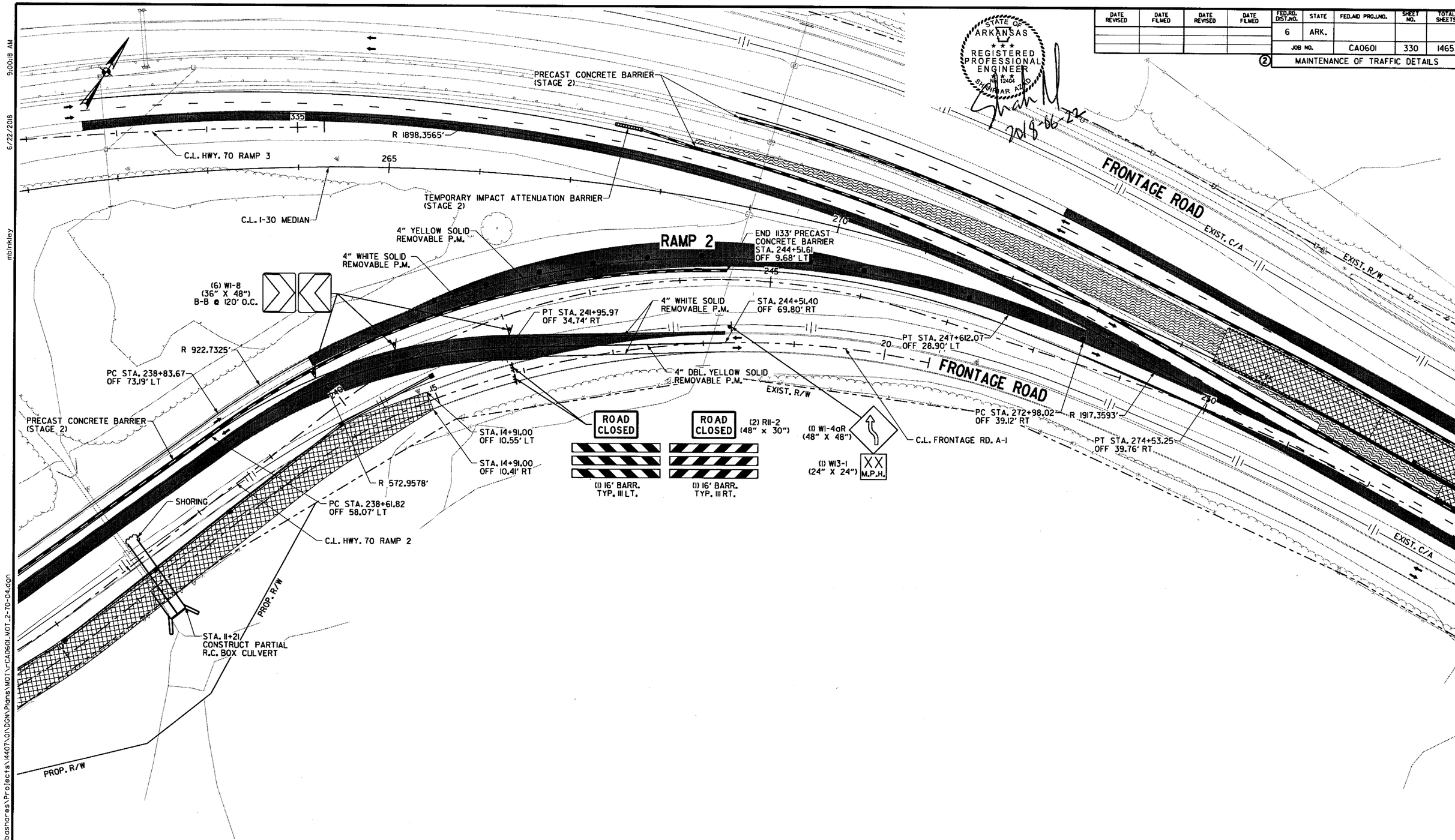
HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	330	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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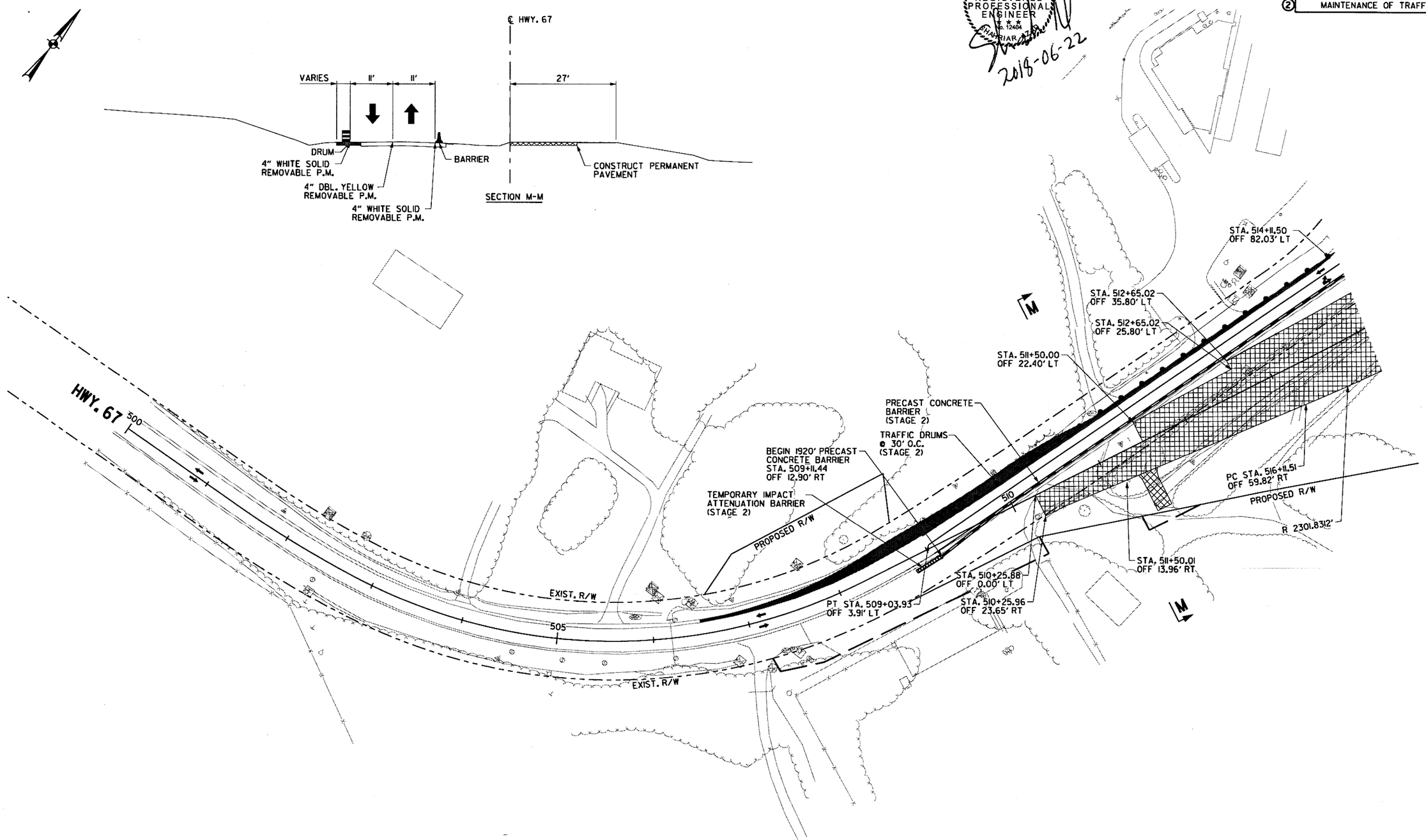
				6	ARK.			
				JOB NO.		CA0601	331	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARTRIAR
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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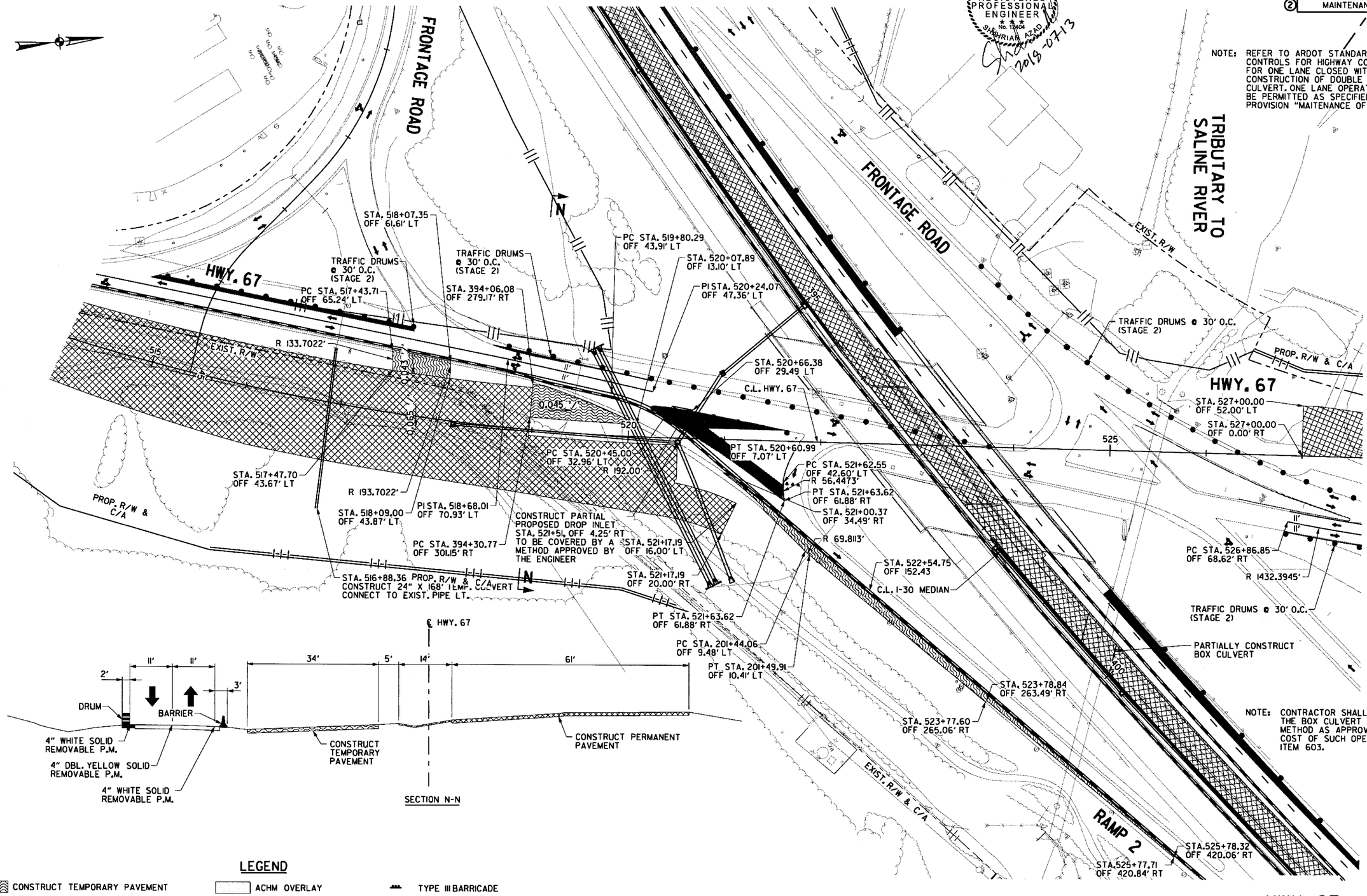
				6	ARK.			
				JOB NO.		CA0601	332	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER DURING CONSTRUCTION OF DOUBLE 30" R.C. PIPE CULVERT. ONE LANE OPERATIONS SHALL ONLY BE PERMITTED AS SPECIFIED BY SPECIAL PROVISION "MAITENANCE OF TRAFFIC".



NOTE: CONTRACTOR SHALL MAINTAIN FLOW THROUGH THE BOX CULVERT BY USE PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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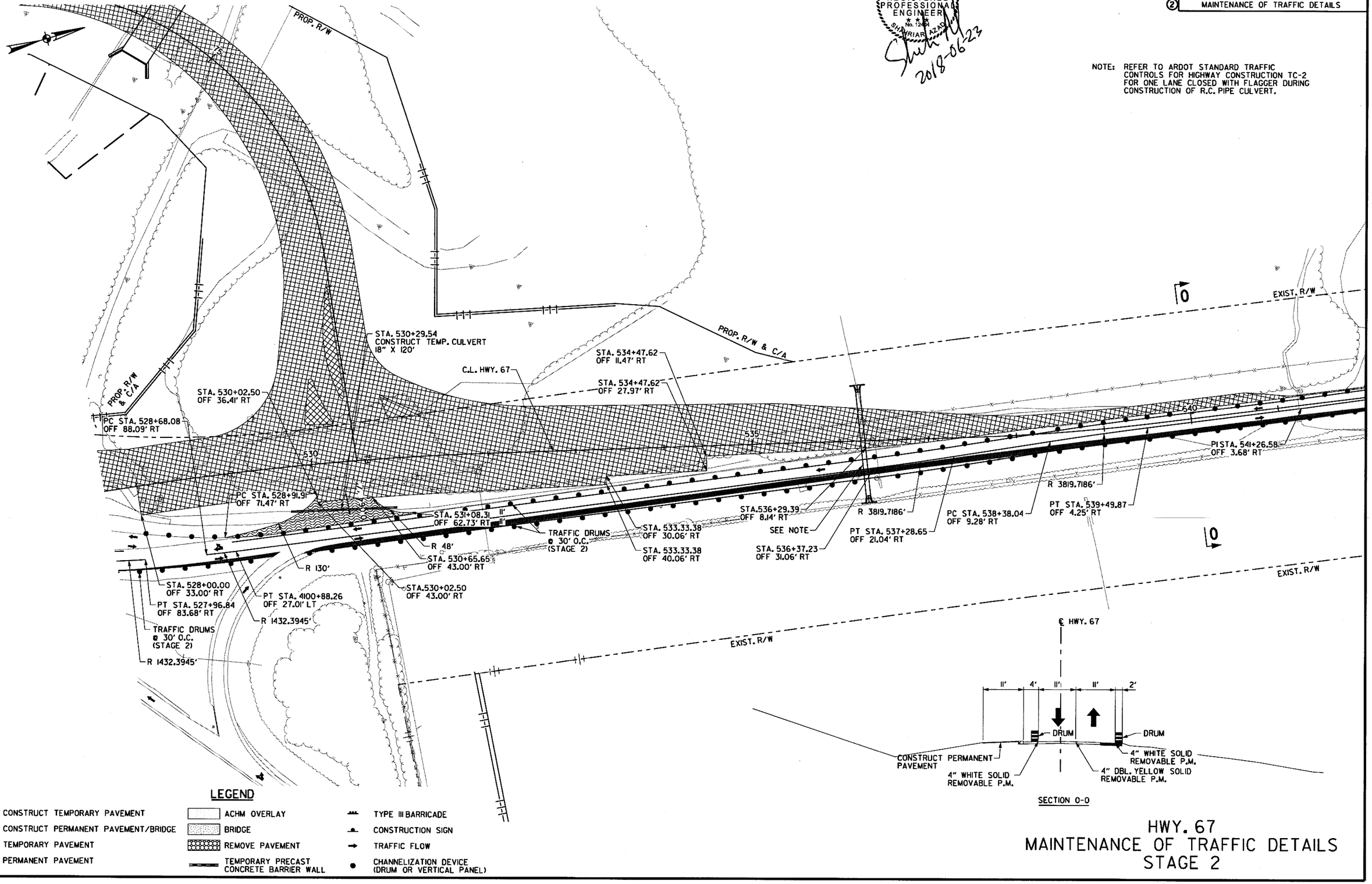
				6	ARK.			
				JOB NO.		CA0601	333	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12494
SHAHRIAR AZAD
2018-06-23

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER DURING CONSTRUCTION OF R.C. PIPE CULVERT.



SECTION O-O

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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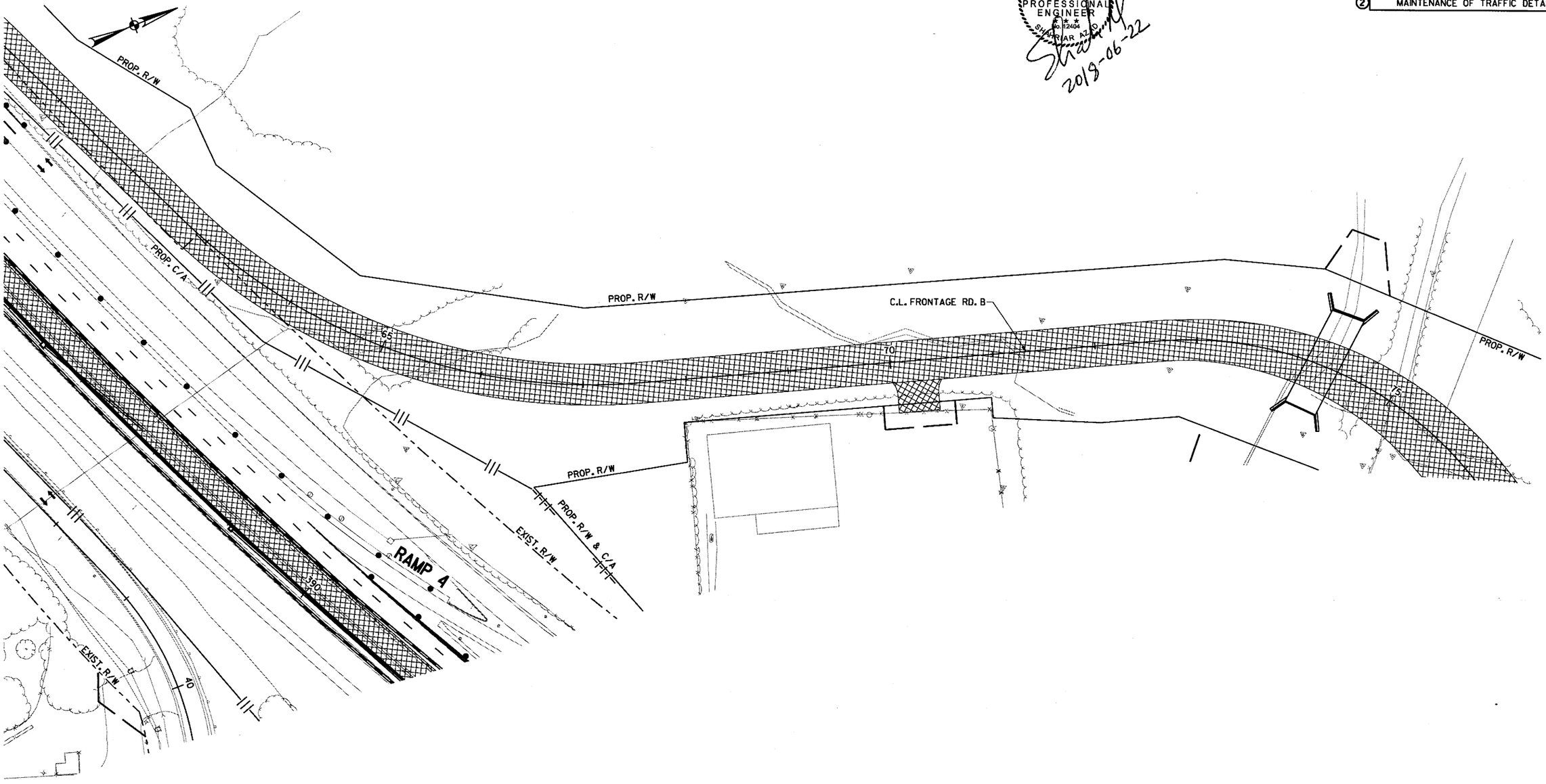
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	334	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2

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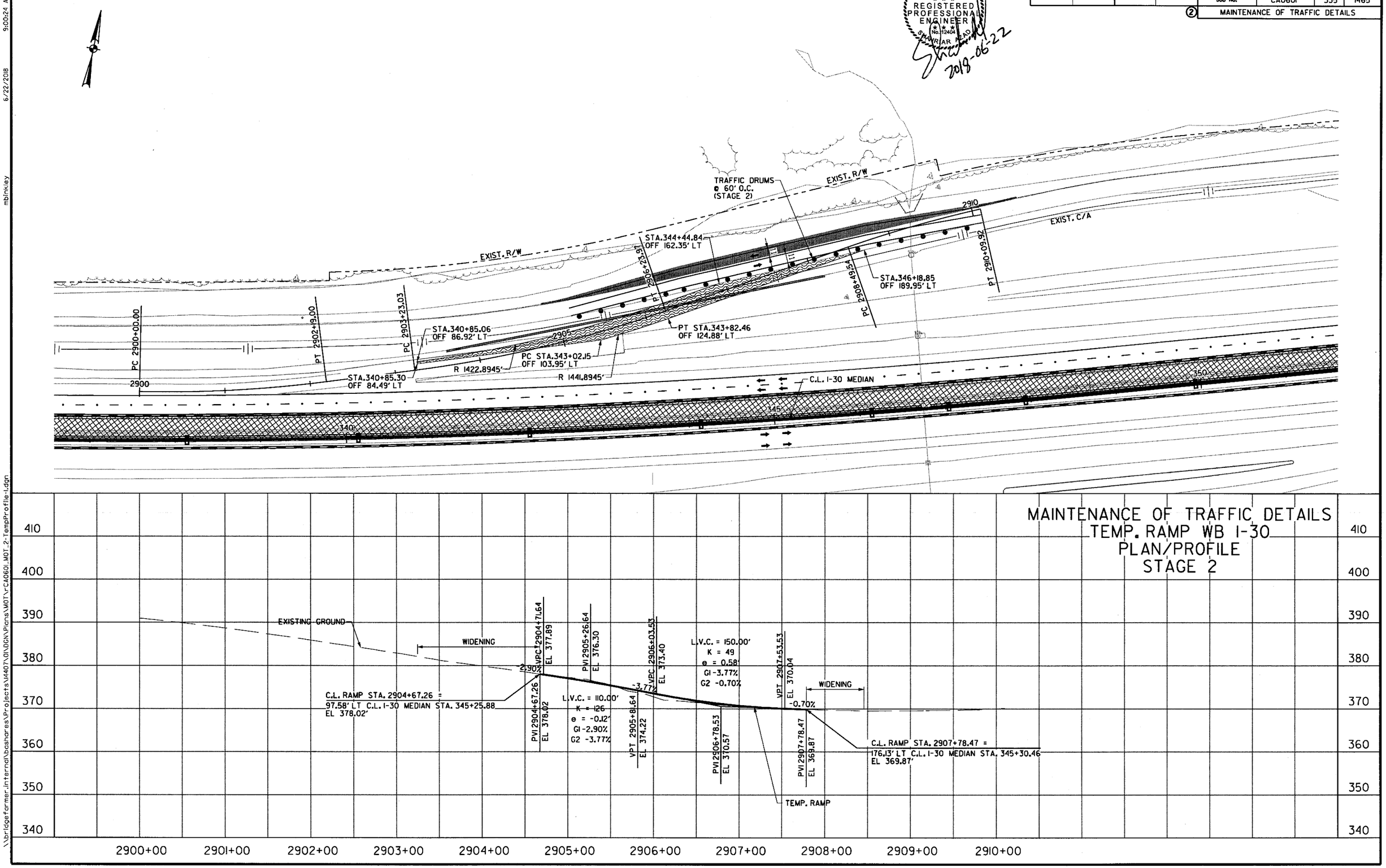
				6	ARK.			
				JOB NO.		CA0601	335	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR AZAD
2018-06-22



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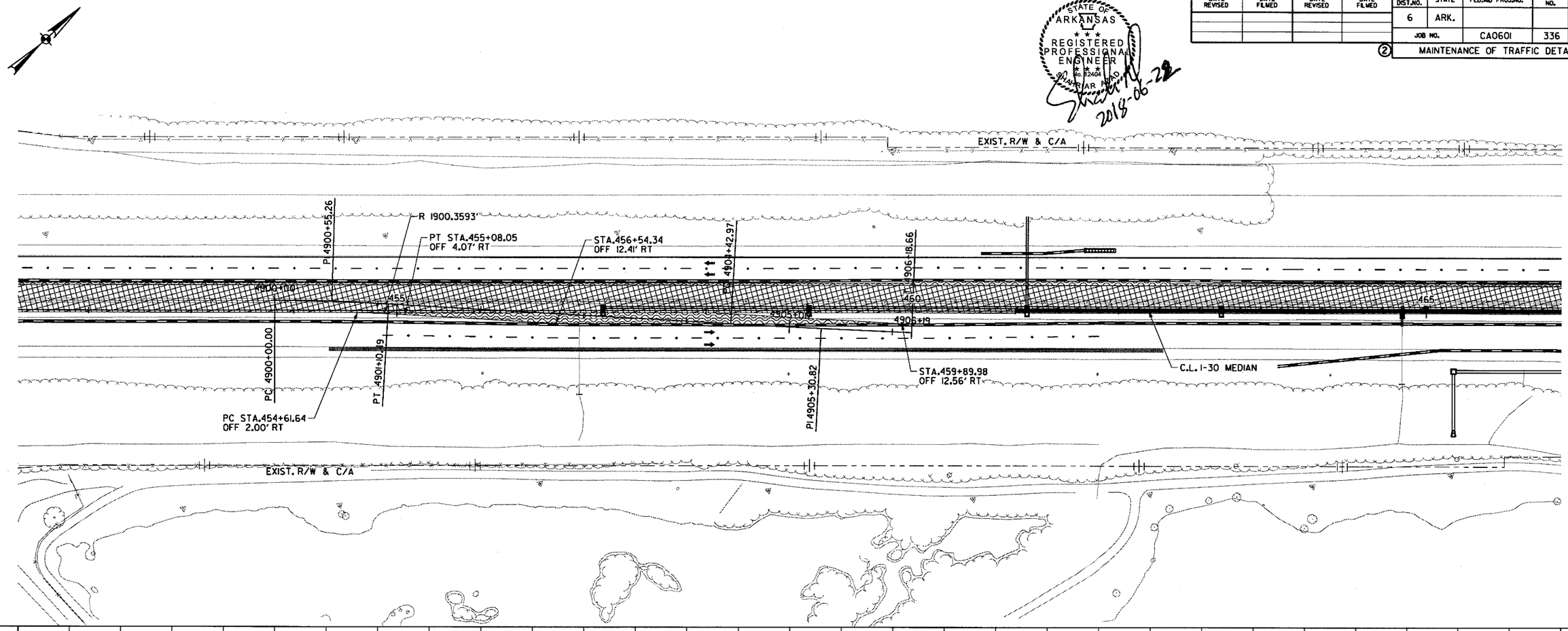
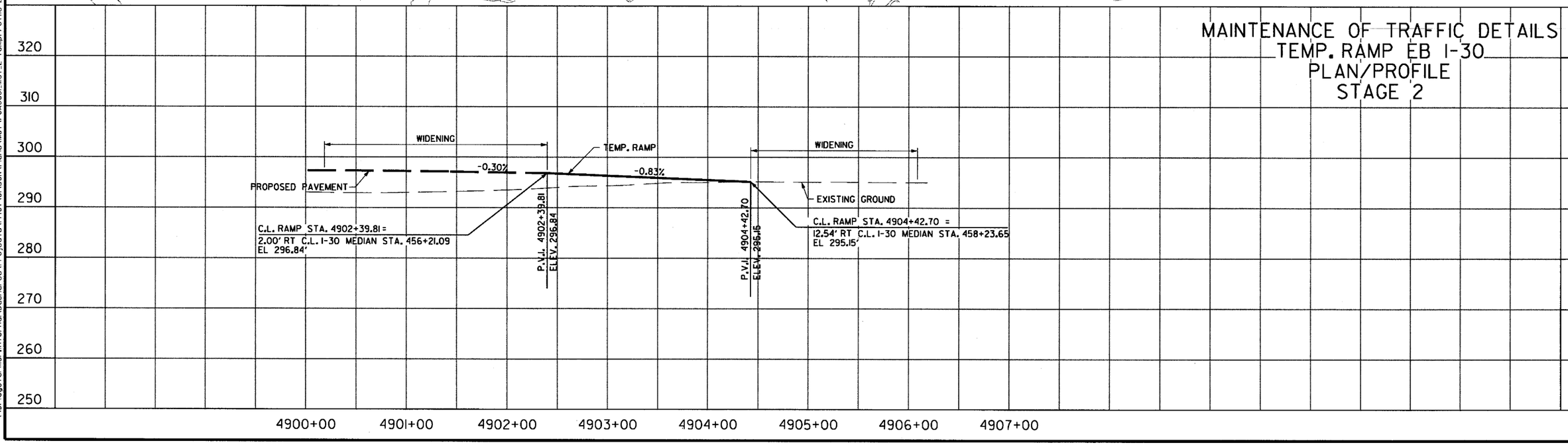
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	336	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2018-06-28





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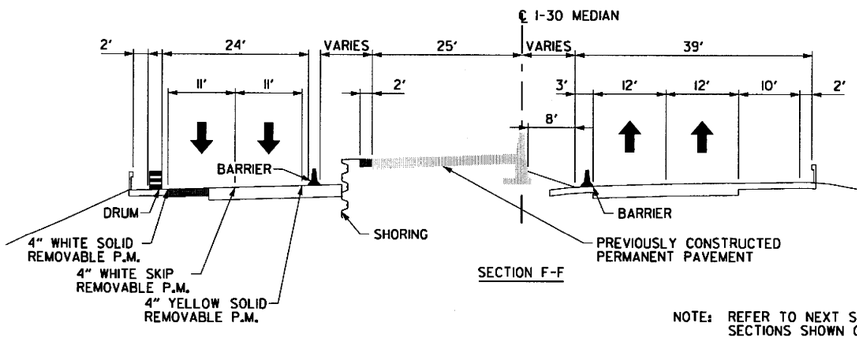
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	337	1465

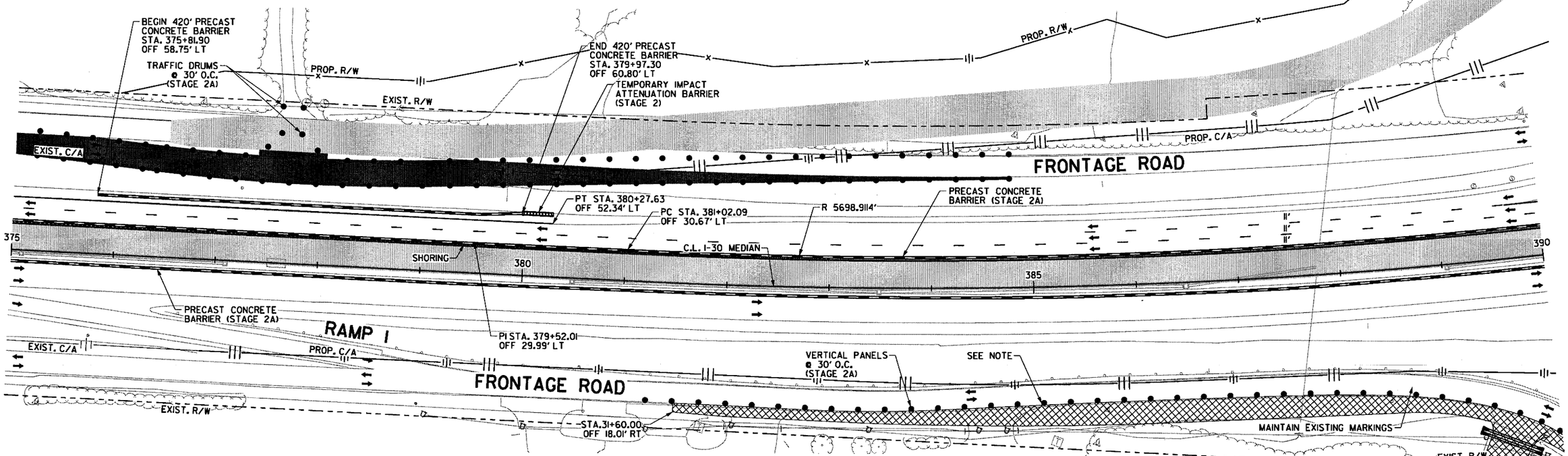
(2) MAINTENANCE OF TRAFFIC DETAILS

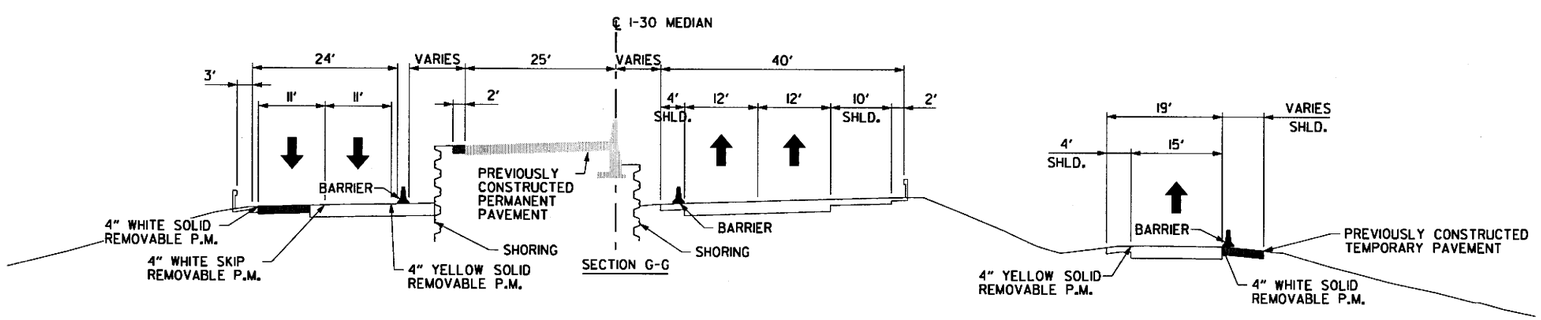
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAM
2018-06-23



SECTION F-F

NOTE: REFER TO NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.





NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

STAGE 2A NOTES

- SHIFT I-30 MAIN LANE TRAFFIC TO MAINTAIN MINIMUM 11 FOOT LANES WHERE SHOULDER REMAINS OPEN ON OUTSIDE. MAINTAIN 11 FOOT LANES AND 24 FEET OF CLEAR SPACE BEETWEEN BARRIERS WHERE SHOULDER IS CLOSED BY BARRIERS ON BOTH SIDES.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG INSIDE AND OUTSIDE OF EB AND WB MAIN LANES I-30 AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT INSIDE PERMANENT PAVEMENT LANES OF WB I-30 AS SHOWN IN THE PLANS, OUTSIDE OF THE WB EXIT RAMP TO HWY. 67, AND HALF OF THE SOUTH STREET BELL STREET INTERSECTION.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

NOTE: REFER TO NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.

MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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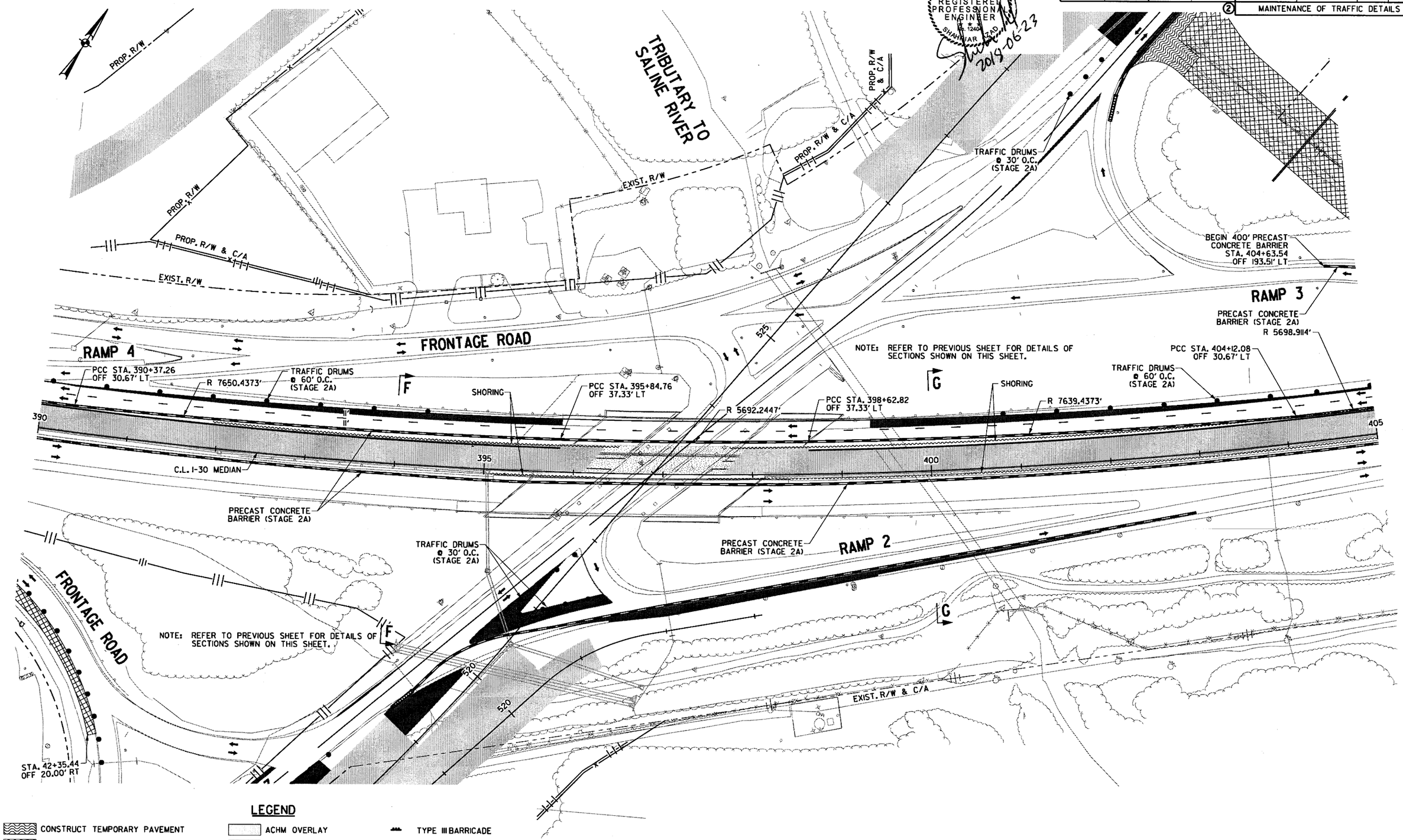
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	338	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHNIAR AZAD 2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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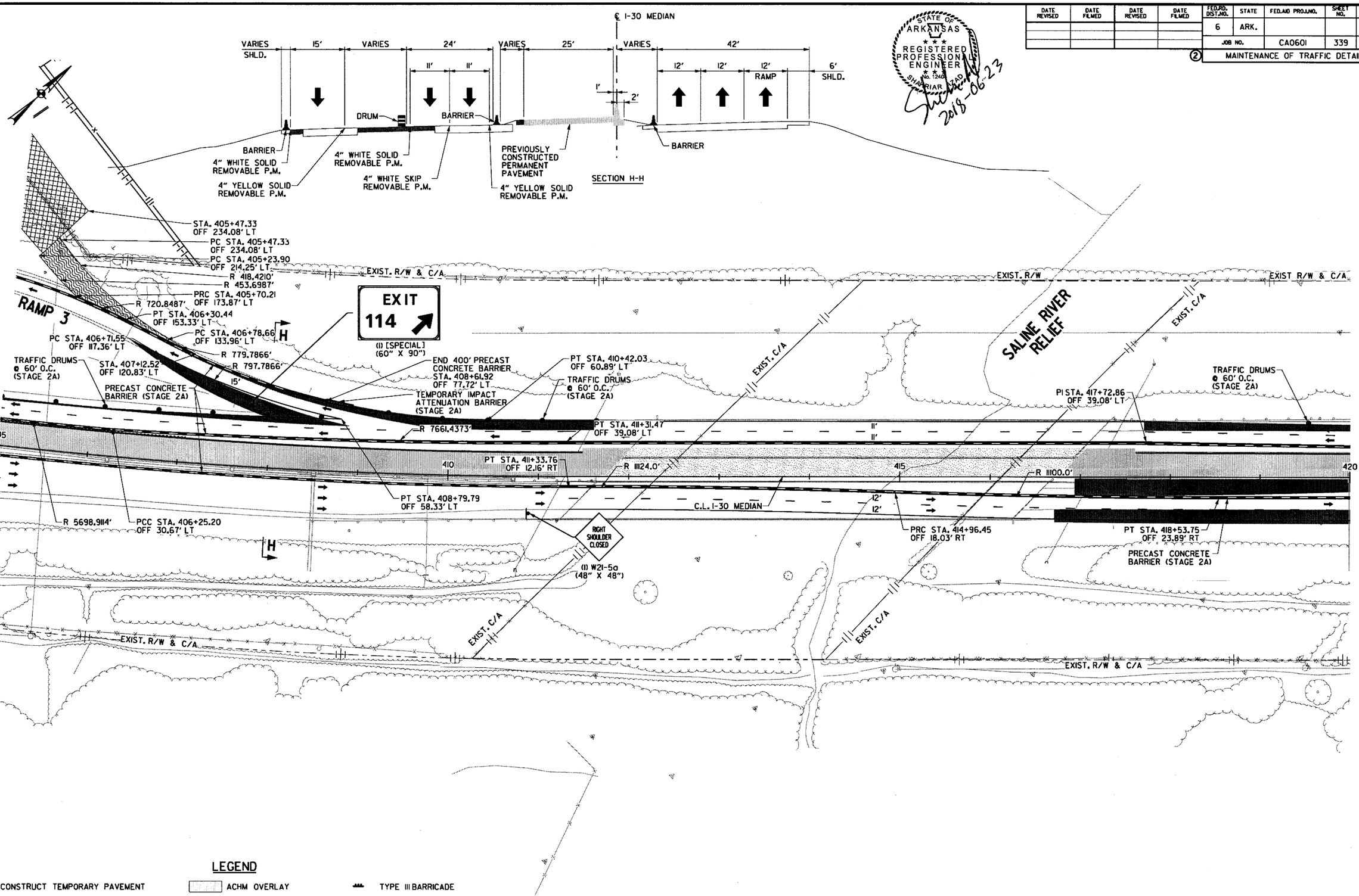
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	339	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12400 SHAHRIAR AZAD

2018-06-23



LEGEND

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MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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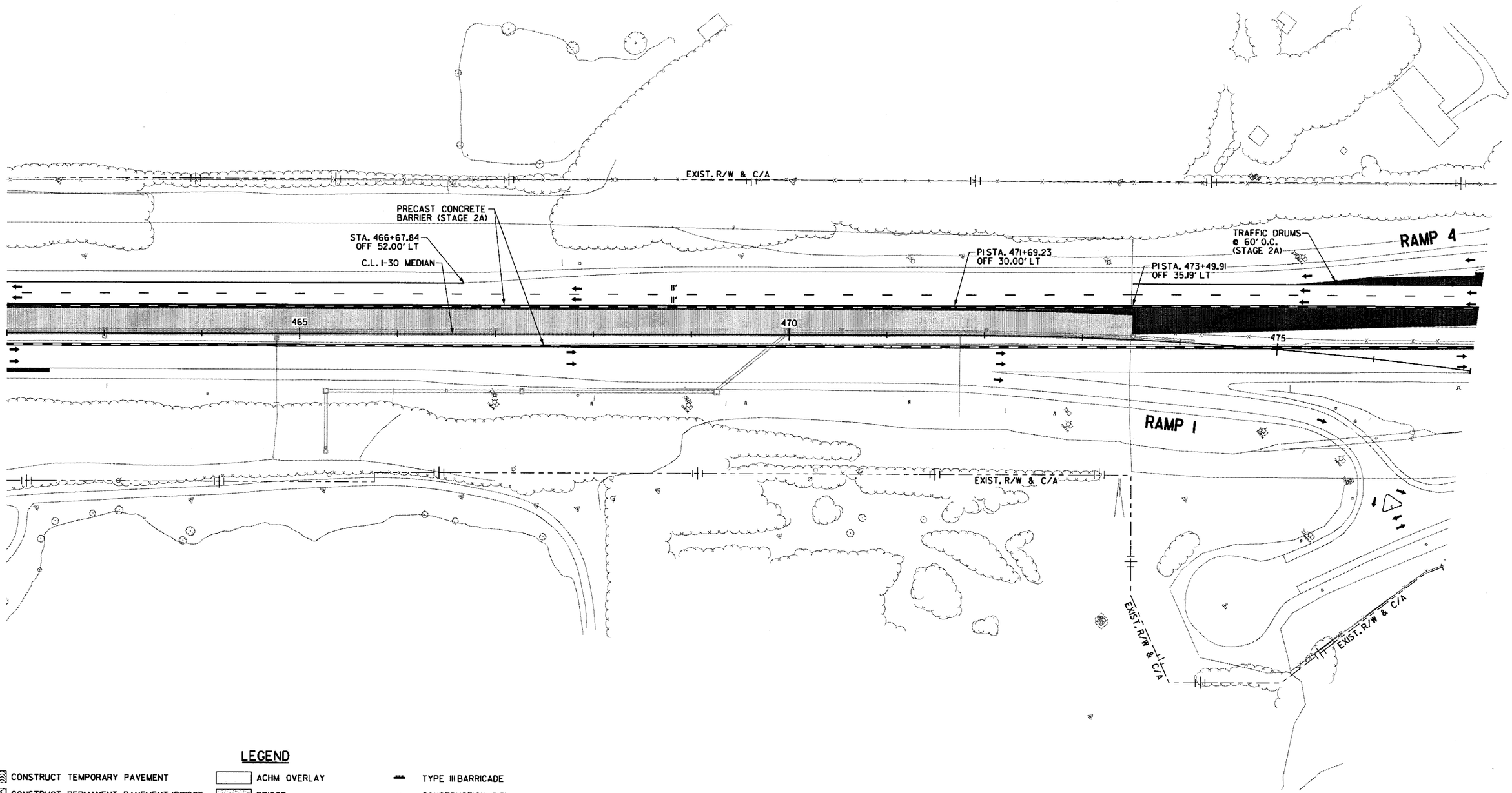
				6	ARK.			
				JOB NO.		CA0601	340	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAPRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 2A

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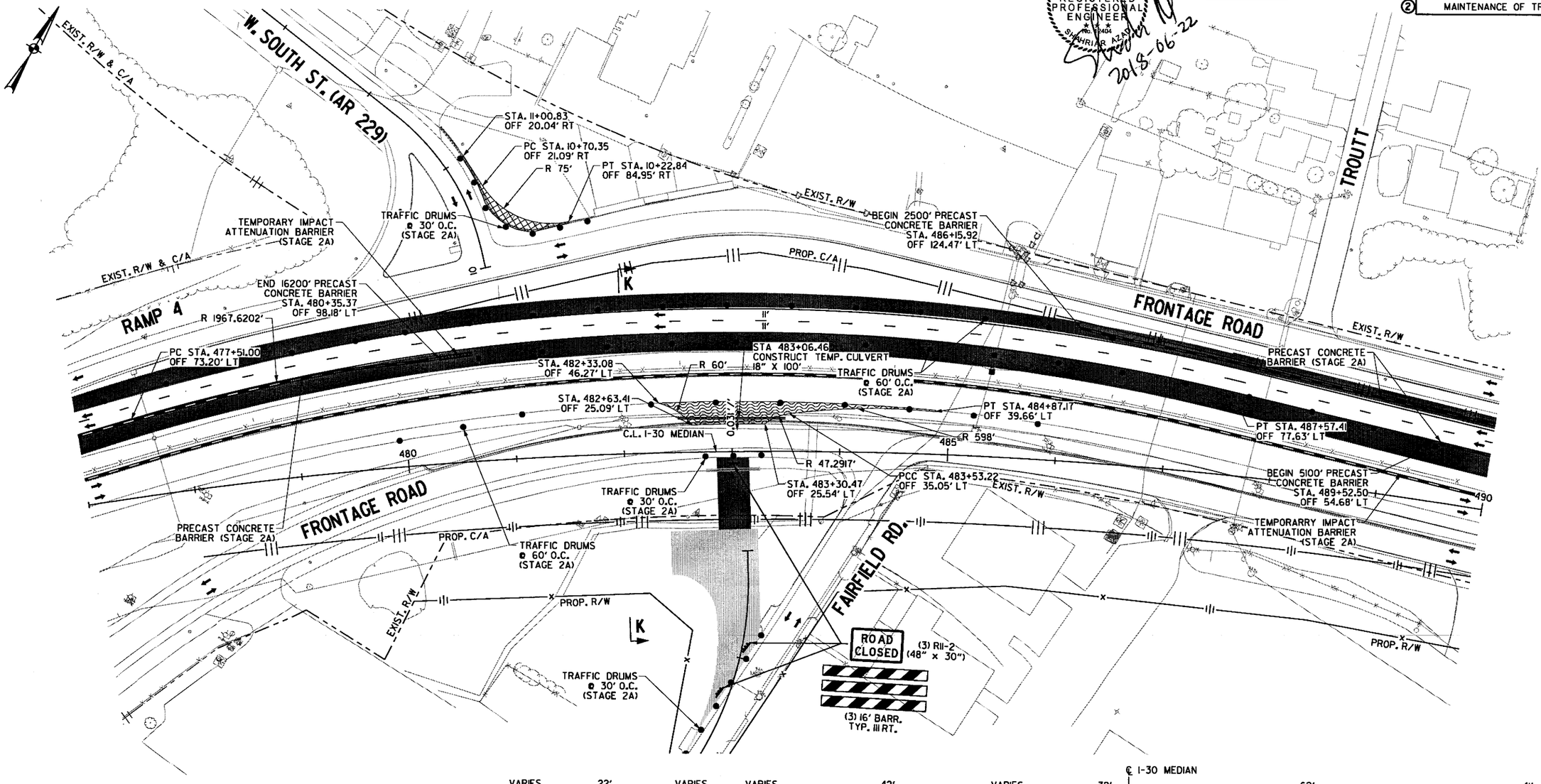
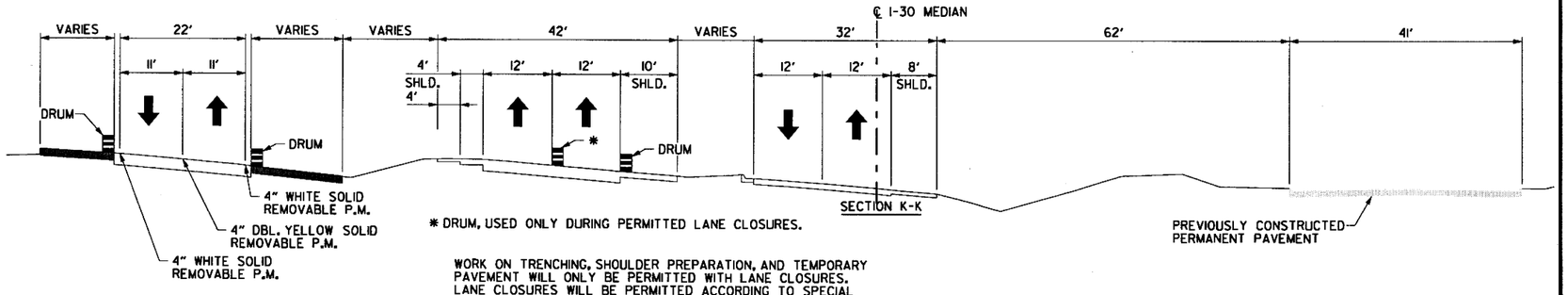
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	341	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12404
2018-06-22





* DRUM, USED ONLY DURING PERMITTED LANE CLOSURES.

WORK ON TRENCHING, SHOULDER PREPARATION, AND TEMPORARY PAVEMENT WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN I-30 AND THE TEMPORARY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE NOR SHALL THERE BE A SLOPE STEEPER THAN 6:1 WITHIN 30' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE A PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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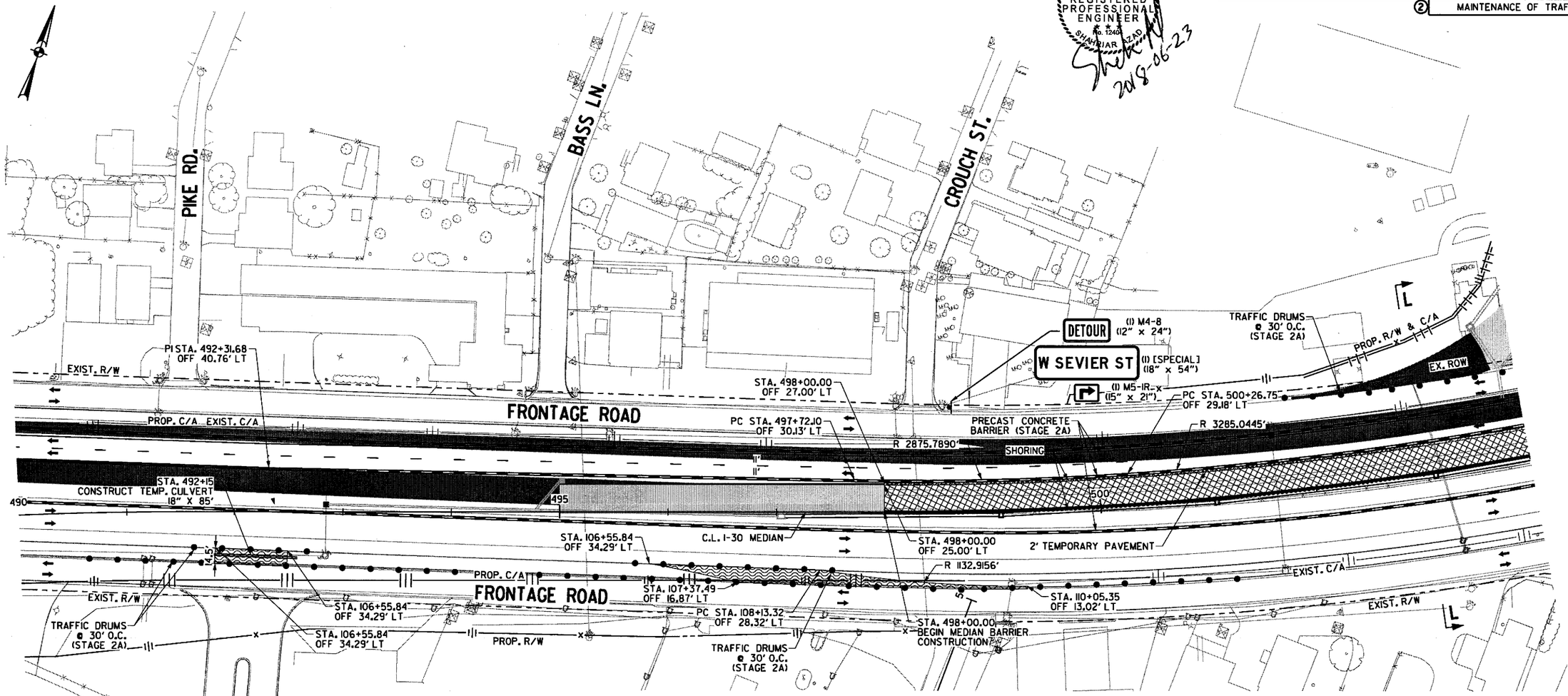
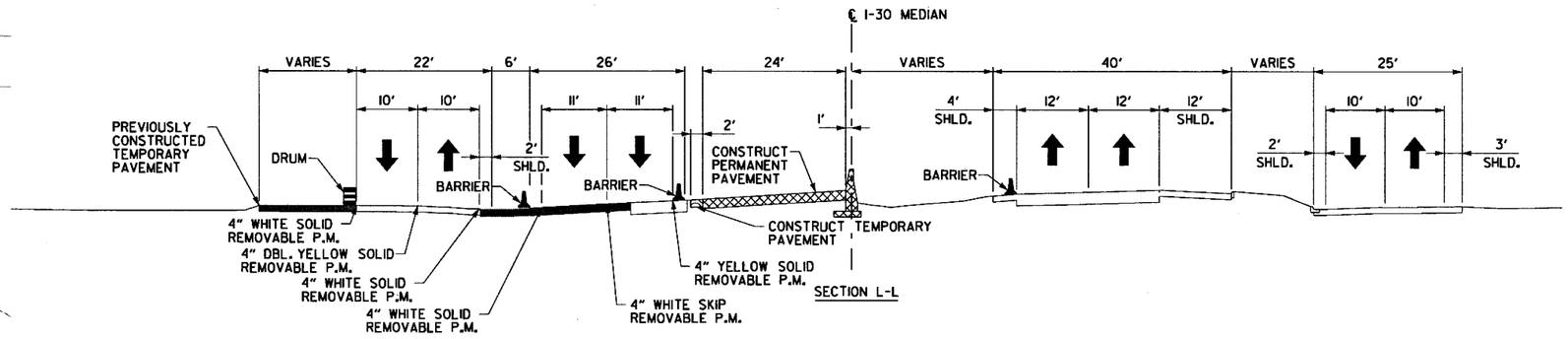
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	342	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-06-23





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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MAINTENANCE OF TRAFFIC DETAILS
STAGE 2A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	343	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11404
SHAHRIAR A. ZAHED
2018-0623

(4) RII-2 (48" x 30")
ROAD CLOSED
ROAD CLOSED
(2) 16' BARR. TYP. III LT.
(2) 16' BARR. TYP. III RT.
BELL ST
DETOUR
(1) M4-8 (12" x 24")
W SEVIER ST
(1) [SPECIAL] (18" x 54")
(1) M6-3 (15" x 21")
PROP. R/W & C/A
EXIST. R/W
PCC STA. 23+40.43 OFF 45.69' RT
R 130.2177'
PC STA. 22+22.88 OFF 81.96' RT
PC STA. 22+29.06 OFF 92.15' RT
R 150.7784'
PCC STA. 23+59.19 OFF 53.34' RT
R 153.2394'
R 181.6841'
PCC STA. 25+46.49 OFF 18.88' RT
PCC STA. 25+67.72 OFF 18.45' RT
TEMPORARY IMPACT ATENUATION BARIER (STAGE 2A)
BEGIN 360' PRECAST CONCRETE BARRIER STA. 26+24.51 OFF 28.14' RT
VERTICAL PANELS @ 30' O.C. (STAGE 2A)
PT STA. 26+64.18 OFF 12.00' RT
PRECAST CONCRETE BARRIER (STAGE 2A)
R 3285.0445'
R 126.4185'
R 116.9302'
PT STA. 24+87.77 OFF 21.92' RT
PCC STA. 25+01.39 OFF 20.83' RT
W. SOUTH ST.
PROP. R/W & C/A
EXIST. R/W
STA.25+50.00 OFF 0.00' LT
BEGIN 360' PRECAST CONCRETE BARRIER STA.25+85.03 OFF 3.85' LT
R 320'
R 310'
55 SEVIER ST.
PROP. R/W & C/A
PT STA.512+51.31 OFF 159.92' LT
(1) R1-1 (36" x 36")
STOP
PC STA.512+74.07 OFF 155.65' LT
PT STA.512+67.28 OFF 101.36' LT
EXIST. R/W
R 35'
PT STA.513+31.88 OFF 103.89' LT
PC STA.512+15.78 OFF 98.34' LT
FRONTAGE ROAD
PI STA. 517+75.01 OFF 30.00' LT
EXIST. C/A
2' TEMPORARY PAVEMENT
PRECAST CONCRETE BARRIER (STAGE 2A)
STA.514+00.00 OFF 27.00' LT
C.L. I-30 MEDIAN
505
510
515
PT STA. 509+14.15 OFF 30.20' LT
EXIST. C/A
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2A)
STA.514+00.00 OFF 25.00' LT
STA.514+00.00 END MEDIAN BARRIER CONSTRUCTION
CONSTRUCT PROPOSED DRAINAGE STRUCTURE (80' OF 18" R.C. PIPE BY JACKING)
TRAFFIC DRUMS @ 30' O.C. (STAGE 2A)
FRONTAGE ROAD
TRAFFIC DRUMS @ 60' O.C. (STAGE 2A)
END 360' PRECAST CONCRETE BARRIER STA.29+45.94 OFF 2.84' LT
TEMPORARY IMPACT ATENUATION BARRIER (STAGE 2A)
BEGIN 880' PRECAST CONCRETE BARRIER STA.507+21.14 OFF 61.36' RT
PT STA. 29+75.10 OFF 12.00' RT
END 360' PRECAST CONCRETE BARRIER STA.29+83.83 OFF 30.35' RT
CONSTRUCT PROPOSED DRAINAGE STRUCTURE (62' OF 24" R.C. PIPE BY JACKING)
TRAFFIC DRUMS @ 30' O.C. (STAGE 2A)
PC STA. 30+07.36 OFF 20.95' RT
R 93.9842'
R 395.6433'
PT STA. 74+56.46 OFF 38.92' LT
R 90.4293'
STA. 30+73.01 OFF 95.80' RT
PT STA. 30+84.51 OFF 17.04' RT
R 286.4478'
PC STA. 30+84.10 OFF 6.94' RT
STA. 30+96.37 OFF 84.20' RT
STA. 75+49.32 OFF 15.00' LT
R 109.5916'
EXIST. R/W
W. SOUTH ST.
END 2500' PRECAST CONCRETE BARRIER STA. 511+62.84 OFF 57.12' LT
(4) RII-2 (48" x 30")
ROAD CLOSED
ROAD CLOSED
DETOUR
(1) M4-8 (12" x 24")
W SEVIER ST
(1) [SPECIAL] (18" x 54")
(1) M6-3 (15" x 21")
(2) 16' BARR. TYP. III LT.
(2) 16' BARR. TYP. III RT.
LEANDER ST.
(2) RII-2 (48" x 30")
ROAD CLOSED
ROAD CLOSED
PROP. R/W & C/A
PC STA. 31+35.47 OFF 5.25' RT
R 477.9648'
PT STA. 32+41.43 OFF 14.31' RT
(1) 16' BARR. TYP. III LT.
(1) 16' BARR. TYP. III RT.
MATCH LINE
END 880' PRECAST CONCRETE BARRIER STA.516+94.40 OFF 45.73' RT
RAMP 2
EXIST. R/W
PROP. R/W
SEVIER ST.
PROP. C/A
MATCH LINE
ROAD CLOSED
(1) RII-2 (48" x 30")
(1) 16' BARR. TYP. III RT.
TRAFFIC DRUMS @ 30' O.C. (STAGE 2A)
TRAFFIC DRUMS @ 30' O.C. (STAGE 2A)
TRAFFIC DRUMS @ 30' O.C. (STAGE 2A)
INSET

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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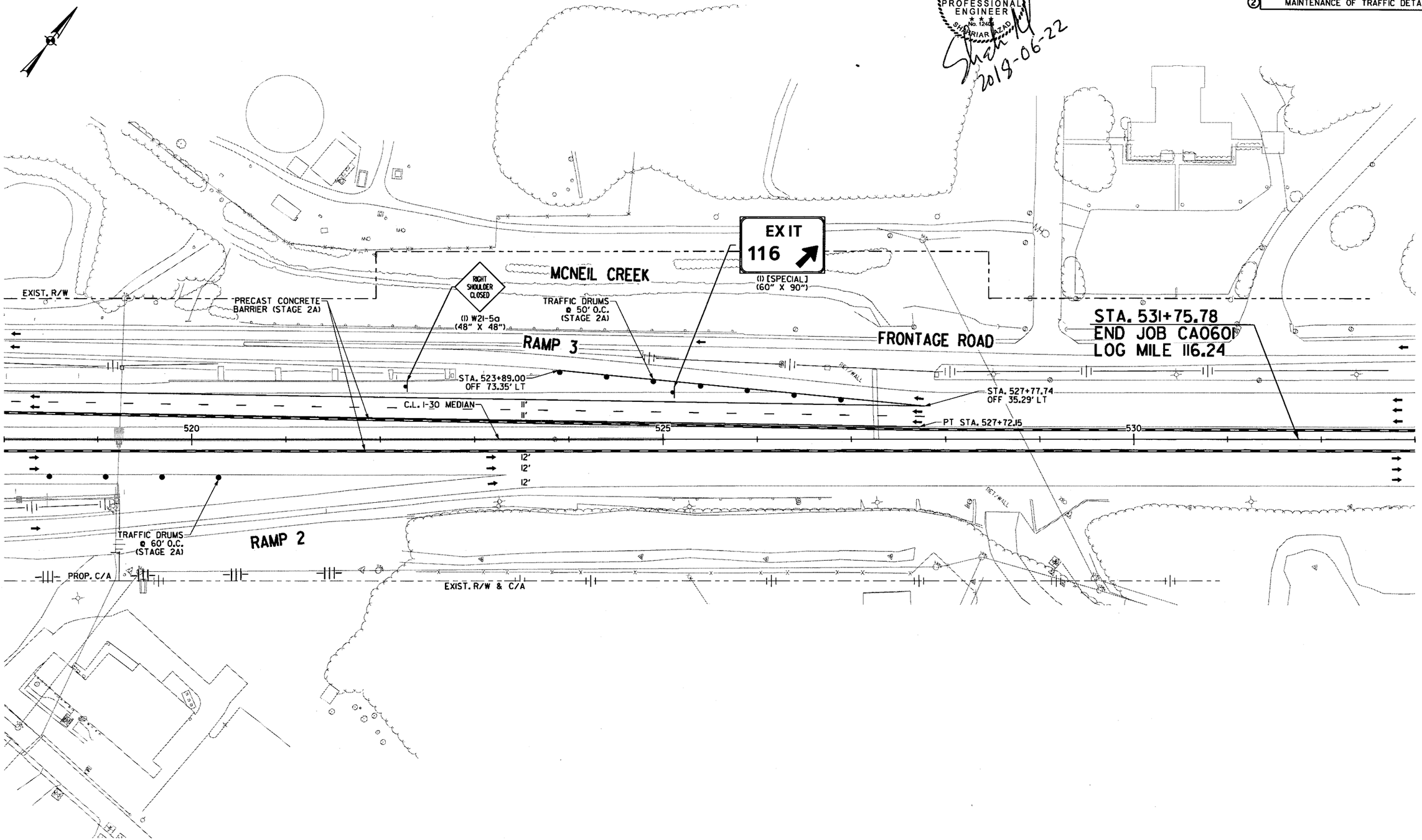
				6	ARK.			
				JOB NO.		CA0601	344	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-06-22



LEGEND

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MAINTENANCE OF TRAFFIC DETAILS
STAGE 2A

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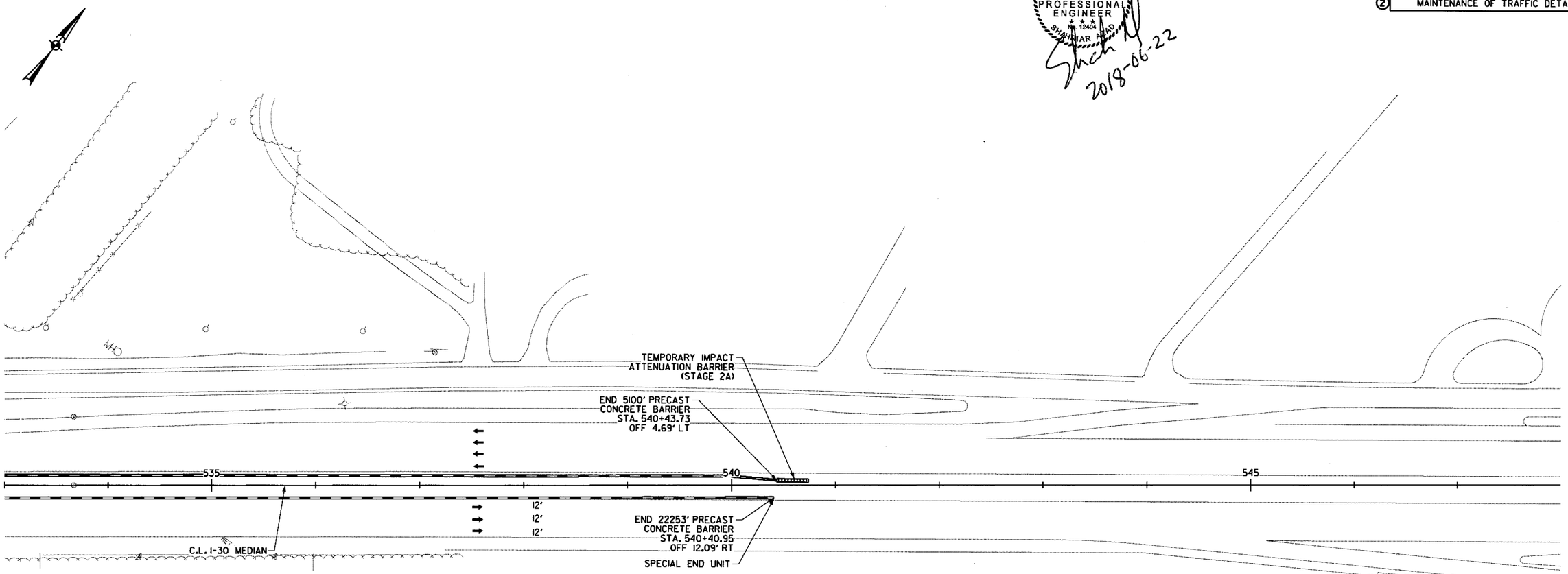
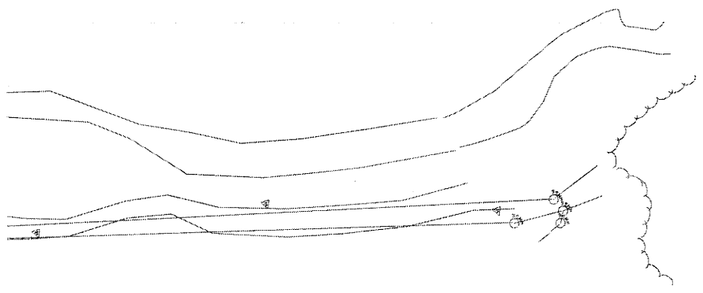
				6	ARK.			
				JOB NO.		CA0601	345	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
SHANNON MAY
2018-06-22





LEGEND

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MAINTENANCE OF TRAFFIC DETAILS STAGE 2A

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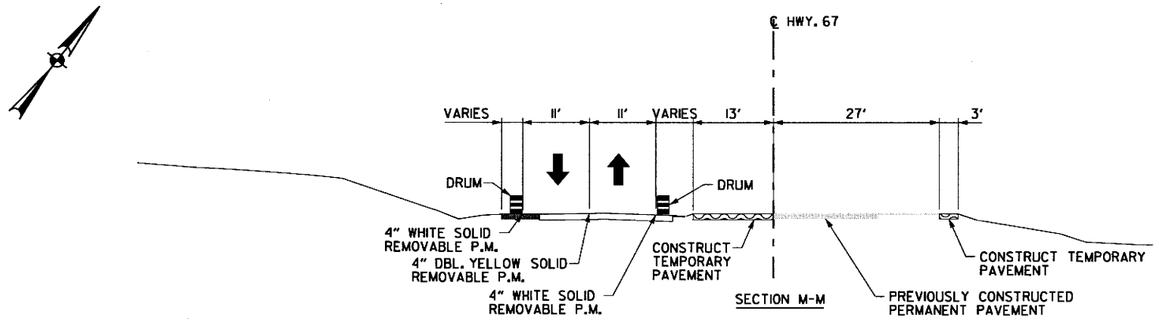
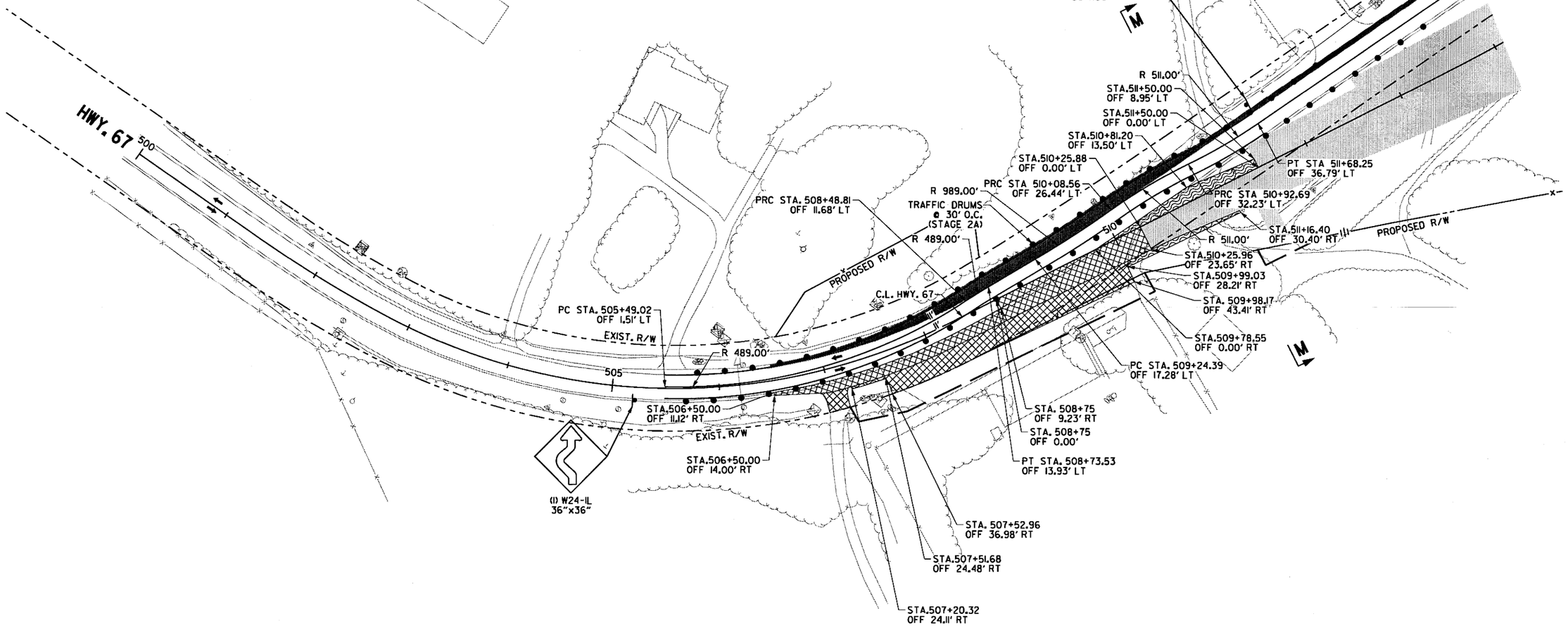
				6	ARK.			
				JOB NO.		CA0601	346	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAZ RAO
2018-06-22





LEGEND

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	347	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR No. 12404
2018-07-13

TRAFFIC DRUMS @ 30' O.C. (STAGE 2A)

EXIST. R/W & C/A

STA. 517+72.24 OFF 75.14' LT

TRAFFIC DRUMS @ 30' O.C. (STAGE 2A)

STA. 518+16.12 OFF 72.13' LT

HWY. 67

EXIST. R/W

515

TRAFFIC DRUM @ 30' O.C. (STAGE 2A)

C.L. I-30 MEDIAN

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 2A)

520

BEGIN 900' PRECAST CONCRETE BARRIER STA. 519+07.91 OFF 36.88' LT

C.L. HWY. 67

PT STA. 521+87.52 OFF 19.74' LT

PT STA. 522+09.41 OFF 15.77' LT

PROP. R/W & C/A

PROP. R/W & C/A

N

N

FRONTAGE ROAD

395

EXIST. R/W & C/A

EXIST. R/W

EXIST. R/W

TRIBUTARY TO SALINE RIVER

PROP. R/W & C/A

525

R 1037.6451'

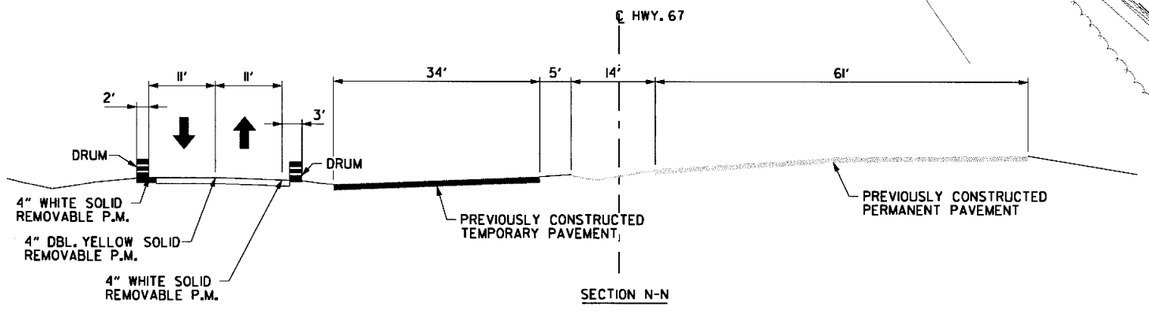
PC STA. 527+01.06 OFF 70.38' RT

RAMP 3

RAMP 2

400

EXIST. R/W & C/A



SECTION N-N

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2A

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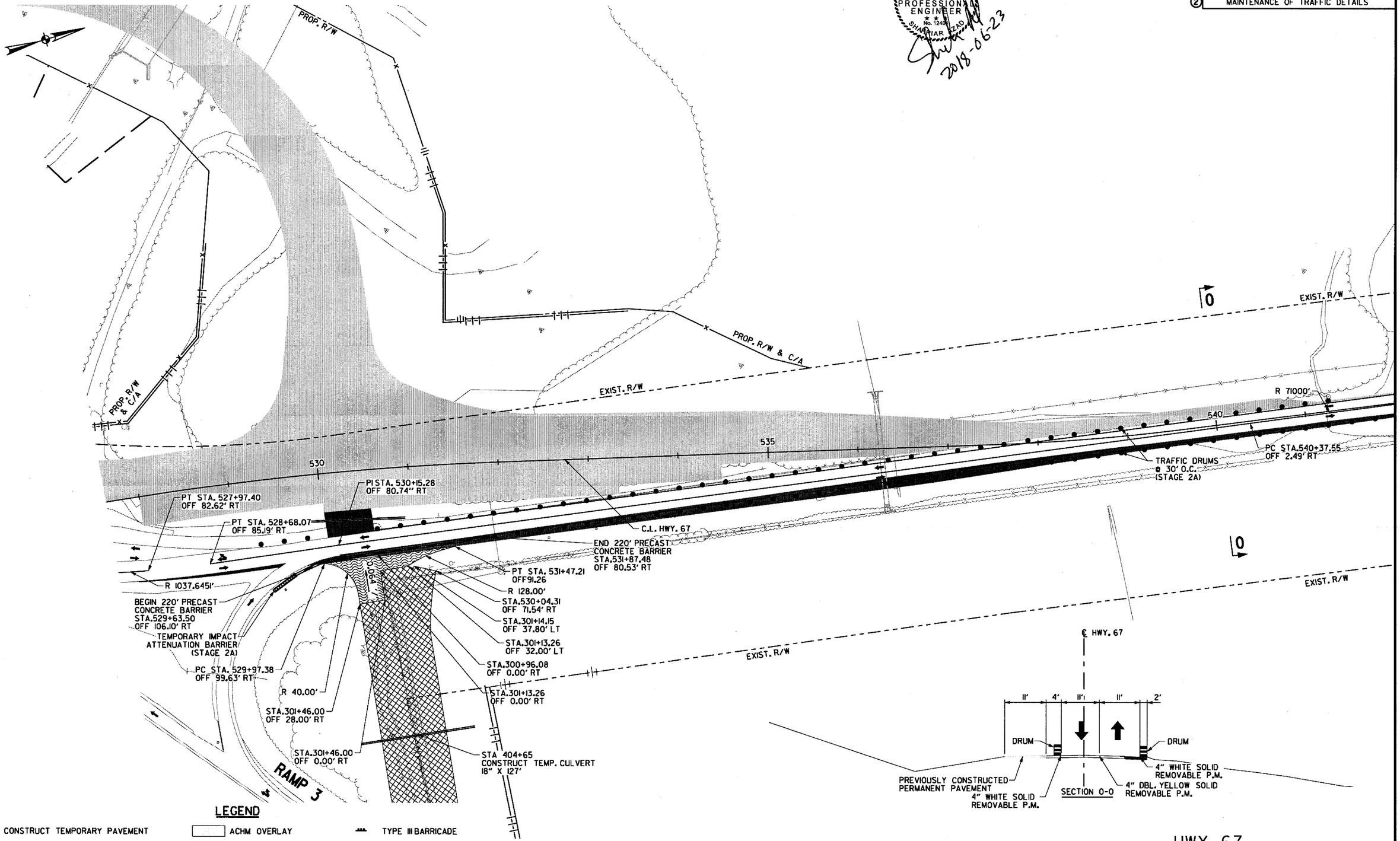
				6	ARK.			
				JOB NO.		CA0601	348	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHAHRIAR IZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2A

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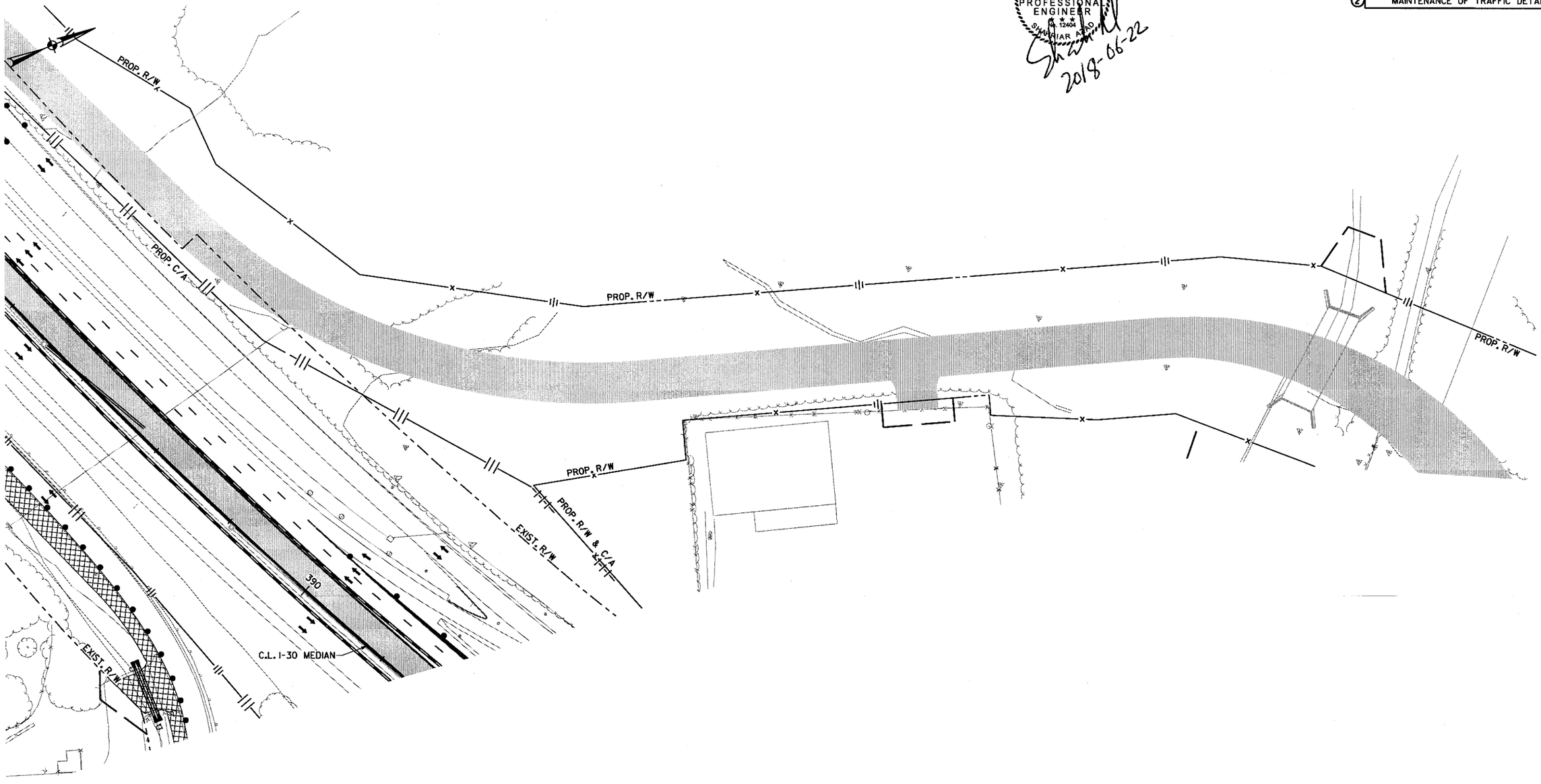
				JOB NO.		CA0601	349	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 2A

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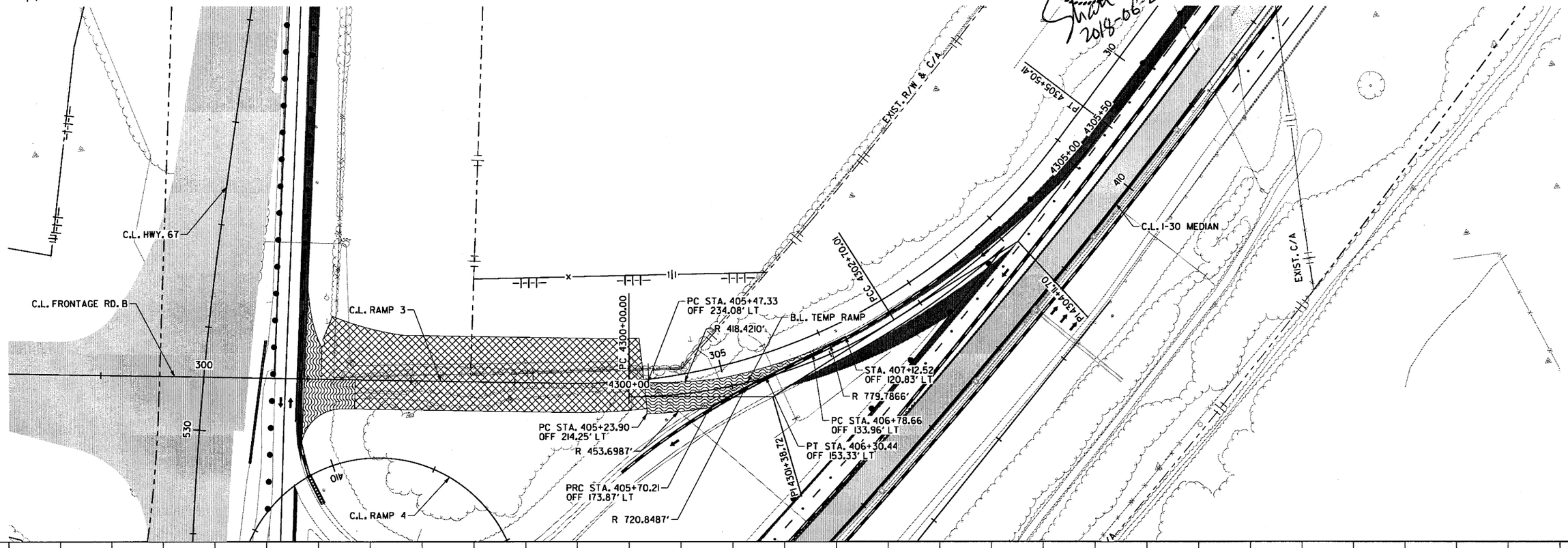
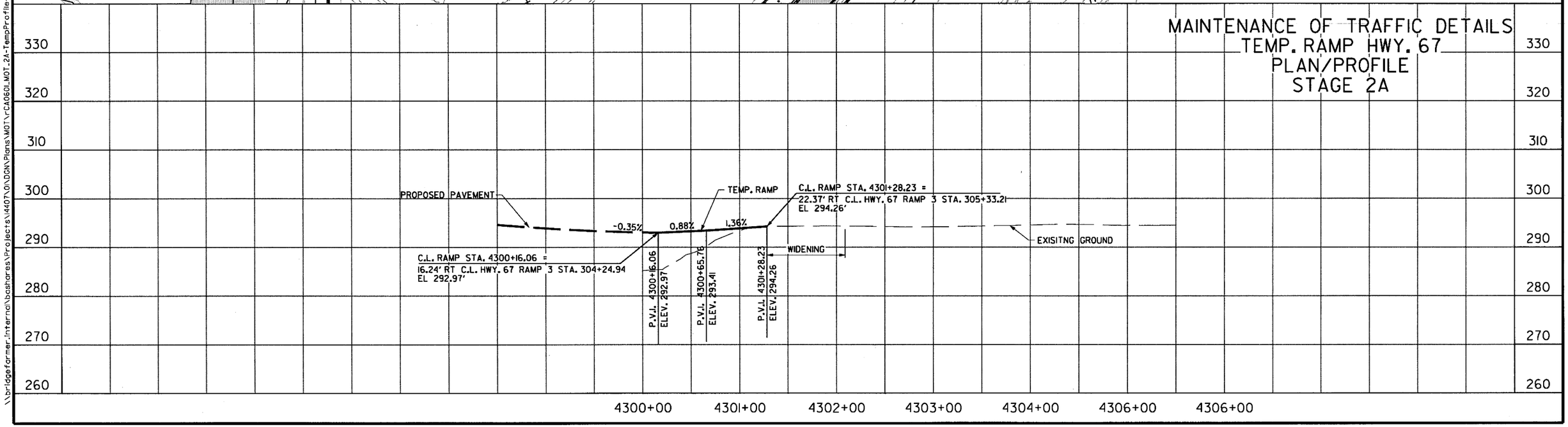
				6	ARK.			
				JOB NO.		CA0601	350	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shah 2018-06-22





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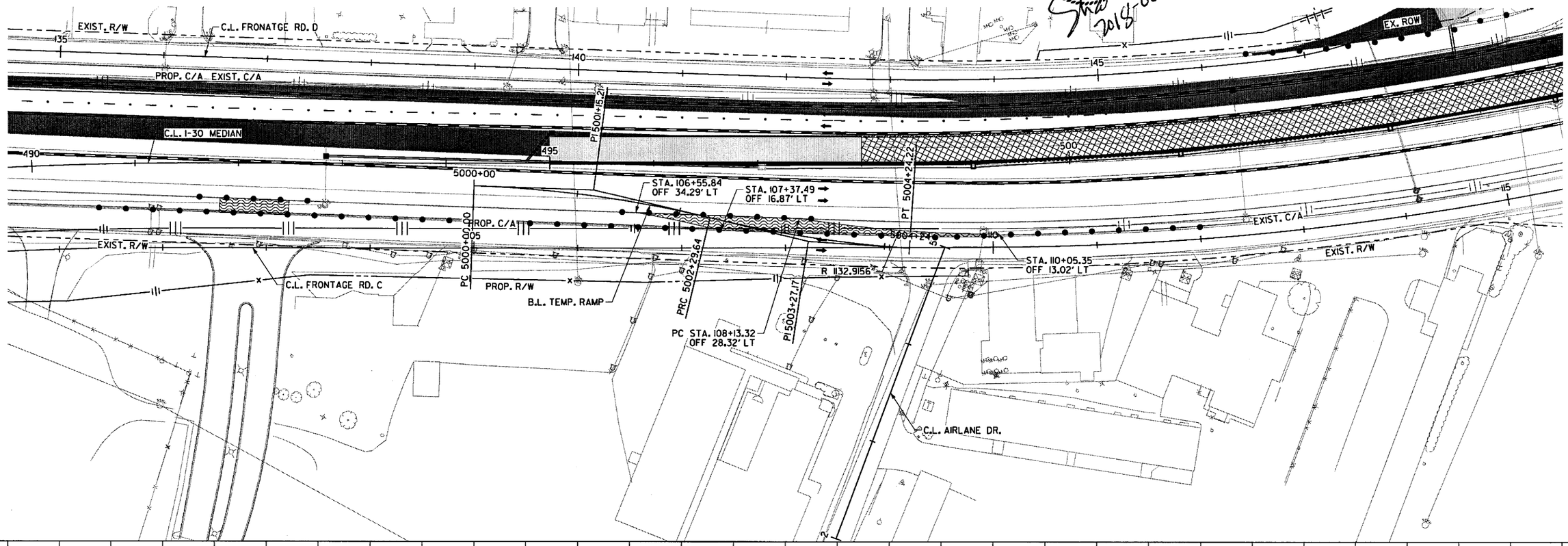
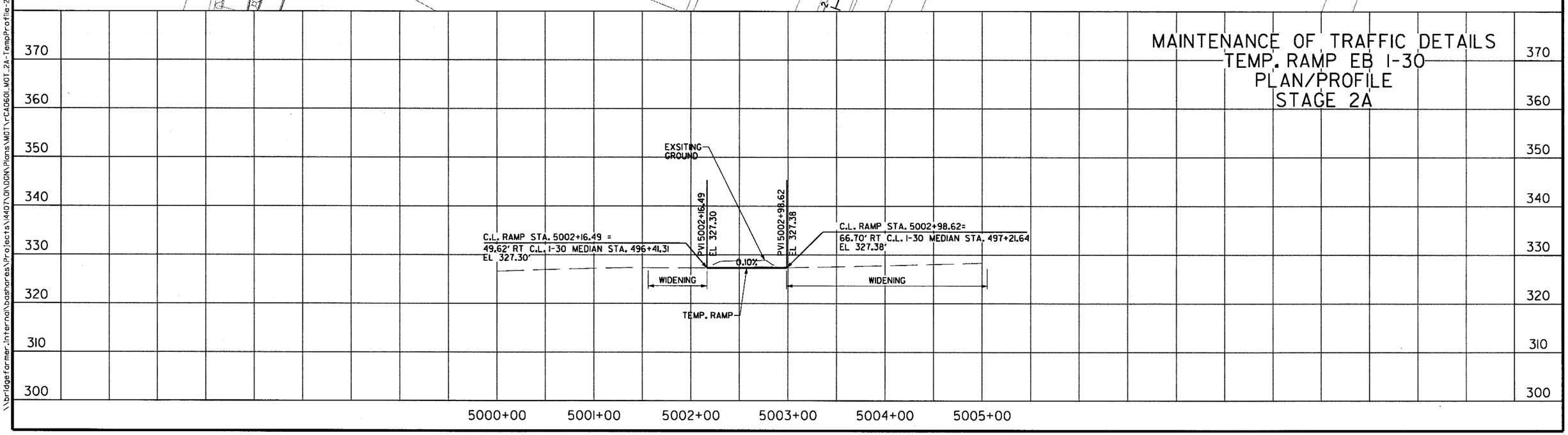
				JOB NO.		CA0601	351	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



MAINTENANCE OF TRAFFIC DETAILS
TEMP. RAMP EB I-30
PLAN/PROFILE
STAGE 2A



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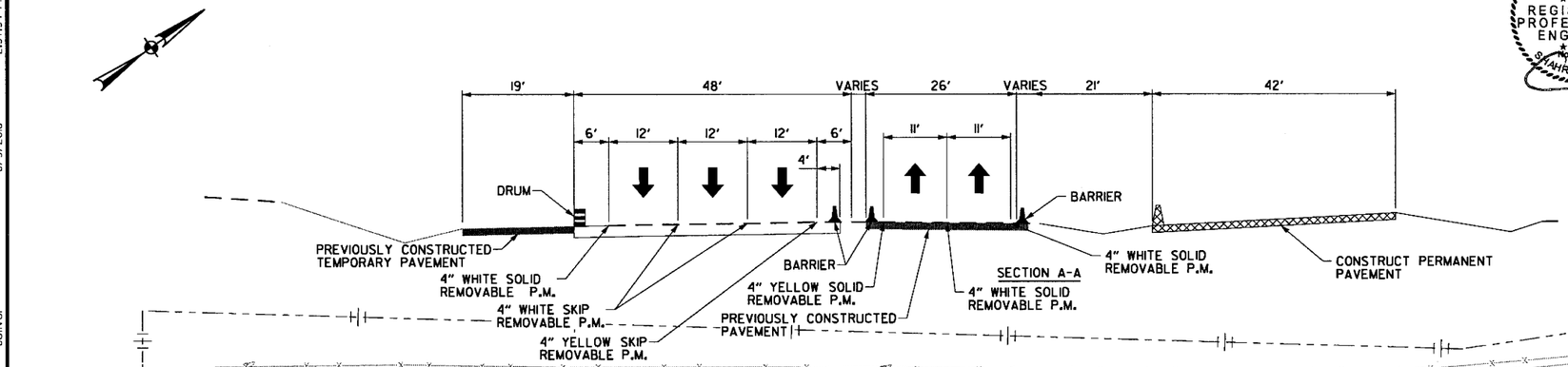
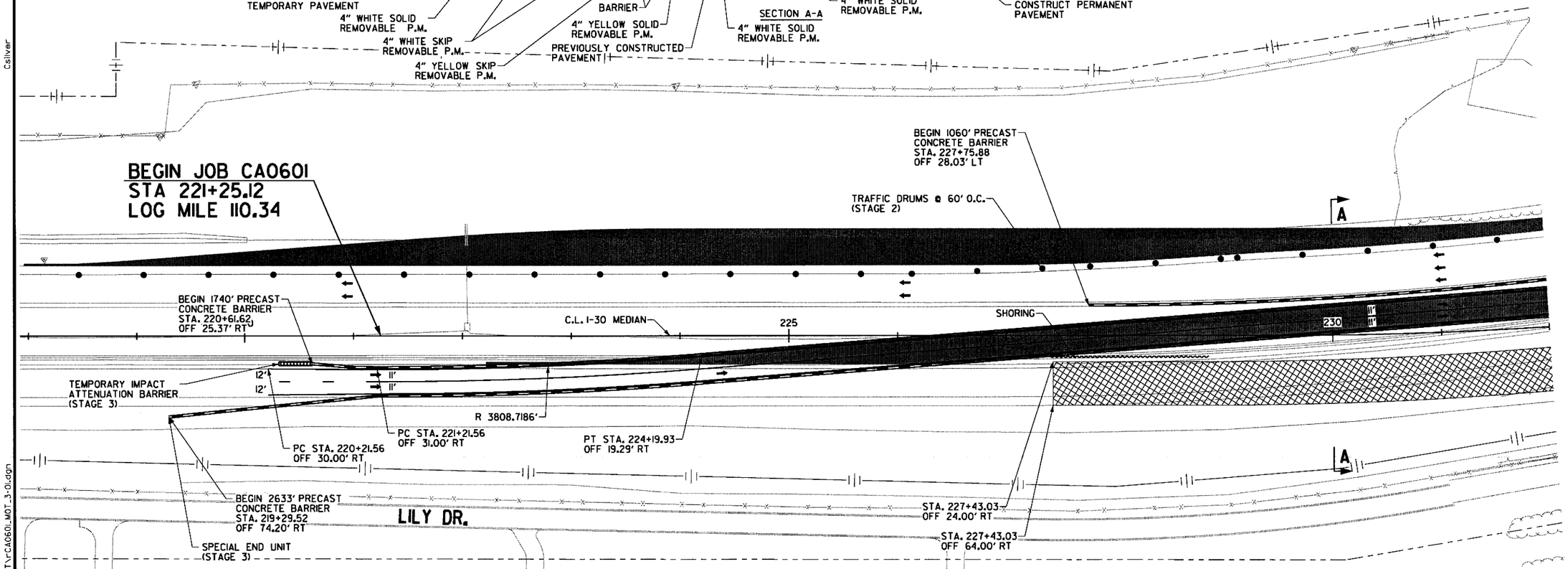
				JOB NO.		CA0601	352	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STAHRIAN AZAD
No. 12624
2018-08-09





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

STAGE 3 NOTES

- SHIFT EB I-30 MAIN LANES TRAFFIC TO TEMPORARY PAVEMENT AT THE BEGING OF PROJECT.
- SHIFT EB I-30 MAIN LANE TRAFFIC TO WB SIDE OF I-30 TO MAINTAIN MINIMUM 11 FOOT LANES WHERE SHOULDER REMAINS OPEN ON OUTSIDE. MAINTAIN 11 FOOT LANES WITH 24 FEET OF CLEAR SPACE WHERE SHOULDER IS CLOSED BY BARRIERS ON BOTH SIDES.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER AT INSIDE AND OUTSIDE OF EB AND WB I-30 MAIN LANES AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT EB PERMANENT PAVEMENT MAIN LANES FOR LENGTH OF PROJECT AND OTHER AREAS AS SHOWN ON THE PLANS.
- CONSTRUCT EASTBOUND I-30 BRIDGE AT HWY. 70, HWY. 67, AND SALINE RIVER.

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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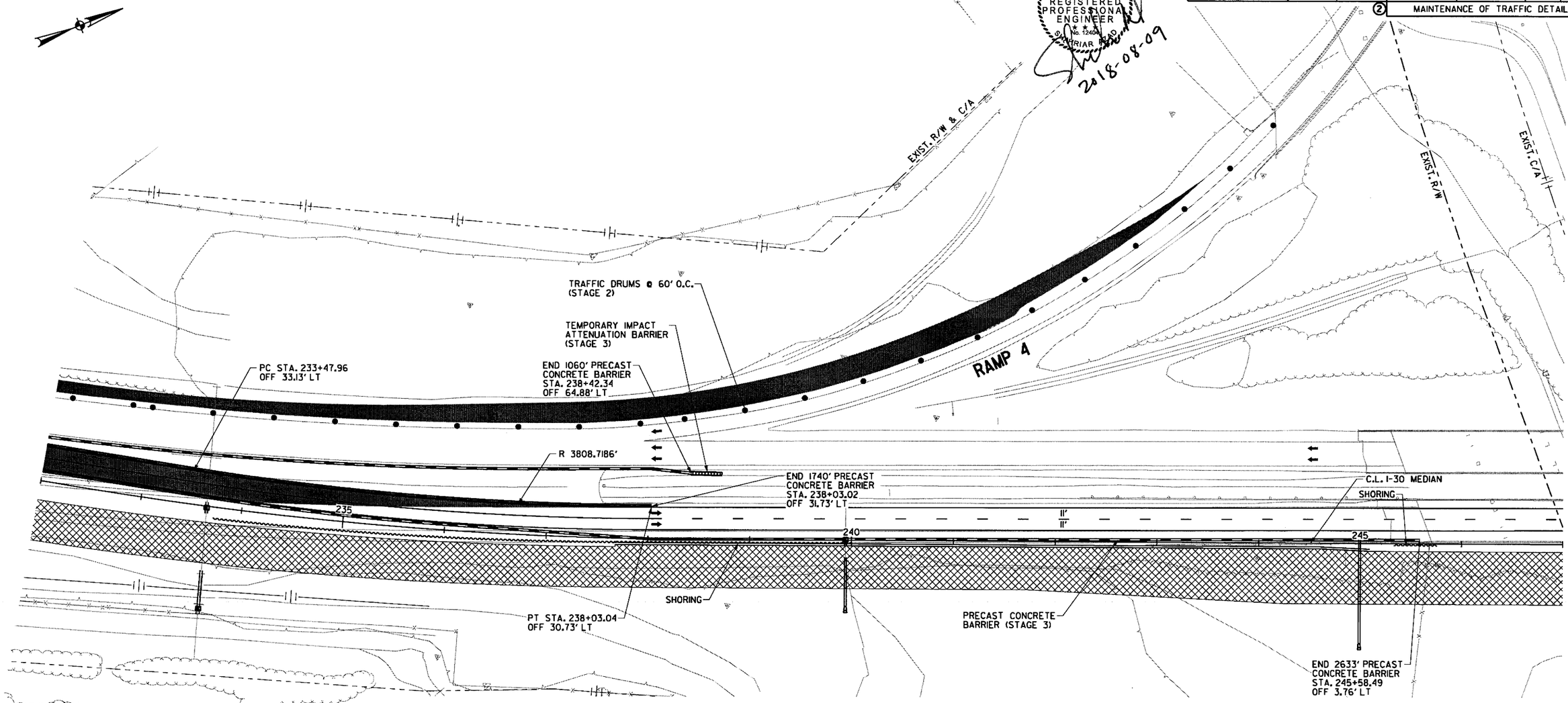
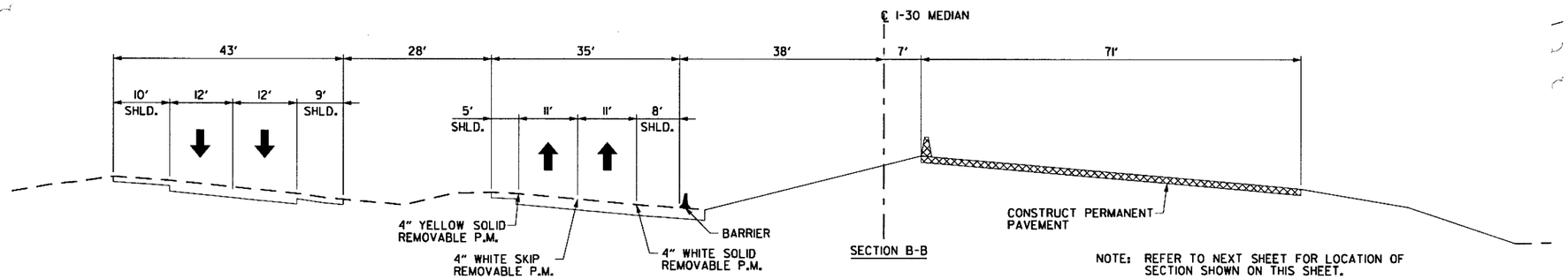
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	353	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
2018-08-09





SECTION B-B

NOTE: REFER TO NEXT SHEET FOR LOCATION OF SECTION SHOWN ON THIS SHEET.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	354	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR
2018-08-09

EXIST. R/W
EXIST. C/A
FRONTAGE ROAD
RAMP 3
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)
TRAFFIC DRUMS @ 60' O.C. (STAGE 3)
BEGIN 2,180' PRECAST CONCRETE BARRIER STA. 256+09.65 OFF 44.23' LT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)
R 1877.9023'
PRECAST CONCRETE BARRIER (STAGE 3)
PC STA. 252+64.32 OFF 48.02' LT
8" WHITE SOLID REMOVABLE P.M.
PT STA. 255+00.49 OFF 46.15' LT
SPECIAL END UNIT (STAGE 3)
SHORING
250
255
11'
11'
15'
8" WHITE SOLID REMOVABLE P.M.
C.L. I-30 MEDIAN
STA. 255+51.36 OFF 7.04' RT
PCC STA. 253+07.60 OFF 30.09' LT
STA. 257+93.66 OFF 7.45' RT
BEGIN 2,180' PRECAST CONCRETE BARRIER STA. 249+89.65 OFF 1.08' RT PLACE BLUNT END BEHIND EXISTING BARRIER
STA. 257+93.62 OFF 49.96' RT
4" YELLOW SOLID CONSTRUCTION P.M.
SHORING
STA. 366+51.36 OFF 76.88' RT
4" WHITE SOLID CONSTRUCTION P.M.
WALL A-A
NOTE: REFER TO PREVIOUS SHEET FOR DETAILS OF SECTION SHOWN ON THIS SHEET.
TRAFFIC DRUMS @ 60' O.C. (STAGE 3)
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)
TRAFFIC DRUMS @ 60' O.C. (STAGE 3)
PRECAST CONCRETE BARRIER (STAGE 3)
EXIST. R/W
EXIST. R/W & C/A
EXIST. R/W & C/A
PAWNEE DR.
RAMP 1
RAMP 2
EXIST. C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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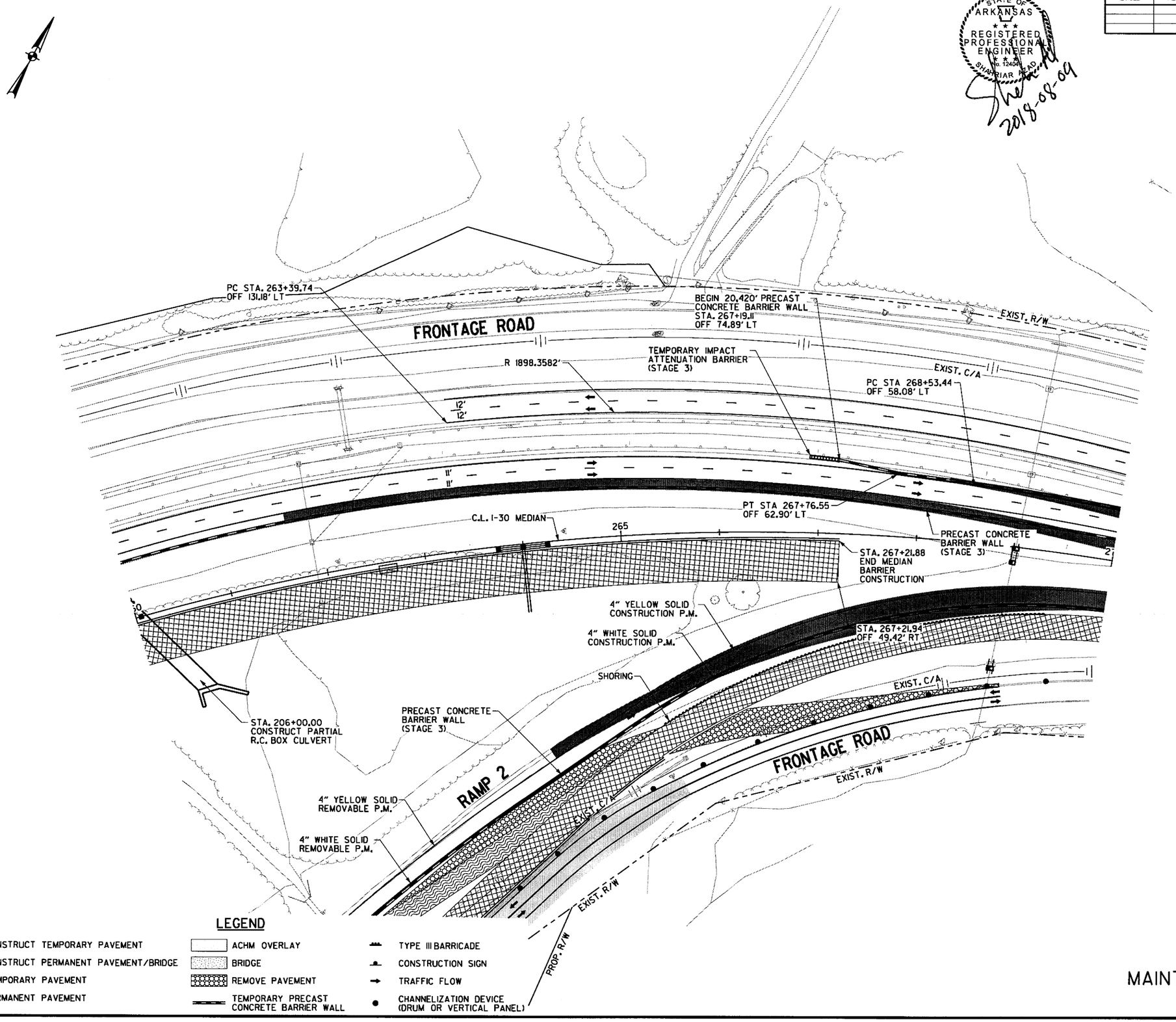
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	355	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON L. HEAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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				JOB NO.		CA0601	356	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-09

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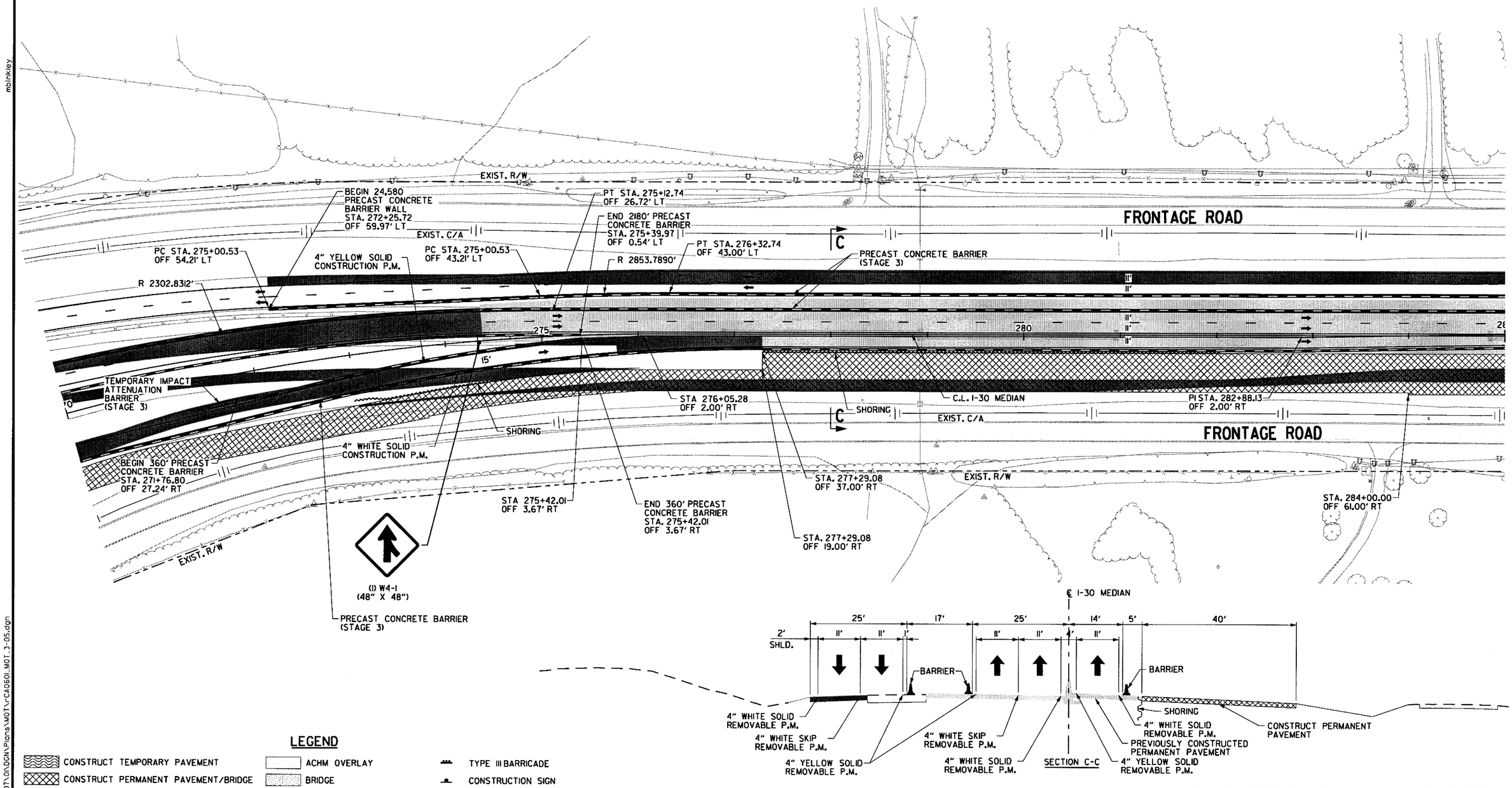

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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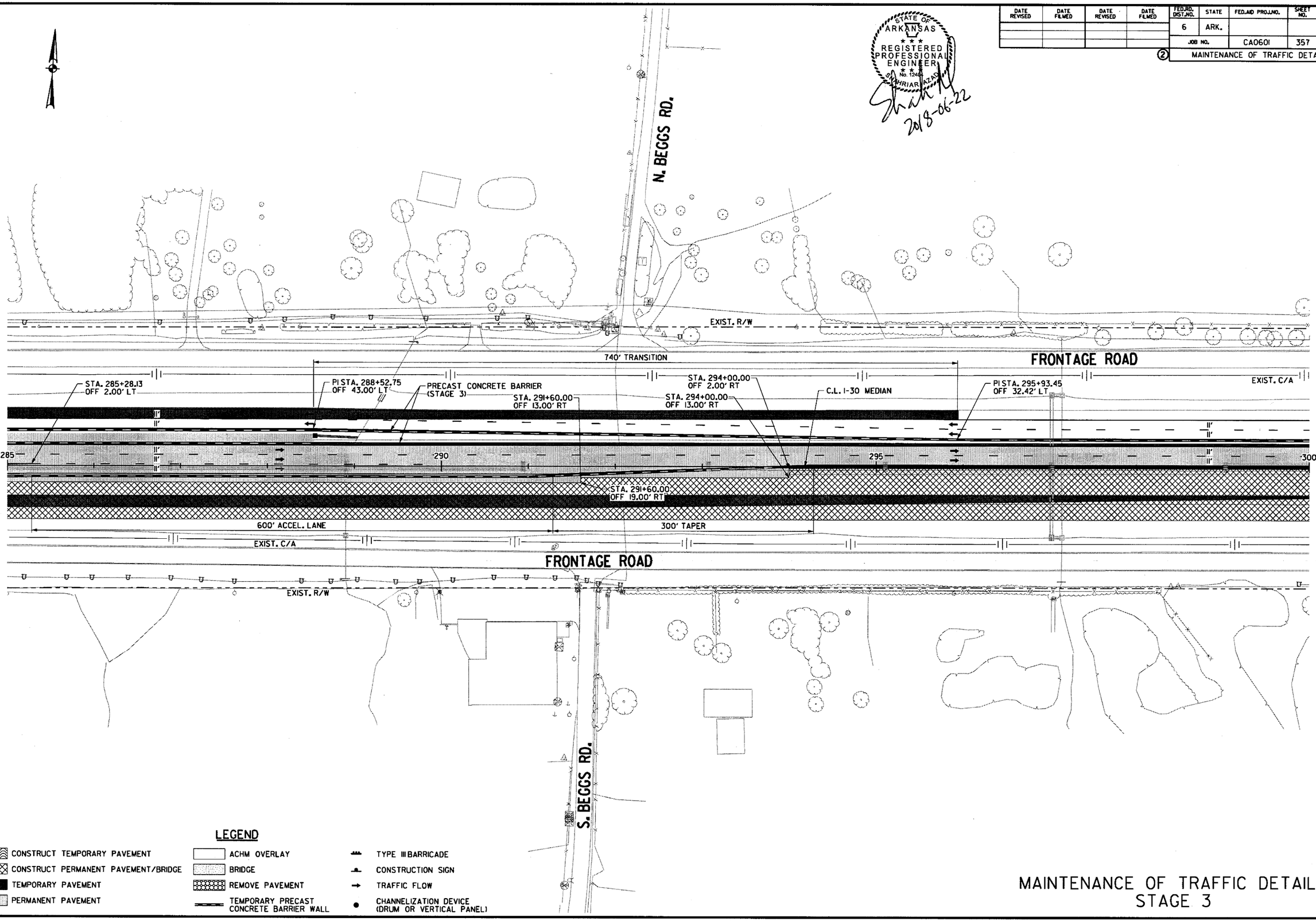
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12481
SHRIAR, AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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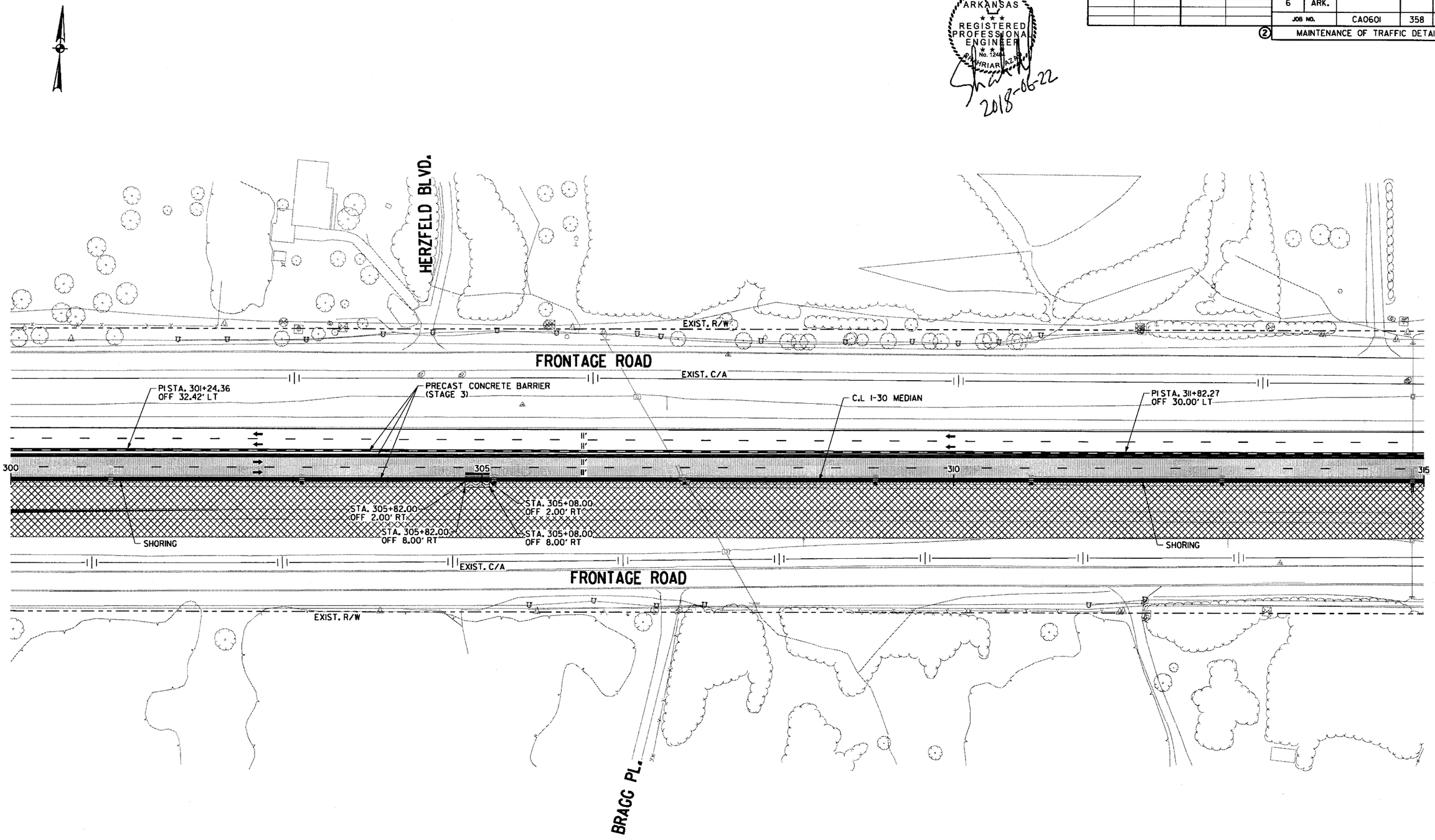
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHAHRIAR AZAD
2018-06-22



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- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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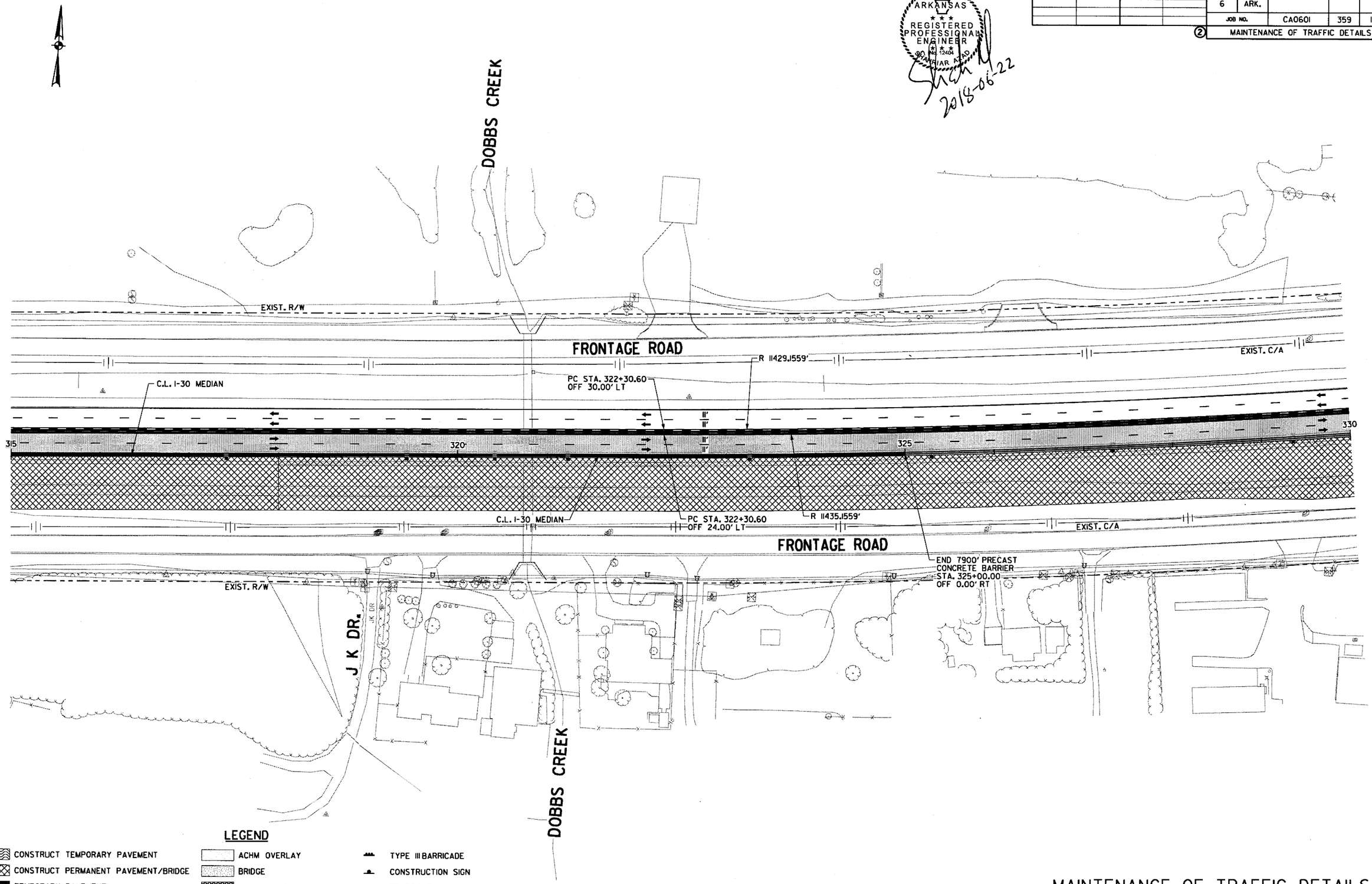
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR AZAD

2018-06-22



LEGEND

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- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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- BRIDGE
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- TYPE III BARRICADE
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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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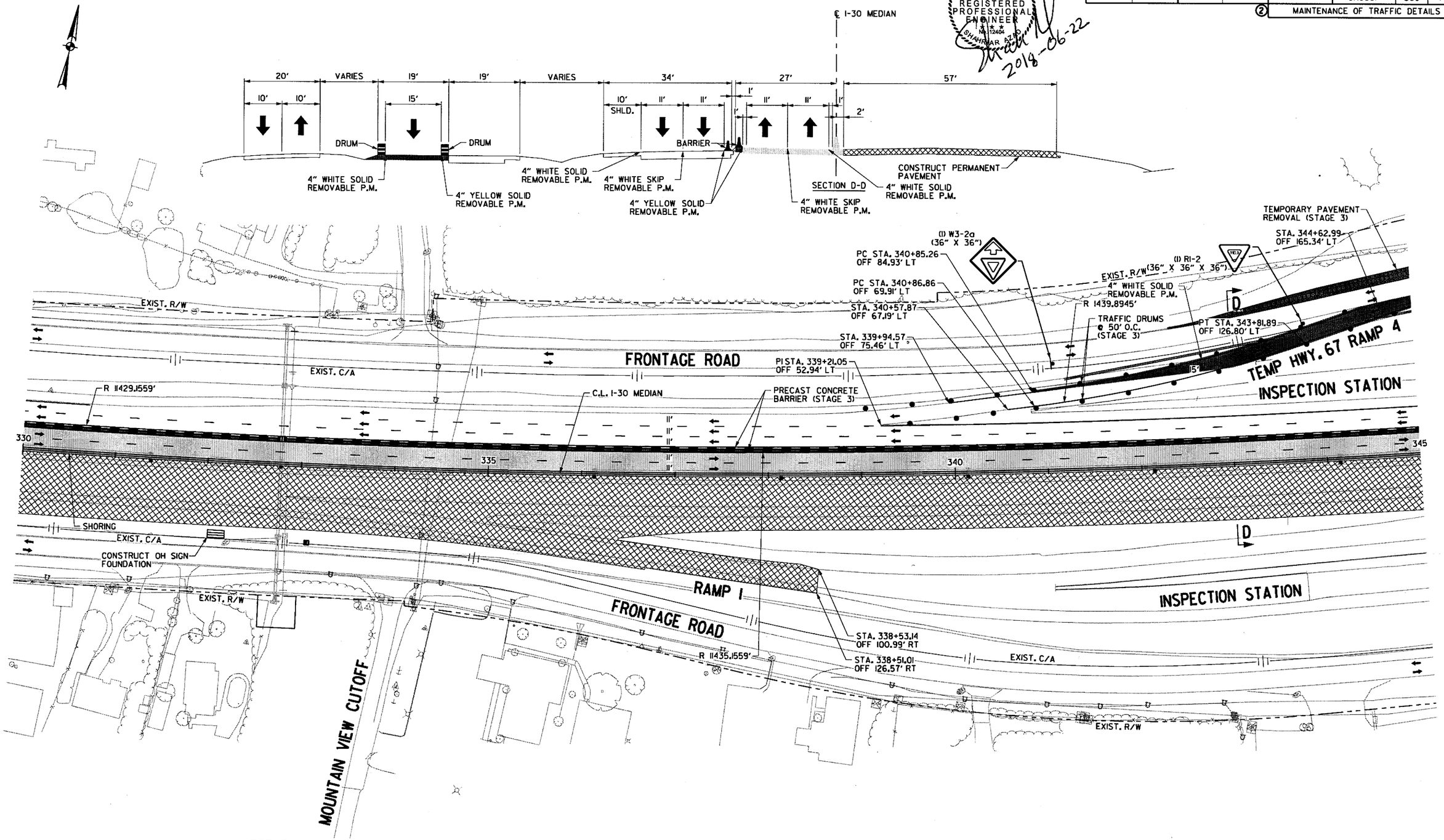
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- CONSTRUCTION SIGN
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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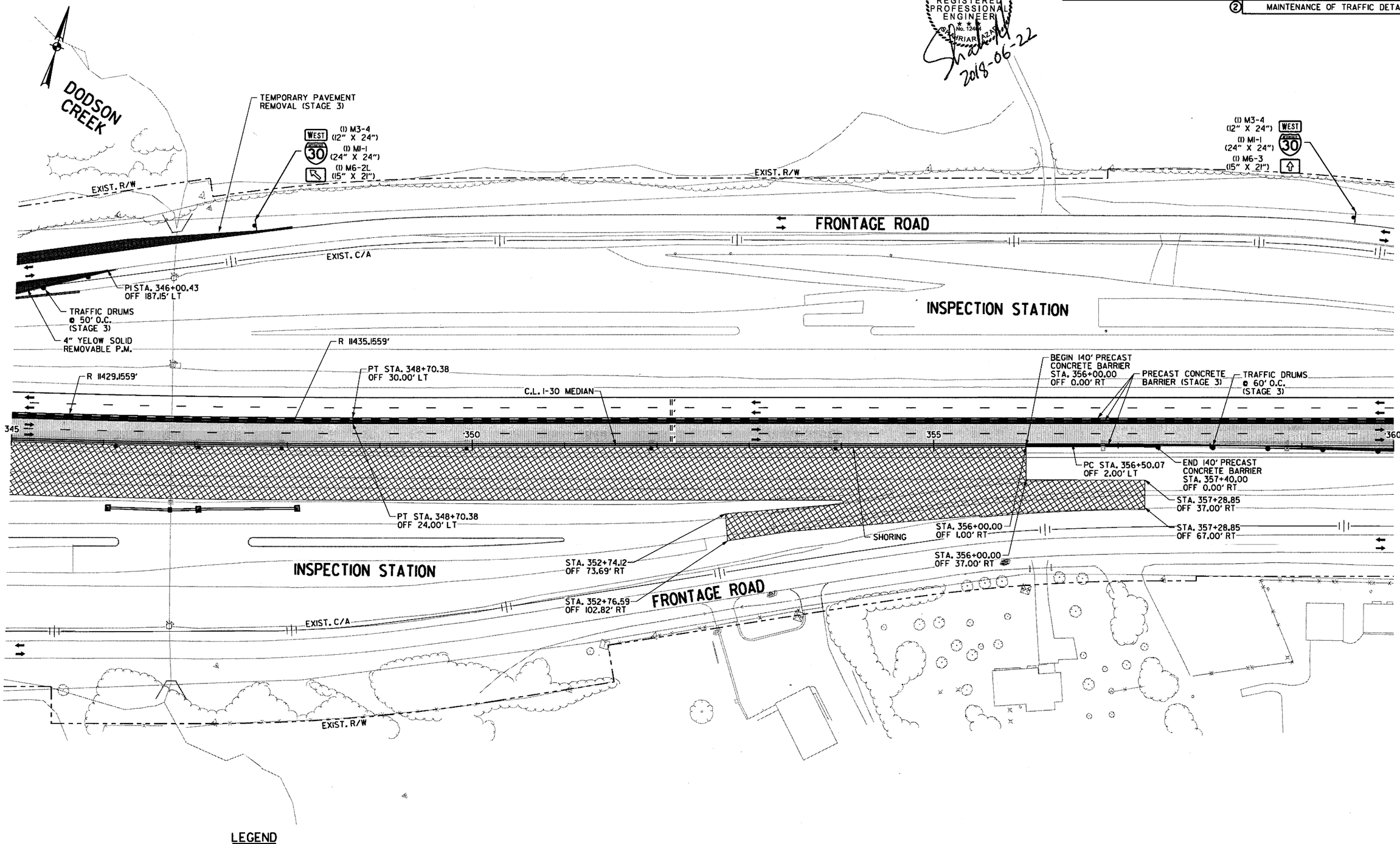
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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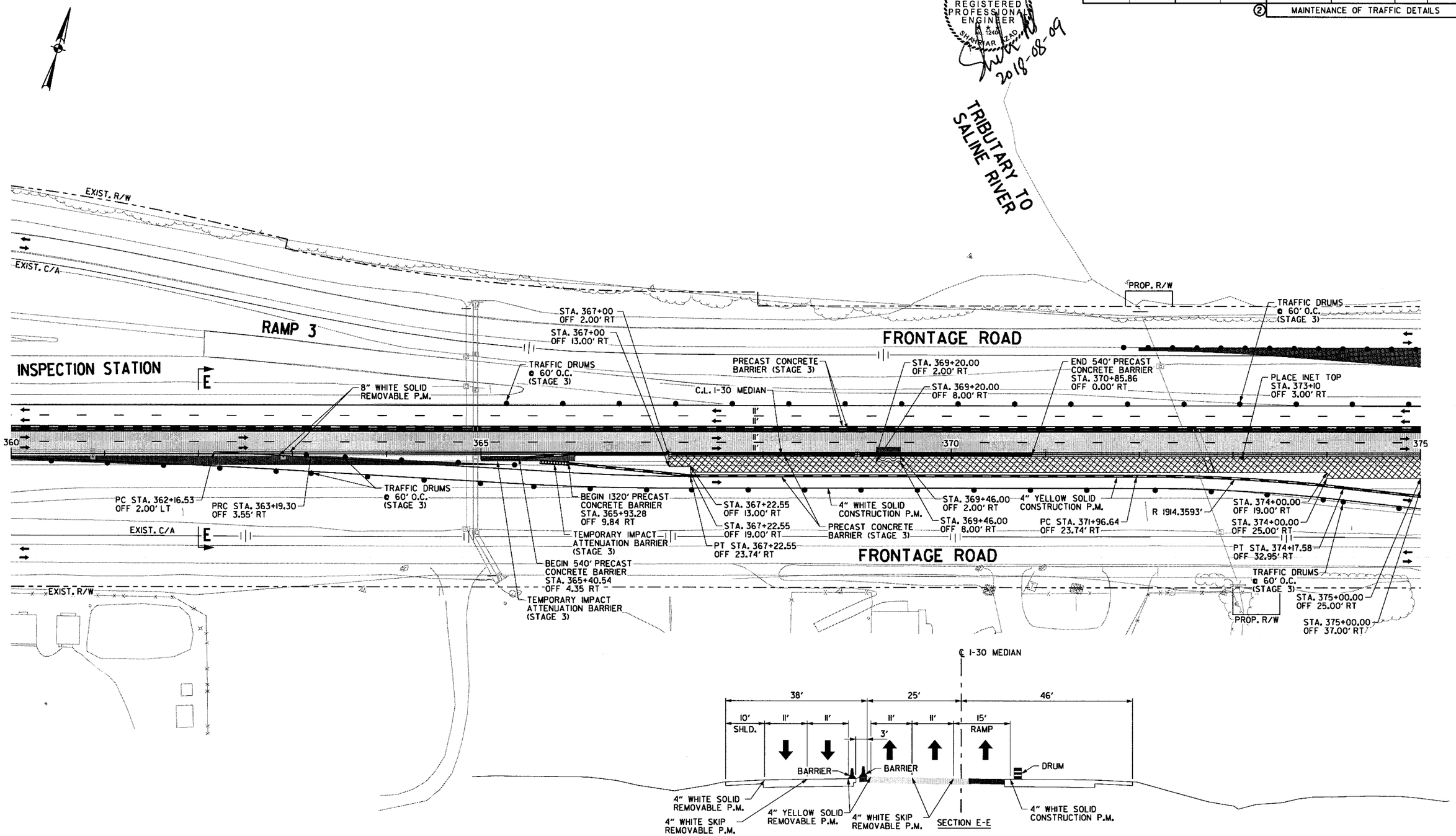
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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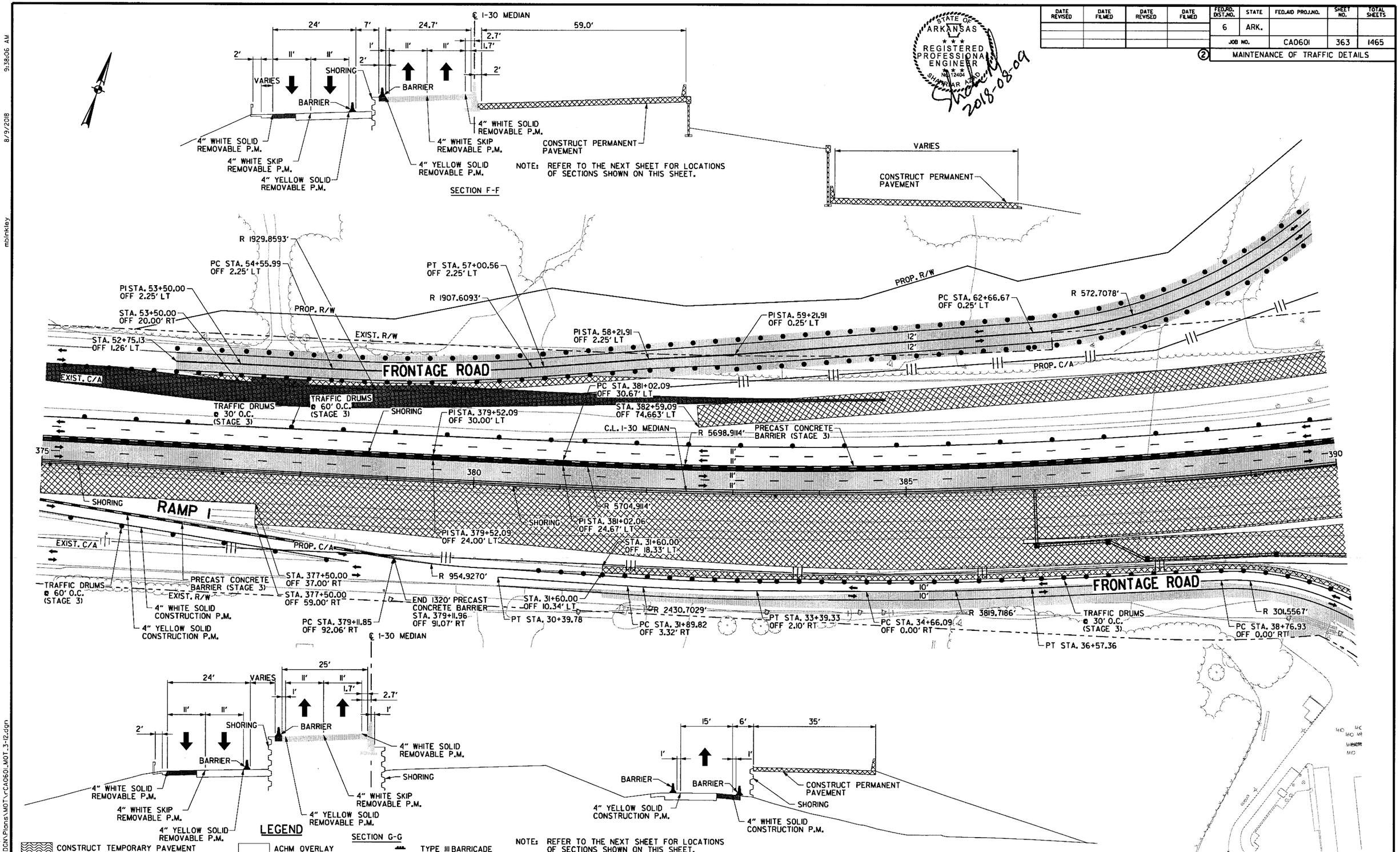
				JOB NO.		CA0601	363	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

Shahriar Azad 2018-08-09



NOTE: REFER TO THE NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.

SECTION F-F

NOTE: REFER TO THE NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.

SECTION G-G

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	364	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR
2018-08-09

8/9/2018 9:38:17 AM
mblnkley

PROP. R/W
PT STA. 67+54.99 OFF 0.25' LT
R 572.9578'
PROP. R/W
PROP. R/W & C/A
EXIST. R/W
TRIBUTARY TO SALINE RIVER
PROP. R/W & C/A
PROP. R/W & C/A
EXIST. R/W
CONSTRUCT PARTIAL BOX CULVERT
TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
(1) R11-2 (48" × 30")
ROAD CLOSED
(1) 16' BARR. TYP. III RT.
PCC STA. 390+36.78 OFF 30.67' LT
R 7650.4373'
C.L. I-30 MEDIAN
F
PCC STA. 395+84.76 OFF 37.33' LT
STA.397+91.75 OFF 13.67' RT
STA.398+15.56 OFF 1.67' RT
STA.398+15.56 OFF 13.67' RT
PCC STA. 398+62.82 OFF 37.33' LT
R 5692.2447'
G
R 5698.9114'
PCC STA. 404+12.36 OFF 30.67' LT
R 7639.4373'
TRAFFIC DRUMS @ 60' O.C. (STAGE 3)
390
395
400
405
SHORING
R 5704.9114'
STA.397+52.38 OFF 49.67' RT
STA.397+91.75 OFF 49.67' RT
STA.397+52.38 OFF 60.25' RT
C.L. HWY. 67
PC STA. 521+81.83 OFF 64.30' RT
PRECAST CONCRETE BARRIER (STAGE 3)
SHORING
PI STA. 207+40.24 OFF 35.13' LT
CONSTRUCT PARTIAL BOX CULVERT
NOTE: REFER TO PREVIOUS SHEET FOR SECTIONS SHOWN ON THIS SHEET.
RAMP 2
PT STA. 522+09.03 OFF 110.01' RT
R 52.8113'
STA. 521+76 CONSTRUCT TEMP. CLUVERT 18" X 70'
EXIST. R/W & C/A
NOTE: REFER TO PREVIOUS SHEET FOR SECTIONS SHOWN ON THIS SHEET.
NOTE: CONTRACTOR SHALL MAINTAIN FLOW THROUGH THE CULVERT BY USE PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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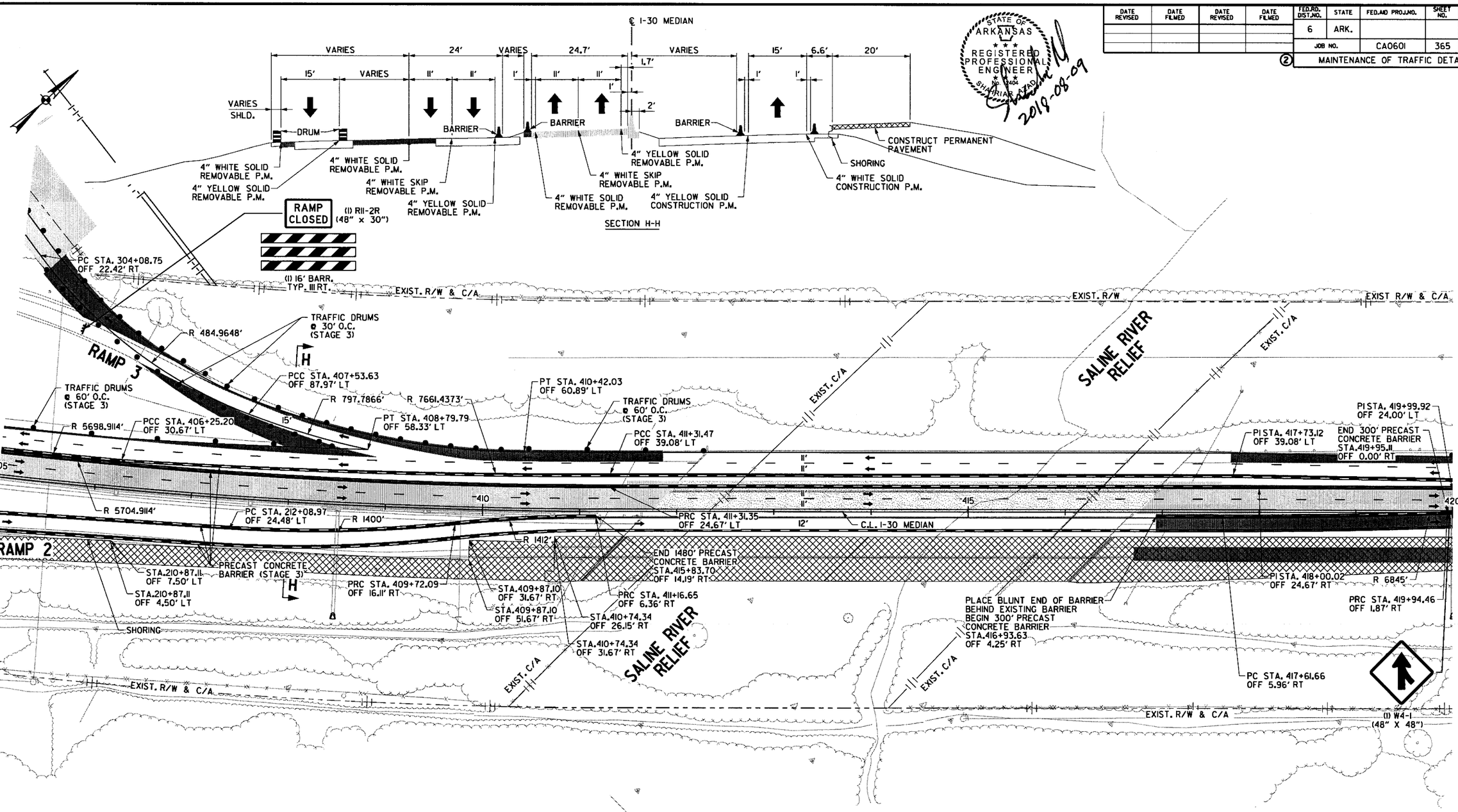
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	365	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2019-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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mblnkley
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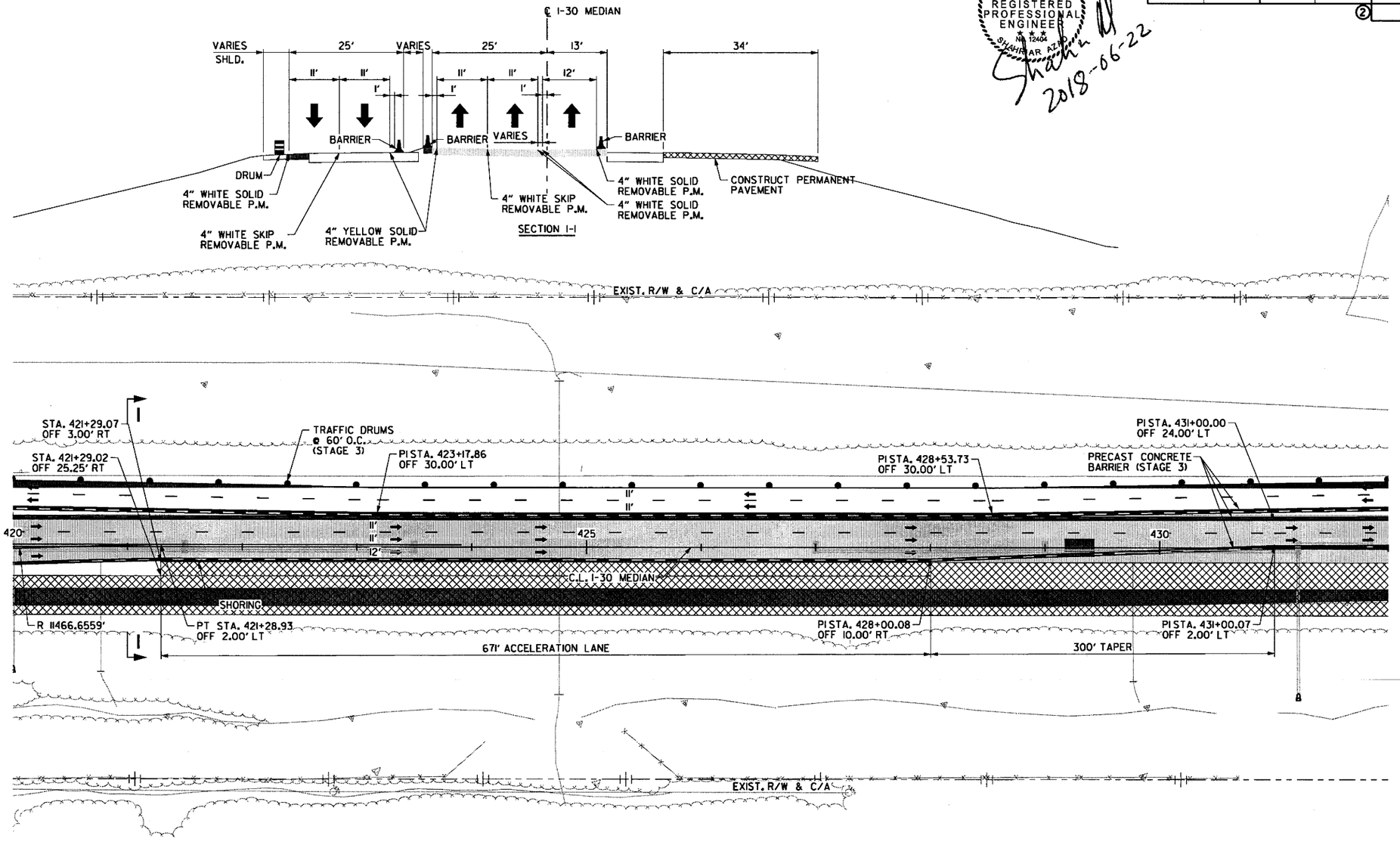
				6	ARK.			
				JOB NO.		CA0601	366	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRAM AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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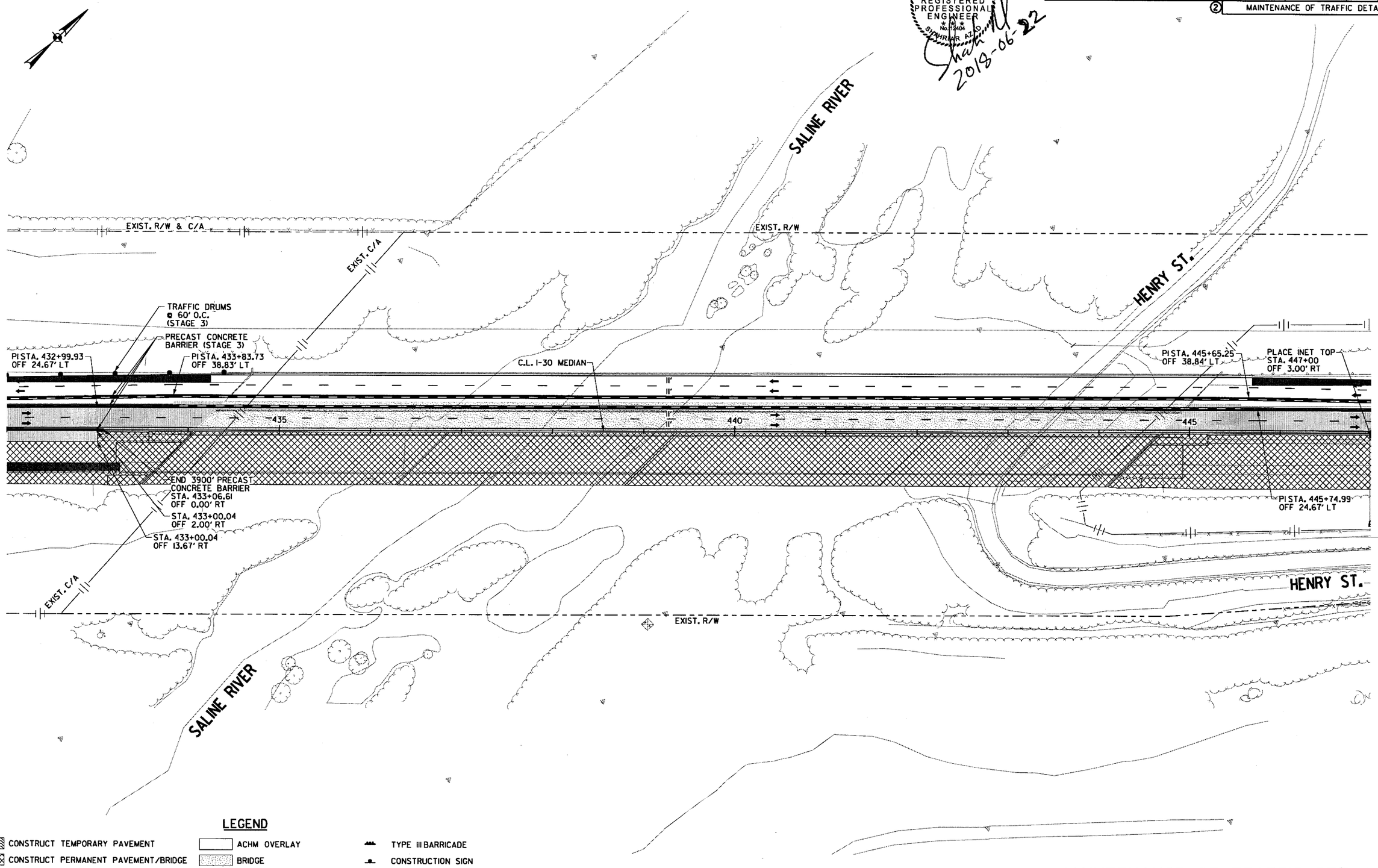
				JOB NO.		CA0601	367	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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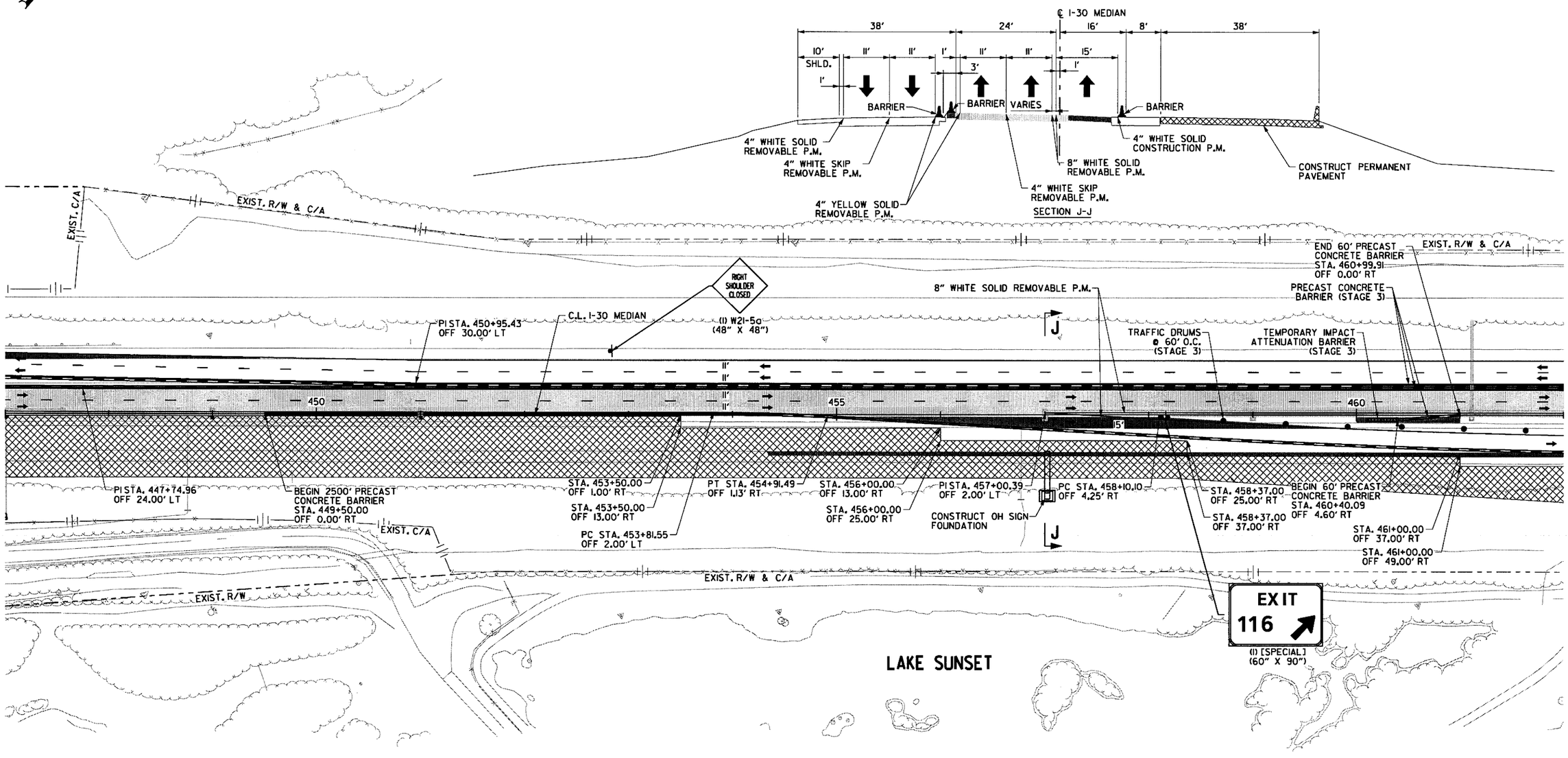
				6	ARK.			
				JOB NO.		CA0601	368	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR 2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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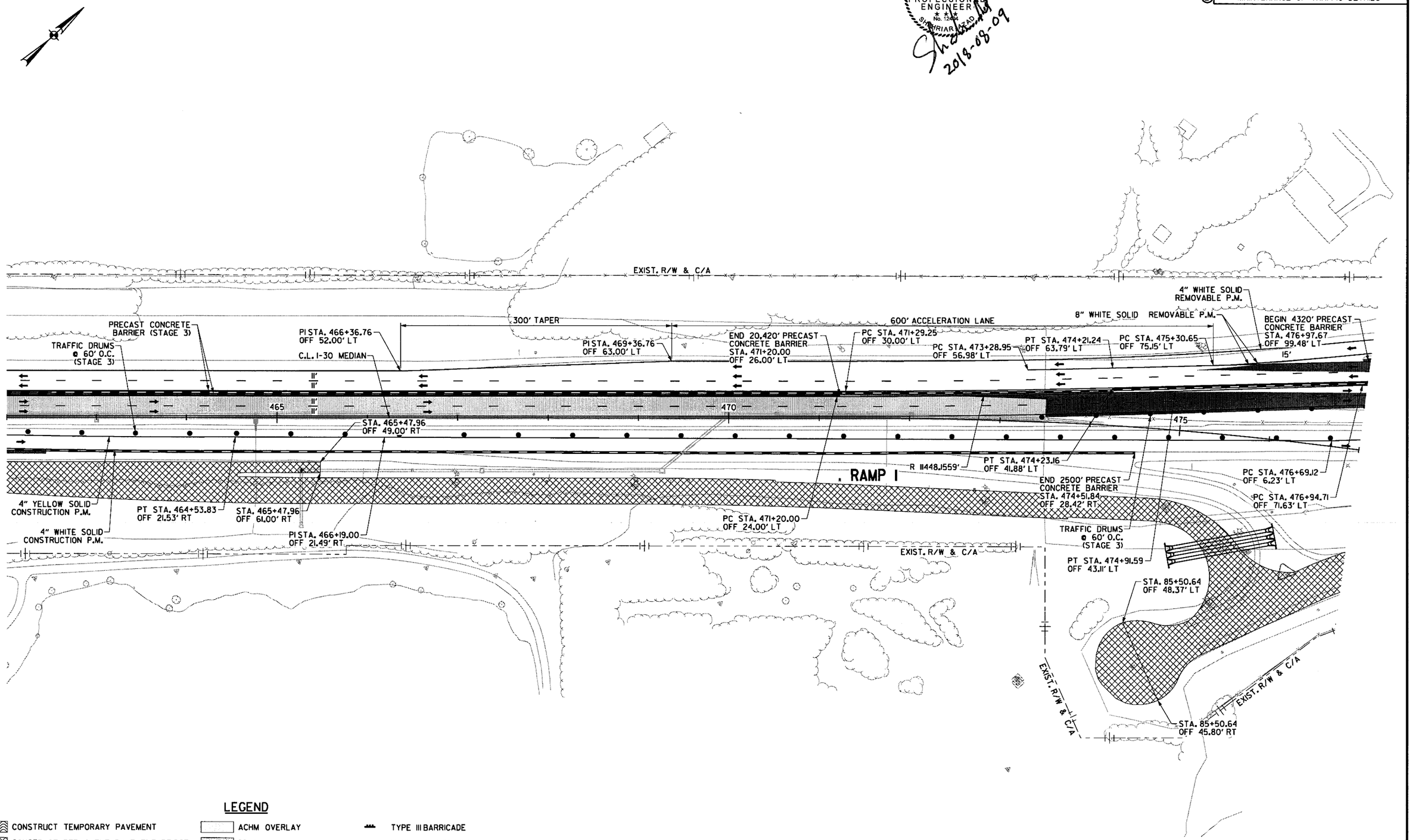
				6	ARK.			
				JOB NO.		CA0601	369	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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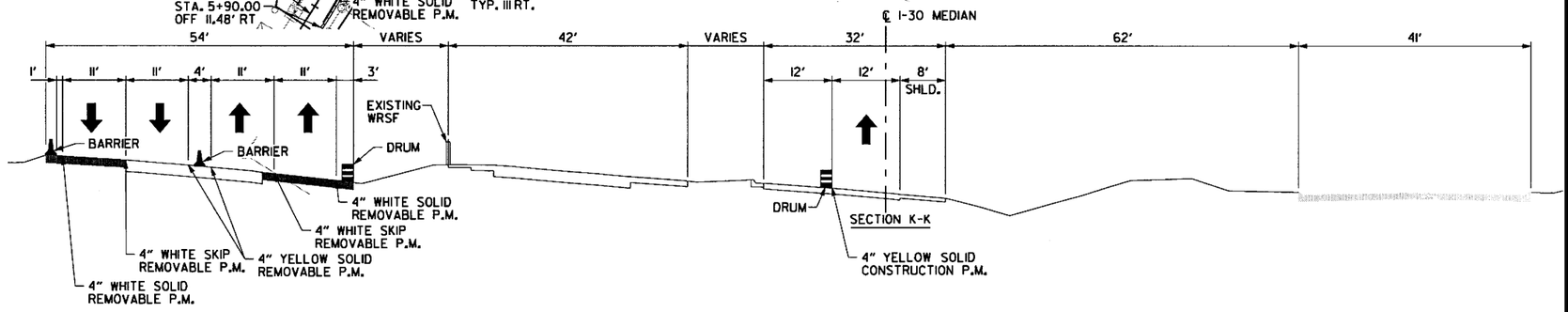
				6	ARK.			
				JOB NO.		CA0601	370	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2018-08-09

W. SOUTH ST. (AR 229)
EXIST. R/W & C/A
EXIST. R/W
TROUTT
(1) W1-1L (30" X 30")
(2) R5-1a (36" X 24")
WRONG WAY
PRECAST CONCRETE BARRIER (STAGE 3)
PROP. C/A
MAINTAIN EXISTING WIRE ROPE SAFETY FENCE
TRAFFIC DRUMS @ 60' O.C. (STAGE 3)
RAMP 4
R 1935.8593'
PC STA. 477+07.00 OFF 77.71' LT
PT STA. 482+78.71 OFF 58.92' LT
PC STA. 483+19.81 OFF 58.90' LT
PT STA 487+50.94 OFF 88.31' LT
FRONTAGE ROAD
R 1931.8593'
PCC STA. 482+15.22 OFF 57.90' LT
STA. 94+14.13 OFF 20.00' LT
PT STA. 487+59.81 OFF 82.99' LT
PT STA. 487+32.37 OFF 28.78' LT
480
485
490
(1) R1-1 (36" X 36")
STOP
(3) R1-1 (36" X 36")
STA. 93+33.78 OFF 20.00' LT
STA. 93+33.78 OFF 20.00' RT
STA. 482+99.40 OFF 46.66' LT
C.L. I-30 MEDIAN
4" WHITE SOLID CONSTRUCTION P.M.
(1) W3-1A (36" X 36")
PROP. C/A
EXIST. R/W
FRONTAGE ROAD
PROP. R/W
TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
K
PT STA. 7+49.14 OFF 9.68' LT
STA. 94+14.13 OFF 65.28' RT
STA. 7+15.88 OFF 11.50' RT
4" YELLOW SOLID REMOVABLE P.M.
PC STA. 5+93.91
STA. 5+90.00 OFF 11.48' RT
4" WHITE SOLID REMOVABLE P.M.
CONSTRUCT IN HALVES TO MAINTAIN DRIVEWAY ACCESS
FAIRFIELD RD.
ROAD CLOSED
(2) R11-2 (48" x 30")
(2) 16' BARR. TYP. III RT.
(1) R11-2 (48" x 30")
(1) W1-6L (48" x 24")
(1) 16' BARR. TYP. III RT.
PROP. R/W



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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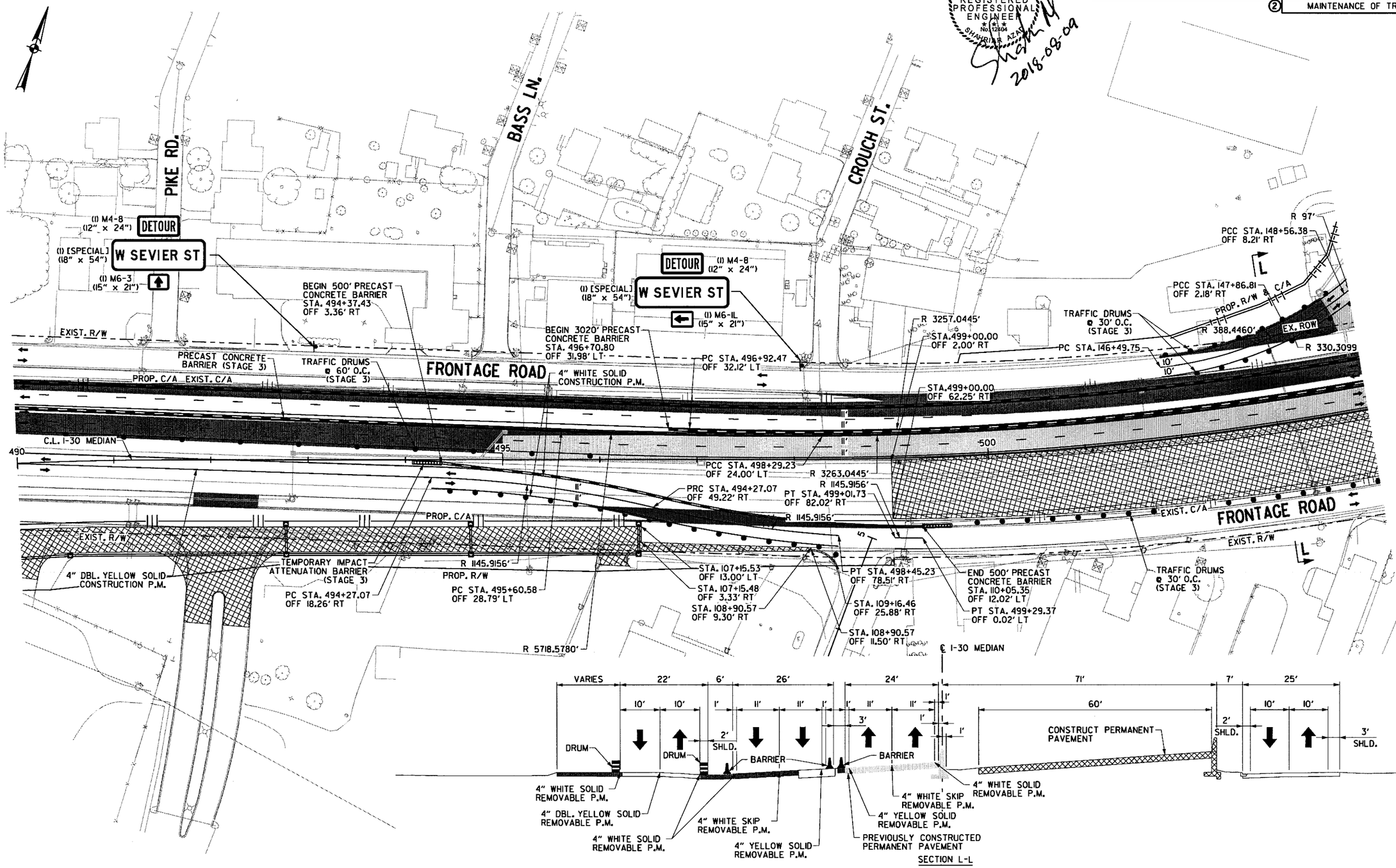
				6	ARK.			
				JOB NO.		CA0601	371	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12604
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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				JOB NO.		CA0601	372	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AHAD
2018-06-23

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BELL ST.
SEVER ST.
W. SOUTH ST.
LEANDER ST.
FRONTAGE ROAD
RAMP 2
PROP. C/A
EXIST. C/A
EXIST. R/W
PROP. R/W & C/A
C.L. I-30 MEDIAN
STOP
LEFT LANE ENDS
MATCH LINE
INSET
PRECAST CONCRETE BARRIER (STAGE 3)
END 24580' PRECAST CONCRETE BARRIER STA. 517+75.26 OFF 26.00' LT
STA. 513+43 CONSTRUCT TEMP. CULVERT 18" X 105'
TRAFFIC DRUMS @ 30' O.C. (STAGE 3)
(1) RI-1 (36" X 36")
(1) RI-2 (36" X 36" X 36")
(2) RI-1 (36" X 36")
(2) W4-2L (36" X 36")
(2) W9-1L (36" X 36")

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	373	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-09-09

EXIT 116

MCNEIL CREEK

EXIST. R/W

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3)

END 4320' PRECAST CONCRETE BARRIER STA.520+19.52 OFF 56.97' LT

PRECAST CONCRETE BARRIER (STAGE 3)

RAMP 3

STA. 523+72.83 OFF 74.97' LT

C.L. I-30 MEDIAN

(I) [SPECIAL] (60" X 90")

PT STA. 526+05.61 OFF 51.99 LT

PI STA. 527+55.95 OFF 52.00 LT

FRONTAGE ROAD

END JOB CA0601
STA. 531+75.78
LOG MILE 116.24

R 3028.00'

PT STA. 532+64.74 OFF 49.48' LT

R 4784.9897'

PRC STA. 532+15.68 OFF 50.68' LT

R 3028.00'

520 525 530

PC STA. 523+14.05 OFF 39.54' RT

PC STA. 522+74.48 OFF 58.32' RT

R 1000.00'

R 1011.00'

R 1000.00'

PRC STA. 523+75.87 OFF 43.47' RT

PRC STA. 523+95.20 OFF 28.66' RT

PRC STA. 525+68.89 OFF 13.51' RT

TRAFFIC DRUMS @ 50' O.C. (STAGE 3)

TRAFFIC DRUMS @ 60' O.C. (STAGE 3)

PROP. C/A

EXIST. R/W & C/A

(I) W1-4aR (48" X 48")

XX M.P.H.

(I) W13-1 (24" X 24")

RET. WALL

PC STA. 531+25.81 OFF 30.00' LT

PC STA. 531+25.81 OFF 24.00' LT

4" WHITE SOLID REMOVABLE P.M.

PRC STA. 532+41.24 OFF 27.80' LT

R 3022.00'

TRAFFIC DRUMS @ 60' O.C. (STAGE 3)

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3

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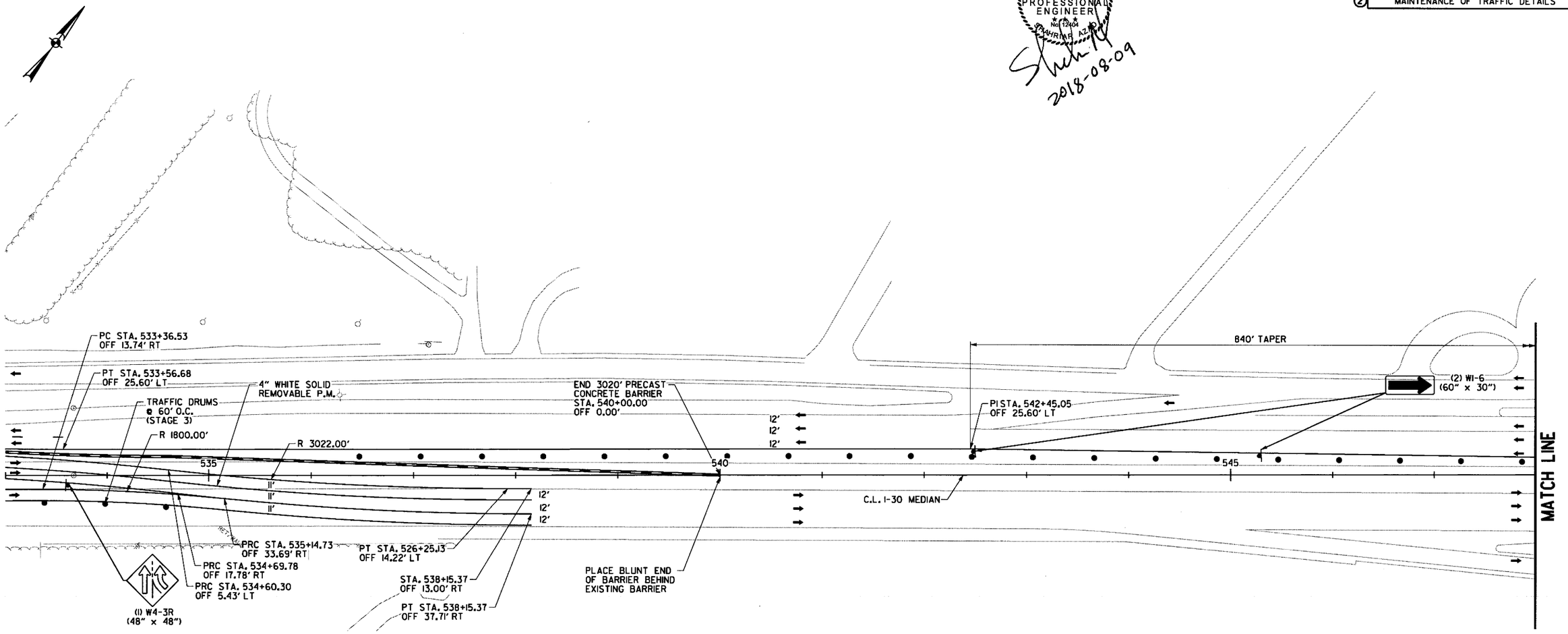
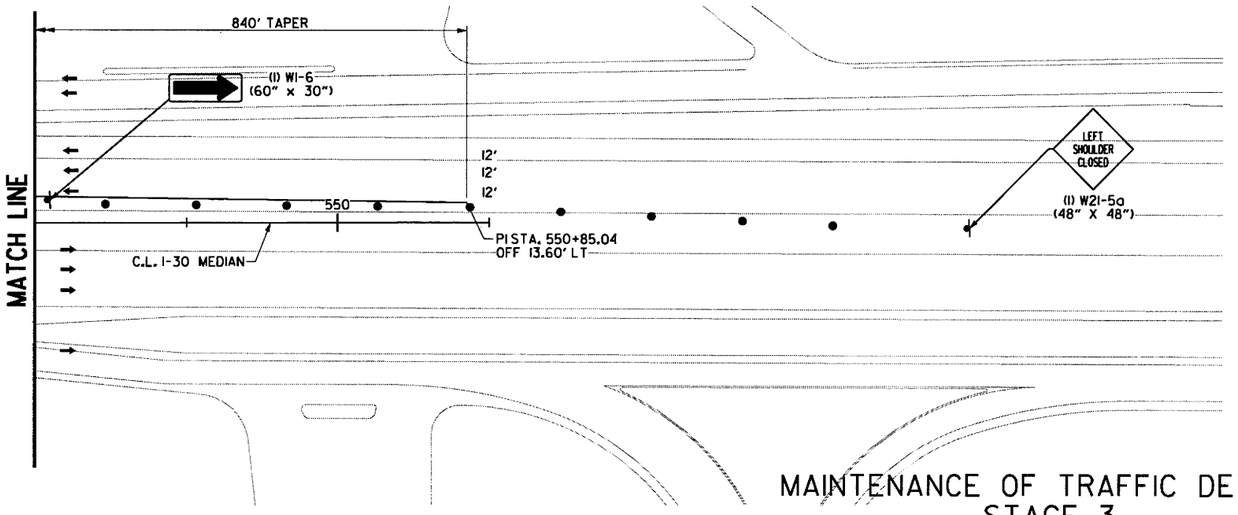
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	374	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN M. AZLIN
2018-08-09





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
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MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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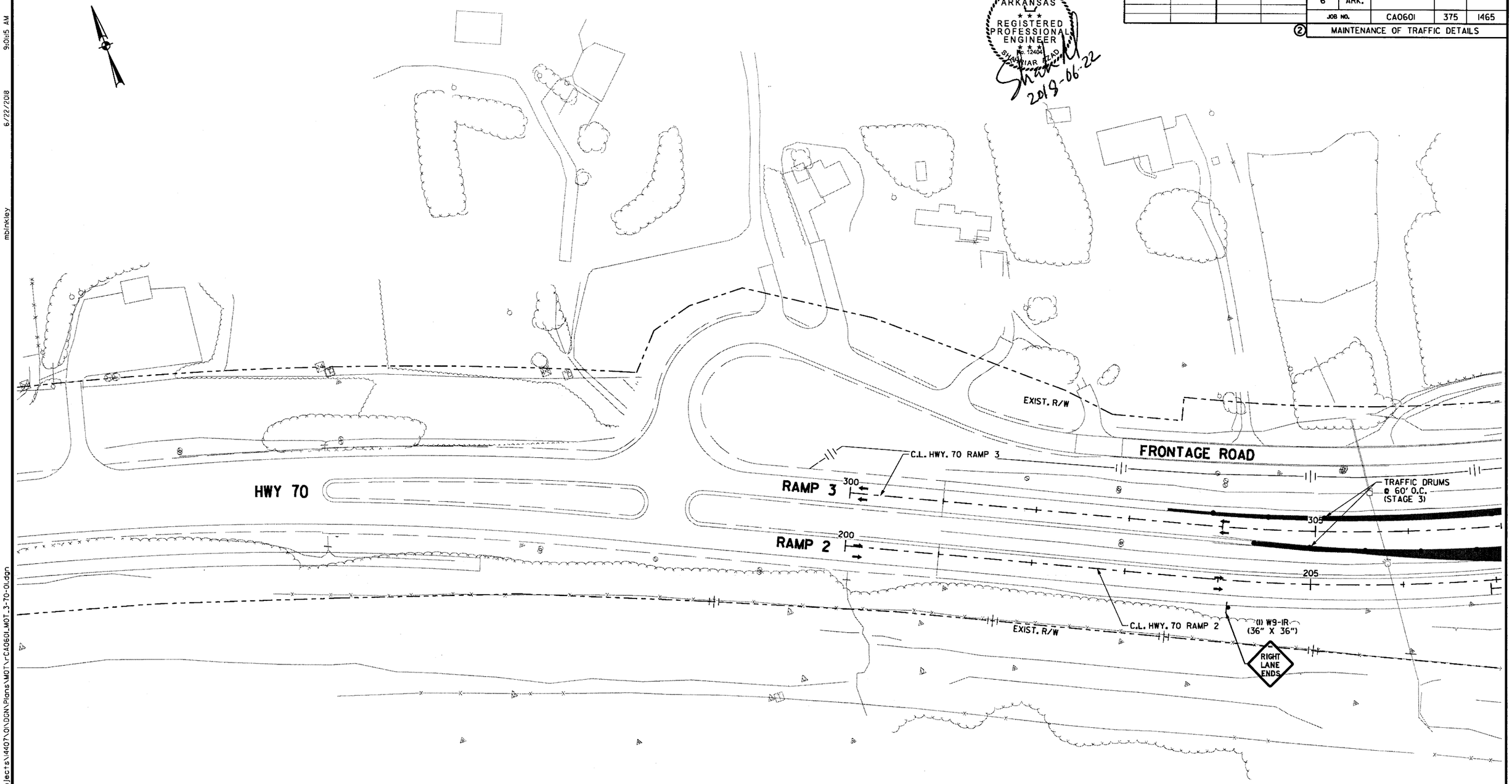
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	375	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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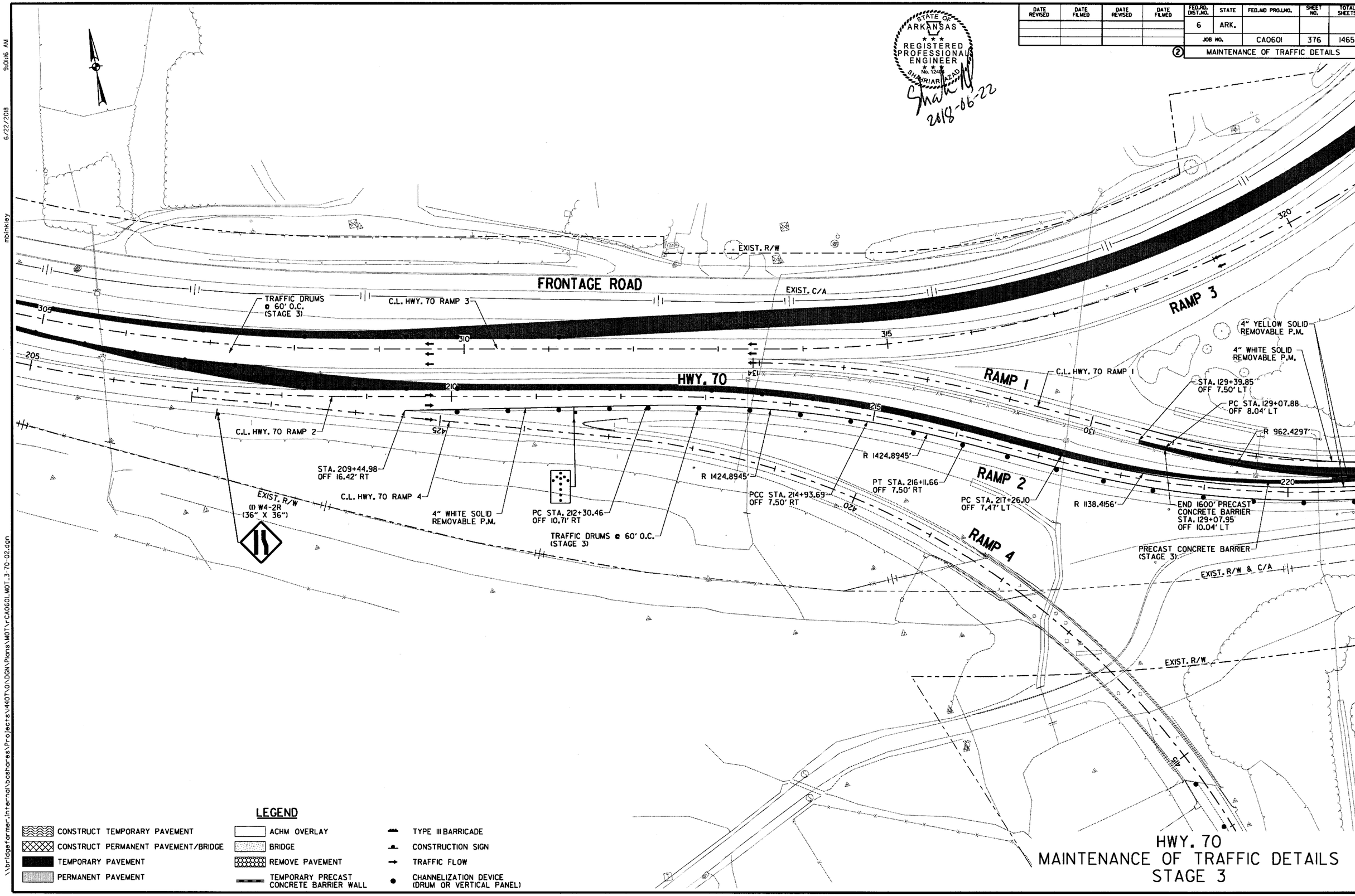
				6	ARK.			
				JOB NO.		CA0601	376	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shah 2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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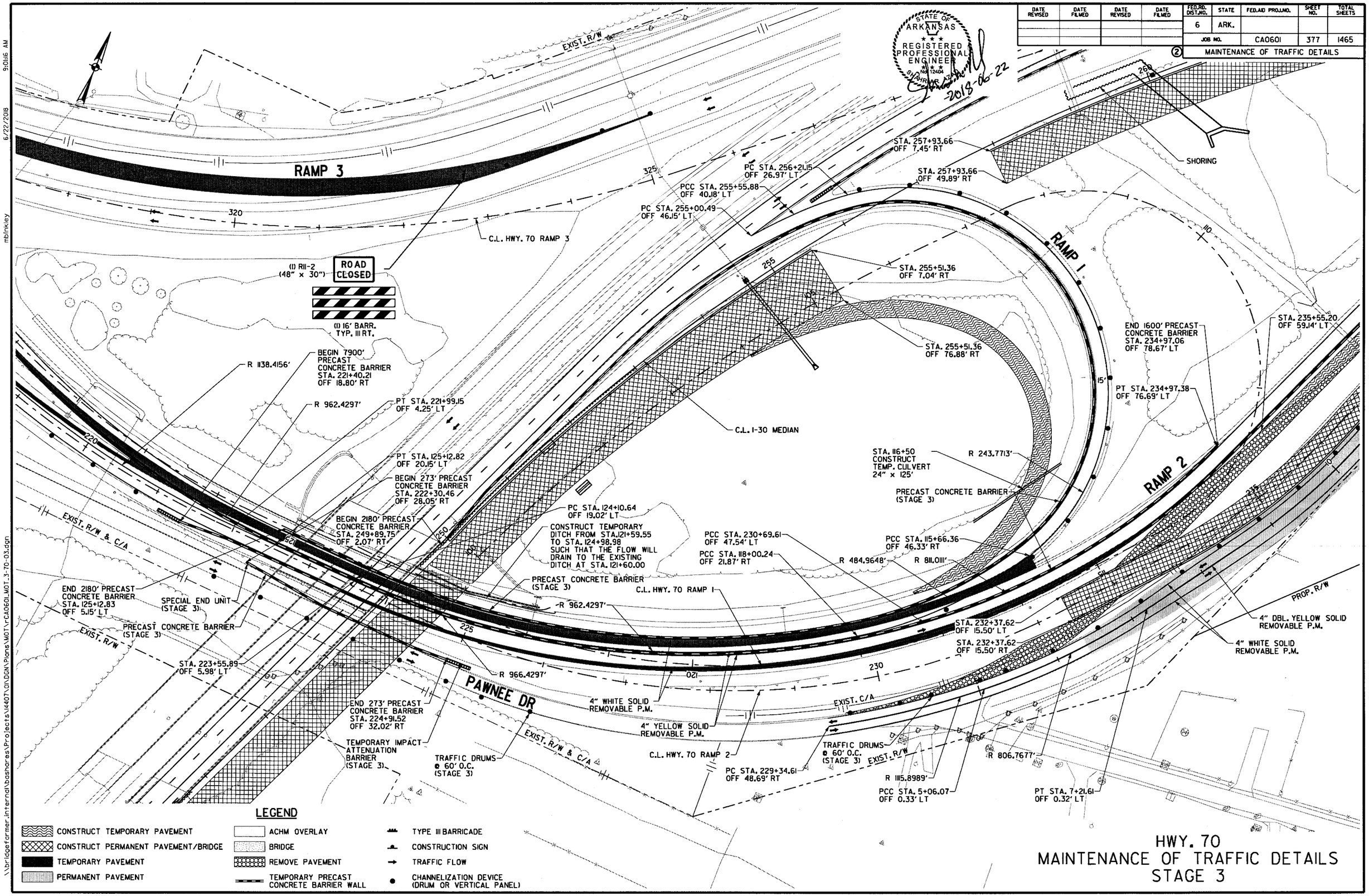
				JOB NO.		CA0601	377	1465

② MAINTENANCE OF TRAFFIC DETAILS



HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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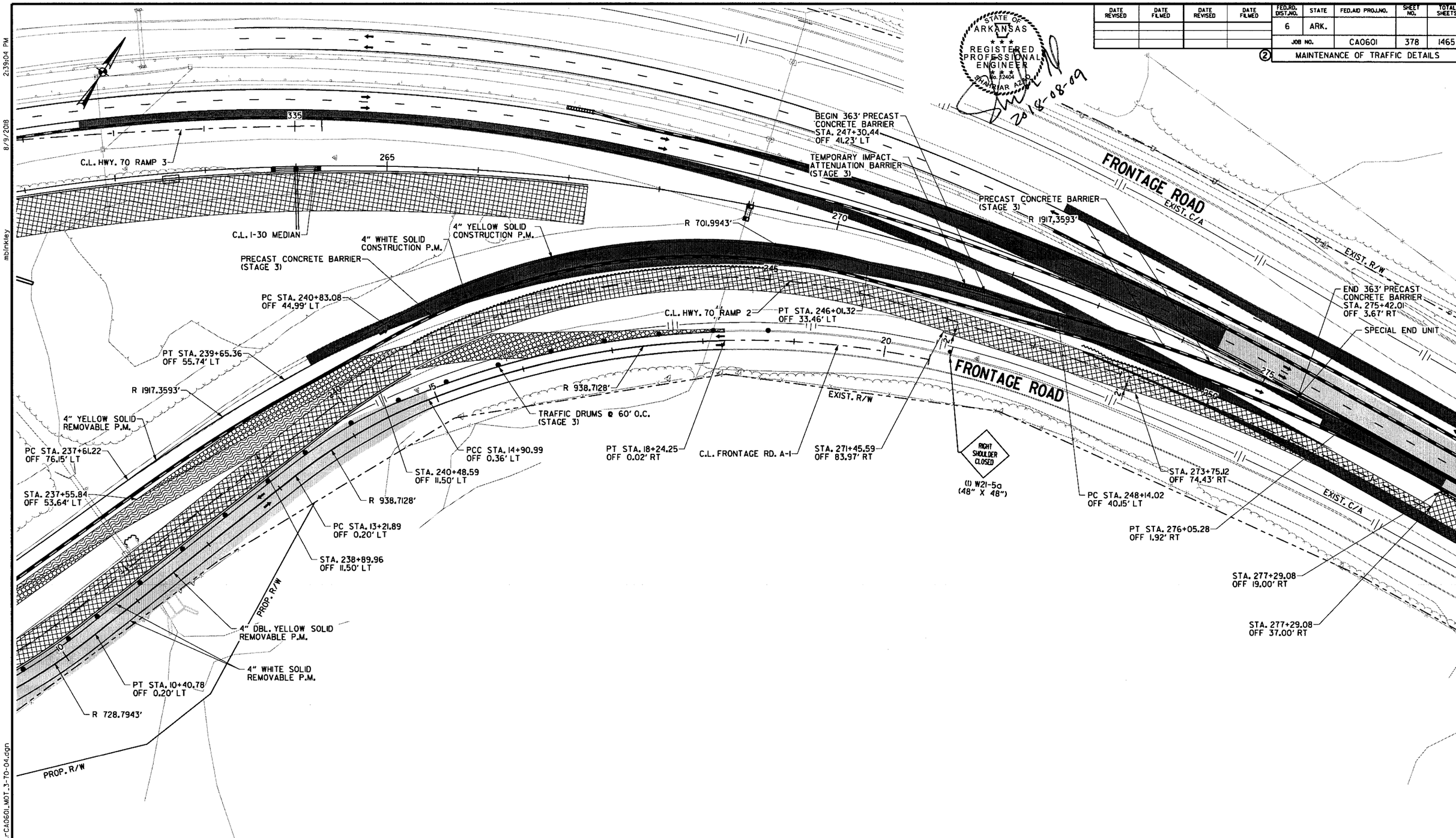
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	378	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-09



LEGEND

CONSTRUCT TEMPORARY PAVEMENT	ACHM OVERLAY	TYPE III BARRICADE
CONSTRUCT PERMANENT PAVEMENT/BRIDGE	BRIDGE	CONSTRUCTION SIGN
TEMPORARY PAVEMENT	REMOVE PAVEMENT	TRAFFIC FLOW
PERMANENT PAVEMENT	TEMPORARY PRECAST CONCRETE BARRIER WALL	CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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8/9/2018
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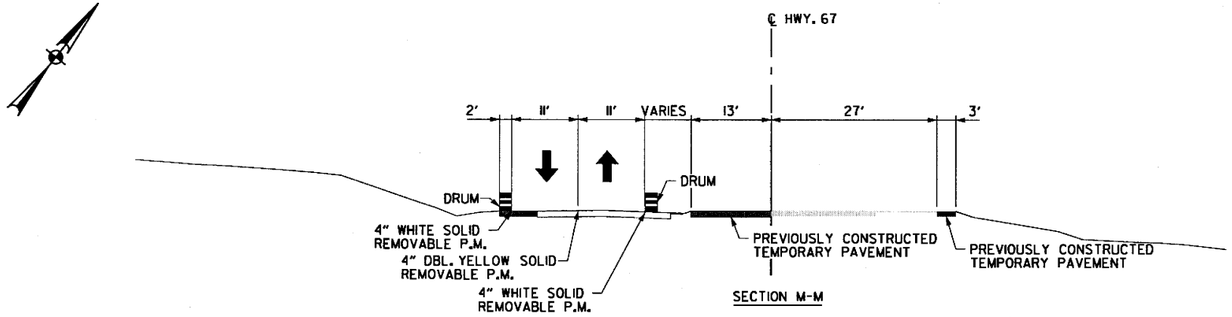
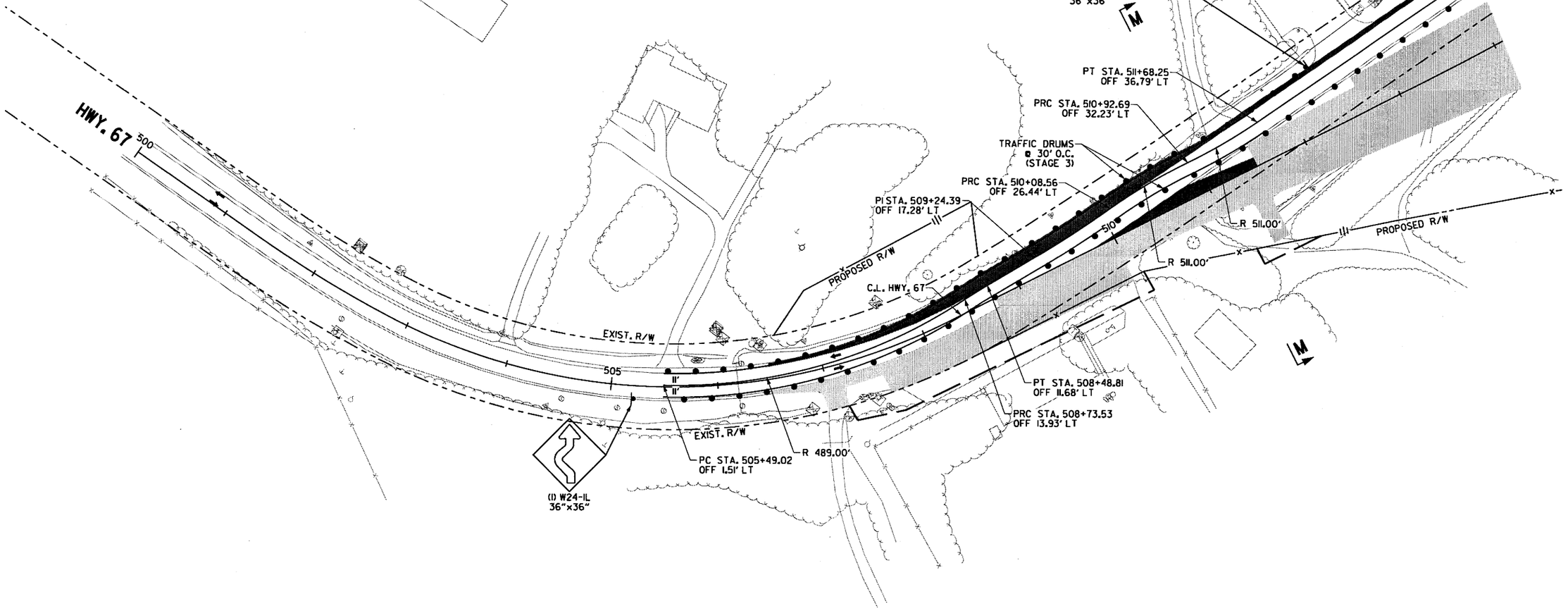
				6	ARK.			
				JOB NO.		CA0601	379	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
GRAHAM HEAD
2018-06-22





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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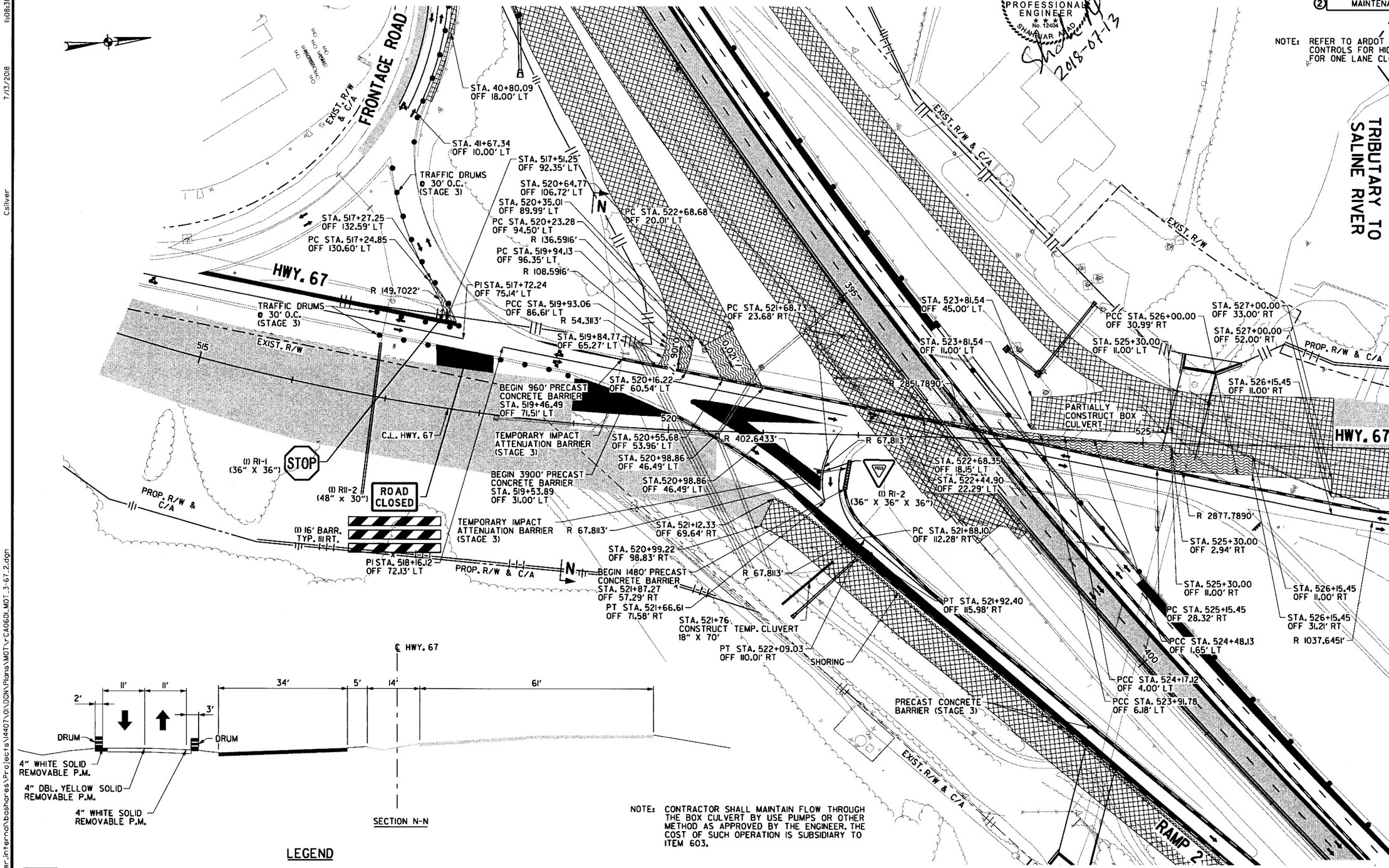
				JOB NO.		CA0601	380	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAN ARAD
2018-07-13

NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.



SECTION N-N

NOTE: CONTRACTOR SHALL MAINTAIN FLOW THROUGH THE BOX CULVERT BY USE PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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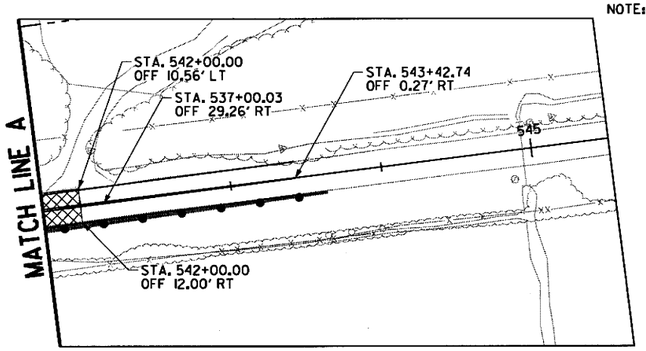
				② MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11940
SHAHRIAR AZAD
2018-06-23

NOTE: CONTRACTOR SHALL CLOSE HWY. 67 FROM RAMP 3 TO WEST JACKMAN TRAIL FOR A WEEKEND BETWEEN 10:00 PM FRIDAY AND 5:00 AM MONDAY AND CONSTRUCT THE ASPHALT PAVEMENT WITH ADEQUATE WIDTH BETWEEN STA. 537+00 AND STA. 542+00 BEFORE SWITCHING TO STAGE 3A TRAFFIC OPERATION.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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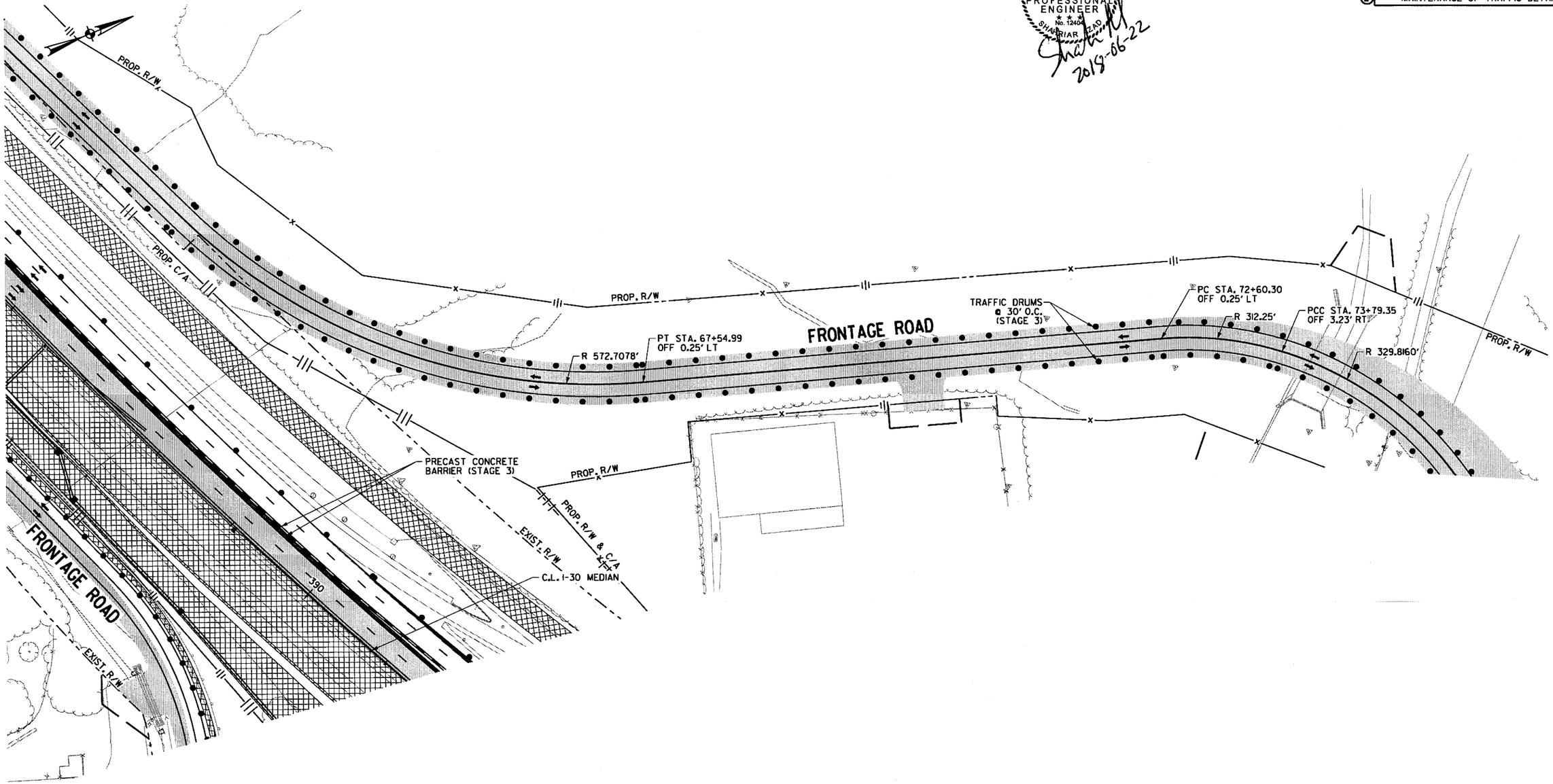
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHANNON RIAR LEAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3

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				JOB NO.		CA0601	383	1465
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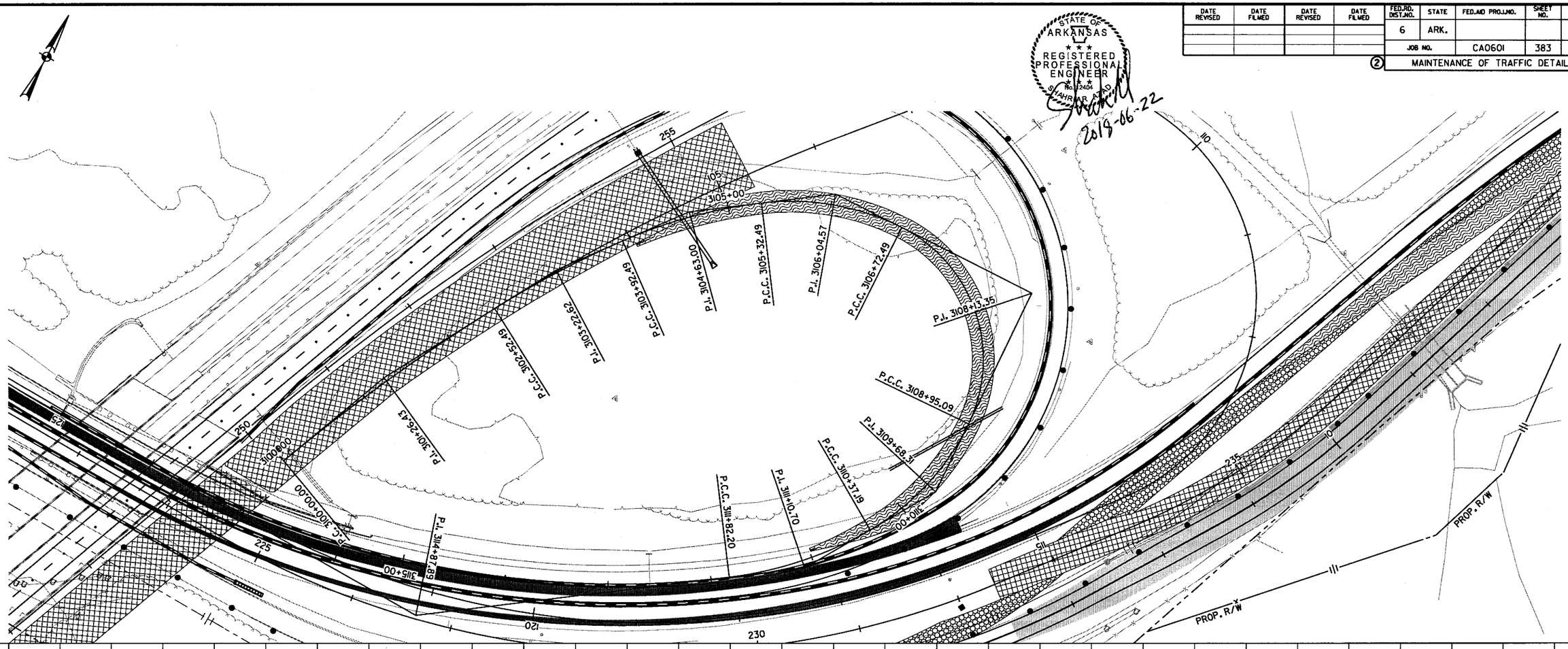
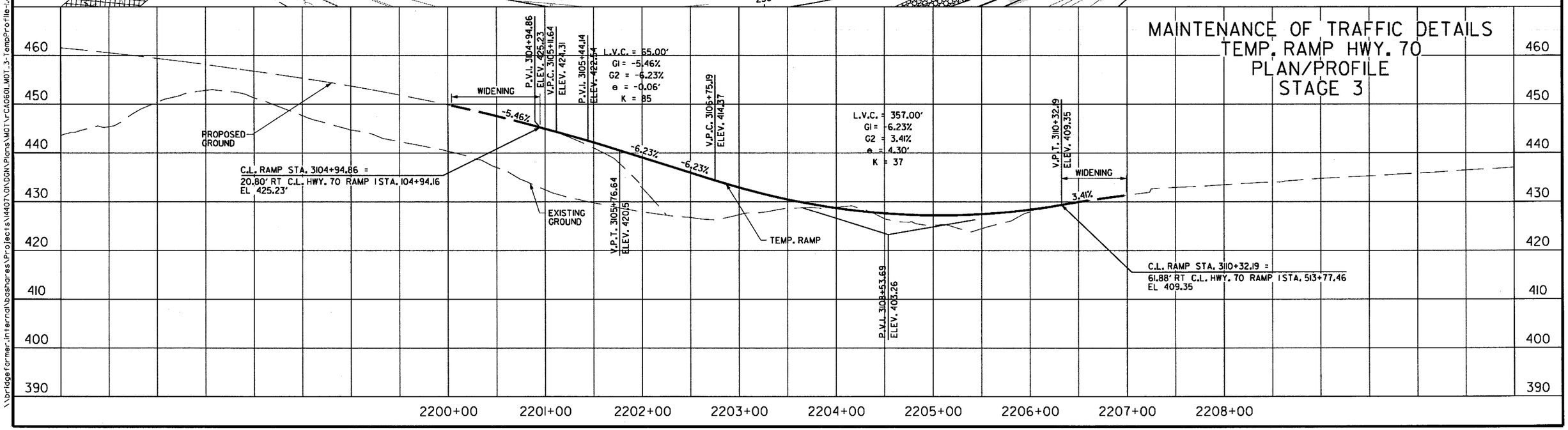
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHMED
2019-06-22





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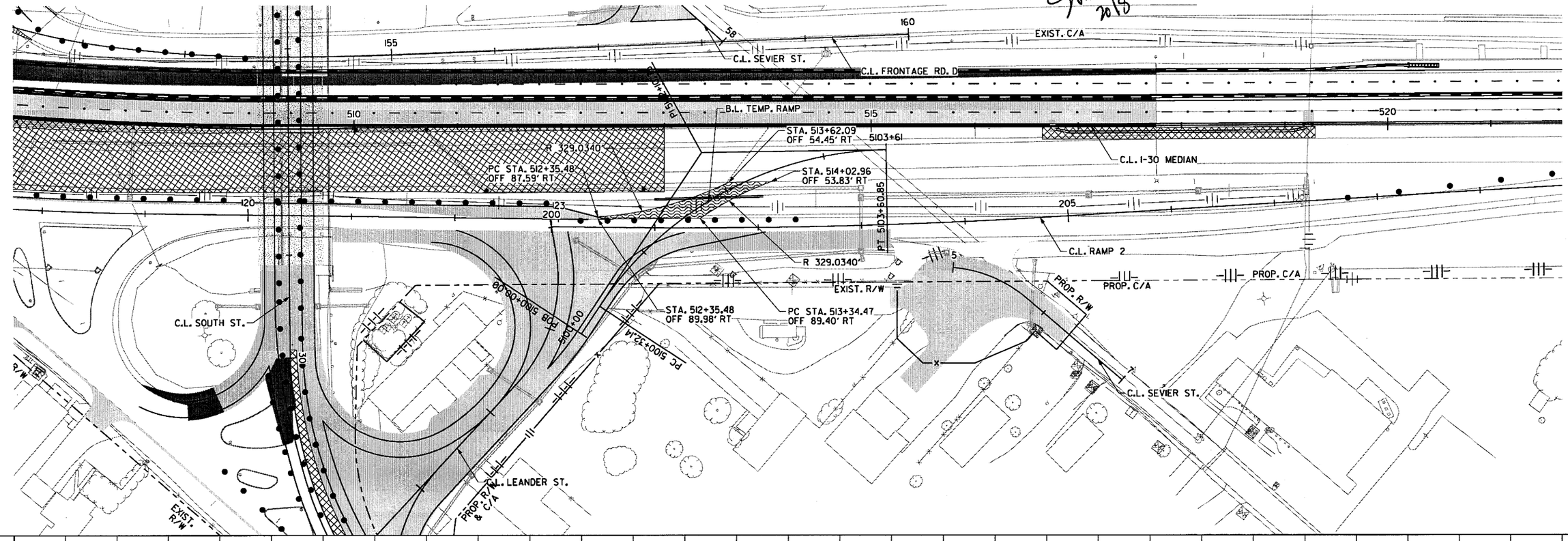
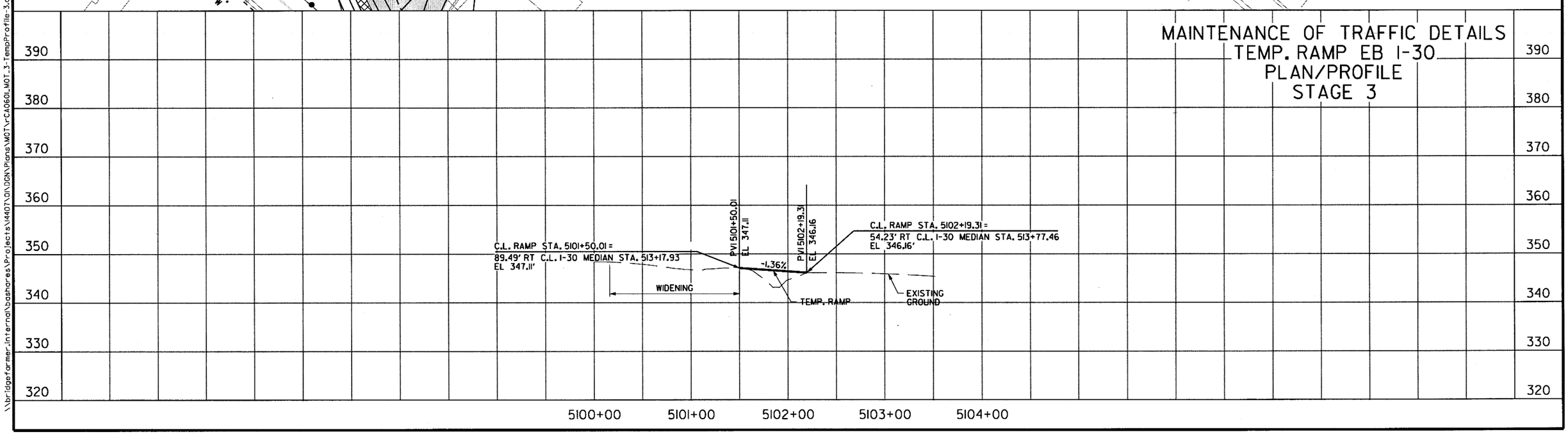
				JOB NO.		CA0601	384	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ROAD
2018-06-22



MAINTENANCE OF TRAFFIC DETAILS
TEMP. RAMP EB I-30
PLAN/PROFILE
STAGE 3



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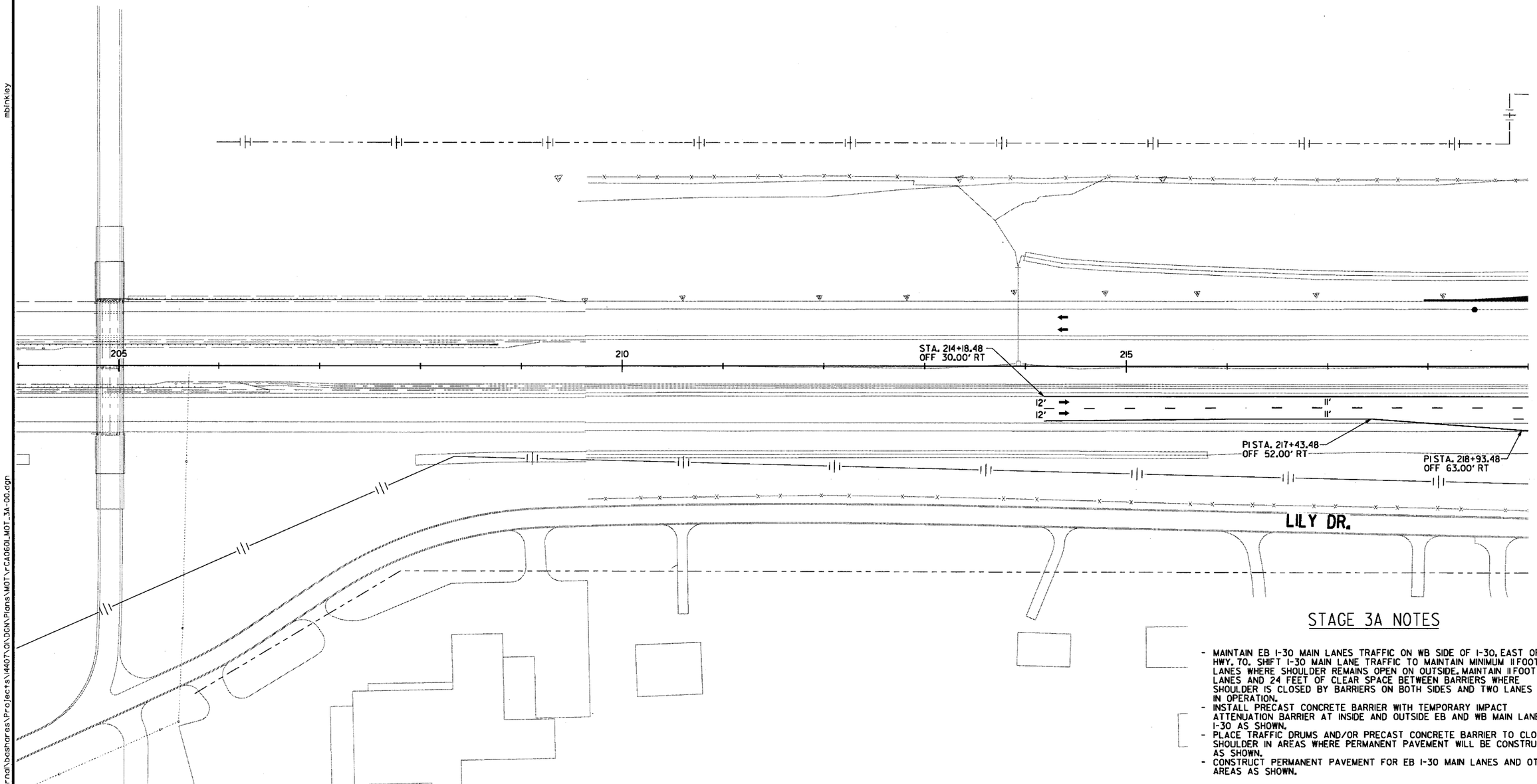
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	385	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23404
SHAHRIAR AZAD
2018-06-22



STAGE 3A NOTES

- MAINTAIN EB I-30 MAIN LANES TRAFFIC ON WB SIDE OF I-30, EAST OF HWY. 70. SHIFT I-30 MAIN LANE TRAFFIC TO MAINTAIN MINIMUM 11 FOOT LANES WHERE SHOULDER REMAINS OPEN ON OUTSIDE. MAINTAIN 11 FOOT LANES AND 24 FEET OF CLEAR SPACE BETWEEN BARRIERS WHERE SHOULDER IS CLOSED BY BARRIERS ON BOTH SIDES AND TWO LANES ARE IN OPERATION.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER AT INSIDE AND OUTSIDE EB AND WB MAIN LANES I-30 AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT FOR EB I-30 MAIN LANES AND OTHER AREAS AS SHOWN.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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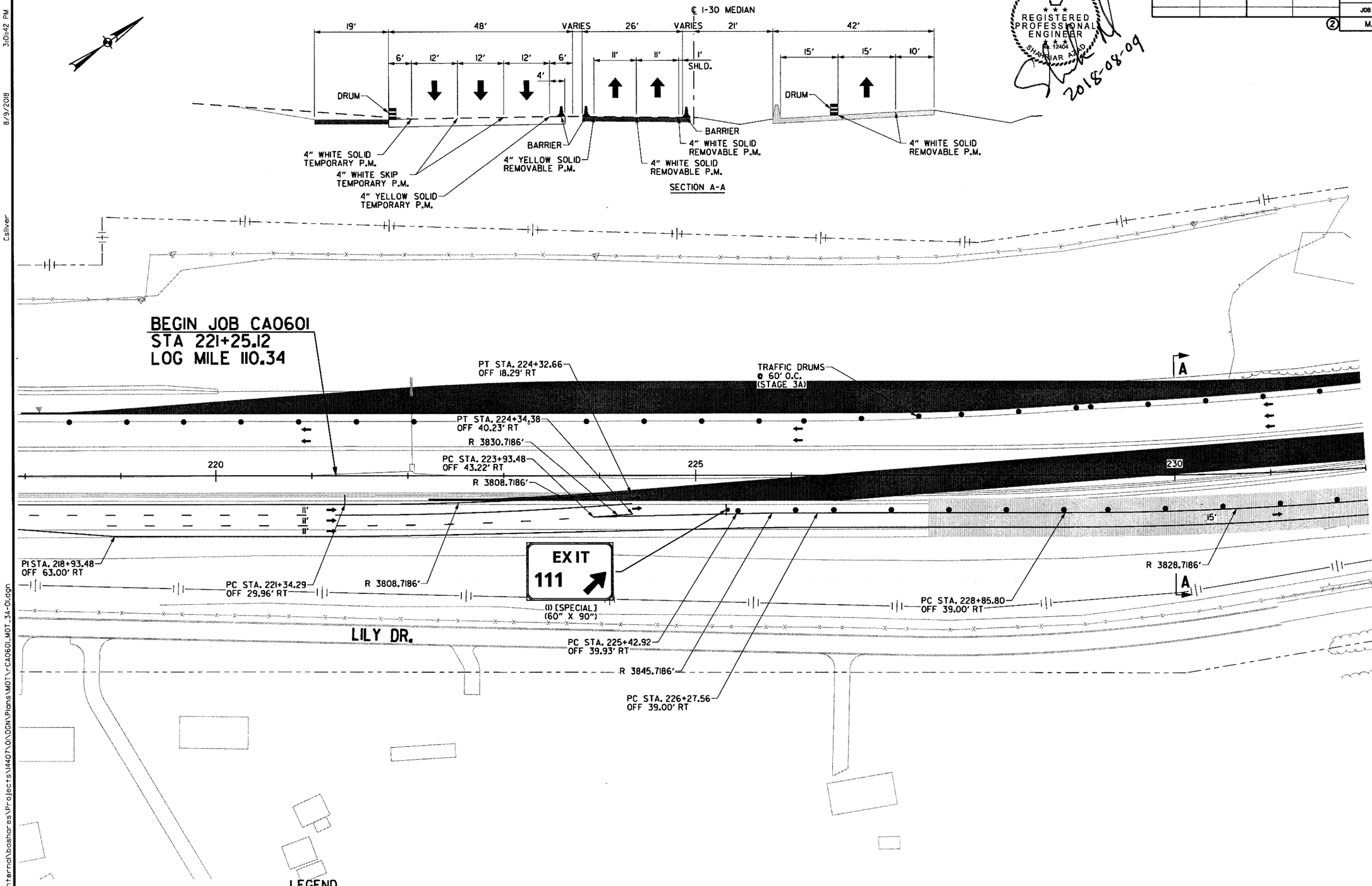
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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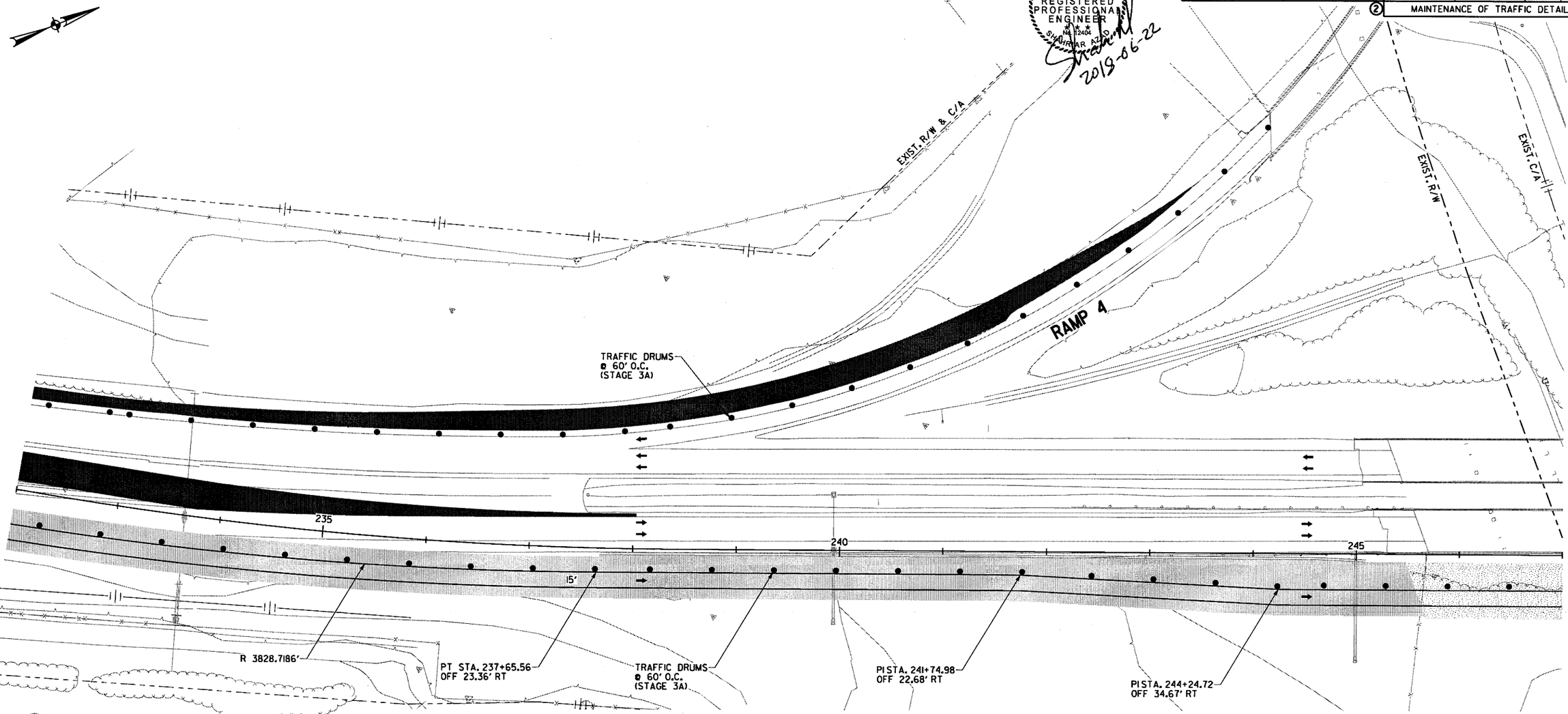
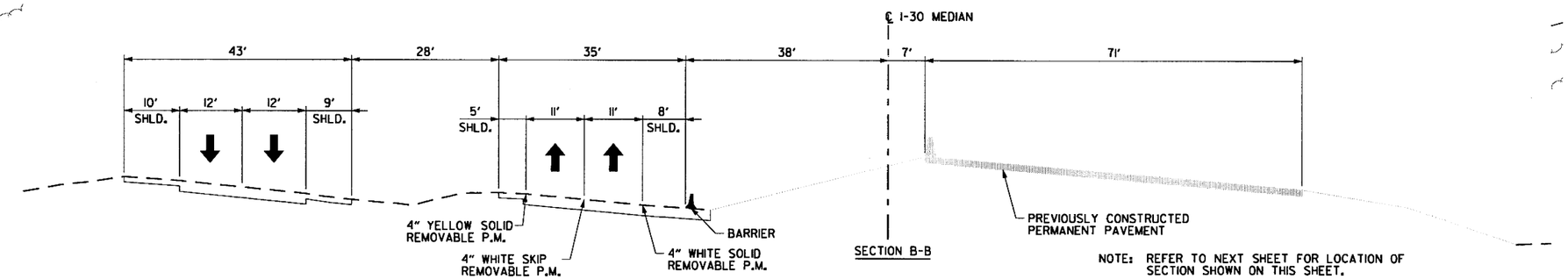
				JOB NO.		CA0601	387	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2019-06-22





SECTION B-B

NOTE: REFER TO NEXT SHEET FOR LOCATION OF SECTION SHOWN ON THIS SHEET.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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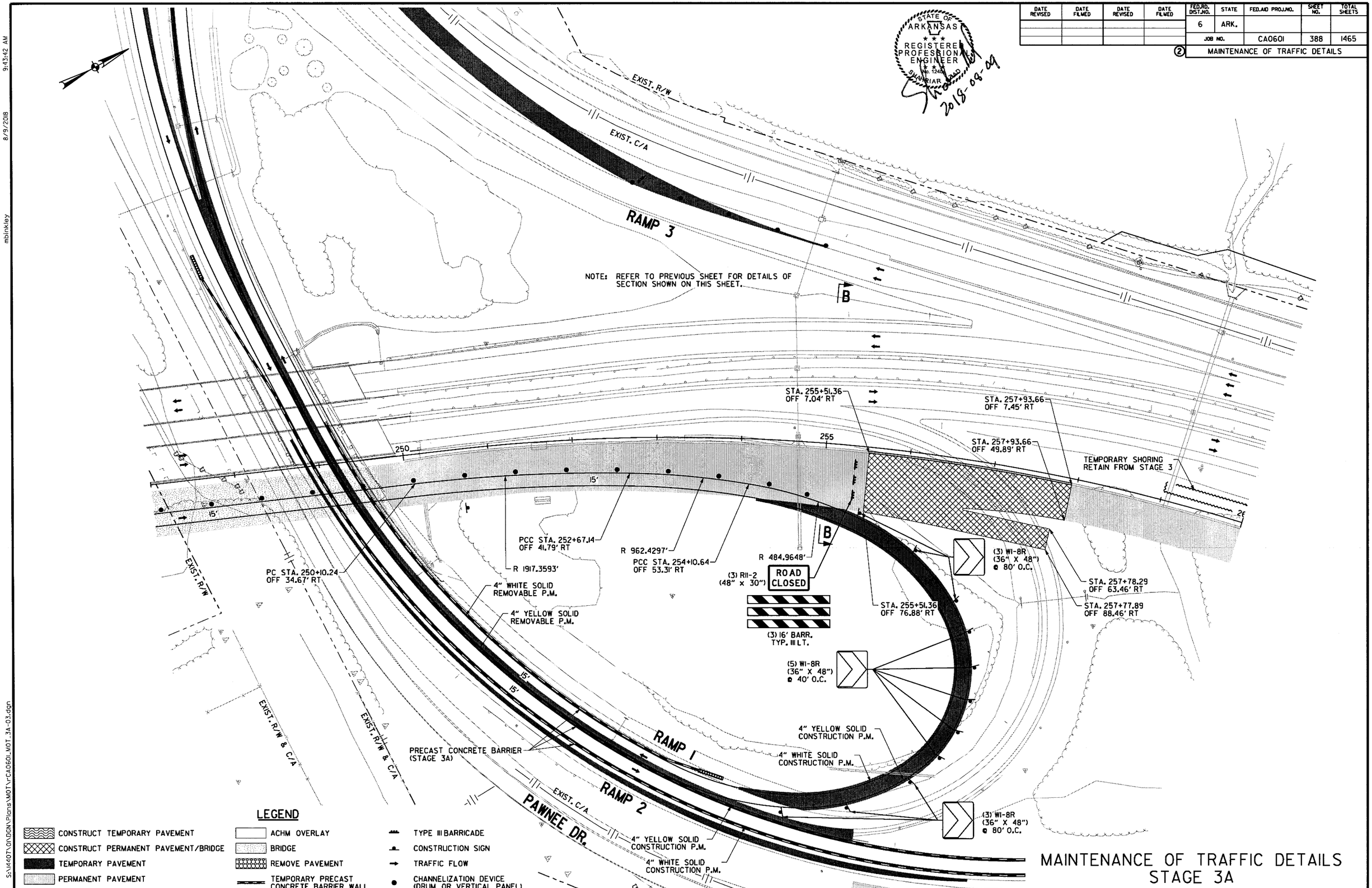
② MAINTENANCE OF TRAFFIC DETAILS



MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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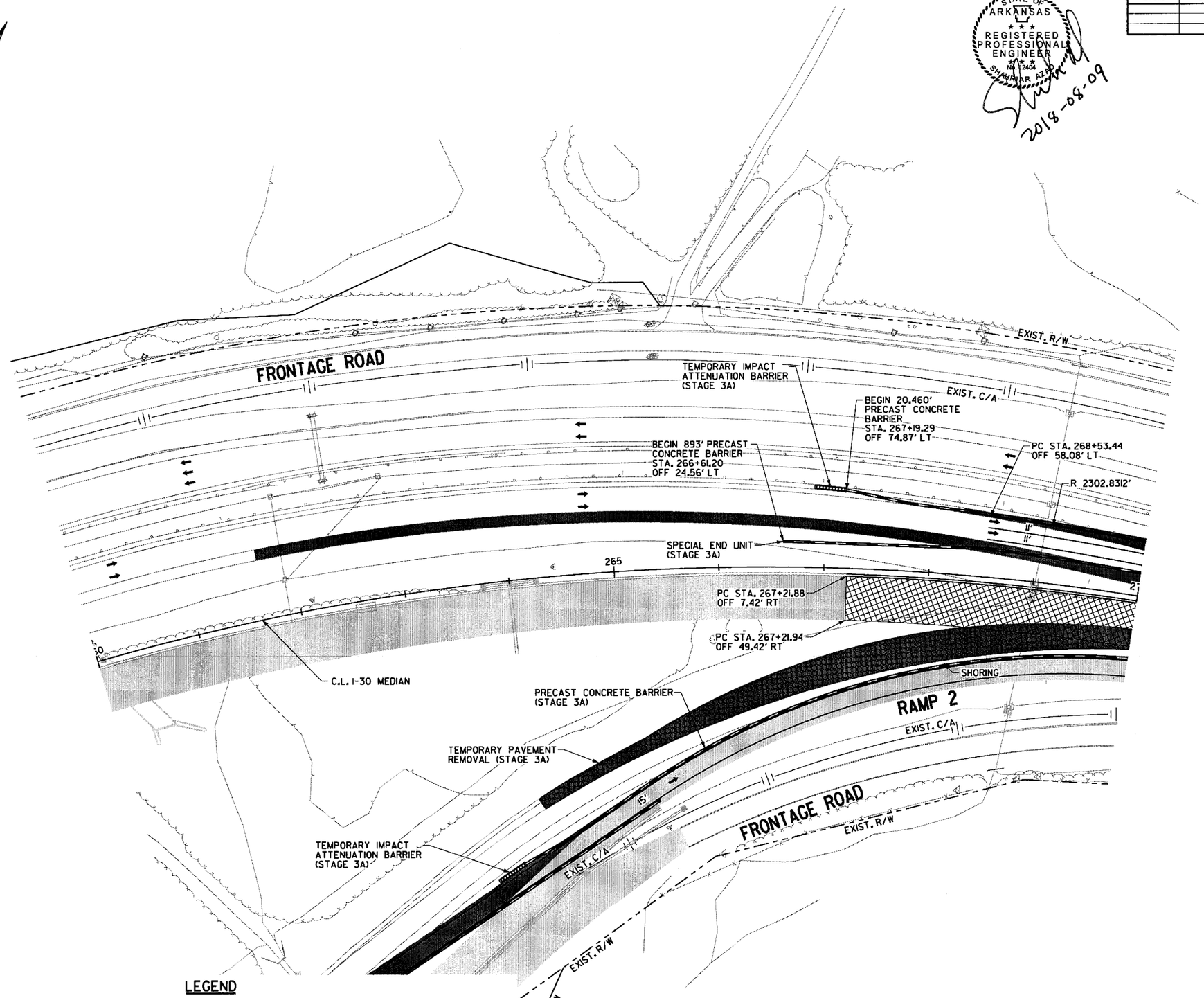
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZIZ
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12446
SHAHRIAR SHAD
2018-08-09

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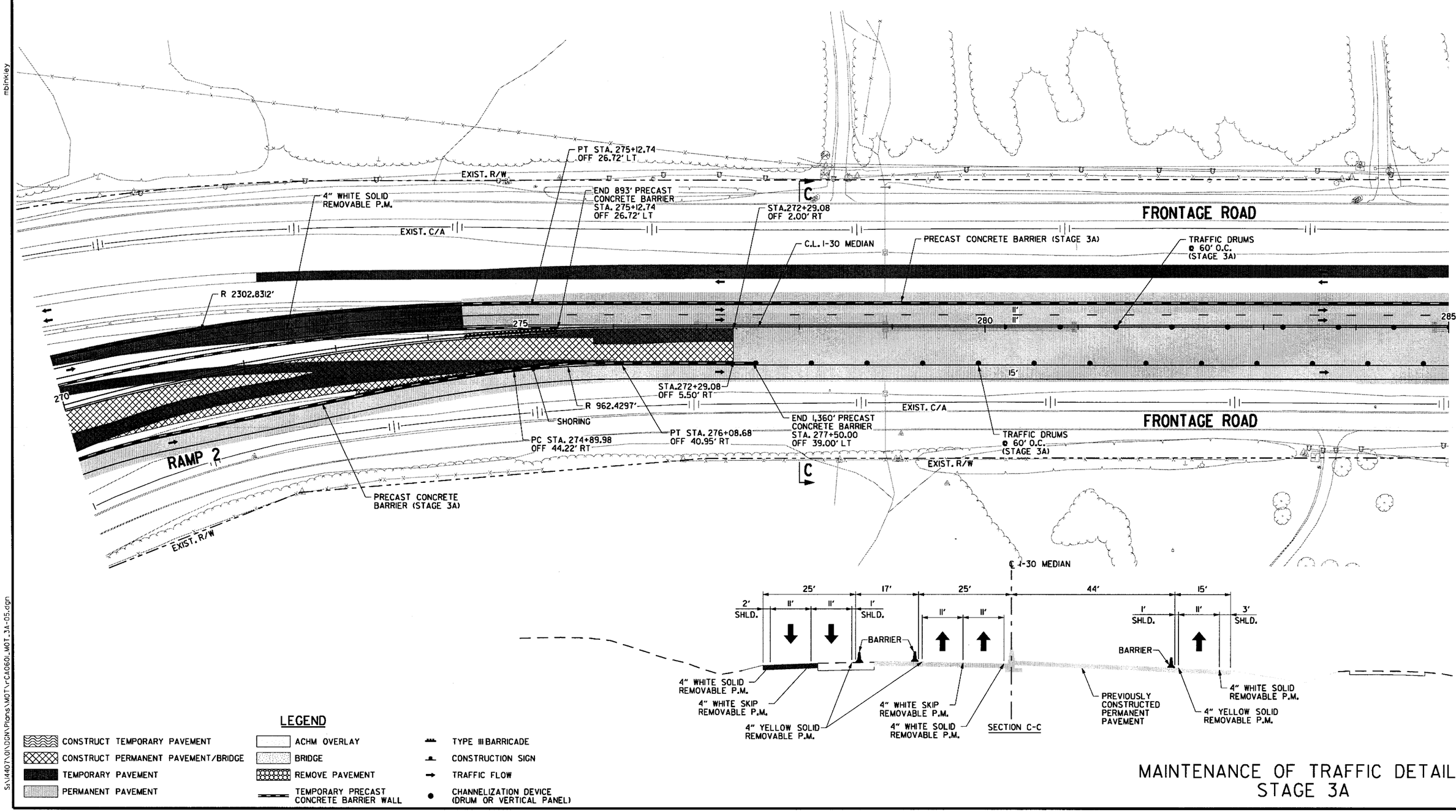

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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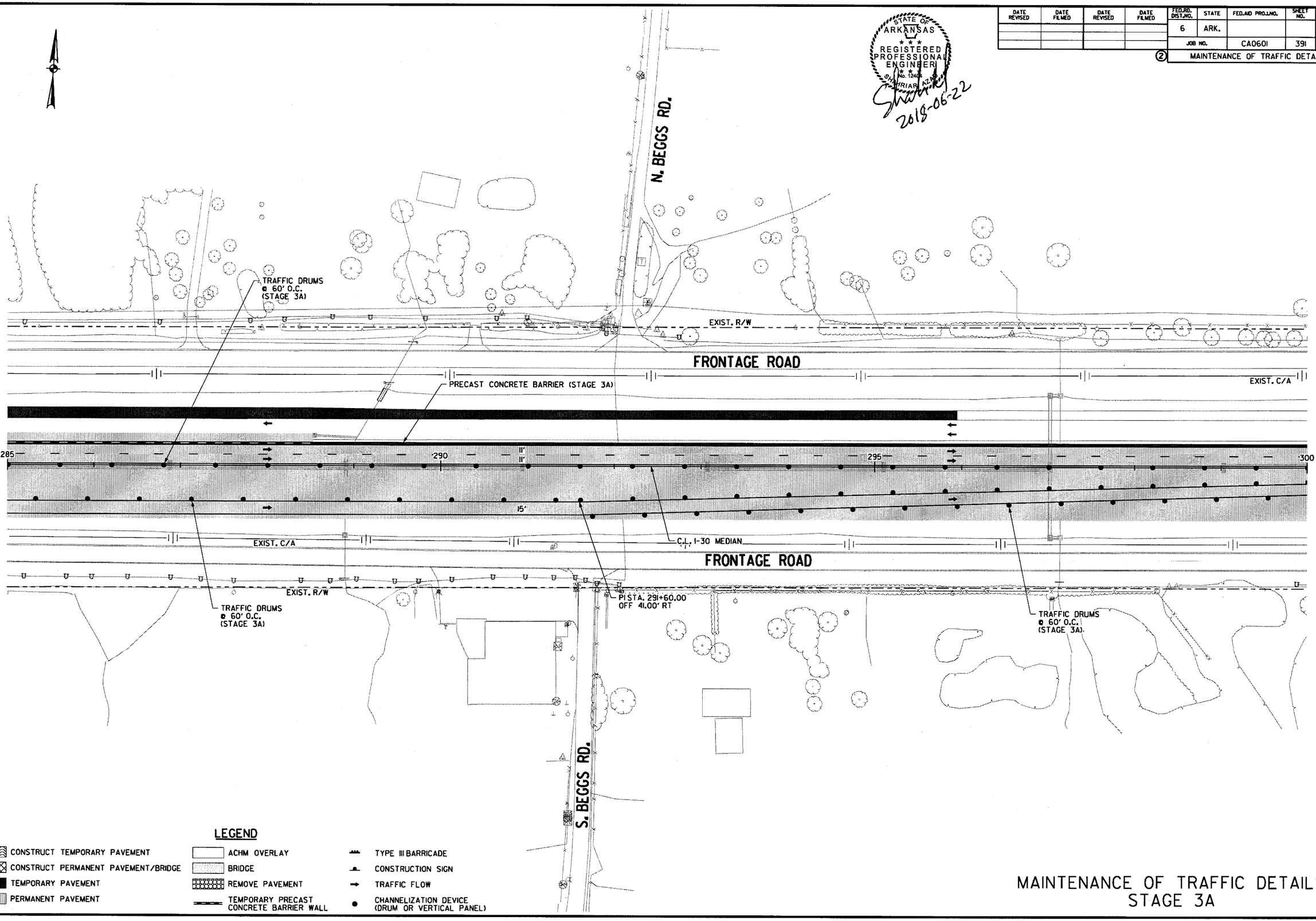
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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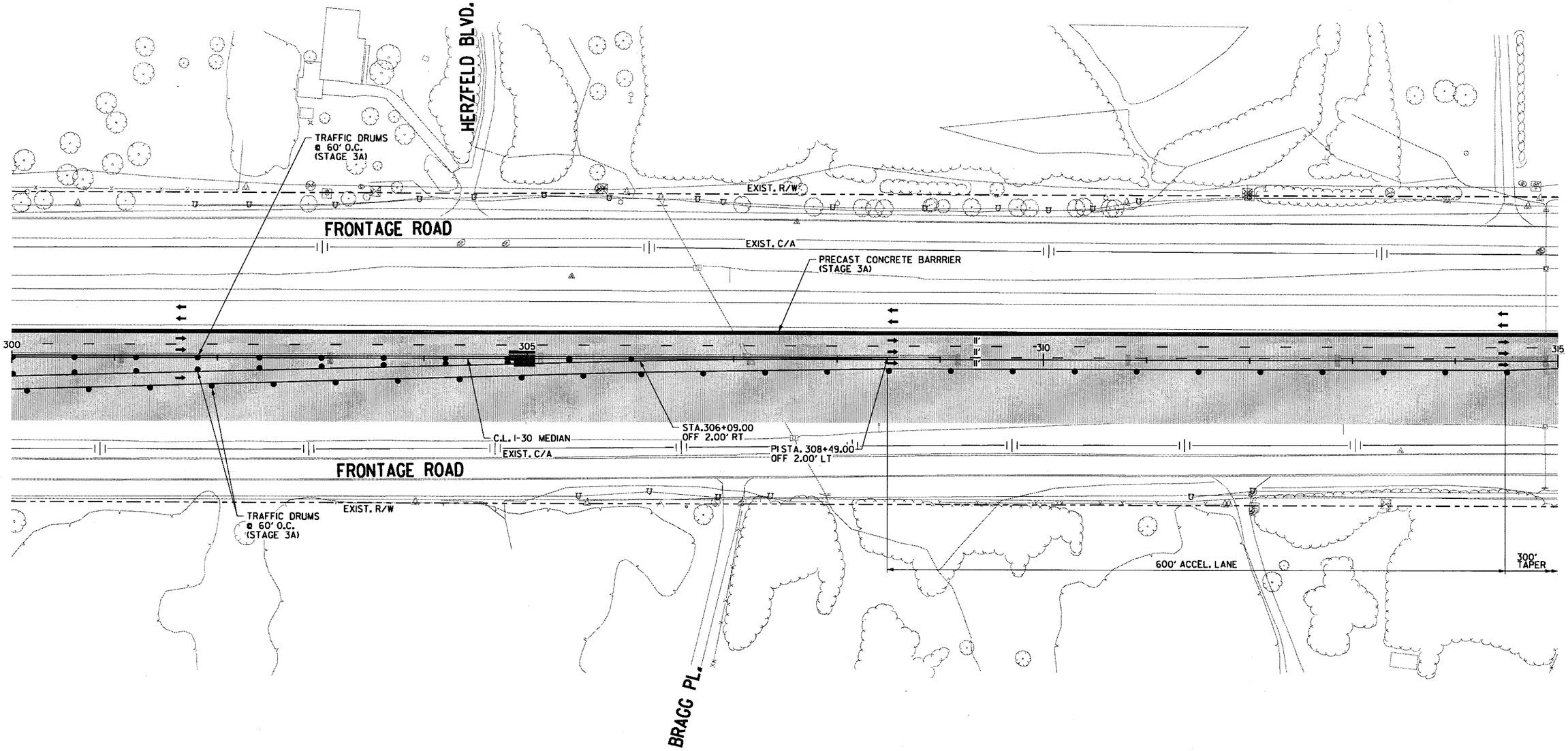
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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				6	ARK.			
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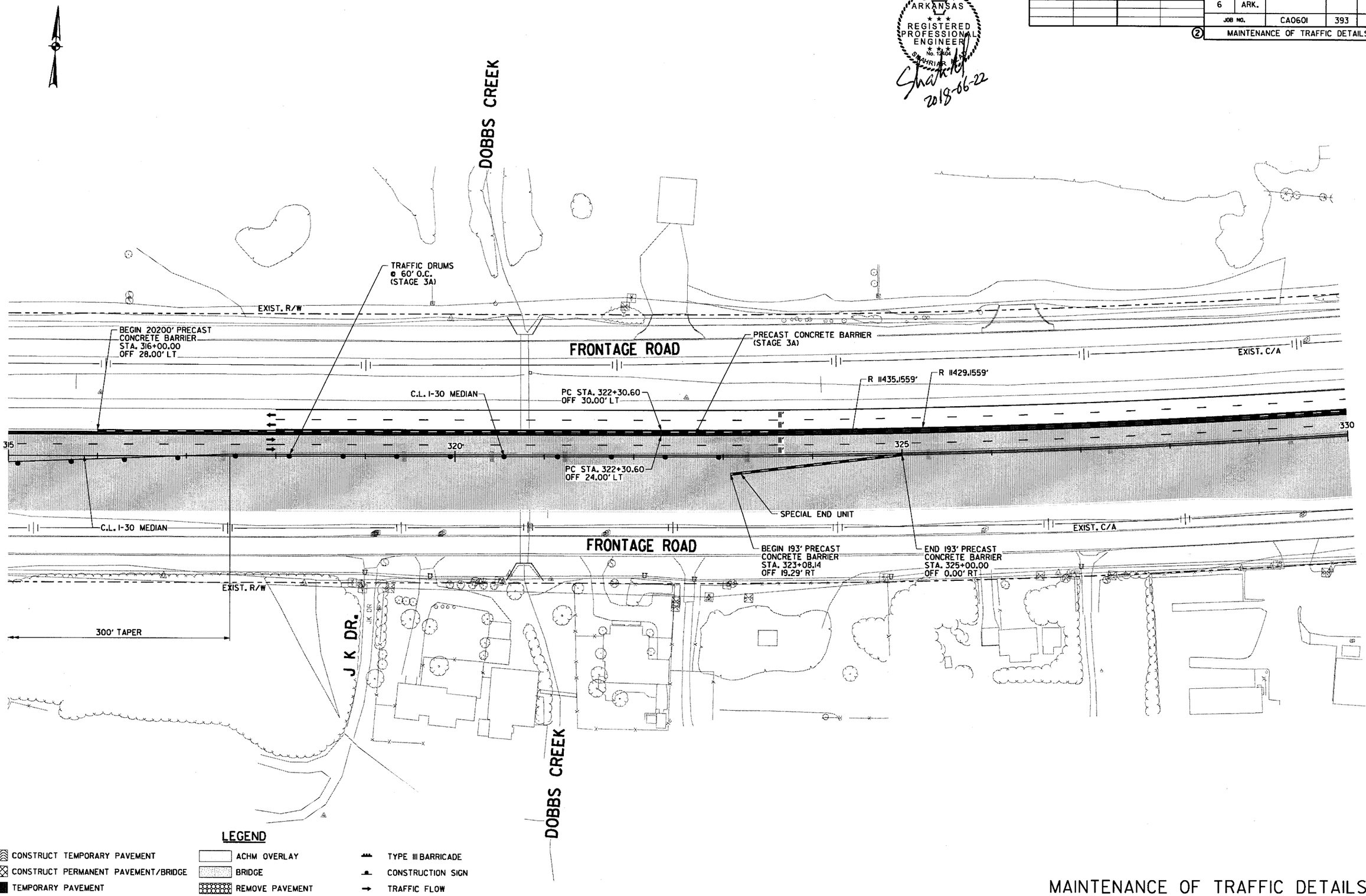
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHRIVER
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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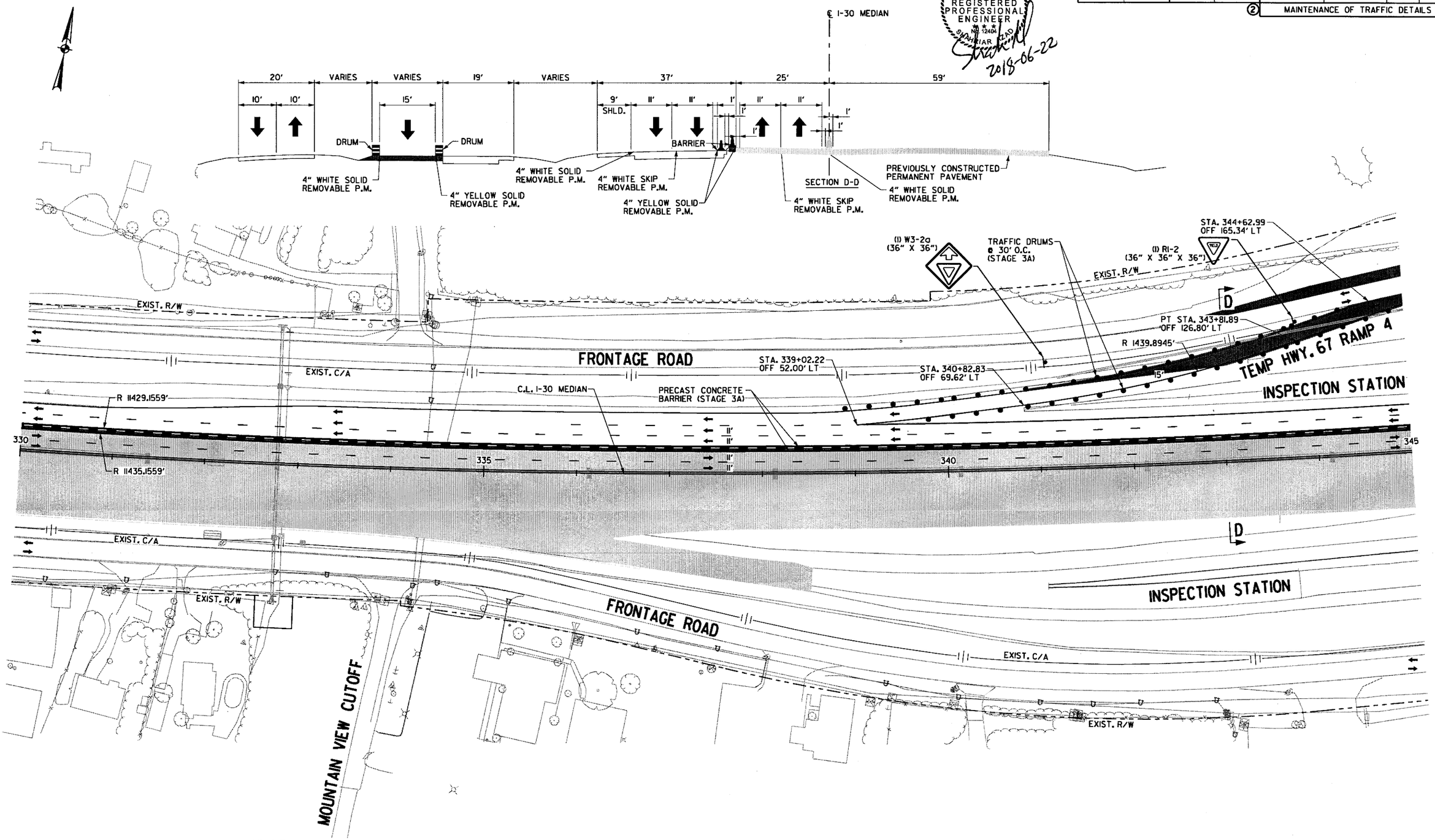
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	394	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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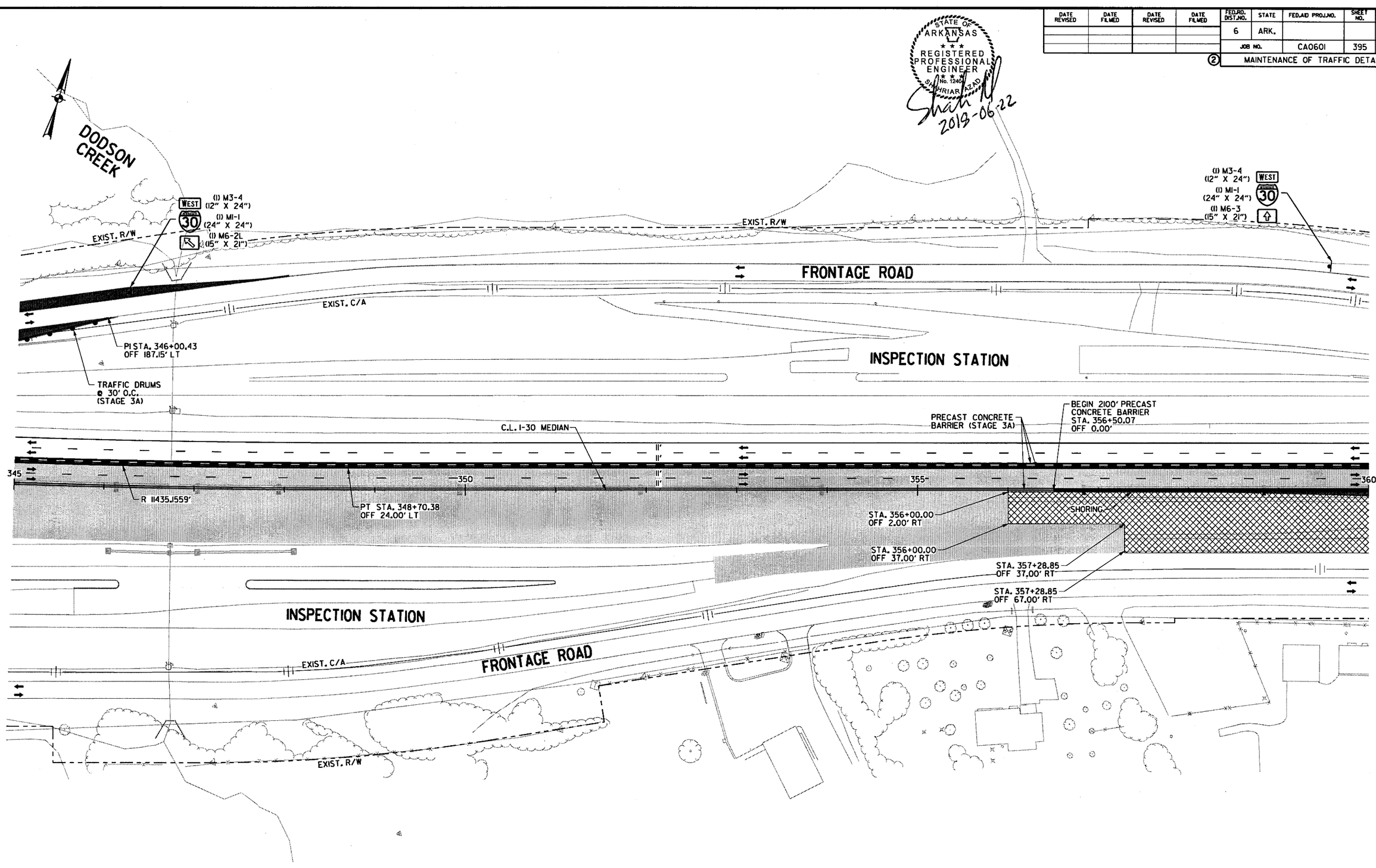
				JOB NO.		CA0601	395	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12462
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- PERMANENT PAVEMENT
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- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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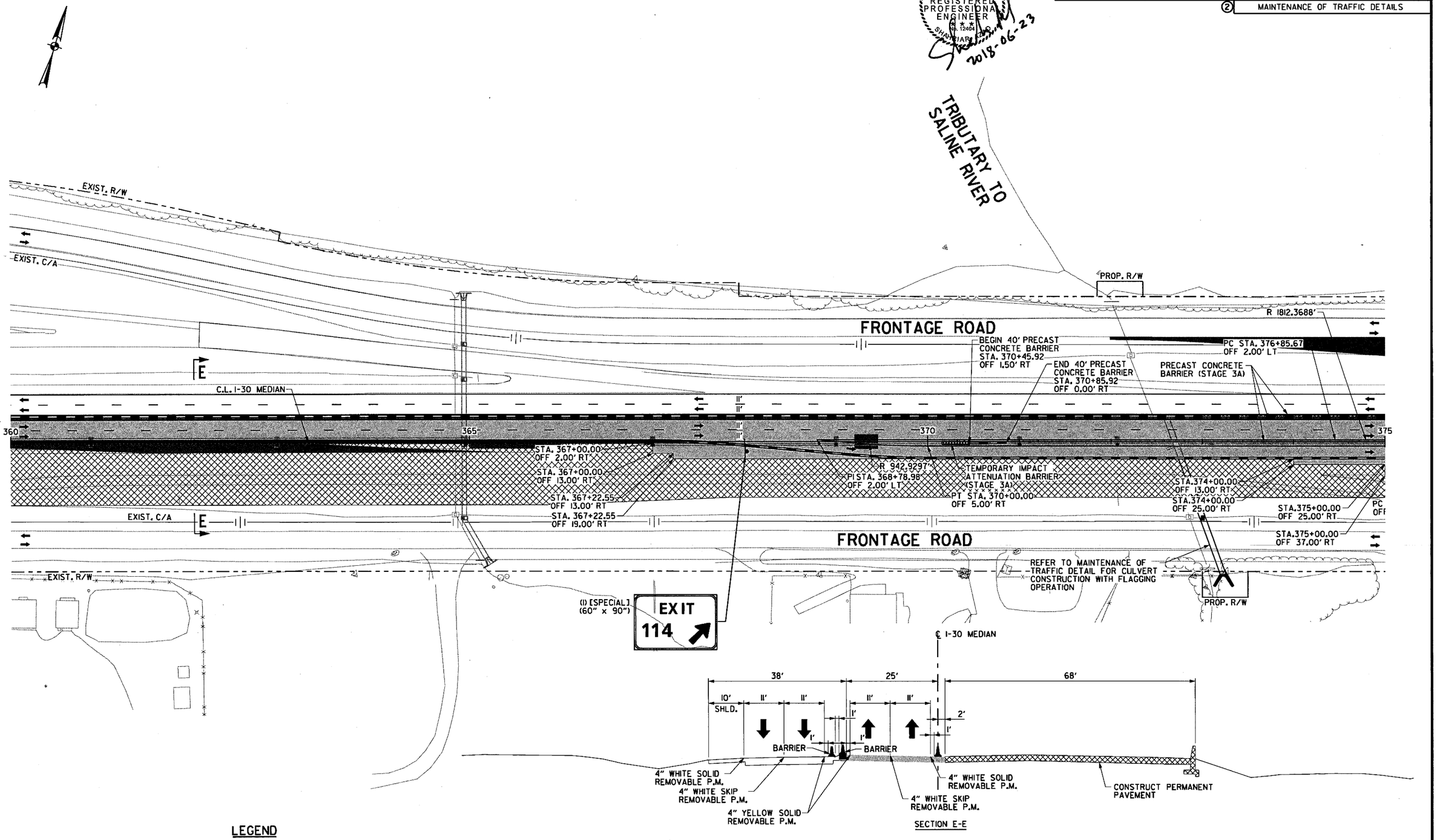
				6	ARK.			
				JOB NO.		CA0601	396	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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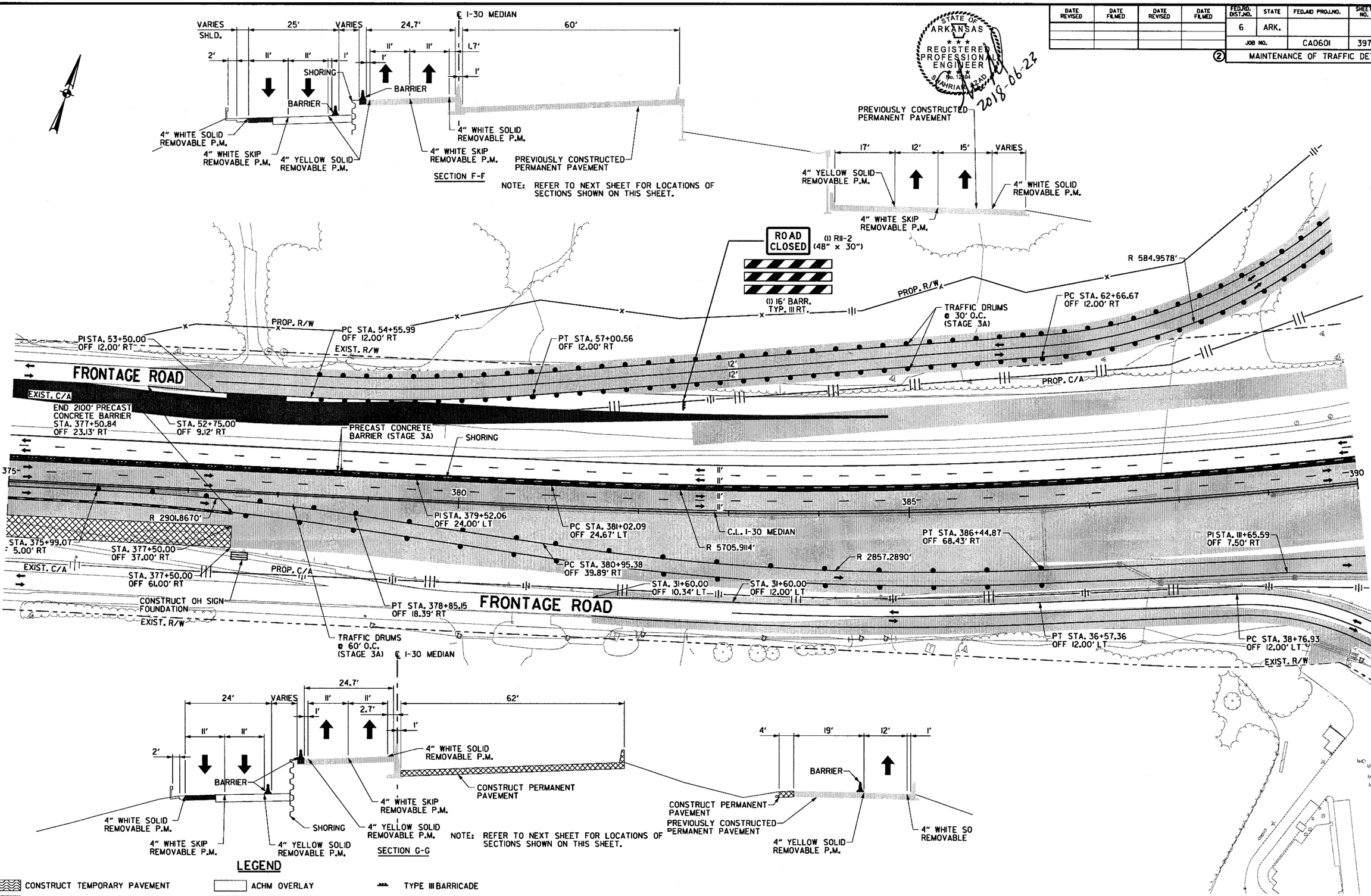
				JOB NO.		CA0601	397	1465

② MAINTENANCE OF TRAFFIC DETAILS



MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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				JOB NO.		CA0601	398	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-07-13

PROP. R/W
PC STA. 67+54.99
OFF 12.00' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 3A)
PROP. R/W
PROP. R/W & C/A
EXIST. R/W
TRIBUTARY TO SALINE RIVER
EXIST. R/W
PROP. R/W & C/A
PROP. R/W & C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE 3A)
ROAD CLOSED
(1) R11-2 (48" x 30")
(1) 16' BARR. TYP. III RT.
NOTE: CONTRACTOR SHALL MAINTAIN FLOW THROUGH THE BOX CULVERT BY USE PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.
NOTE: REFER TO THE PRIOR SHEET FOR SECTIONS SHOWN ON THIS SHEET.
F
PRECAST CONCRETE BARRIER (STAGE 3A)
G
PARTIALLY CONSTRUCT BOX CULVERT
390
395
400
405
525
520
C.L. I-30 MEDIAN
R 5705.9114'
PC STA. 520+14.62
OFF 138.64' LT
PI STA. 520+81.00
OFF 48.62' LT
PI STA. 113+65.64
OFF 17.00' RT
RAMP 1
12'
12'
PC STA. 519+84.48
OFF 161.79' LT
R 115.5916'
PCC STA. 520+00.25
OFF 85.56' LT
R 61.3113'
PT STA. 41+50.60
OFF 12.00' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 3A)
C.L. HWY. 67
HWY. 67
BEGIN 2740' PRECAST CONCRETE BARRIER STA. 520+91.95 OFF 65.67' RT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3A)
PT STA. 201+07.63
OFF 21.64' RT
STA. 200+63.27
OFF 21.17' RT
STA. 402+00.00
OFF 25.67' RT
STA. 402+00.00
OFF 59.67' RT
STA. 402+00.00
OFF 59.67' RT
RAMP 2
PI STA. 208+76.54
OFF 2.50' RT
STA. 402+00.00
OFF 59.67' RT
PI STA. 202+82.23
OFF 1.50' RT
STA. 402+00.00
OFF 59.67' RT
STA. 402+00.00
OFF 59.67' RT
EXIST. R/W & C/A
NOTE: REFER TO THE PRIOR SHEET FOR SECTIONS SHOWN ON THIS SHEET.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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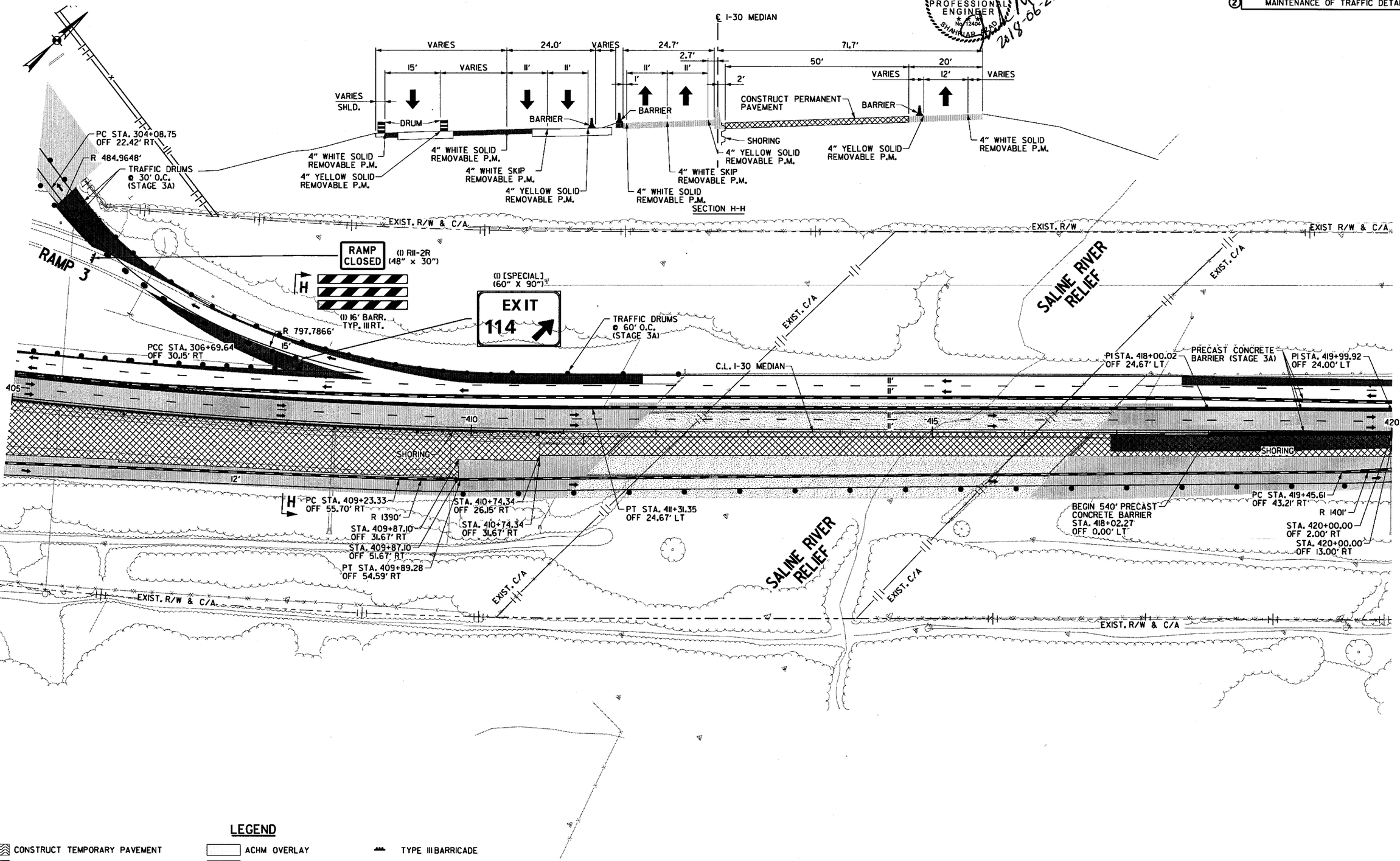
				6	ARK.			
				JOB NO.		CA0601	399	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR ROAD 2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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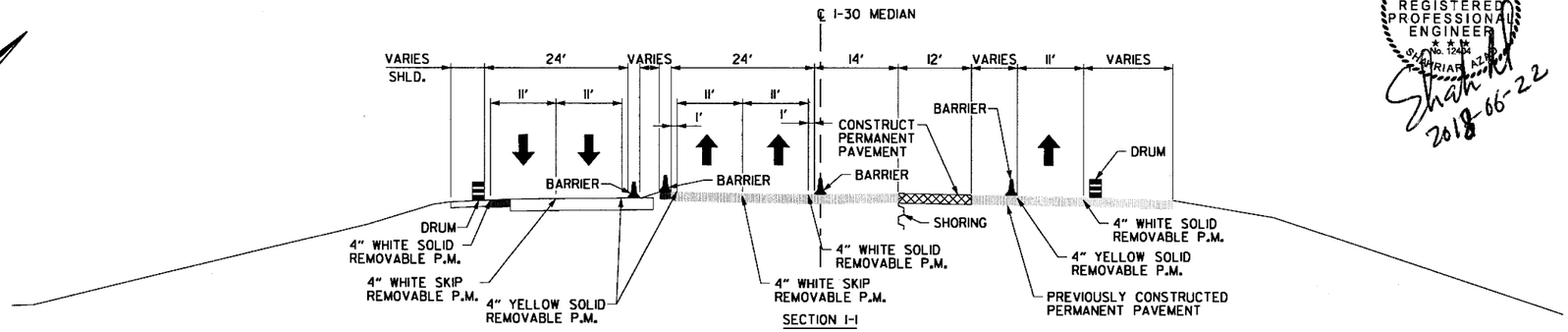
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

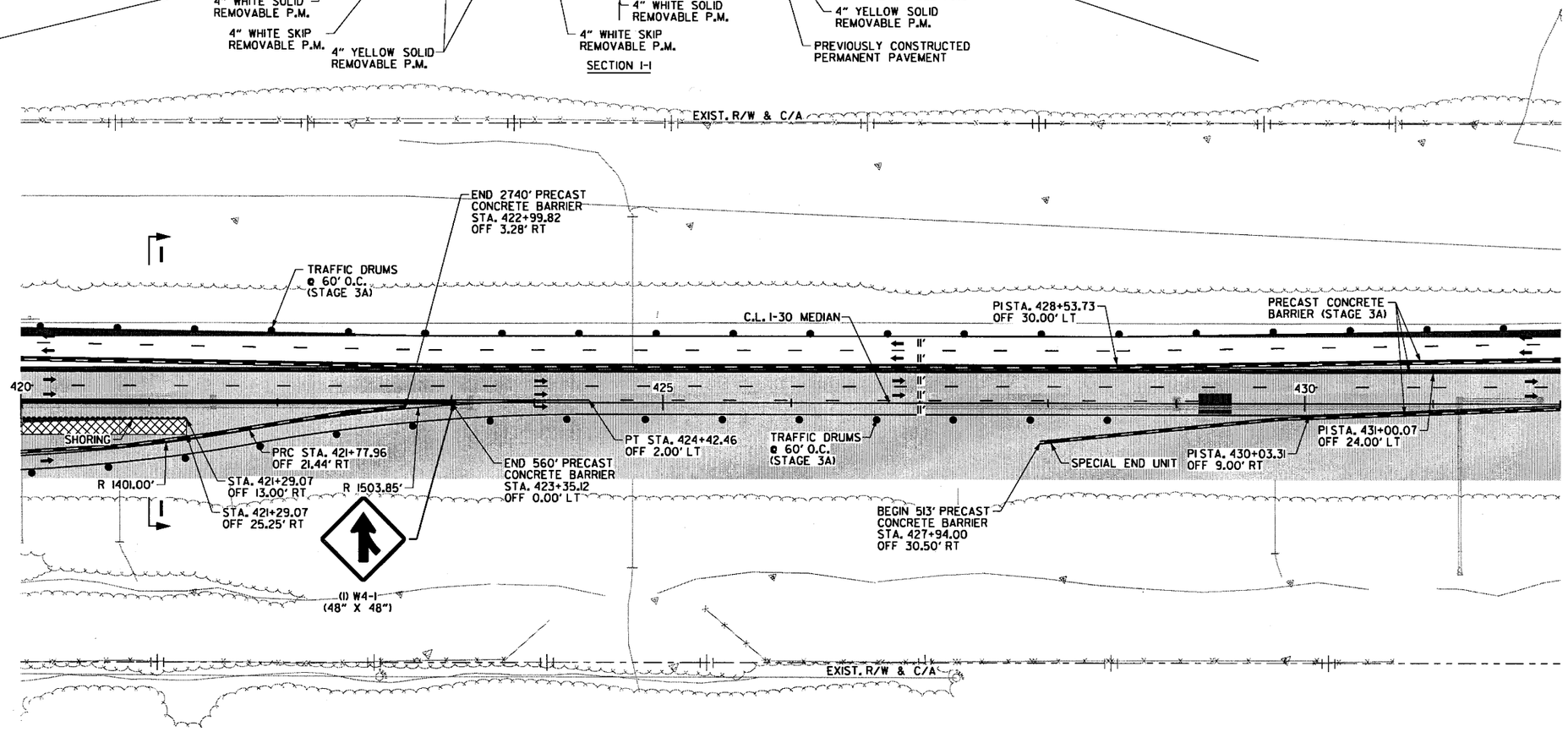
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	400	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAM
2018-06-22







LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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				6	ARK.			
				JOB NO.		CA0601	401	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12428
SHAHRIAR AZAD
2018-06-22

SALINE RIVER
EXIST. R/W & C/A
EXIST. C/A
EXIST. R/W
HENRY ST.
TRAFFIC DRUMS @ 60' O.C. (STAGE 3A)
PRECAST CONCRETE BARRIER (STAGE 3A)
435
440
445
PI STA. 432+99.93 OFF 24.67' LT
PI STA. 433+03.36 OFF 2.67' LT
END 513' PRECAST CONCRETE BARRIER STA. 433+06.60 OFF 0.00'
PRECAST CONCRETE BARRIER (STAGE 3A)
C.L. I-30 MEDIAN
PI STA. 445+74.99 OFF 24.67' LT
EXIST. C/A
HENRY ST.
EXIST. R/W
SALINE RIVER

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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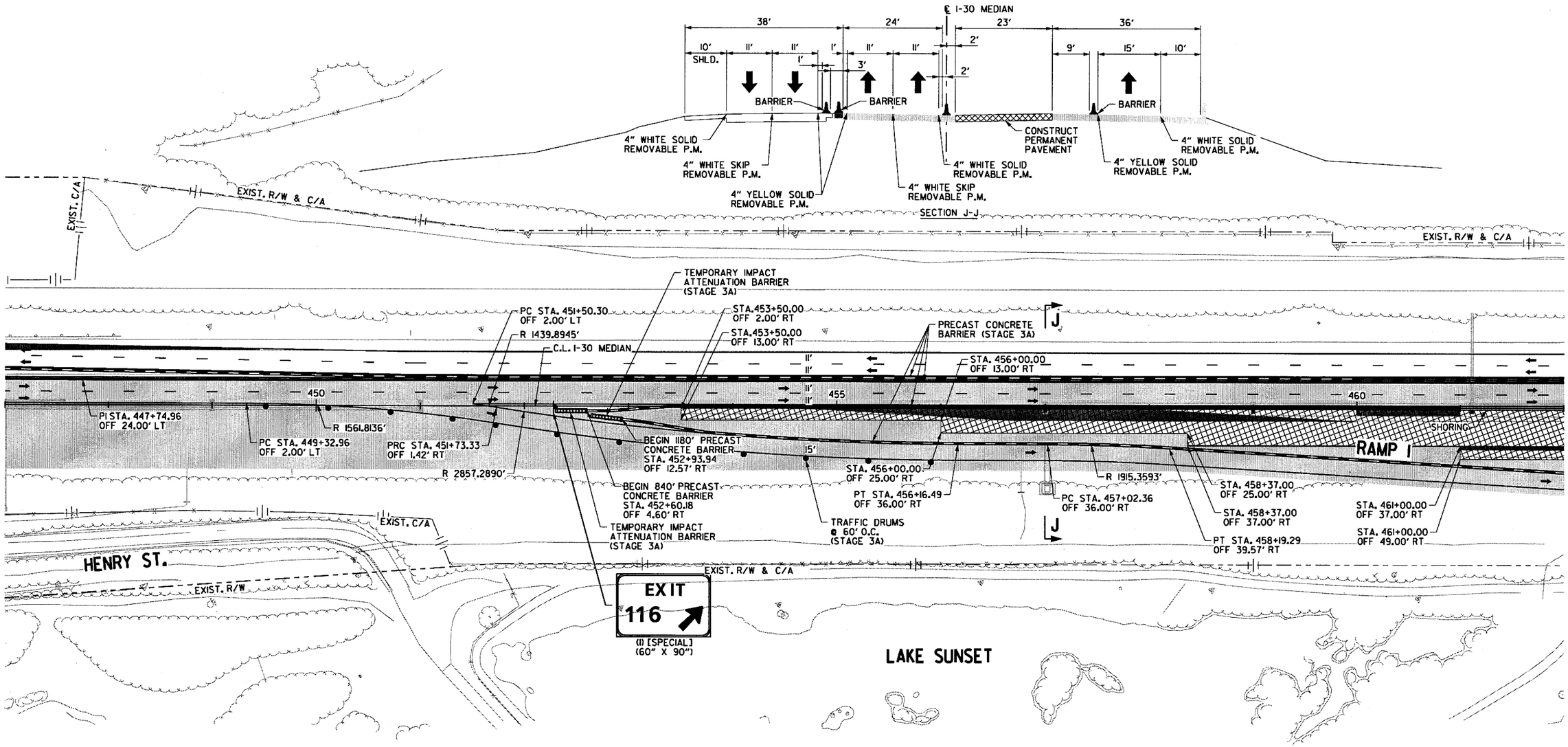
				JOB NO.		CA0601	402	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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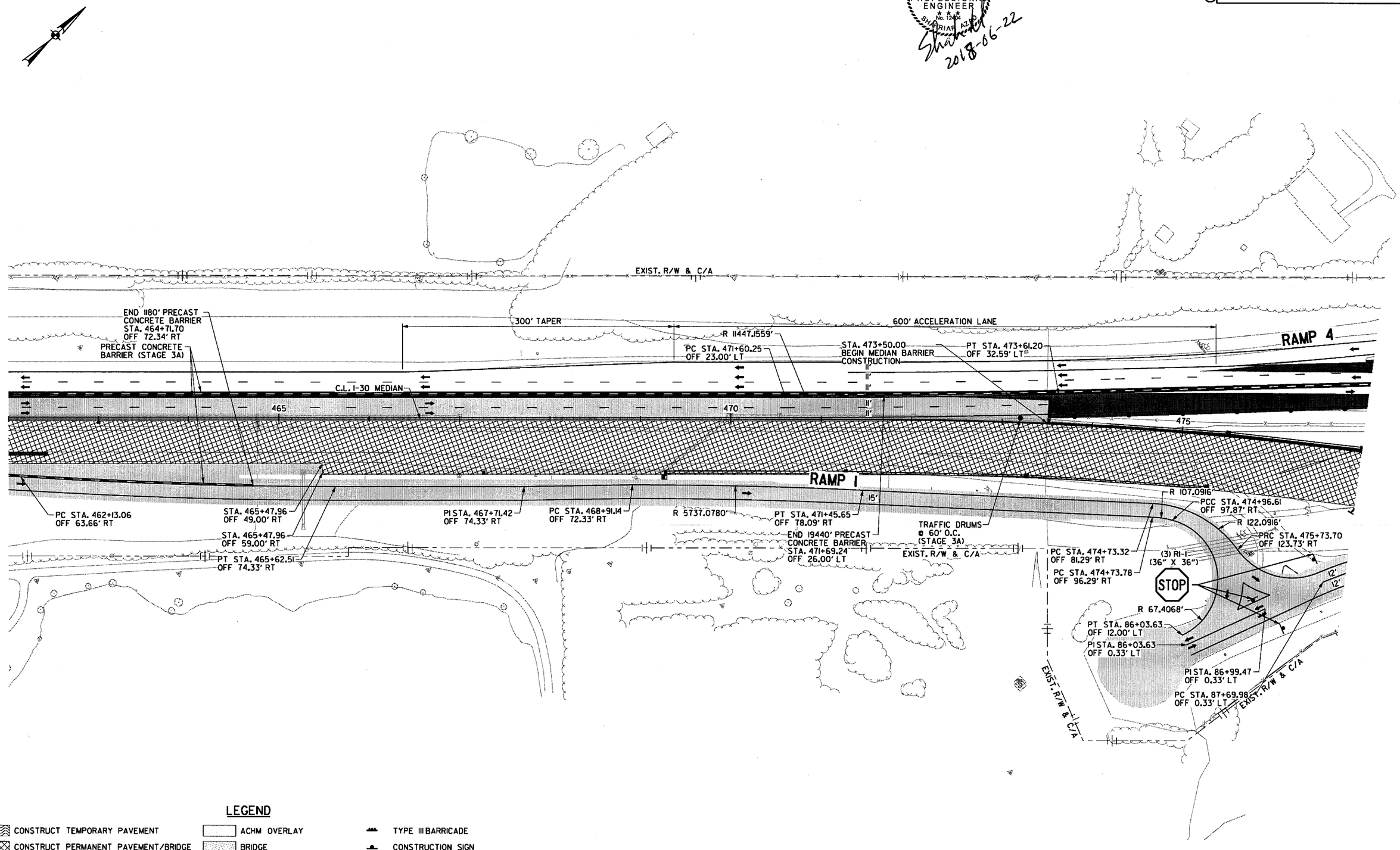
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. [illegible]
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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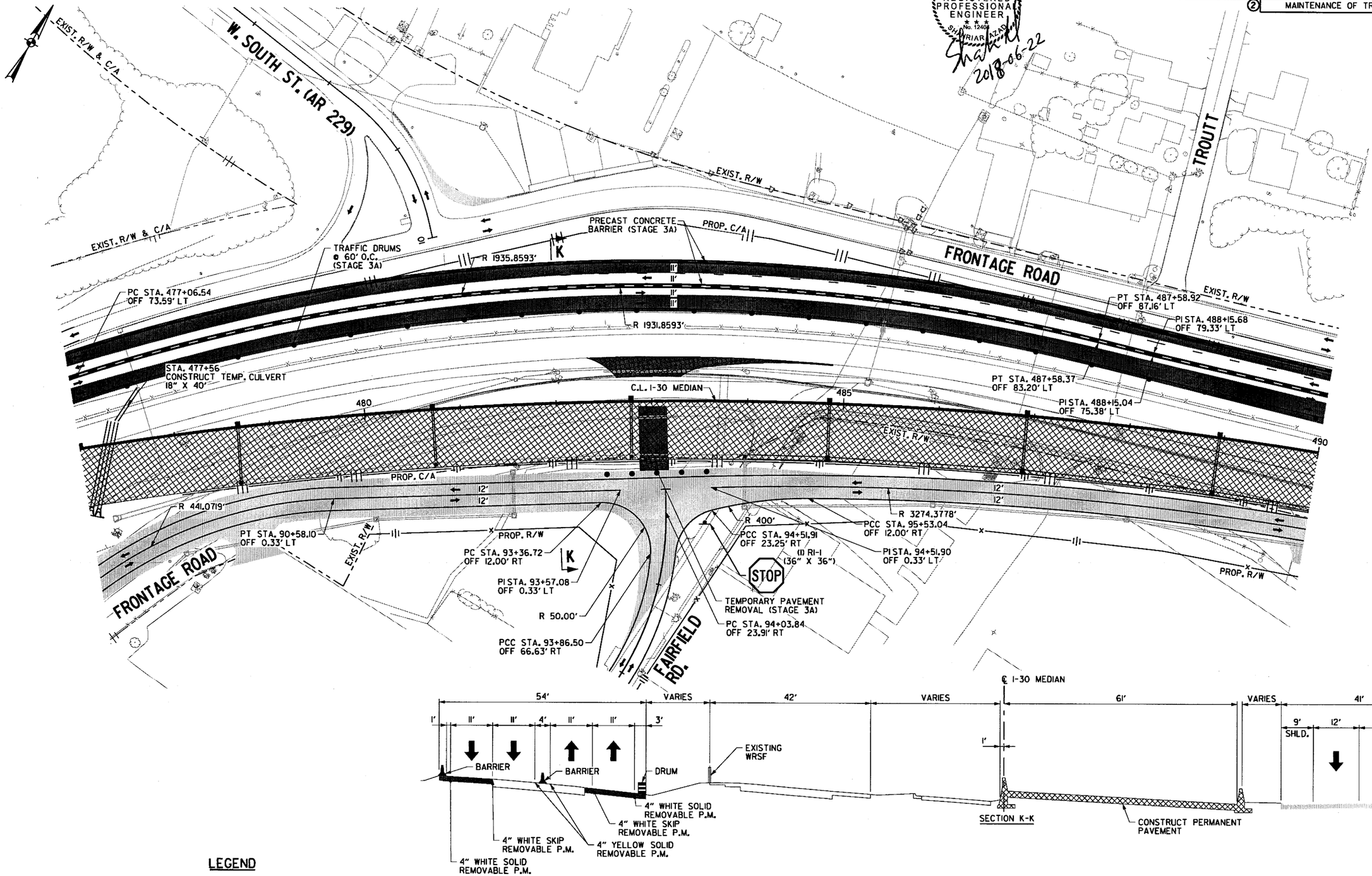
				JOB NO.		CA0601	404	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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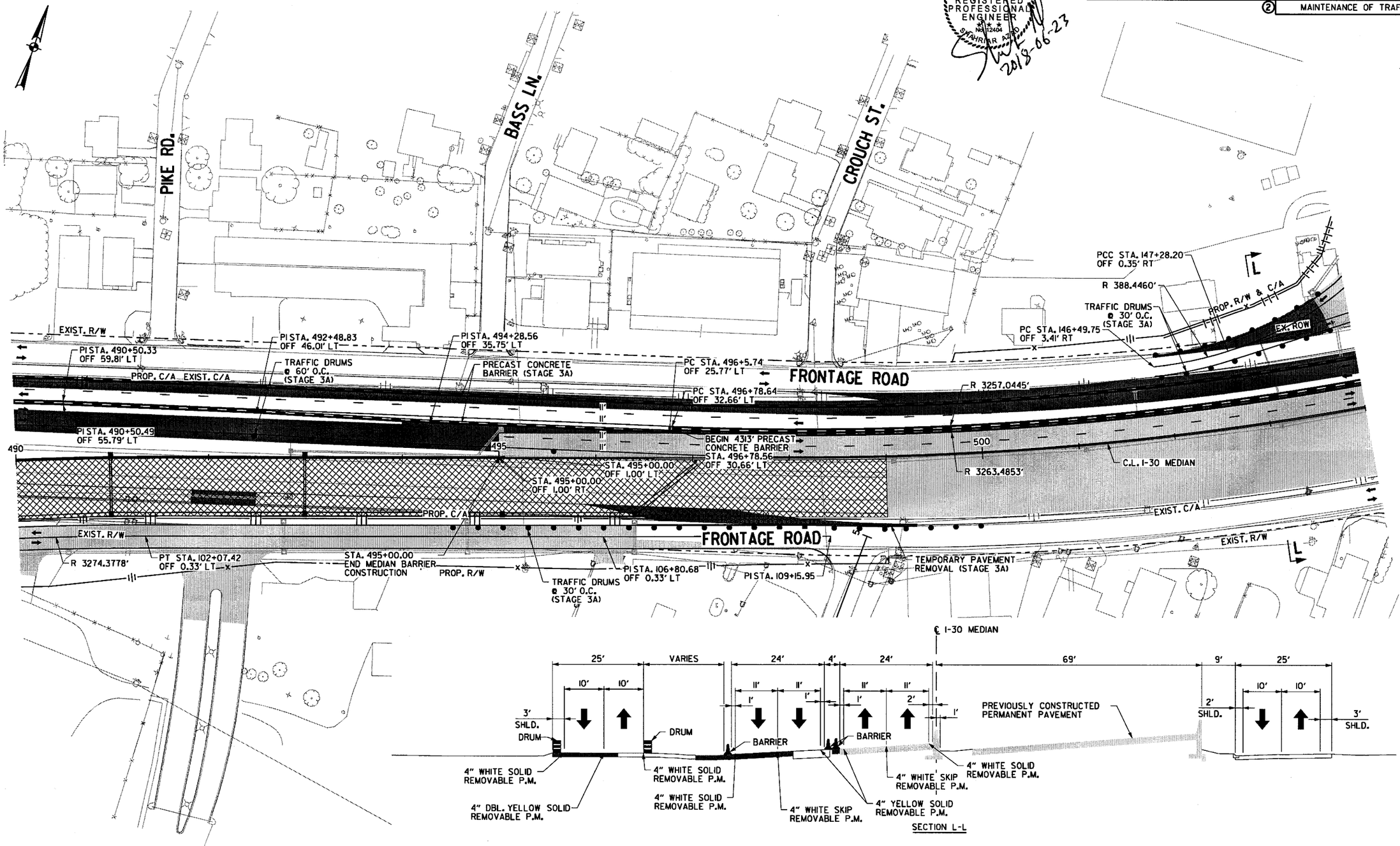
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	405	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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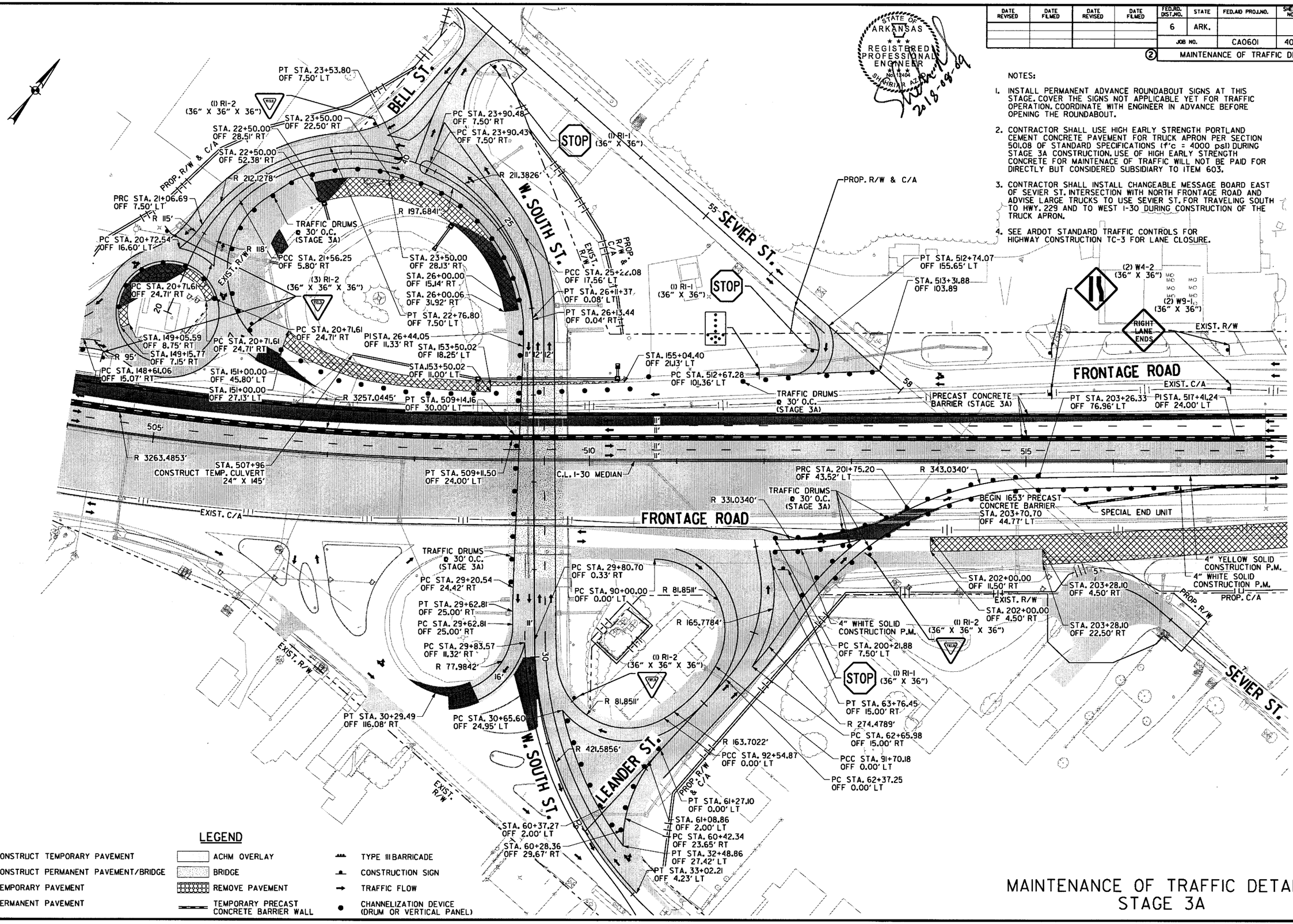
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	406	1465
				(2) MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR NAKHAI
2018-09-04

NOTES:

1. INSTALL PERMANENT ADVANCE ROUNDABOUT SIGNS AT THIS STAGE. COVER THE SIGNS NOT APPLICABLE YET FOR TRAFFIC OPERATION. COORDINATE WITH ENGINEER IN ADVANCE BEFORE OPENING THE ROUNDABOUT.
2. CONTRACTOR SHALL USE HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT FOR TRUCK APRON PER SECTION 501.08 OF STANDARD SPECIFICATIONS (f'c = 4000 psi) DURING STAGE 3A CONSTRUCTION. USE OF HIGH EARLY STRENGTH CONCRETE FOR MAINTENANCE OF TRAFFIC WILL NOT BE PAID FOR DIRECTLY BUT CONSIDERED SUBSIDIARY TO ITEM 603.
3. CONTRACTOR SHALL INSTALL CHANGEABLE MESSAGE BOARD EAST OF SEVIER ST. INTERSECTION WITH NORTH FRONTAGE ROAD AND ADVISE LARGE TRUCKS TO USE SEVIER ST. FOR TRAVELING SOUTH TO HWY. 229 AND TO WEST I-30 DURING CONSTRUCTION OF THE TRUCK APRON.
4. SEE ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-3 FOR LANE CLOSURE.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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MAINTENANCE OF TRAFFIC DETAILS STAGE 3A

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				6	ARK.			
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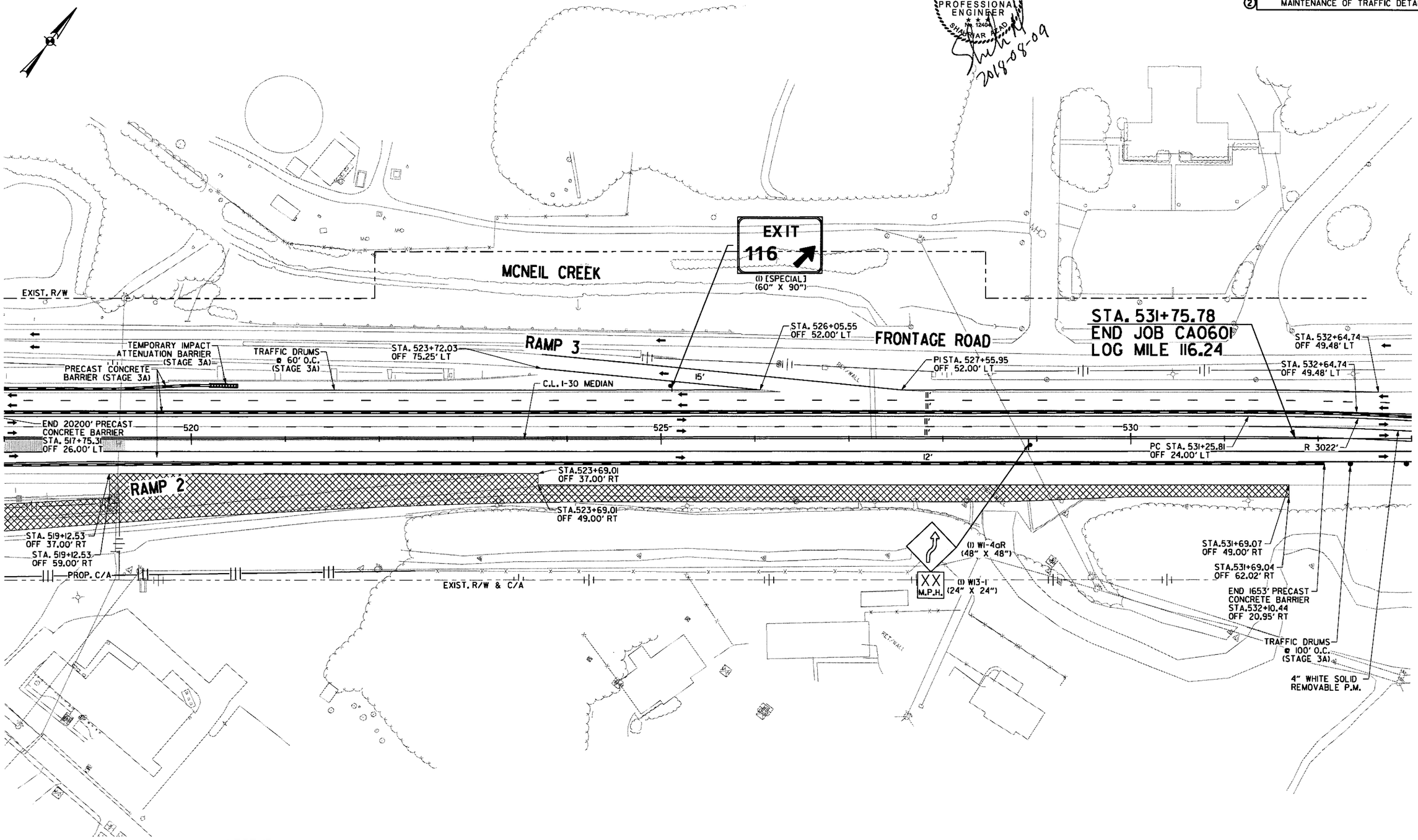
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAUNIAR ALAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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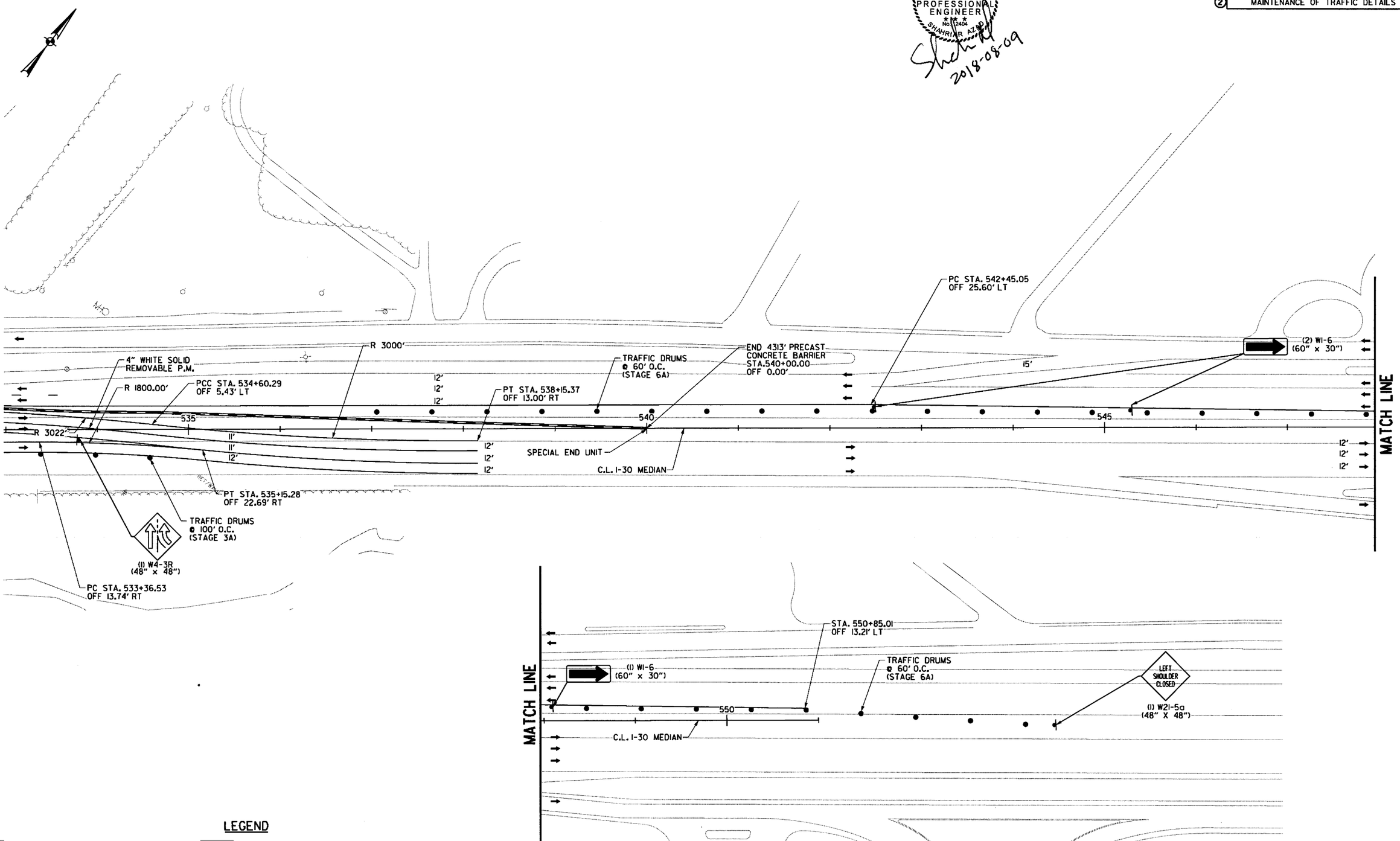
				6	ARK.			
				JOB NO.		CA0601	408	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahriar Azad
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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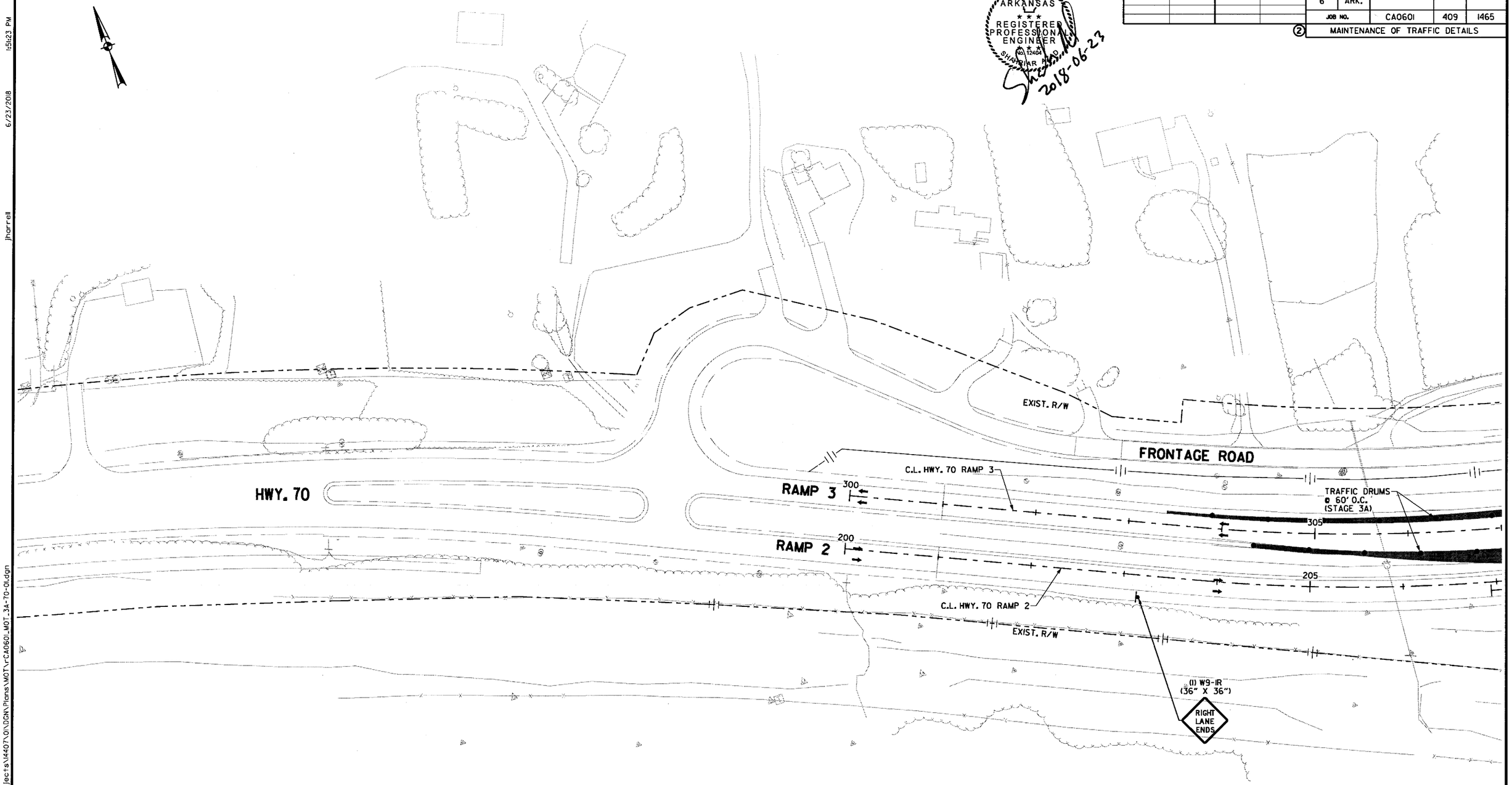
				6	ARK.			
				JOB NO.		CA0601	409	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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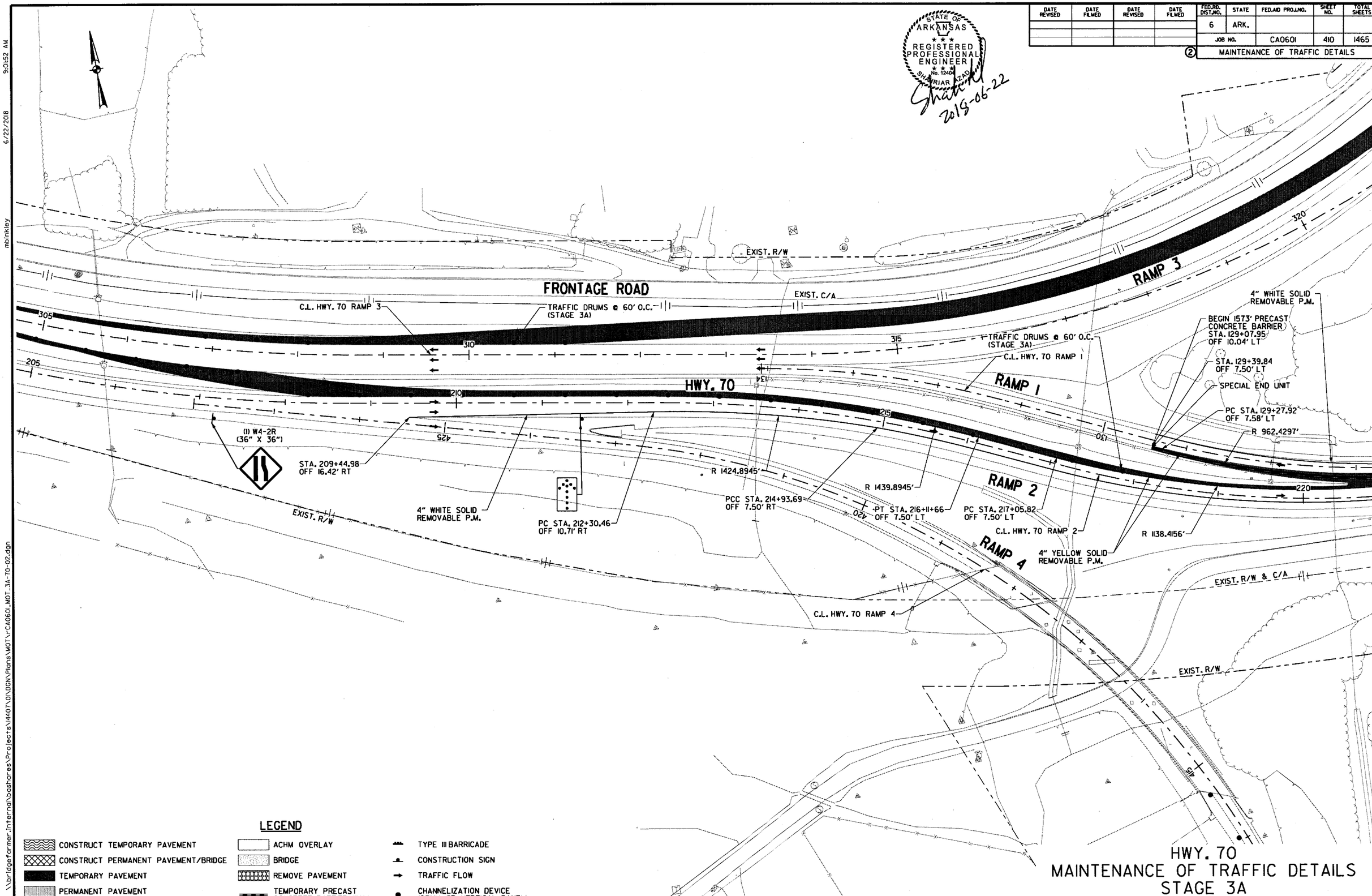
				6	ARK.			
				JOB NO.		CA0601	410	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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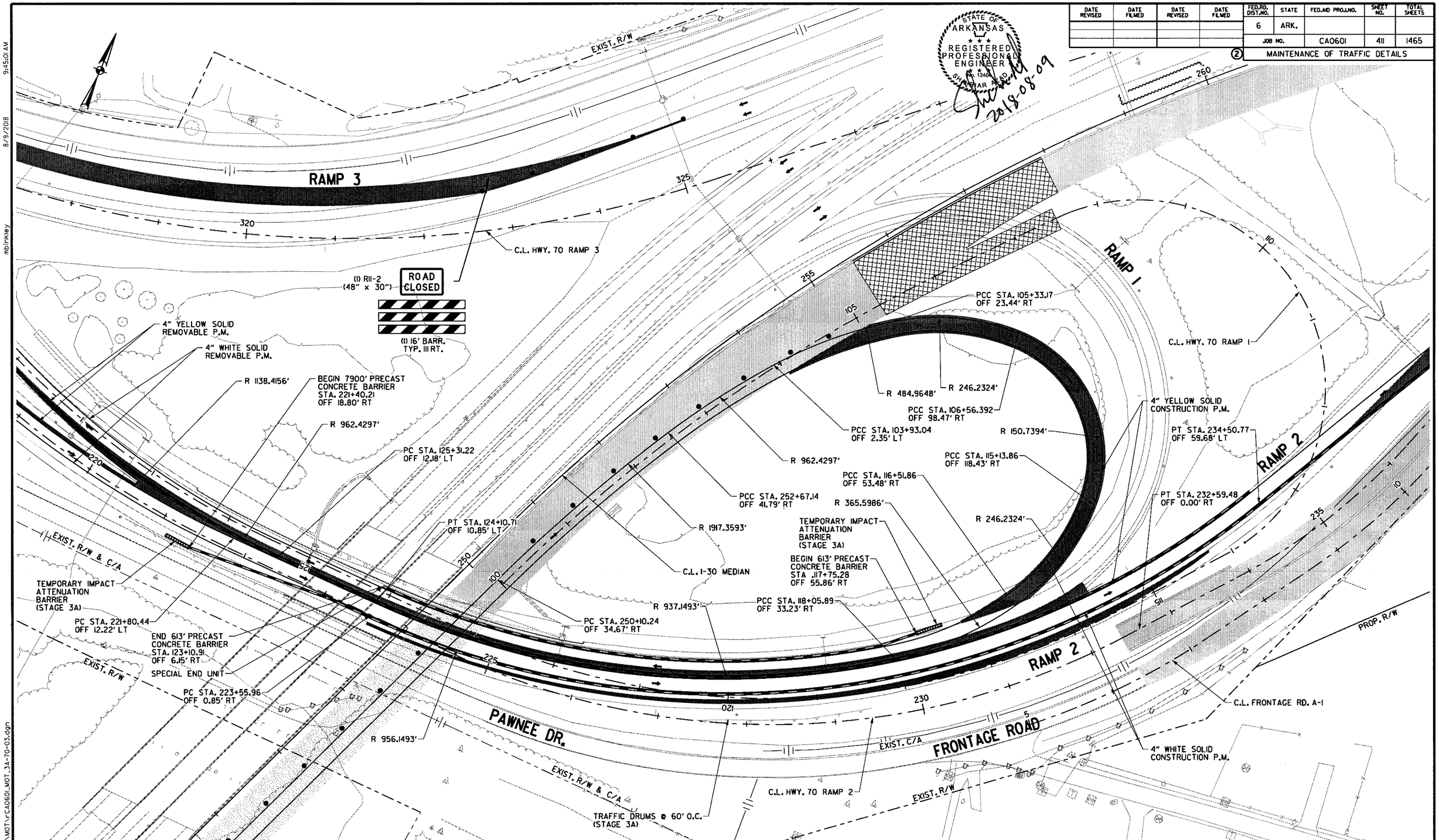
				6	ARK.			
				JOB NO.		CA0601	411	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWYAR ALAM
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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				JOB NO.		CA0601	412	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
2018-06-22

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TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3A)
C.L. HWY. 70 RAMP 3
335
SPECIAL END UNIT (STAGE 3A)
265
PRECAST CONCRETE BARRIER (STAGE 3A)
270
EXIST. C/A
EXIST. R/W
C.L. I-30 MEDIAN
R 701.9943'
PC STA. 240+85.56 OFF 7.50' LT
245
PRECAST CONCRETE BARRIER (STAGE 3A)
BEGIN 1360' PRECAST CONCRETE BARRIER STA. 239+48.86 OFF 25.67' LT
FRONTAGE RD
PT STA. 246+56.67 OFF 7.50' LT
20
RAMP 2
240
15
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3A)
4" WHITE SOLID REMOVABLE P.M.
4" YELLOW SOLID REMOVABLE P.M.
EXIST. R/W
PC STA. 248+82.32 OFF 7.50' LT
275
250
R 1917.3593'
END 1900' PRECAST CONCRETE BARRIER STA. 240+85.56 OFF 9.50' RT
PCC STA. 250+35.93 OFF 7.50' LT
R 962.4297'
C.L. HWY. 70 RAMP 2
PT STA. 251+52.08 OFF 3.98' LT
EXIST. C/A
TEMPORARY SHORING TO REMAIN FROM STAGE 3
STA. 277+29.08 OFF 2.00' RT
STA. 277+29.08 OFF 37.00' RT
C.L. FRONTAGE RD. A-1
10
PROP. R/W
END 1360' PRECAST CONCRETE BARRIER STA. 2277+50.00 OFF 39.00' RT
PROP. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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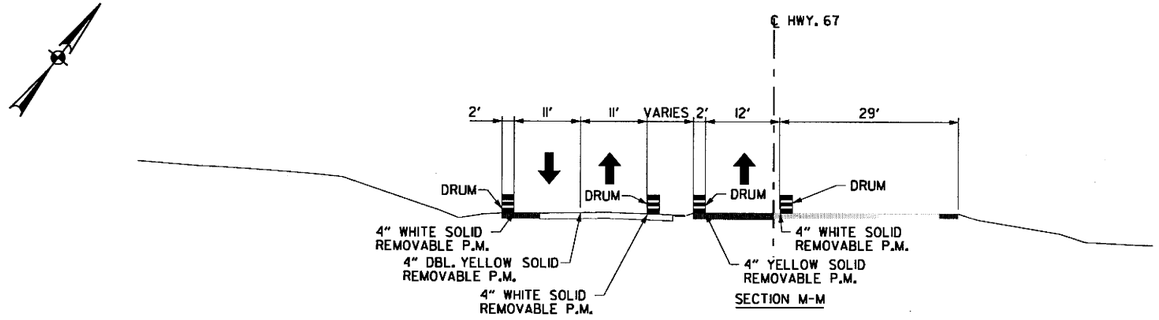
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	413	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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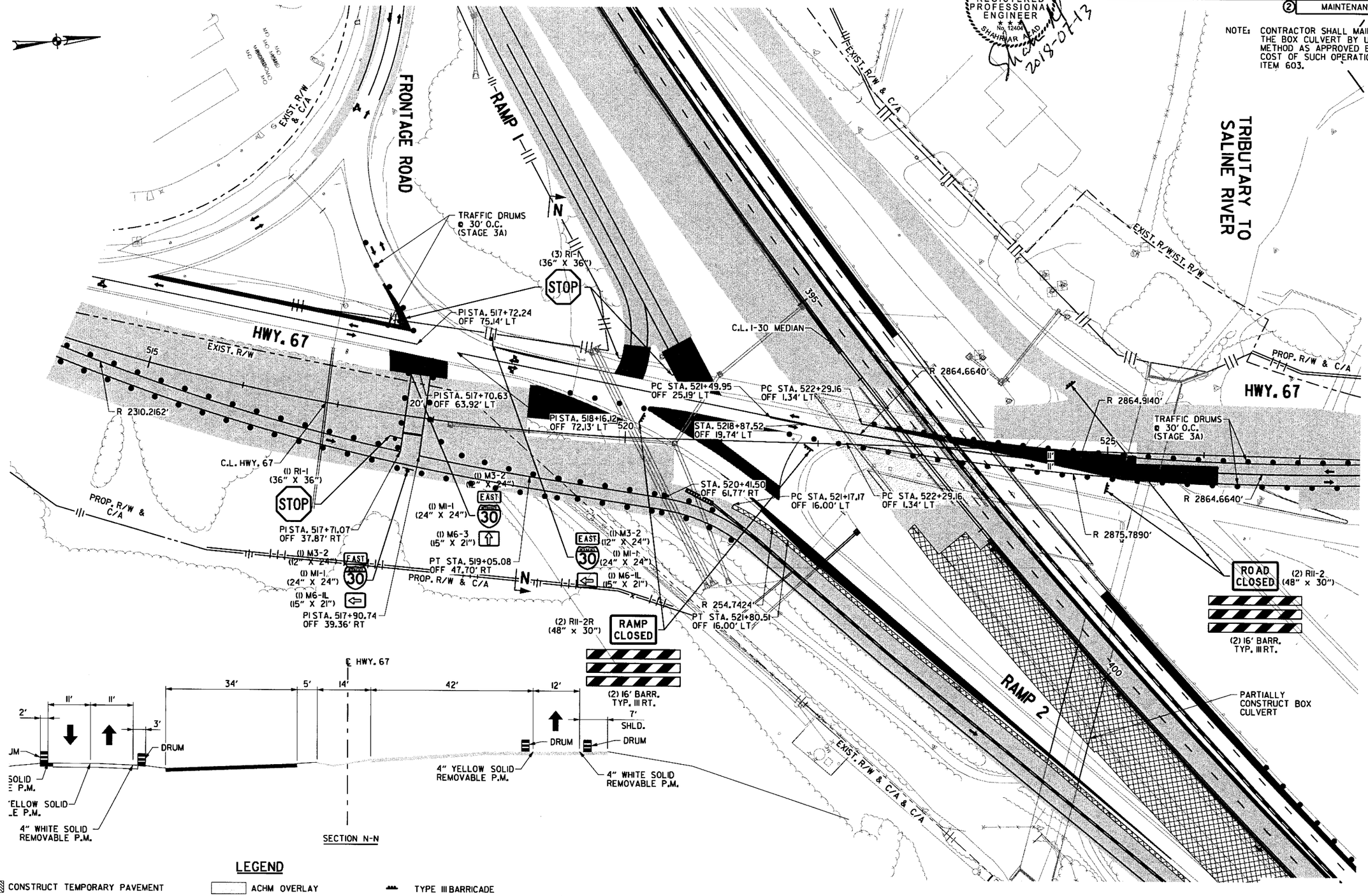
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	414	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AFAND
2018-07-13

NOTE: CONTRACTOR SHALL MAINTAIN FLOW THROUGH THE BOX CULVERT BY USE PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIMI
2018-06-23

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	415	1465

② MAINTENANCE OF TRAFFIC DETAILS

PROP. R/W
PCC STA. 67+54.99 OFF 12.00' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 3A)
DO NOT ENTER
(1) R5-1 (36" X 36")
PT STA. 79+51.64 OFF 39.00' RT
R 30.00'
PC STA. 529+83.43 OFF 13.96' LT
PROP. R/W & C/A
R 2864.6640'
PT STA. 528+43.23 OFF 11.39' OFF RT
530
R 30.00'
TRAFFIC DRUMS @ 30' O.C. (STAGE 3A)
PC STA. 530+14.82 OFF 4.19' RT
R 10.00'
PT STA. 530+26.17 OF 13.40' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 3A)
PC STA. 530+50.34 OFF 9.38' RT
PI STA. 302+89.44 OFF 21.50' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 3A)
END 253' PRECAST CONCRETE BARRIER STA.302+91.83 OFF 14.61' LT
TRAFFIC DRUMS @ 30' O.C. (STAGE 3A)
PC STA. 530+32.90 OFF 47.57' LT
STOP
(4) R1-1 (36" X 36")
R 30'
PT STA. 530+63.07 OFF 19.84' LT
R 2864.9140'
PT STA. 530+81.26 OFF 1.68' RT
PT STA. 530+85.34 OFF 9.56' LT
STA.531+76.81 OFF 42.82' RT
STA.530+60.76 OFF 43.00' RT
STA.531+24.28 OFF 117.40' RT
BEGIN 240' PRECAST CONCRETE BARRIER STA.530+53.37 OFF 39.56' RT
STA.530+66.48 OFF 112.43' RT
PI STA. 302+14.44 OFF 26.00' RT
END 243' PRECAST CONCRETE BARIER STA. 302+91.83 OFF 143' LT
SPECIAL END UNIT
WEST 30
(1) M3-4 (12" X 24")
(1) M1-1 (24" X 24")
(1) M6-1R (15" X 21")
C.L. HWY. 67
EXIST. R/W
PT STA. 532+88.64 OFF 13.67' LT
PROP. R/W & C/A
(1) M3-4 (12" X 24")
(1) M1-1 (24" X 24")
(1) M6-1L (15" X 21")
(1) R11-2 (48" X 30")
ROAD CLOSED
(1) 16' BARR. TYP. III RT.
RAMP 3
DO NOT ENTER
(1) R5-1 (36" X 36")
EXIST. R/W
PC STA.538+69.04 OFF 7.73' LT
R 2088.8750'
PC STA.540+68.58 OFF 0.19' LT
PC STA.542+00.00 OFF 0.00'
535
540
11'
11'
HWY. 67
(1) R11-2 (48" X 30")
ROAD CLOSED
(1) 16' BARR. TYP. III RT.
EXIST. R/W
℄ HWY. 67
10' 11' 11' 4'
4" WHITE SOLID REMOVABLE P.M.
4" DBL. YELLOW SOLID REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.
SECTION 0-0

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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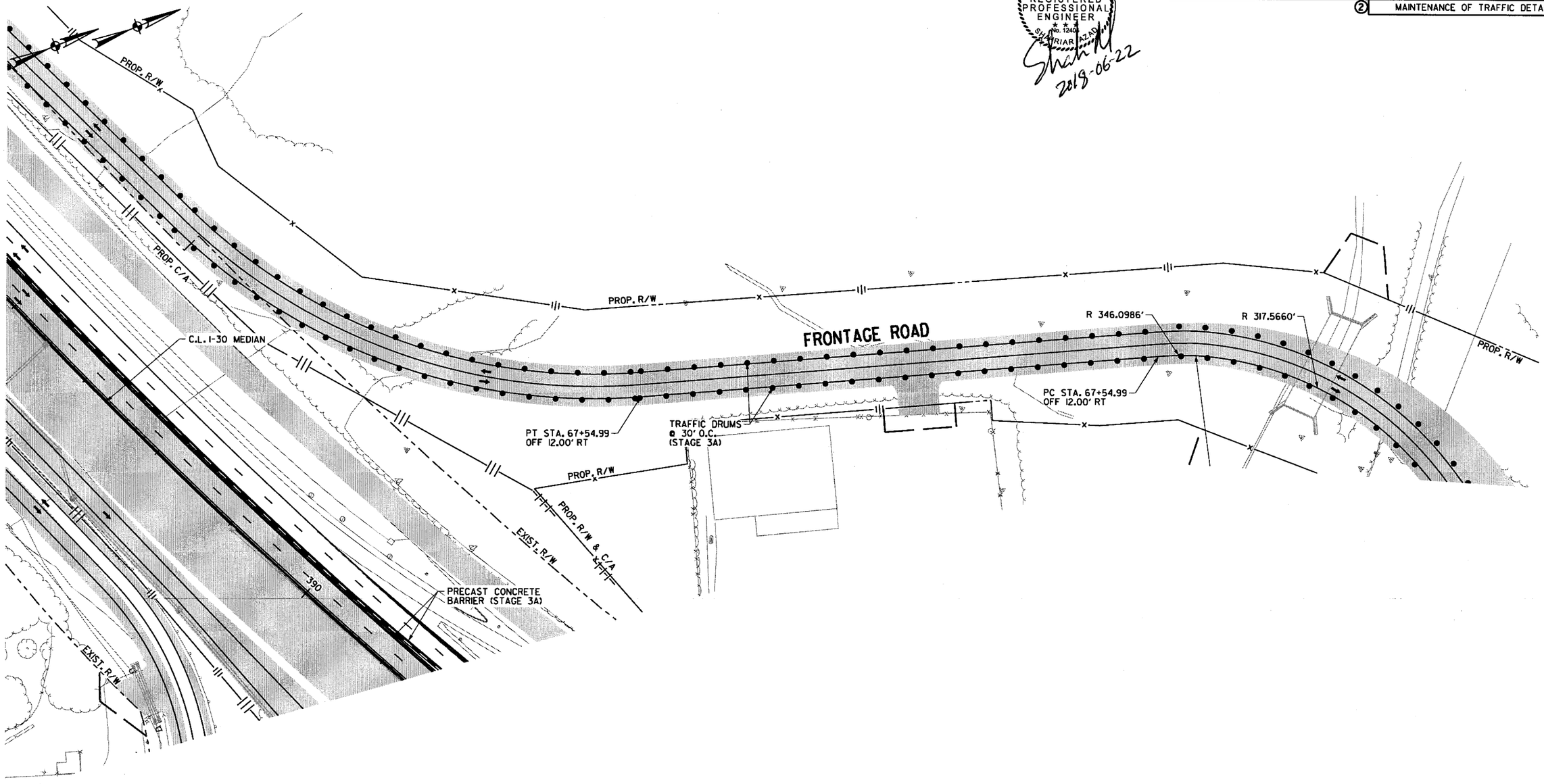
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	416	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TEMPORARY PAVEMENT
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- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3A

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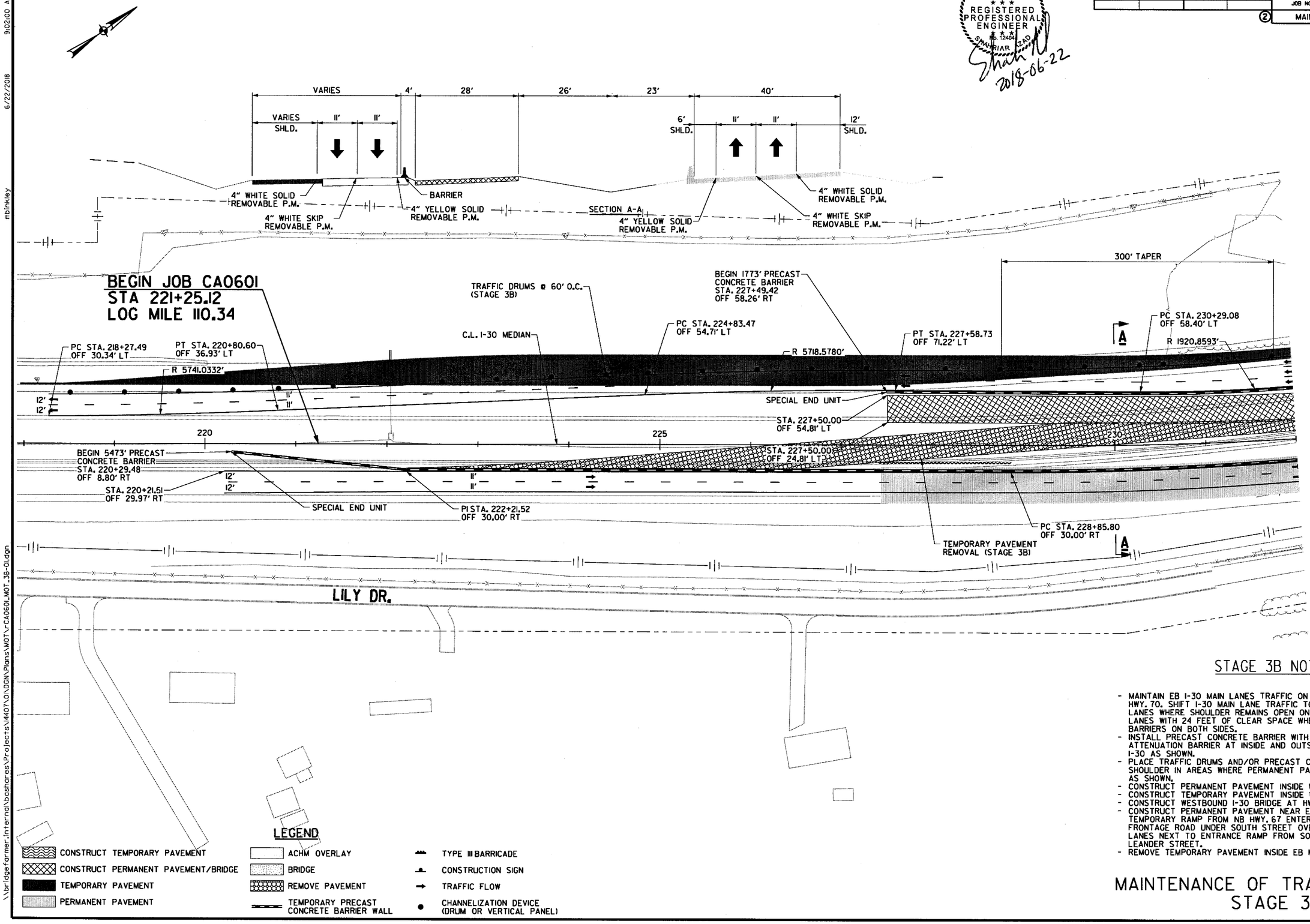
				6	ARK.			
				JOB NO.		CA0601	417	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR SHAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

STAGE 3B NOTES

- MAINTAIN EB I-30 MAIN LANES TRAFFIC ON WB SIDE OF I-30 EAST OF HWY. 70. SHIFT I-30 MAIN LANE TRAFFIC TO MAINTAIN MINIMUM 11 FOOT LANES WHERE SHOULDER REMAINS OPEN ON OUTSIDE. MAINTAIN 11 FOOT LANES WITH 24 FEET OF CLEAR SPACE WHERE SHOULDER IS CLOSED BY BARRIERS ON BOTH SIDES.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER AT INSIDE AND OUTSIDE EB AND WB MAIN LANES I-30 AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTURCTED AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT INSIDE WB MAIN LANES AS SHOWN.
- CONSTRUCT TEMPORARY PAVEMENT INSIDE WB MAIN LANES AS SHOWN.
- CONSTRUCT WESTBOUND I-30 BRIDGE AT HWY. 70.
- CONSTRUCT PERMANENT PAVEMENT NEAR EB MAIN LANES WHERE EB TEMPORARY RAMP FROM NB HWY. 67 ENTERED, ALONG HWY. 67, ALONG N. FRONTAGE ROAD UNDER SOUTH STREET OVERPASS, AND EB I-30 MAIN LANES NEXT TO ENTRANCE RAMP FROM SOUTH FRONTAGE ROAD AND LEANDER STREET.
- REMOVE TEMPORARY PAVEMENT INSIDE EB MAIN LANES AS SHOWN.

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	418	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
SHAHRIAR AZAD
2018-08-09

CONTRACTOR SHALL MAINTAIN DRAINAGE THROUGH A TEMPORARY DITCH AFTER THE DRAINAGE STRUCTURE AT STA. 233+60 IS REMOVED UNTIL THE NEW DRAINAGE STRUCTURE IS IN PLACE IN STAGE 5. PAYMENT FOR ADDITIONAL EXCAVATION AND EMBANKMENT TO MAINTAIN THE DITCH WILL NOT BE MEASURED SEPARATELY AND IS CONSIDERED SUBSIDIARY TO OTHER ITEMS.

EXIST. R/W & C/A

(1) R11-2 (48" x 30")

ROAD CLOSED

(1) 16' BARR. TYP. III RT.

TRAFFIC DRUMS @ 60' O.C. (STAGE 3B)

PT STA. 241+24.95 OFF 183.78' LT

R 1003.9483'

RAMP 4

600' ACCEL. LANE

PT STA. 237+89.39 OFF 96.34' LT

PCC STA. 232+83.69 OFF 60.43' LT

PRECAST CONCRETE BARRIER (STAGE 3B)

R 4594.6624'

15'

4" YELLOW SOLID CONSTRUCTION P.M.

4" WHITE SOLID CONSTRUCTION P.M.

STA. 243+57.43 OFF 75.26' LT

END 1773' PRECAST CONCRETE BARRIER STA. 245+17.47 OFF 67.00 LT

PI STA. 241+57.43 OFF 76.34' LT

STA. 235+53.42 OFF 53.72' LT

STA. 235+53.23 OFF 43.72' LT

PT STA. 237+96.51 OFF 74.45' LT

8" WHITE SOLID CONSTRUCTION P.M.

235

240

245

TEMPORARY PAVEMENT REMOVAL (STAGE 3B)

R 3819.7186'

PT STA. 237+65.51 OFF 14.36' RT

PI STA. 241+74.36 OFF 37.67' RT

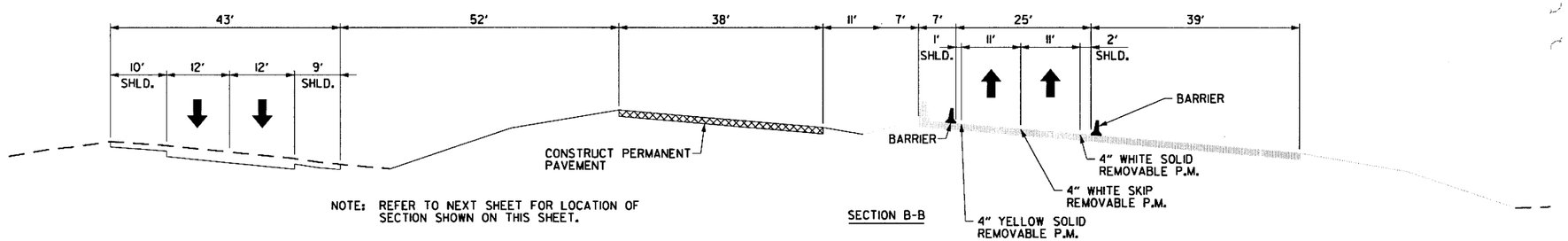
℄ I-30 MEDIAN

PI STA. 244+24.36 OFF 46.67' RT

PLACE BLUNT END OF PRECAST CONCRETE BARRIER BEHIND EXISTING BARRIER

EXIST. R/W

EXIST. C/A



NOTE: REFER TO NEXT SHEET FOR LOCATION OF SECTION SHOWN ON THIS SHEET.

SECTION B-B

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	419	1465
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2018-06-23

EXIST. R/W
EXIST. C/A
RAMP 3
FRONTAGE ROAD
EXIT 111
C.L. I-30 MEDIAN
(1) [SPECIAL] (60" X 90")
B
NOTE: REFER TO PREVIOUS SHEET FOR DETAILS OF SECTION SHOWN ON THIS SHEET.
SHORING
BEGIN 1660' PRECAST CONCRETE BARRIER STA. 258+85.48 OFF 130.59' LT
STA. 260+00 CONSTRUCT PARTIAL R.C. BOX CULVERT
PRECAST CONCRETE BARRIER (STAGE 3B)
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3B)
STA. 258+45.77 OFF 95.42' LT
STA. 258+42.77 OFF 70.61' LT
R 2291.8312'
R 2269.8312'
250
255
15'
11'
11'
11'
R 1917.3593'
PCC STA. 251+18.25 OFF 51.81' RT
PC STA. 250+78.73 OFF 35.76' RT
PC STA. 250+47.43 OFF 13.67' RT
R 3812.2186'
PC STA. 249+03.23 OFF 46.67' RT
R 962.4297'
PCC STA. 252+67.14 OFF 41.79' RT
PCC STA. 254+10.64 OFF 53.31' RT
(1) RII-2 (48" x 30")
ROAD CLOSED
R 484.9648'
B
BEGIN 260' PRECAST CONCRETE BARRIER STA. 255+48.32 OFF 46.02' RT
END 260' PRECAST CONCRETE BARRIER STA. 258+23.62 OFF 40.49' RT
PRECAST CONCRETE BARRIER (STAGE 3B)
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3B)
(1) 16' BARR. TYP. III LT.
PCC STA. 255+52.66 OFF 86.92' RT
TRAFFIC DRUMS @ 60' O.C. (STAGE 3B)
EXIST. R/W
EXIST. R/W & C/A
EXIST. R/W & C/A
PAWNEE DR.
EXIST. C/A
PRECAST CONCRETE BARRIER (STAGE 3B)
RAMP 1
SPECIAL END UNIT
RAMP 2

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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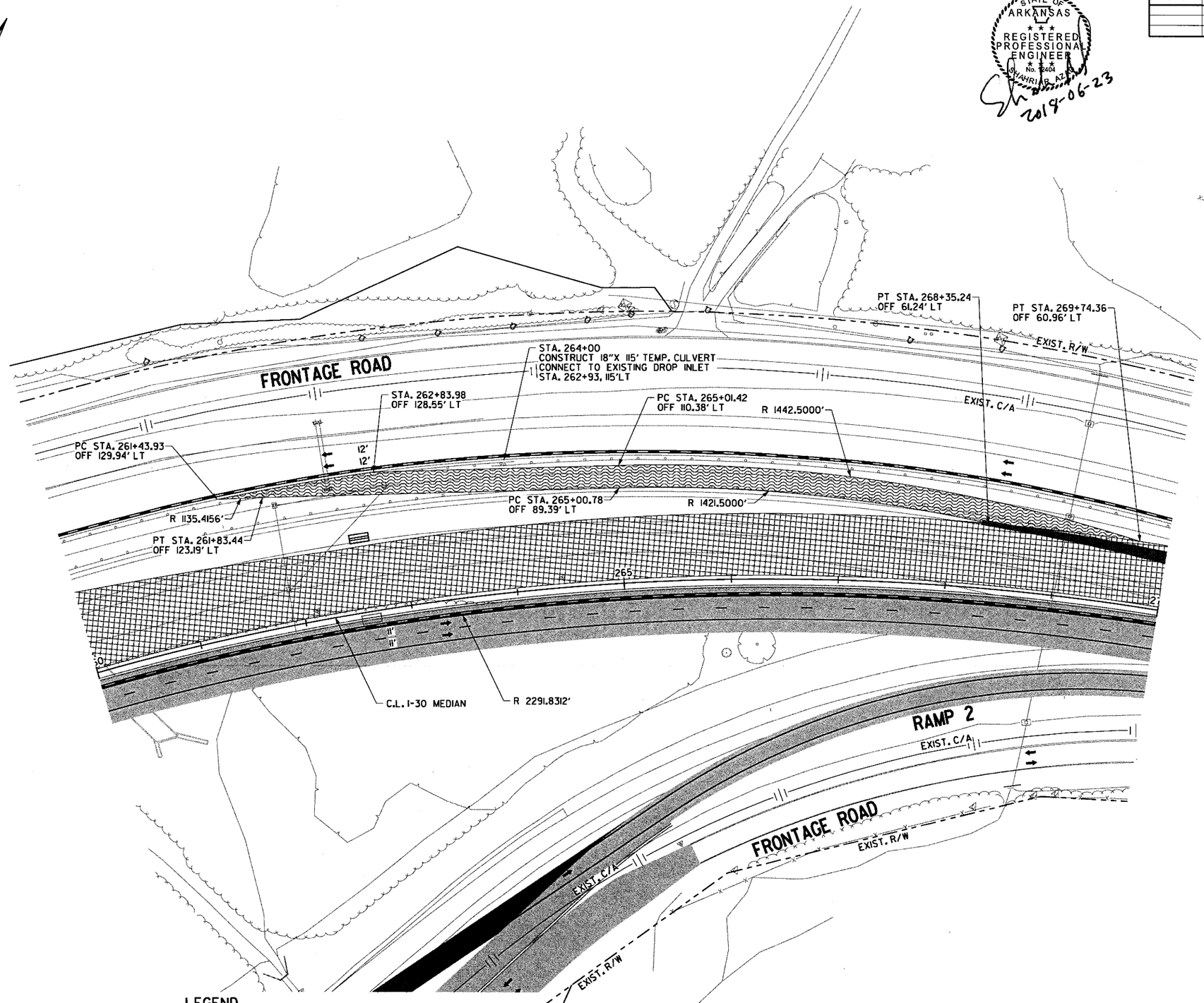
				6	ARK.			
				JOB NO.		CA0601	420	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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				6	ARK.			
				JOB NO.		CA0601	421	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. HO
2019-08-09

9:46:36 AM
8/9/2018
mbinkley

END 1660' PRECAST CONCRETE BARRIER STA. 274+78.56 OFF 37.60' LT

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3B)

R 2853.7890'

PT STA. 274+39.10 OFF 37.66' LT

EXIST. R/W

PT STA. 275+31.89 OFF 40.88' LT

PC STA. 273+69.69 OFF 48.52' LT

FRONTAGE ROAD

PRECAST CONCRETE BARRIER (STAGE 3B)

EXIST. C/A

SHORING

PI STA. 276+32.74 OFF 39.00' LT

TRAFFIC DRUMS @ 60' O.C. (STAGE 3B)

STA 274+72.60 OFF 60.48' LT

STA. 272+44.25 OFF 57.72' LT

STA. 271+72.60 OFF 37.66' LT

END 5473' PRECAST CONCRETE BARRIER STA. 275+11.49 OFF 11.44' RT

PT STA. 276+162.74 OFF 13.00' RT

275

280

285

PT STA. 276+13.93 OFF 35.06' RT

C.L. I-30 MEDIAN

EXIST. C/A

FRONTAGE ROAD

PT STA. 27+39.10 OFF 2.69' LT

R 1917.3593'

R 1902.3593'

PT STA. 277+39.05 OFF 46.00' RT

TRAFFIC DRUMS @ 60' O.C. (STAGE 3B)

RAMP 2

PC STA. 273+48.67 OFF 61.11' RT

EXIST. R/W

EXIST. R/W

℄ I-30 MEDIAN

28' 2' 37' 59'

6' SHLD. 11' 11' 13' 11' 11' 11' 13' SHLD.

DRUM

4" WHITE SOLID CONSTRUCTION P.M.

4" WHITE SKIP CONSTRUCTION P.M.

DRUM

4" YELLOW SOLID CONSTRUCTION P.M.

SECTION C-C

4" WHITE SKIP REMOVABLE P.M.

4" WHITE SOLID REMOVABLE P.M.

4" YELLOW SOLID REMOVABLE P.M.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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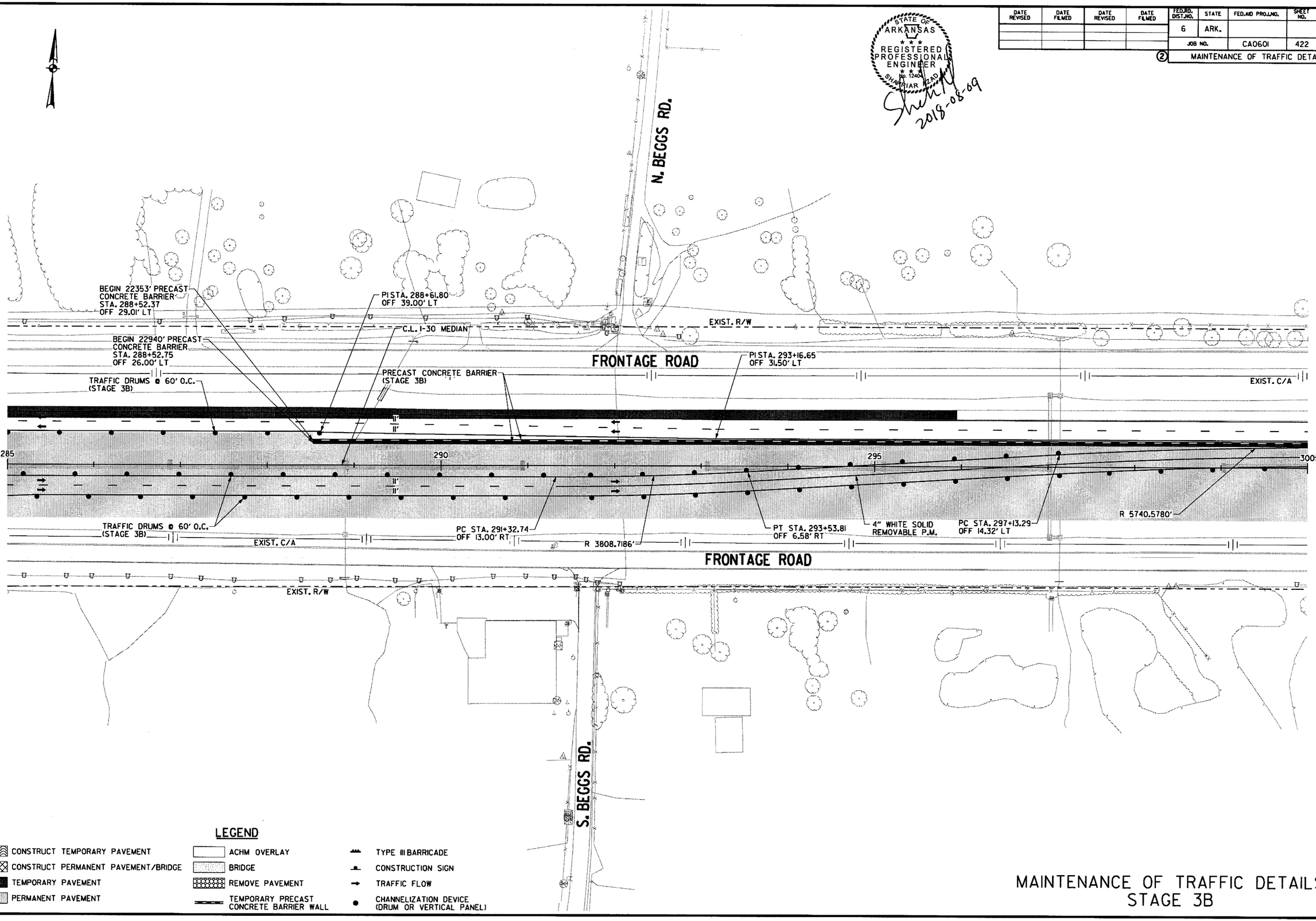
				6	ARK.			
				JOB NO.		CA0601	422	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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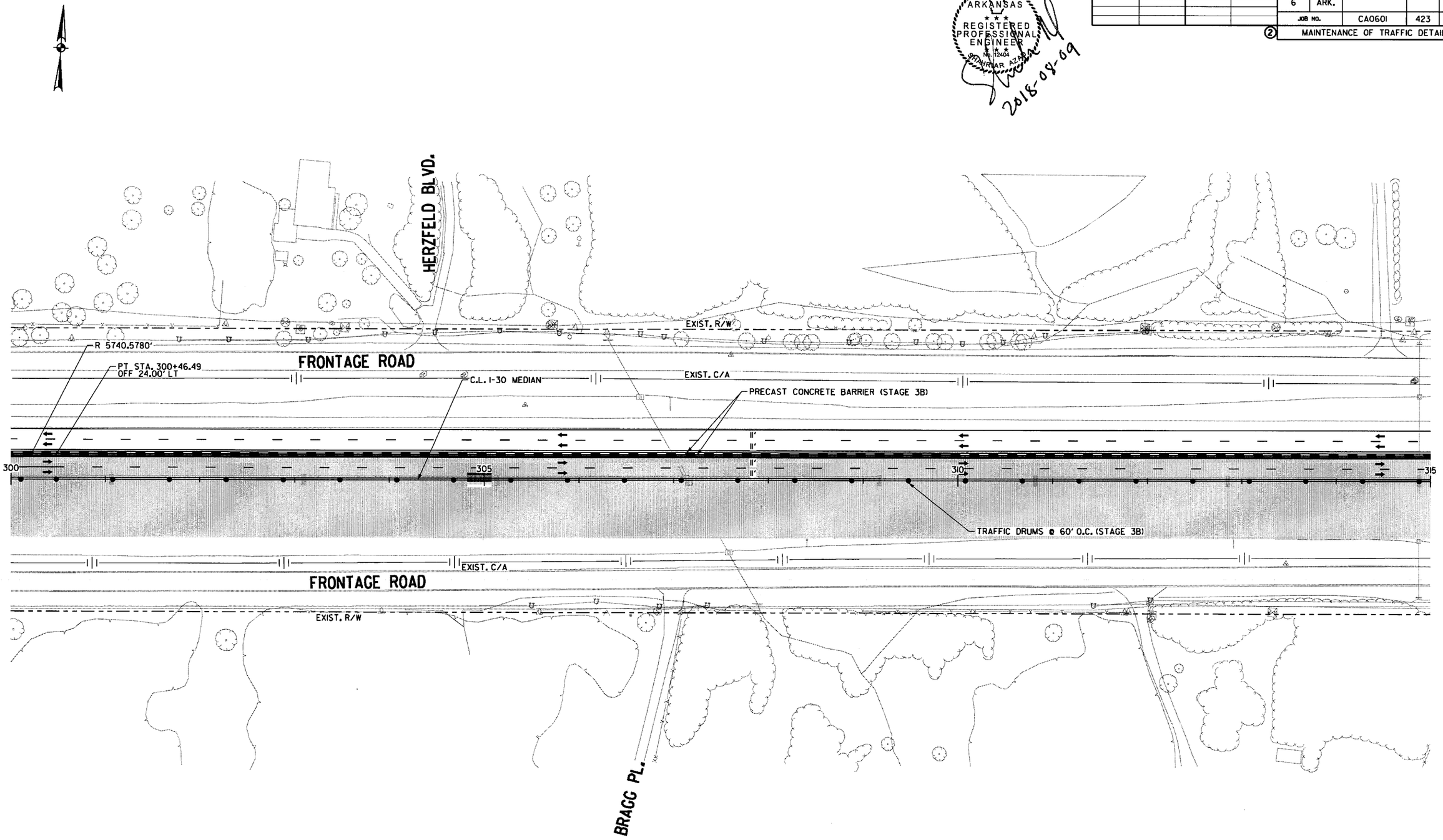
				6	ARK.			
				JOB NO.		CA0601	423	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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				JOB NO.		CA0601	424	1465
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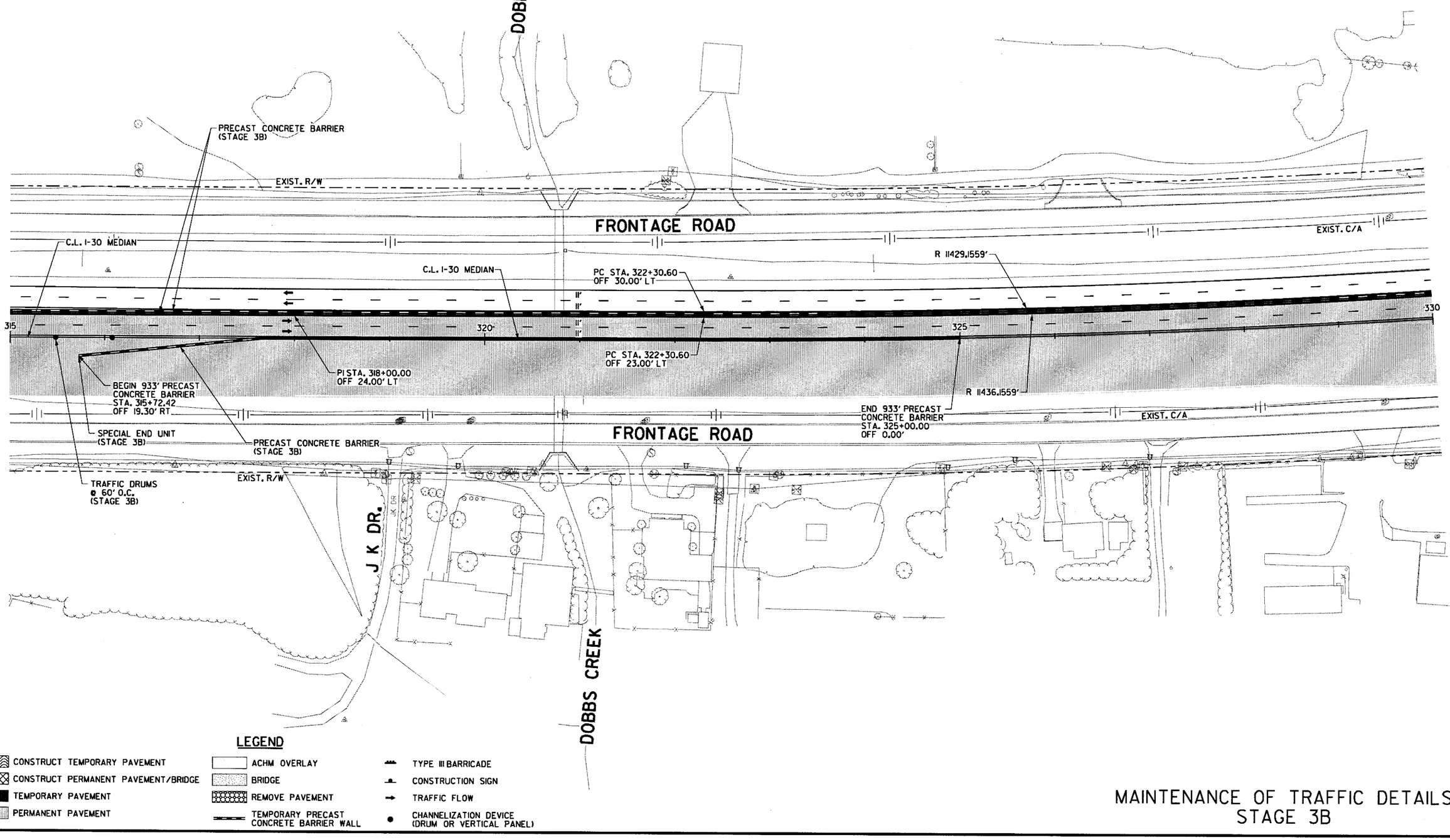
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
BRIAN A. LAY
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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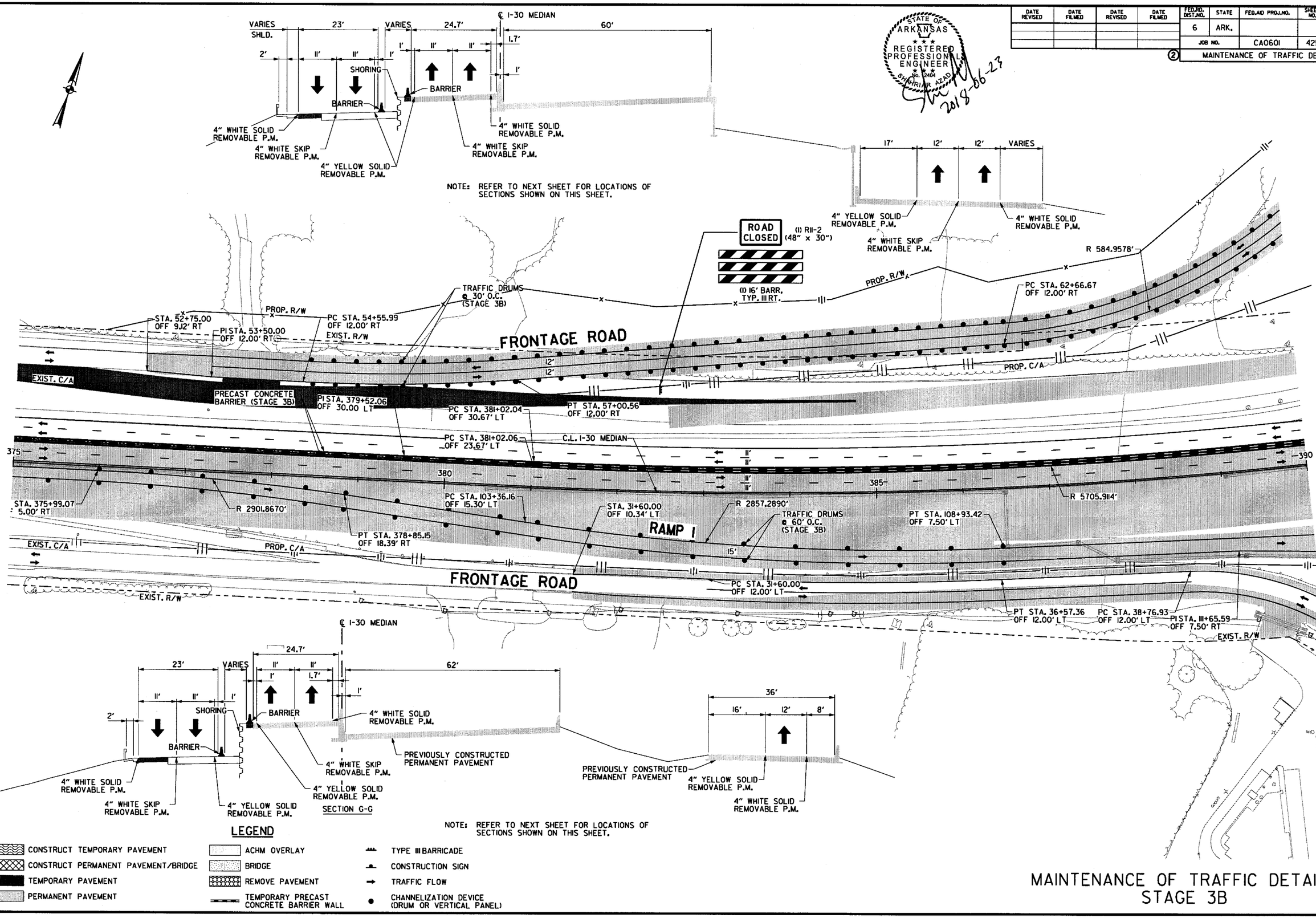
				JOB NO.		CA0601	425	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24041
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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				JOB NO.		CA0601	426	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AMID
2018-06-22

PROP. R/W
TRAFFIC DRUMS @ 30' O.C. (STAGE 3B)
PROP. R/W
PROP. R/W & C/A
EXIST. R/W
(1) RII-2R (48" x 30")
RAMP CLOSED
(1) 16' BARR. TYP. III RT.
PROP. R/W & C/A
EXIST. R/W
PROP. R/W & C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE 3B)
NOTE: REFER TO THE PRIOR SHEET FOR SECTIONS SHOWN ON THIS SHEET.
F
PRECAST CONCRETE BARRIER (STAGE 3B)
TRAFFIC DRUMS @ 30' O.C. (STAGE 3B)
525
NOTE: REFER TO THE PRIOR SHEET FOR SECTIONS SHOWN ON THIS SHEET.
G
390
395
C.L. I-30 MEDIAN
R 5705.9114'
400
405
PC STA. 116+36.70 OFF 17.00' RT
PC STA. 116+70.95 OFF 4.50' RT
PI STA. 117+81.33 OFF 7.50' LT
PI STA. 113+65.69 OFF 17.00' RT
12'
12'
FRONTAGE ROAD
C.L. HWY. 67
PI STA. 522+81.46 OFF 212.07' RT
BEGIN 1500' PRECAST CONCRETE BARRIER STA.208+23.83 OFF 23.16' LT
SPECIAL END UNIT
PRECAST CONCRETE BARRIER (STAGE 3B)
(1) RII-2R (48" x 30")
RAMP CLOSED
(1) 16' BARR. TYP. III RT.
PC STA. 117+25.69 OFF 58.82' RT
520
R 237'
TRAFFIC DRUMS @ 60' O.C. (STAGE 3B)
RAMP 2
PT STA. 521+60.12 OFF 113.07' RT
EXIST. R/W & C/A
520
PC STA. 520+40.93 OFF 61.69' RT

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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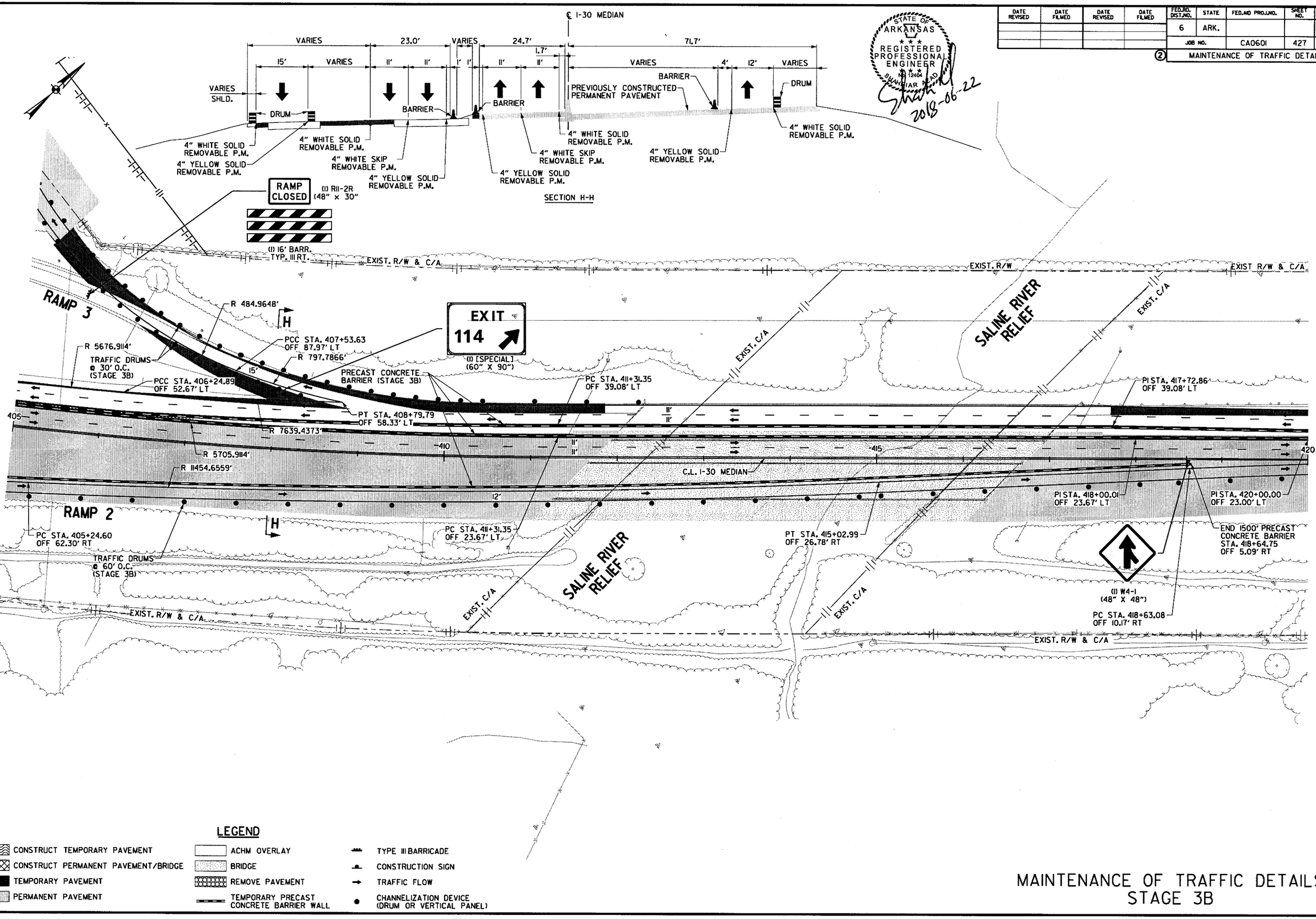
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNIAR ACAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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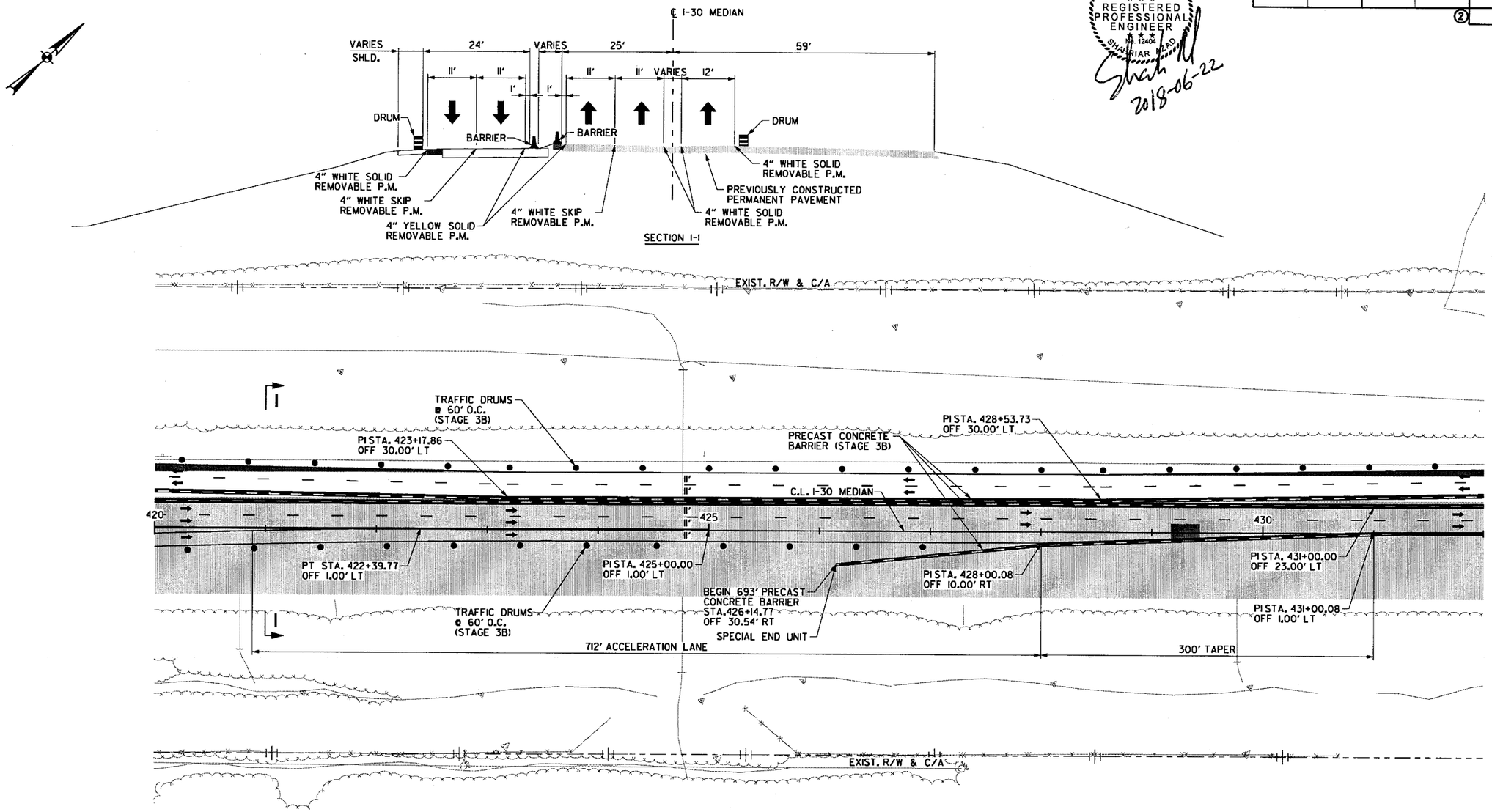
				JOB NO.		CA0601	428	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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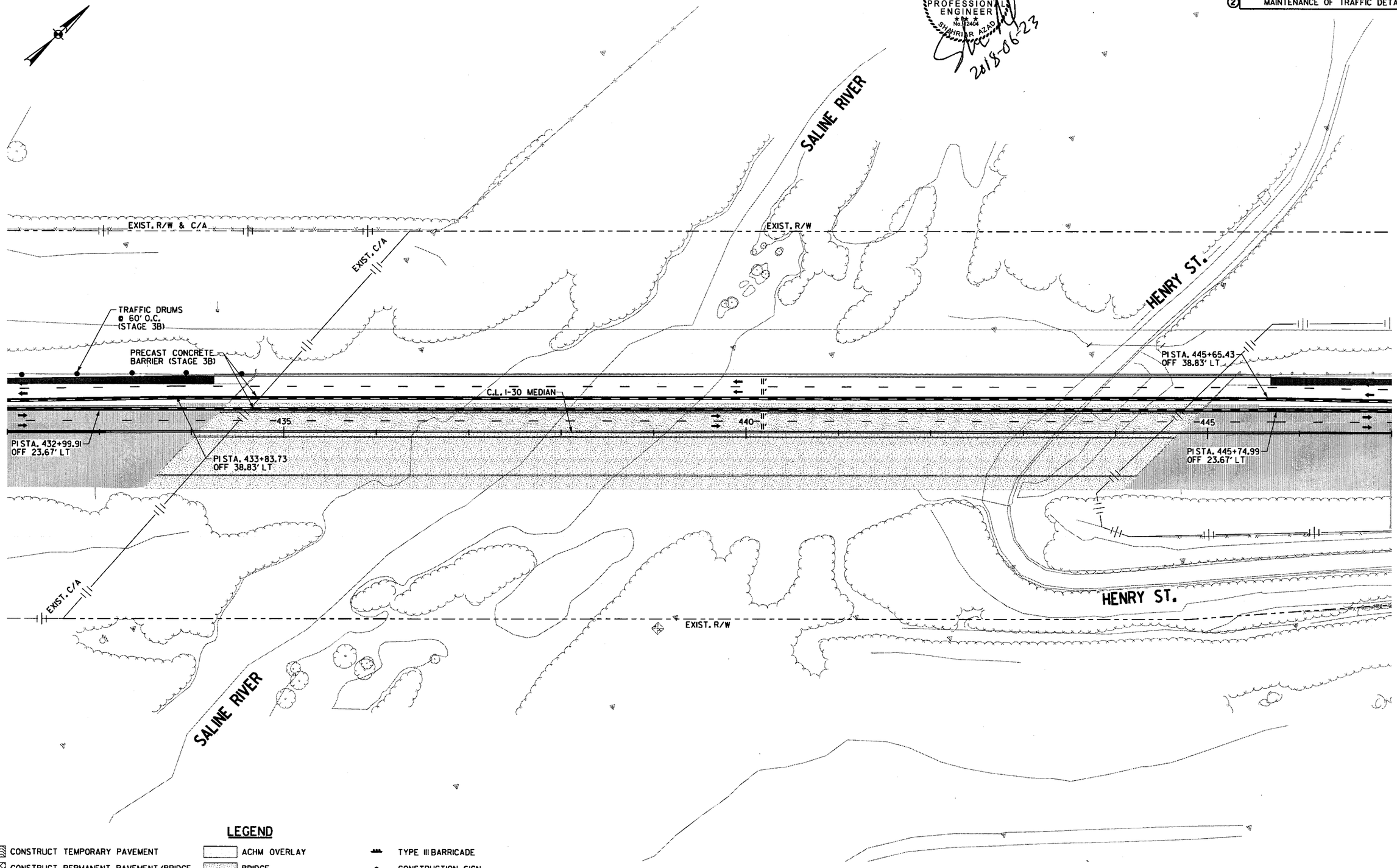
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 24604
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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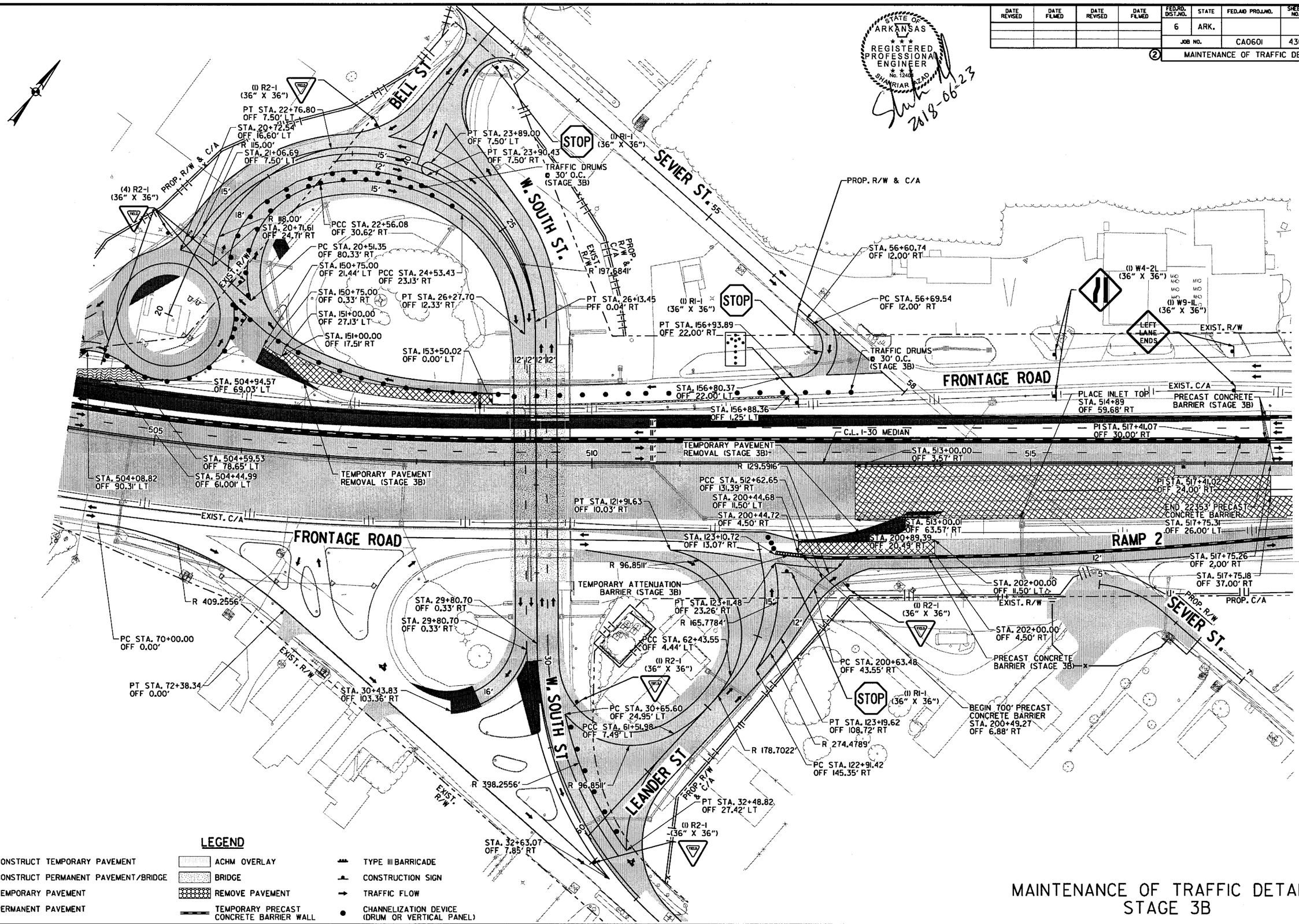
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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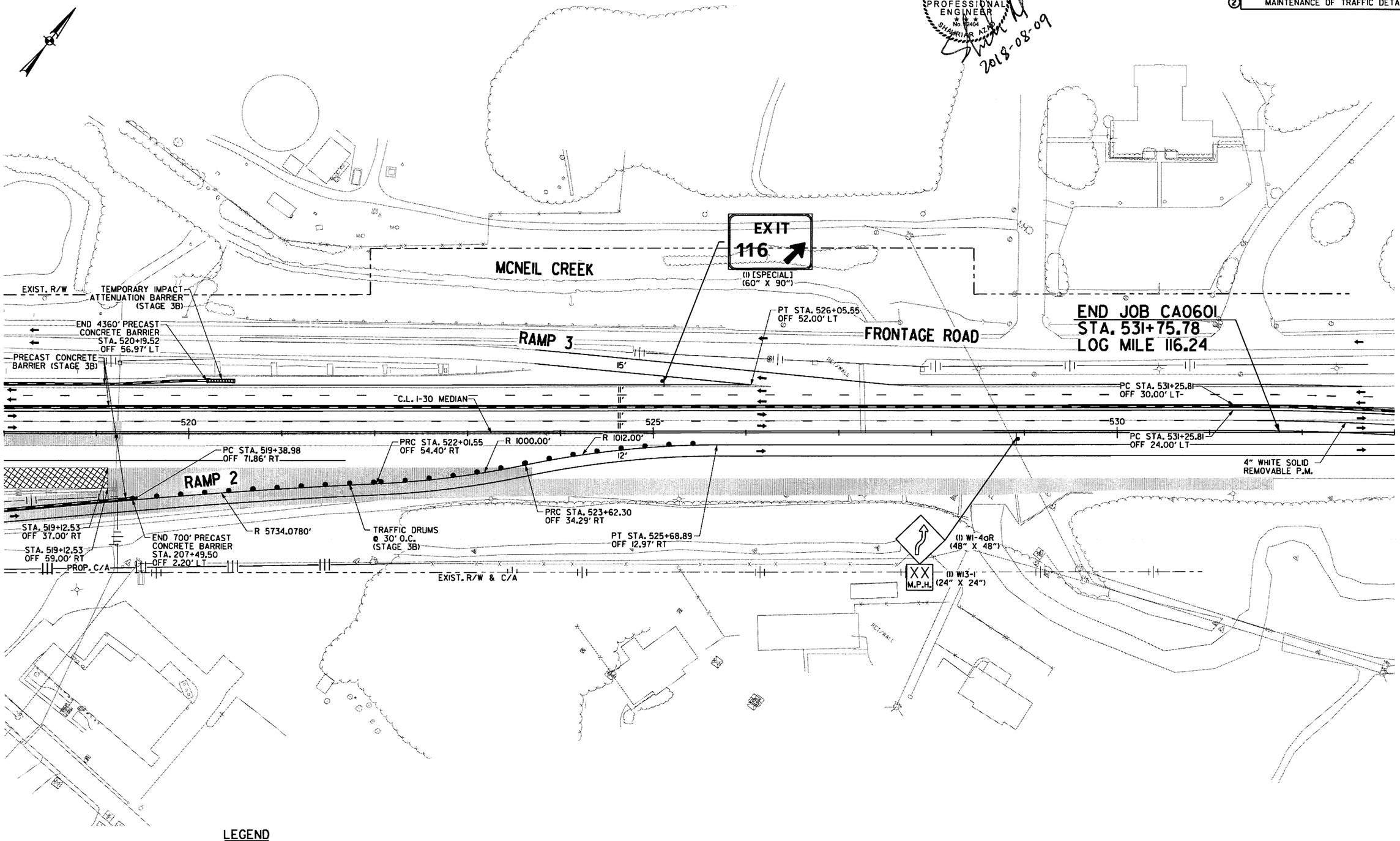
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 3B

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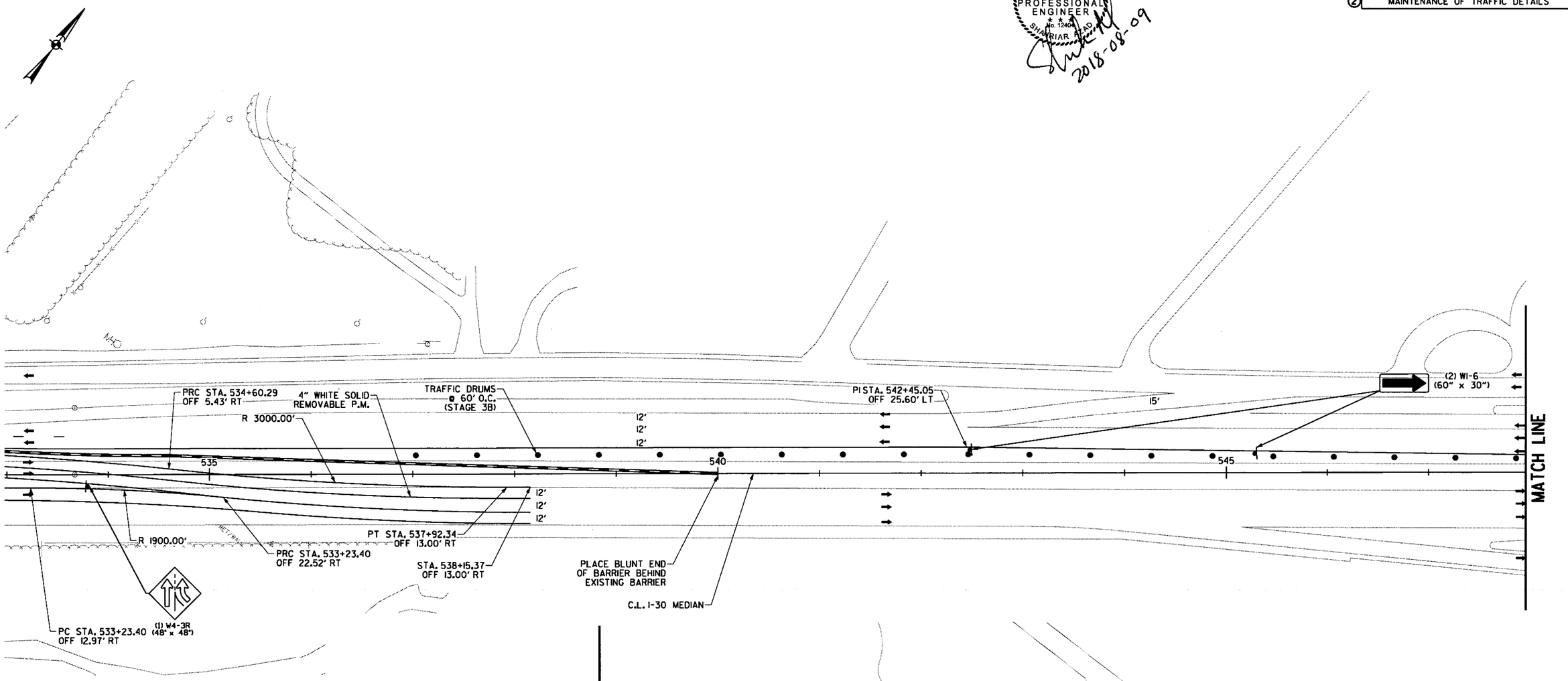
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12424
SHAHRIAR FEAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0601	433	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ZAHED
2018-06-22

HWY. 70

RAMP 3

RAMP 2

FRONTAGE ROAD

EXIST. R/W

R 1902.3593'

PC STA. 206+27.41
OFF 7.50' LT

R 4535.341'

C.L. HWY. 70 RAMP 3

TRAFFIC DRUMS
@ 60' O.C.
(STAGE 3B)

300

305

200

205

PC STA. 205+54.02
OFF 7.50' RT

(1) W9-1R
(36" X 36")

RIGHT LANE ENDS

(1) W4-2R
(36" X 36")

TRAFFIC DRUMS
@ 60' O.C.
(STAGE 3B)

C.L. HWY. 70 RAMP 2

STA. 203+78.66
OFF 16.09' RT

EXIST. R/W

PC STA. 204+02.88
OFF 19.66' RT

STA. 203+78.66
OFF 19.50' RT

R 1920.3593'

TRAFFIC DRUMS
@ 30' O.C.
(STAGE 3B)

4" WHITE SOLID
REMOVABLE P.M.

4" YELLOW SOLID
REMOVABLE P.M.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	434	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
2018-07-13

NOTE: CONSTRUCT TEMPORARY PAVEMENT OUTSIDE HWY. 70 RAMP 4 PRIOR TO BEGINING WORK IN THE GORE AREA.

FRONTAGE ROAD

EXIST. R/W

EXIST. C/A

TRAFFIC DRUMS @ 60' O.C. (STAGE 3B)

PC STA. 205+54.02 OFF 7.50' RT

C.L. HWY. 70 RAMP 3

PC STA. 206+27.41 OFF 7.50' LT

PC STA. 208+35.63 OFF 7.50' RT

BEGIN 2380' PRECAST CONCRETE BARRIER STA. 209+50.55 OFF 11.61' RT

PC STA. 212+41.87 OFF 7.50' LT

R 1439.8945'

C.L. HWY. 70 RAMP 1

PT STA. 216+11.66 OFF 7.50' LT

RAMP 3

RAMP 1

RAMP 2

RAMP 4

PC STA. 129+39.85 OFF 7.50' LT

END 1363' PRECAST CONCRETE BARRIER (STAGE 3B)

R 1138.4156'

R 962.4297'

R 1902.3593'

R 4535.3411'

TRAFFIC DRUMS @ 30' O.C. (STAGE 3B)

PC STA. 208+09.13 OFF 7.50' RT

R 1917.3593'

PT STA. 208+76.15 OFF 7.50' RT

4" WHITE SOLID REMOVABLE P.M.

STA. 209+44.98 OFF 16.42' RT

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3B)

4" YELLOW SOLID REMOVABLE P.M.

STA. 212+07.85 OFF 31.178' RT

C.L. HWY. 70 RAMP 4

C.L. HWY. 70 RAMP 2

STA. 418+95.09 OFF 8.03' LT

STA. 418+95.09 OFF 18.75' LT

4" YELLOW SOLID REMOVABLE P.M.

4" WHITE SOLID REMOVABLE P.M.

STA. 220+00.02 OFF 23.00' RT

STA. 220+43.80 OFF 8.81' RT

STA. 220+43.80 OFF 12.07' RT

EXIST. R/W & C/A

TRAFFIC DRUMS @ 60' O.C. (STAGE 3B)

205 210 215 220 305 310 315 320 420 425

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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				JOB NO.		CA0601	435	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHAHRIAR AZADI
2019-06-22

RAMP 3
EXIST. R/W
C.L. HWY. 70 RAMP 3
(1) R11-2 (48" x 30")
ROAD CLOSED
(1) 16' BARR. TYP. III RT.
4" YELLOW SOLID REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.
R 1138.4156'
R 962.4297'
END 500' PRECAST CONCRETE BARRIER STA. 125+31.41 OFF 4.82' RT
STA. 220+43.80 OFF 8.81' RT
PC STA. 125+31.22 OFF 12.18' LT
PT STA. 124+10.71 OFF 10.85' LT
EXIST. R/W & C/A
PC STA. 221+80.44 OFF 12.22' LT
STA. 222+30.36 OFF 15.50' RT
EXIST. R/W
PC STA. 223+55.96 OFF 0.85' RT
CONSTRUCT PARTIAL PROPOSED INLET (FPC-9S) STA. 222+66, OFF 34.75' RT TO BE COVERED BY METHOD APPROVED BY THE ENGINEER.
STA 225+24.53 OFF 7.50' LT
STA. 225+24.53 OFF 7.50' RT
R 956.1493'
PAWNEE DR.
EXIST. R/W & C/A
CONSTRUCT PARTIAL PROPOSED INLET (FPC-9S) STA. 228+96, OFF 11.33' LT TO BE COVERED BY METHOD APPROVED BY THE ENGINEER.
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3B)
PRECAST CONCRETE BARRIER (STAGE 3B)
PCC STA. 105+33.17 OFF 23.44' RT
R 484.9648'
R 246.2324'
PCC STA. 106+56.392 OFF 98.47' RT
C.L. I-30 MEDIAN
PCC STA. 103+93.04 OFF 2.35' LT
R 962.4297'
PCC STA. 252+67.14 OFF 41.79' RT
R 1917.3593'
CONSTRUCT PROPOSED DRAINAGE STRUCTURE (67' OF 24" R.C. PIPE BY JACKING)
BEGIN 500' PRECAST CONCRETE BARRIER STA. 120+12.74 OFF 43.80' RT
R 365.5986'
STA. 226+11.80 OFF 15.50' LT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 3B)
R 937.1493'
C.L. HWY. 70 RAMP 2
EXIST. C/A
EXIST. R/W
RAMP 1
C.L. HWY. 70 RAMP 1
R 941.1493'
END 2380' PRECAST CONCRETE BARRIER STA. 233+28.73 OFF 44.70' LT
PT STA. 234+49.08 OFF 59.68' LT
R 150.7394'
PCC STA. 115+13.86 OFF 118.43' RT
SPECIAL END UNIT
BEGIN 1920' PRECAST CONCRETE BARRIER STA. 115+49.72 OFF 66.59' RT
RAMP 2
R 246.2324'
PCC STA. 116+51.86 OFF 53.48' RT
PCC STA. 118+05.89 OFF 33.23' RT
PROP. R/W
C.L. FRONTAGE RD. A-1
STA. 232+37.62 OFF 17.50' RT
STA. 232+37.62 OFF 15.50' LT

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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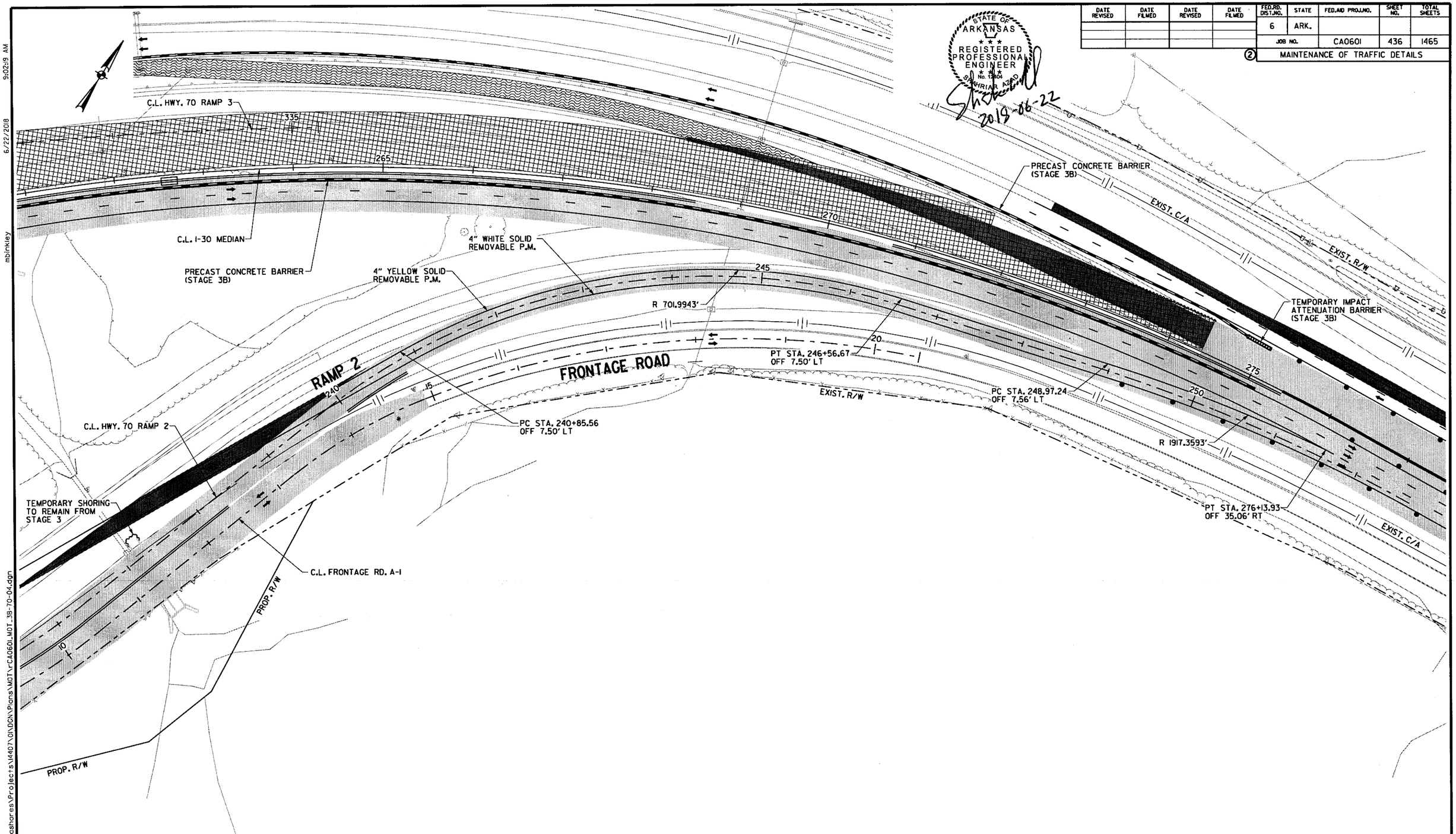
				JOB NO.		CA0601	436	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- PERMANENT PAVEMENT
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- BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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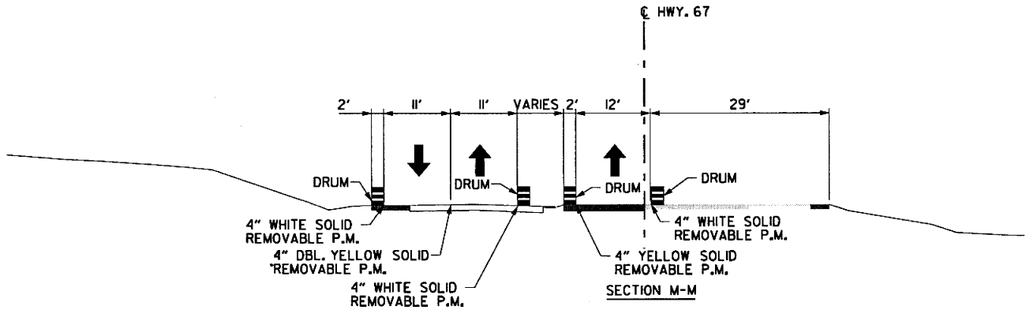
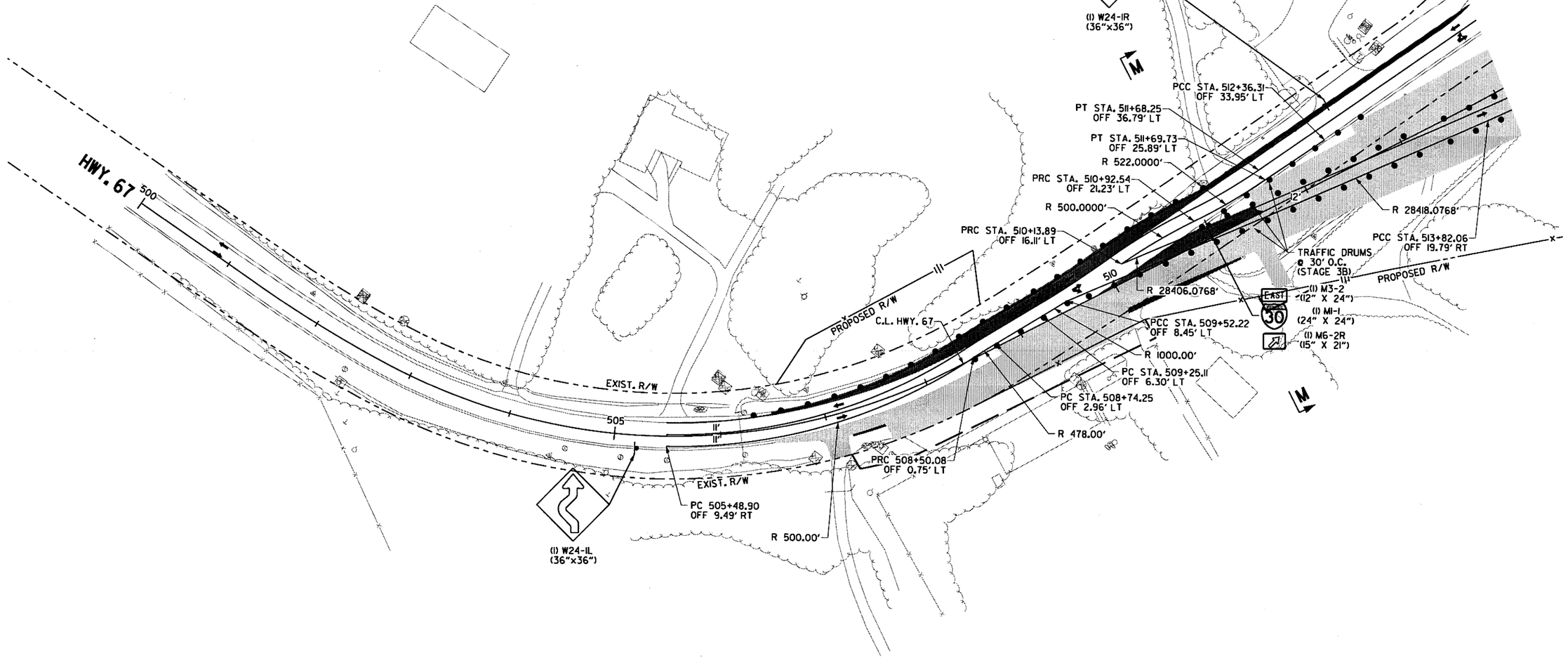
				JOB NO.		CA0601	437	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARIAR ZIAD
2018-06-22





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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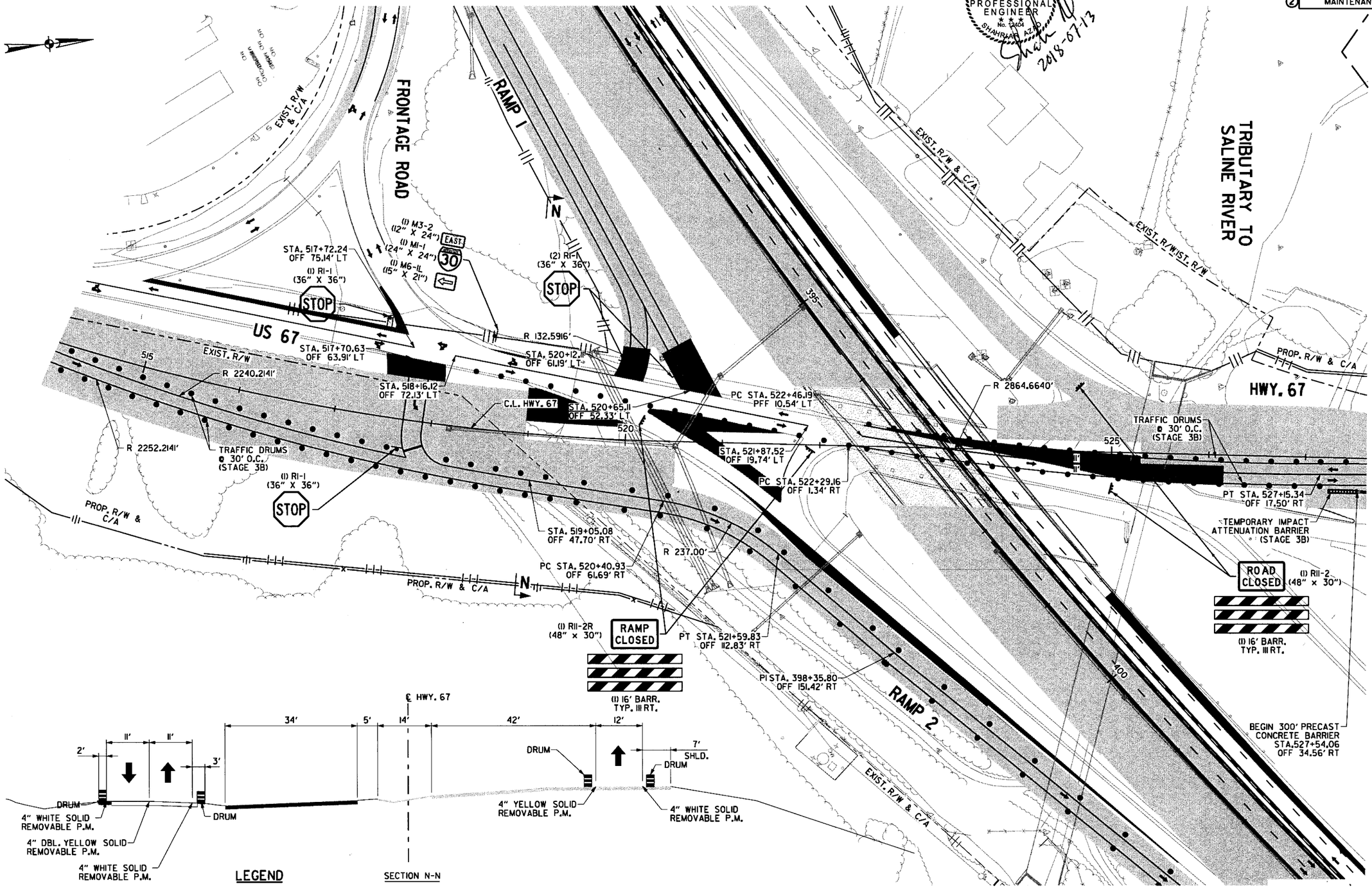
				JOB NO.		CA0601	438	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAAR AZAD
2018-07-13



SECTION N-N

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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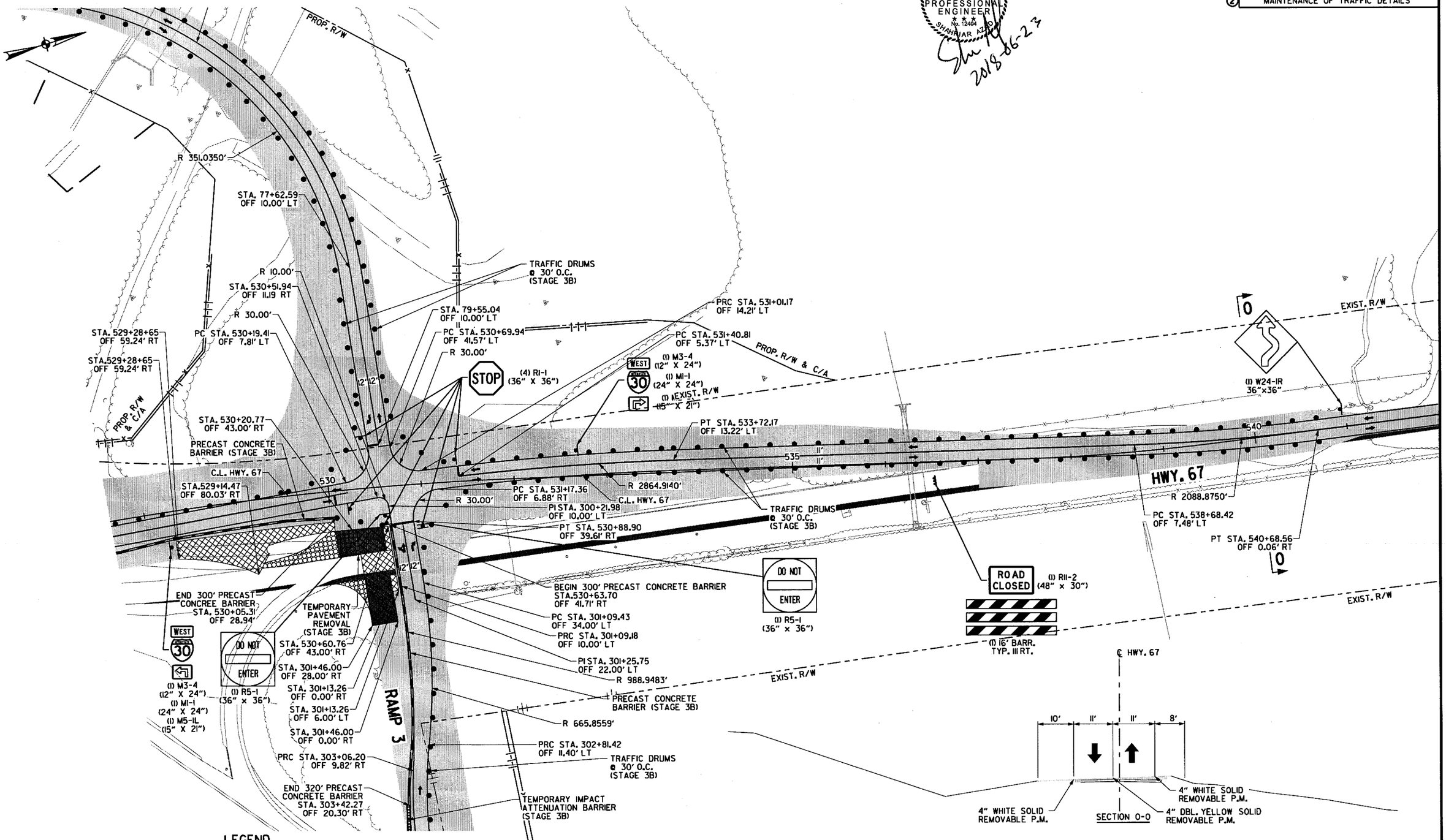
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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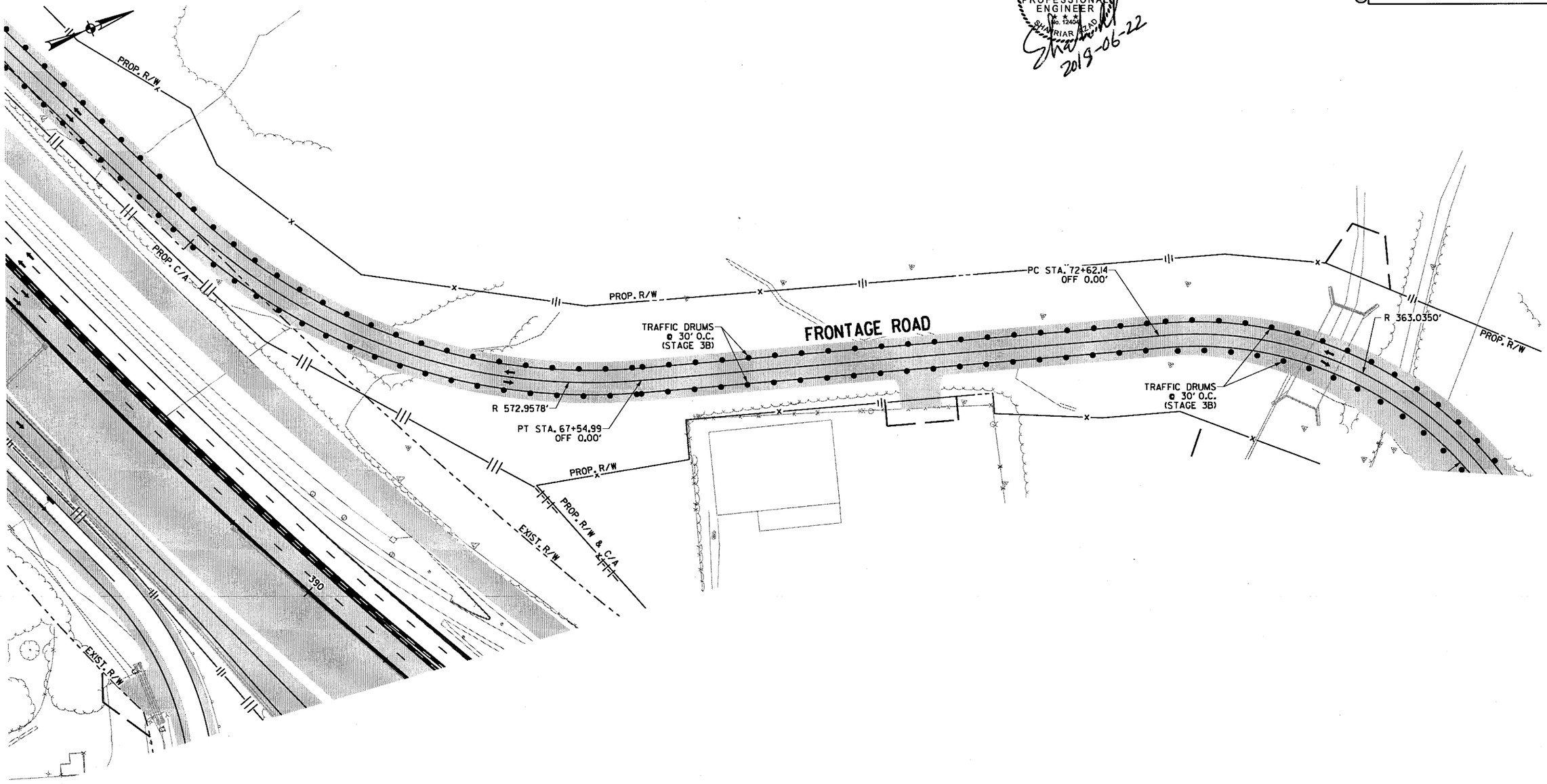
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SHAD
2019-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3B

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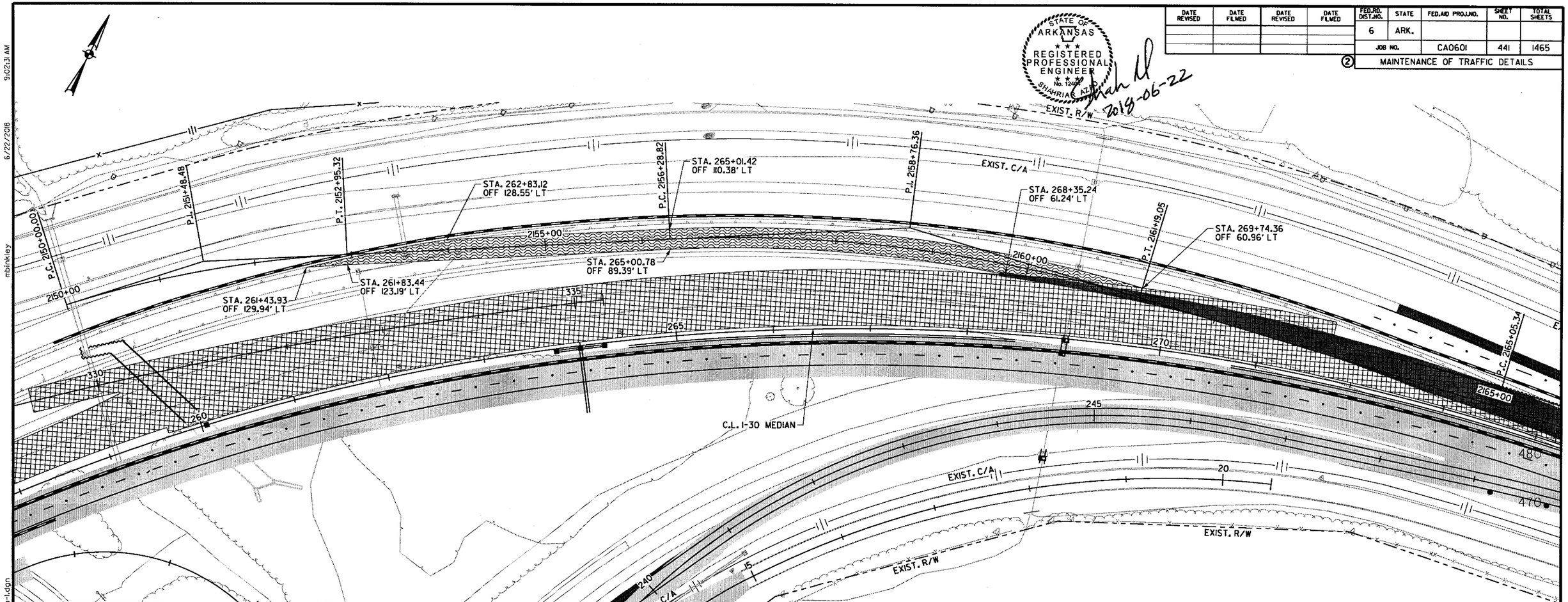
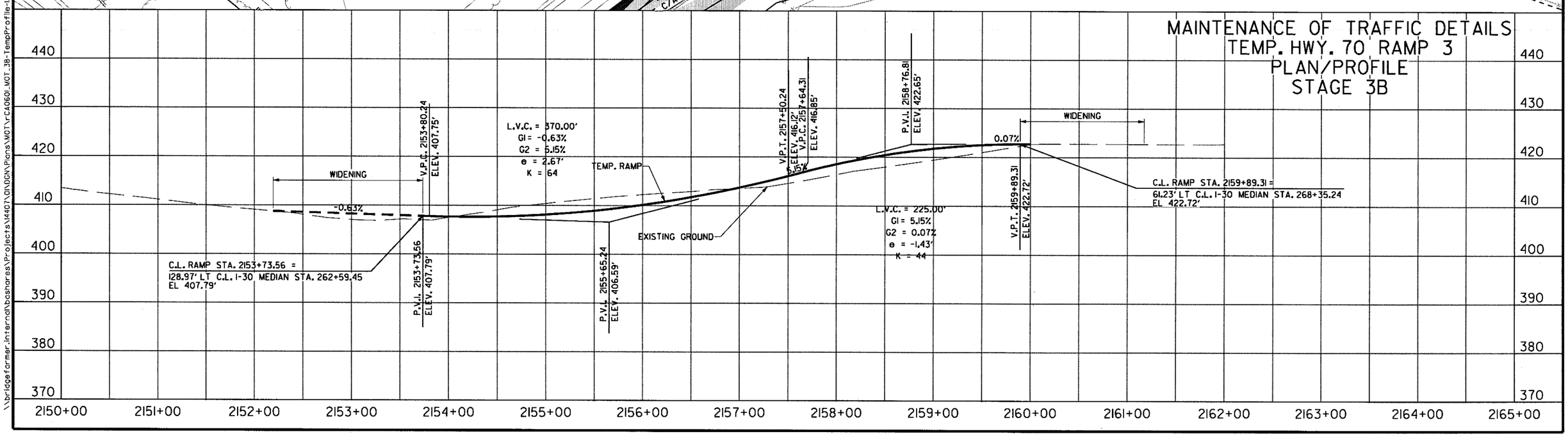
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

2018-06-22





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				6	ARK.			
				JOB NO.		CA0601	442	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

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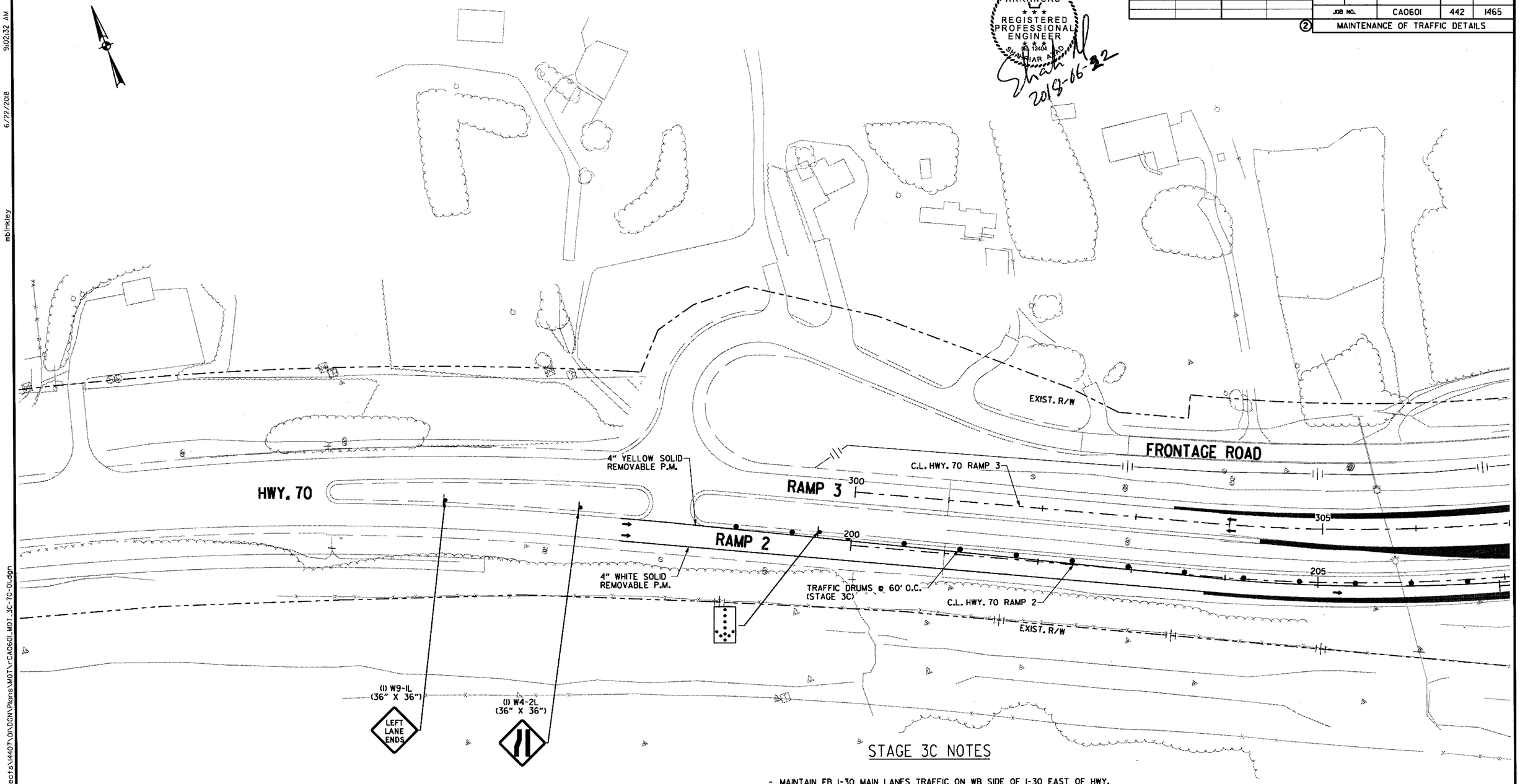

STAGE 3C NOTES

- MAINTAIN EB I-30 MAIN LANES TRAFFIC ON WB SIDE OF I-30 EAST OF HWY. 70. SHIFT I-30 MAIN LANE TRAFFIC TO MAINTAIN MINIMUM 11 FOOT LANES WHERE SHOULDER REMAINS OPEN ON OUTSIDE. MAINTAIN 11 FOOT LANES WITH 24 FEET OF CLEAR SPACE WHERE SHOULDER IS CLOSED BY BARRIERS ON BOTH SIDES.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT AND TEMPORARY PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT INSIDE HWY. 70 RAMP 1 AND 2 AS SHOWN.
- CONSTRUCT TEMPORARY PAVEMENT INSIDE HWY. 70 RAMP 1 AND 2 AS SHOWN.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3C

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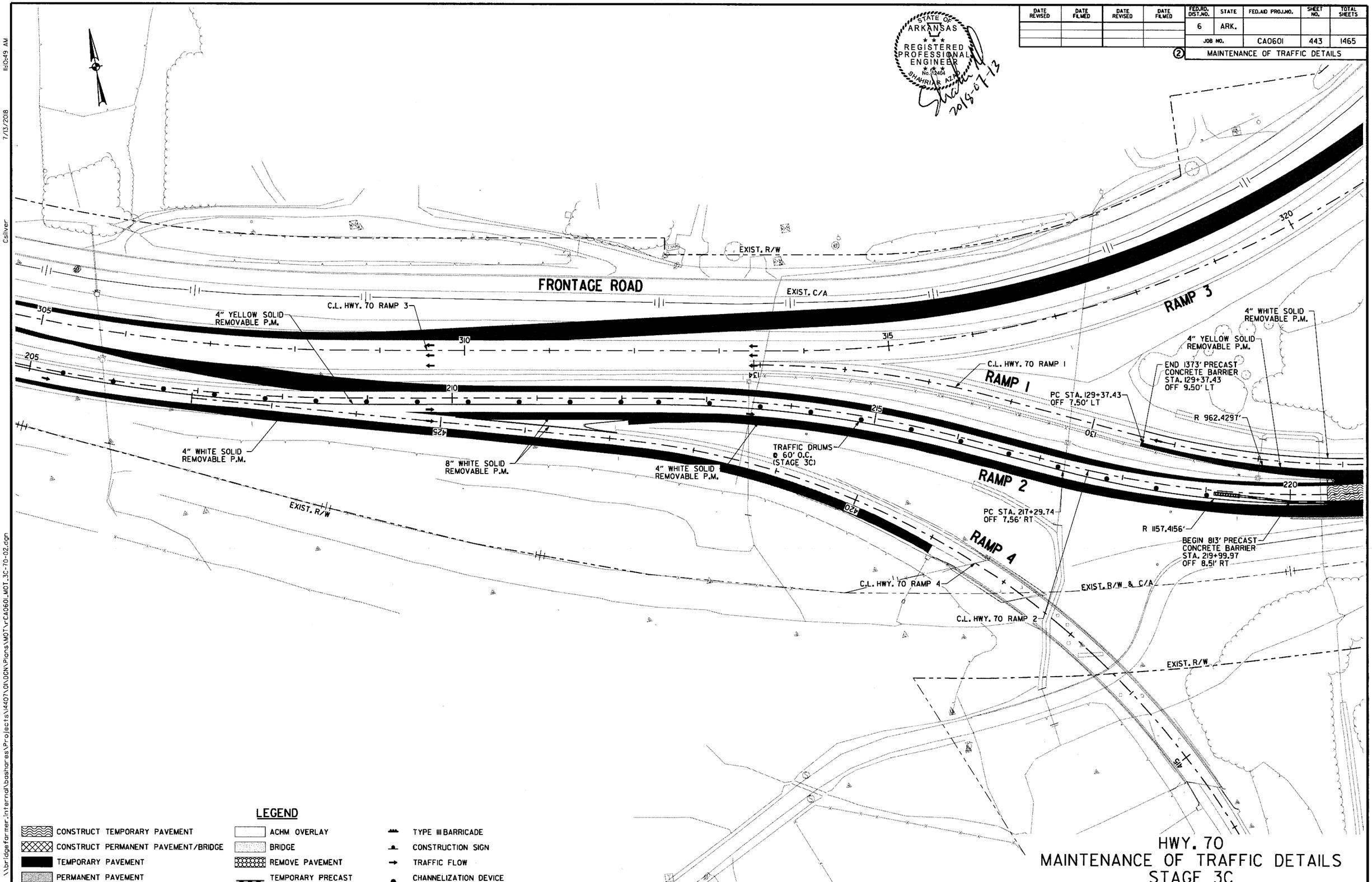
				JOB NO.		CA0601	443	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3C

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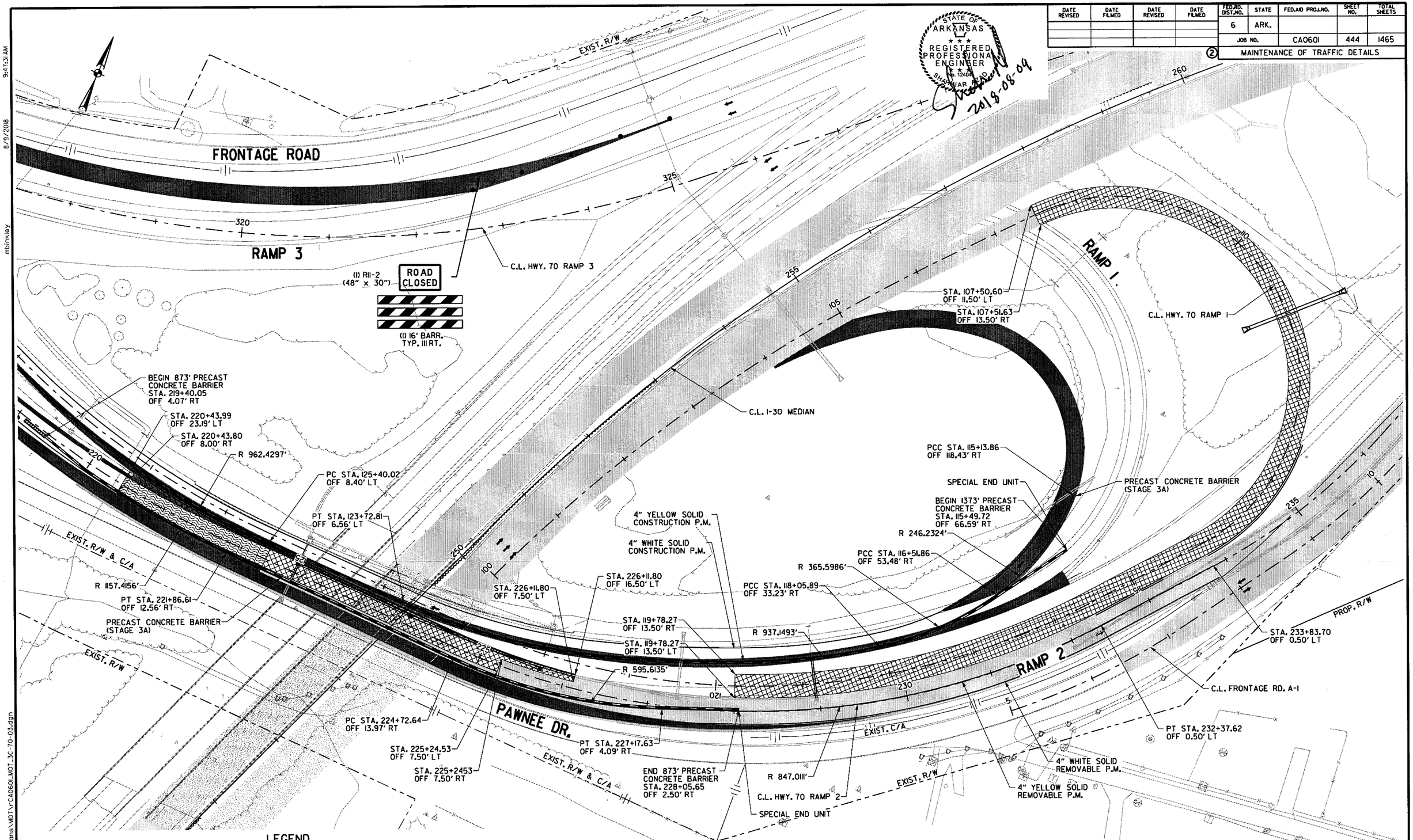
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHARIAR ROAD

2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3C

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				JOB NO.		CA0601	445	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

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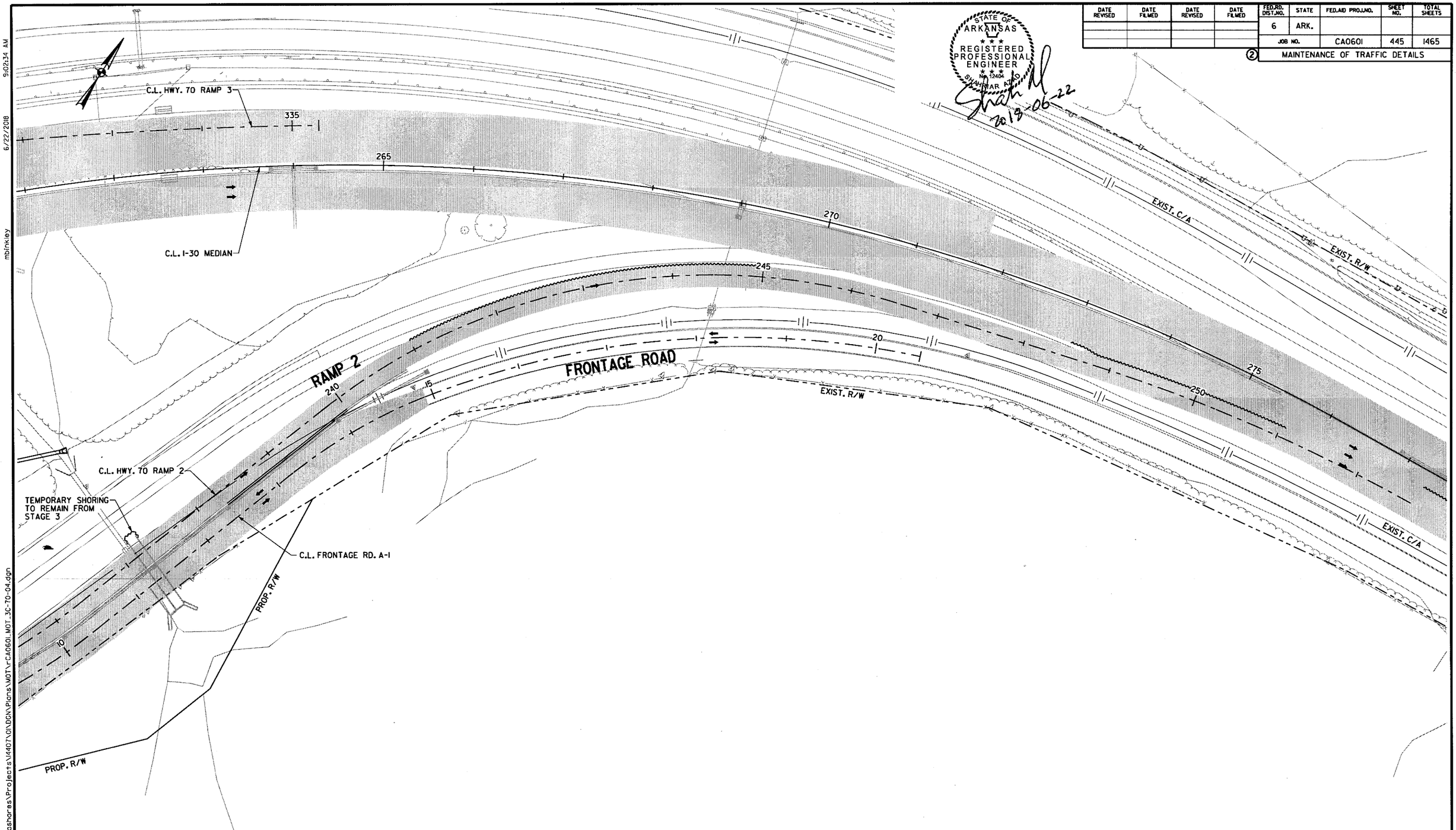
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 3C

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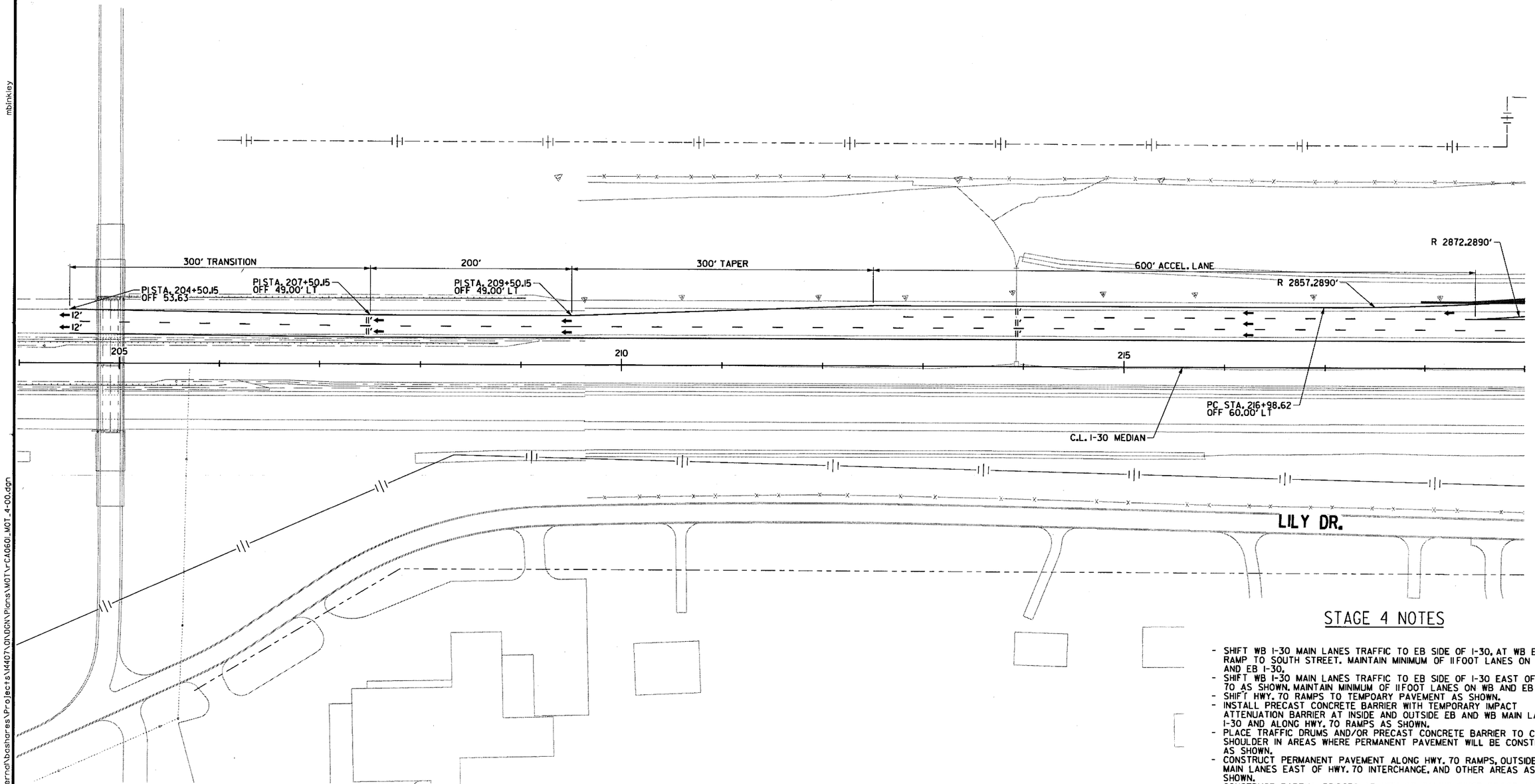
				JOB NO.		CA0601	446	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2019-06-22



STAGE 4 NOTES

- SHIFT WB I-30 MAIN LANES TRAFFIC TO EB SIDE OF I-30, AT WB EXIT RAMP TO SOUTH STREET. MAINTAIN MINIMUM OF 11 FOOT LANES ON WB AND EB I-30.
- SHIFT WB I-30 MAIN LANES TRAFFIC TO EB SIDE OF I-30 EAST OF HWY. 70 AS SHOWN. MAINTAIN MINIMUM OF 11 FOOT LANES ON WB AND EB I-30.
- SHIFT HWY. 70 RAMPS TO TEMPOARY PAVEMENT AS SHOWN.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER AT INSIDE AND OUTSIDE EB AND WB MAIN LANES I-30 AND ALONG HWY. 70 RAMPS AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTURCTED AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT ALONG HWY. 70 RAMPS, OUTSIDE WB MAIN LANES EAST OF HWY. 70 INTERCHANGE, AND OTHER AREAS AS SHOWN.
- CONSTRUCT PARTIAL BRIDGES AT HWY. 67, SALINE RIVER BRIDGE, AND SALINE RIVER RELIEF BRIDGE ALONG I-30.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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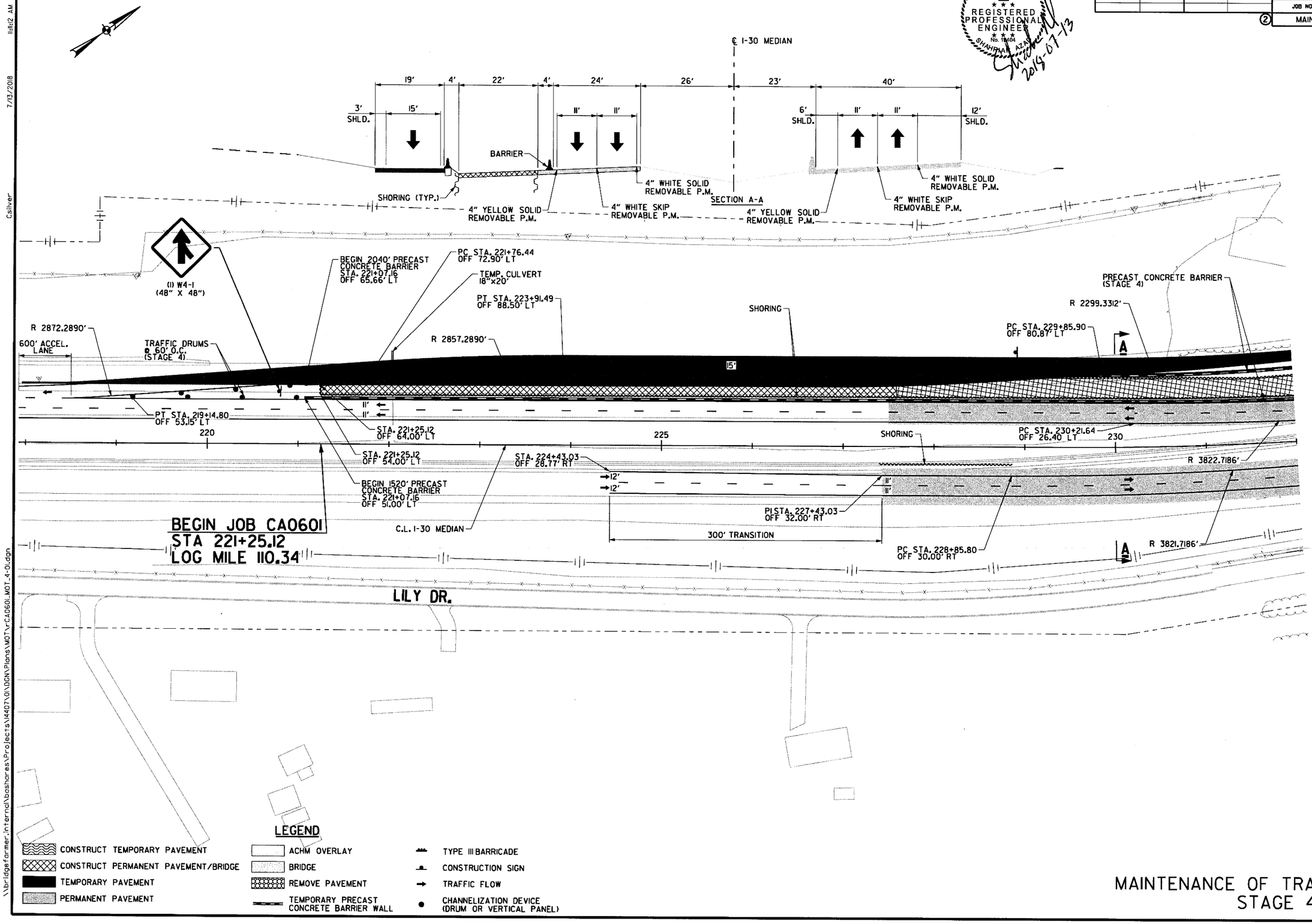
				6	ARK.			
				JOB NO.		CA0601	447	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18404
SHAHRAM AZARI
2019-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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6	ARK.			
JOB NO.		CA0601	448	1465

MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13

PCC STA. 244+23.24
OFF 417.00' LT

STA. 244+14.21
OFF 403.94' LT

R 586.3955'

STA. 244+14.78
OFF 389.25' LT

STA. 244+14.78
OFF 385.67' LT

EXIST. R/W & C/A

EXIST. C/A

EXIST. R/W

PC STA. 242+65.24
OFF 287.57' LT

PT STA. 241+65.63
OFF 235.50' LT

TRAFFIC DRUMS
@ 30' O.C.
(STAGE 4)

STA. 241+09.64
OFF 199.91' LT

PRECAST CONCRETE BARRIER
(STAGE 4)

STA. 235+53.42
OFF 53.72' LT

STA. 235+53.23
OFF 43.72' LT

SHORING

RAMP 4

CONSTRUCT TEMPORARY
PAVEMENT PRIOR TO
BEGINING OVERLAY.

PC STA. 237+16.80
OFF 114.07' LT

R 991.4483'

TEMPORARY IMPACT
ATTENUATION BARRIER
(STAGE 4)

R 2299.3312'

SHORING

PT STA. 235+87.62
OFF 104.86' LT

15'

END 2040' PRECAST
CONCRETE BARRIER
STA. 241+45.64
OFF 217.41' LT

STA. 241+14.44
OFF 189.46' LT

STA. 241+20.25
OFF 176.65' LT

STA. 241+18.10
OFF 181.47' LT

TEMPORARY IMPACT ATTENUATION BARRIER
(STAGE 4)

PT STA. 239+10.76
OFF 10.67' LT

PISTA. 243+53.12
OFF 10.67' LT

PISTA. 245+63.10
OFF 13.67' LT

SHORING

R 3822.7186'

235

240

245

11'
11'

R 3821.7186'

END 1520' PRECAST
CONCRETE BARRIER
STA. 236+33.99
OFF 44.37' LT

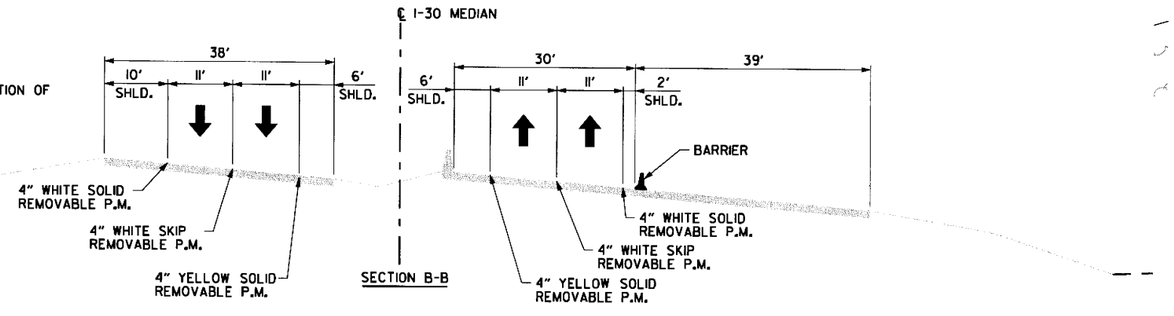
PT STA. 237+65.55
OFF 16.36' RT

C.L. I-30 MEDIAN

PISTA. 242+07.64
OFF 37.67' RT

PISTA. 244+57.64
PFF 49.67' RT

NOTE: REFER TO NEXT SHEET FOR LOCATION OF SECTION SHOWN ON THIS SHEET.



SECTION B-B

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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				JOB NO.		CA0601	449	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-23

FRONTAGE ROAD
EXIST. R/W
EXIST. C/A
RAMP 3
15'
R 1153.4156'
PT STA. 325+24.38
OFF 57.62' LT
PRECAST CONCRETE BARRIER (STAGE 4)
STA. 326+34.58
OFF 22.00' LT
R 1138.4156'
PC STA. 329+88.04
OFF 81.27' LT
B
PT STA. 326+34.58
OFF 18.00' LT
SHORING
PC 250+63.05
OFF 13.68' LT
PC 250+47.43
OFF 15.67' RT
R 2291.8312'
C.L. I-30 MEDIAN
STA. 258+45.77
OFF 95.42' LT
STA. 258+42.77
OFF 70.61' LT
PC 251+59.59
OFF 38.02' RT
11'
11'
R 1917.3593'
255
250
11'
11'
15'
R 1902.3593'
R 2289.8312'
PC STA. 250+10.24
OFF 49.67' RT
PRECAST CONCRETE BARRIER (STAGE 4)
EXIT 111
(1) [SPECIAL] (60" X 90")
B
PI STA. 256+56.13
OFF 62.47' RT
RAMP 1
PC STA. 257+78.23
OFF 67.46' RT
R 219.7066'
EXIST. R/W
EXIST. R/W & C/A
EXIST. R/W & C/A
PAWNEE DR.
12'
12'
EXIST. C/A

NOTE: REFER TO PREVIOUS SHEET FOR DETAILS OF SECTION SHOWN ON THIS SHEET.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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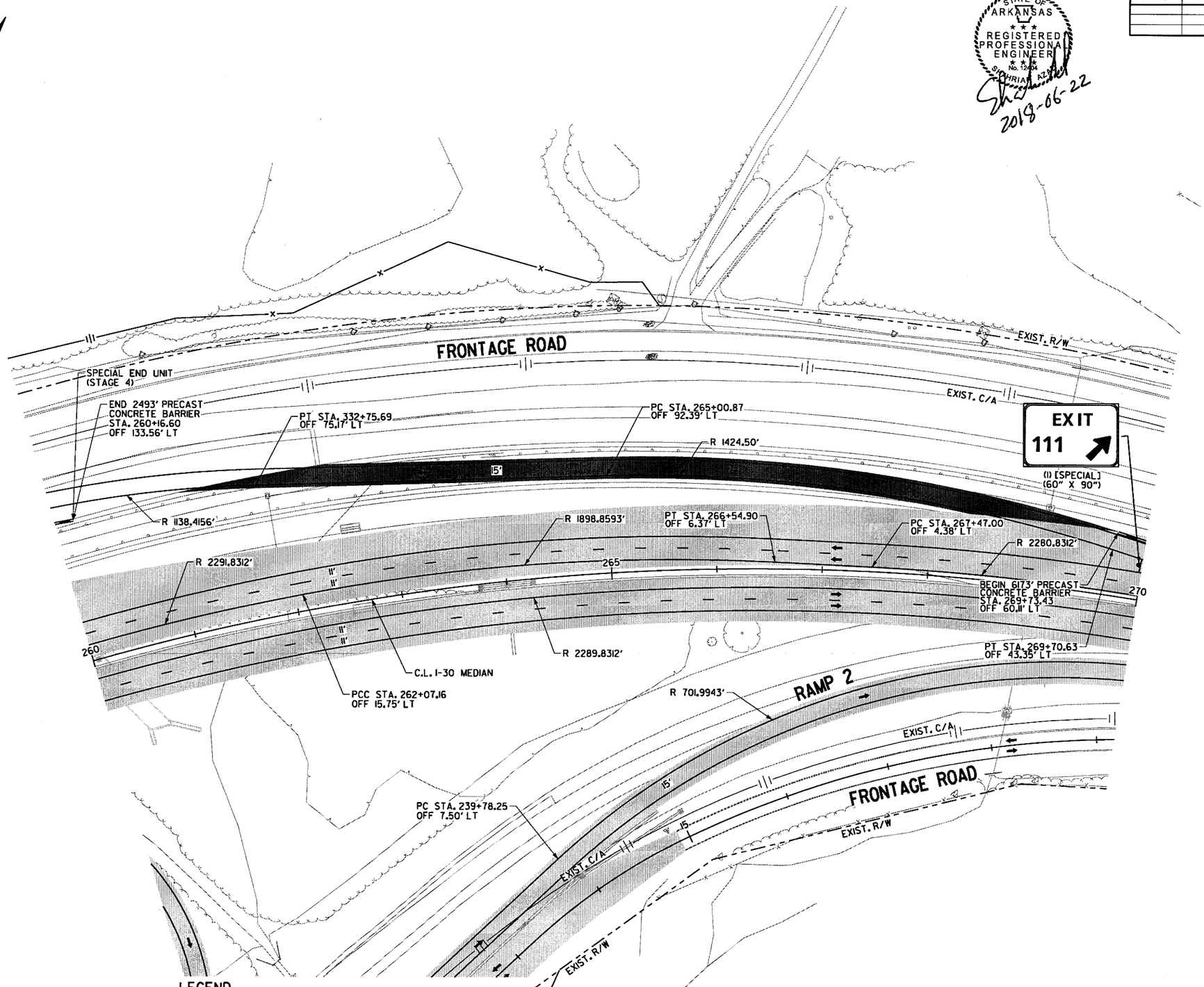
				JOB NO.		CA0601	450	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- PERMANENT PAVEMENT
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- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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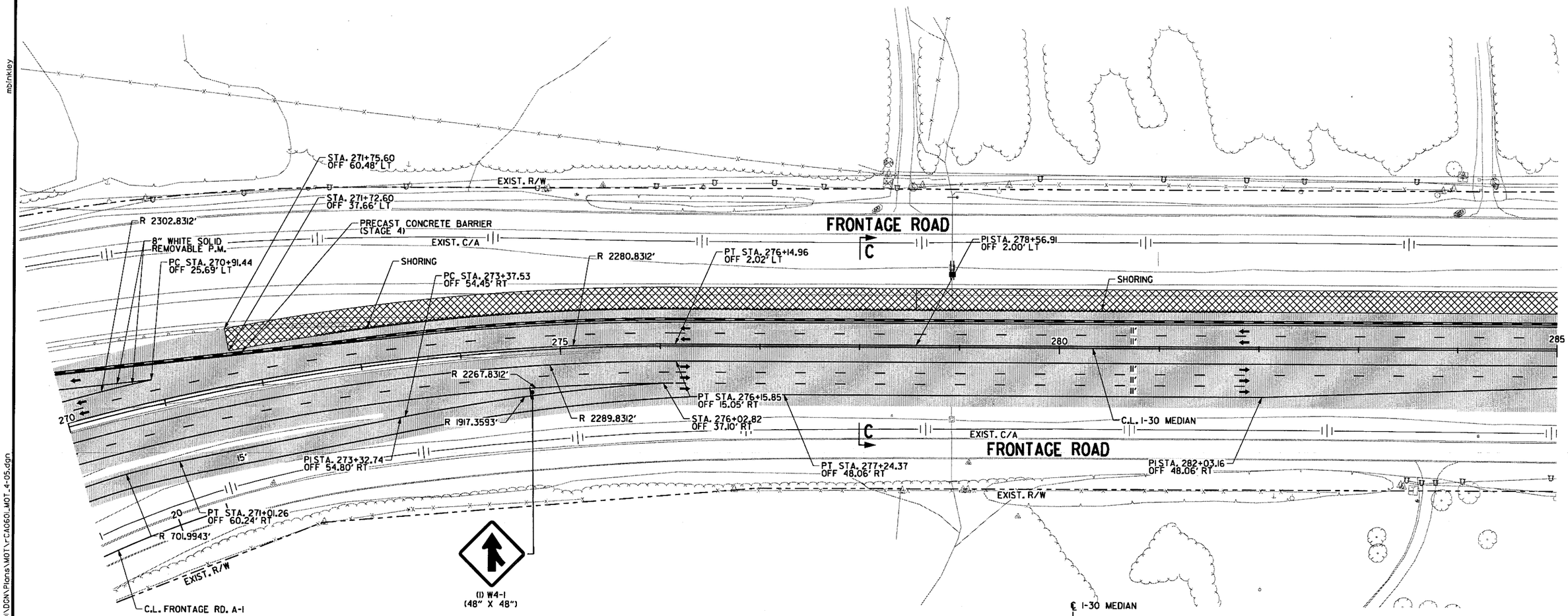
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM AMINI
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADIB
2018-08-09

N. BEGGS RD.

PRECAST CONCRETE BARRIER (STAGE 4)

EXIST. R/W

STA. 288+52.37
OFF 29.01' LT

4" WHITE SOLID REMOVABLE P.M.

PC STA. 286+14.22
OFF 2.00' LT

STA. 288+52.75
OFF 26.00' LT

FRONTAGE ROAD

PT STA. 293+12.72
OFF 30.00' RT

C.L. I-30 MEDIAN

EXIST. C/A

R 3808.7186'

285 290 R 3830.7186' 295 300

R 3830.7186'

PRC STA. 289+71.24
OFF 24.56' RT

EXIST. C/A

R 3808.7186'

PT STA. 292+40.04
OFF 34.00' RT

PC STA. 285+02.45
OFF 15.06' RT

PC STA. 287+02.45
OFF 15.06' RT

FRONTAGE ROAD

BEGIN 25380' PRECAST CONCRETE BARRIER
STA. 286+14.22
OFF 0.00'

EXIST. R/W

S. BEGGS RD.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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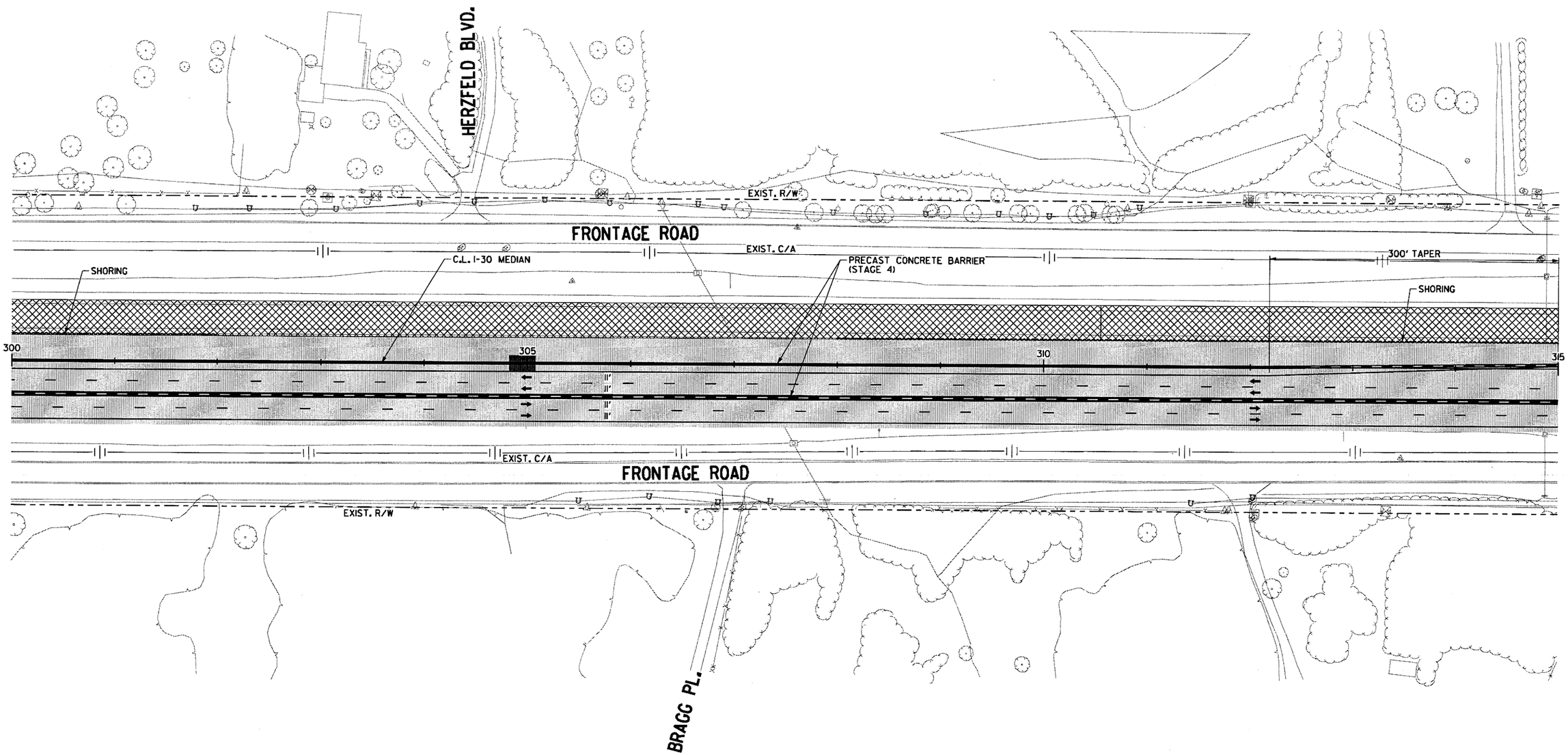
				JOB NO.		CA0601	453	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHRIAR REED
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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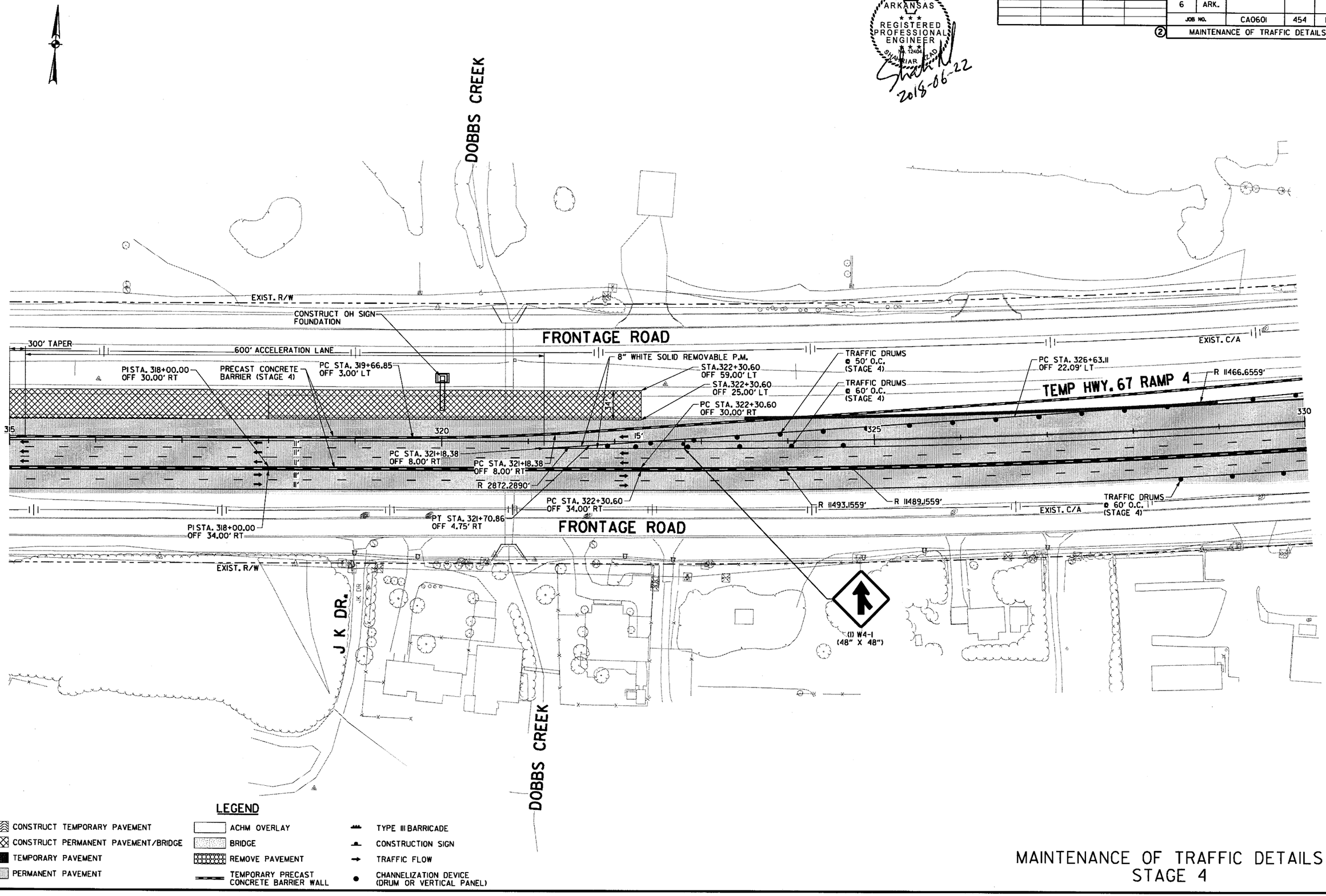
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	454	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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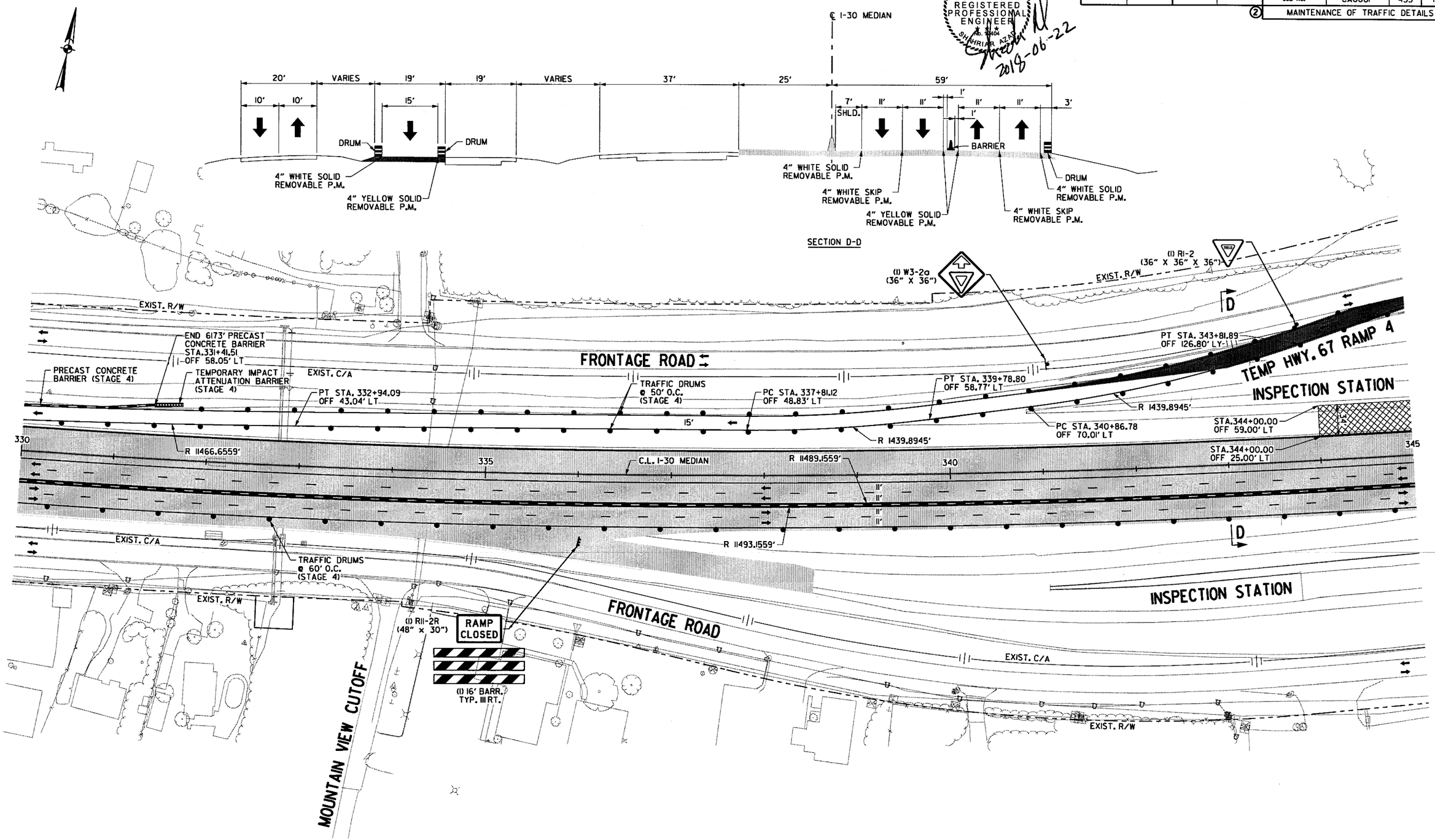
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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				JOB NO.		CA0601	456	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON MEAD
2018-06-22

DODSON CREEK

(1) M3-4 (12" X 24")
(1) MI-1 (24" X 24")
(1) M6-2L (15" X 21")
WEST INTERSTATE 30

EXIST. R/W

FRONTAGE ROAD

EXIST. C/A

STA. 346+00.43
OFF 187.15' LT

TRAFFIC DRUMS
@ 50' O.C.
(STAGE 4)

CONSTRUCT OH SIGN FOUNDATION

INSPECTION STATION

(1) M3-4 (12" X 24")
(1) MI-1 (24" X 24")
(1) M6-3 (15" X 21")
WEST INTERSTATE 30

BEGIN 1500' PRECAST CONCRETE BARRIER
STA. 356+00.00
OFF 0.00'

PRECAST CONCRETE BARRIER (STAGE 4)

SHORING

345 350 355 360

R 11489.1559'

PT STA. 348+70.38
OFF 30.00' RT

C.L. I-30 MEDIAN

11' 11' 11'

R 11493.1559'

PT STA. 348+70.38
OFF 34.00' RT

TRAFFIC DRUMS
@ 60' O.C.
(STAGE 4)

INSPECTION STATION

FRONTAGE ROAD

EXIST. C/A

EXIST. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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				JOB NO.		CA0601	457	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2019-06-22

TRIBUTARY TO SALINE RIVER

EXIST. R/W
EXIST. C/A
STA. 361+97.08 OFF 131.88' LT
STA. 363+37.56 OFF 116.10' LT
STA. 363+37.76 OFF 118.09' LT
STA. 361+96.36 OFF 103.63' LT
E
FRONTAGE ROAD
PROP. R/W
50
REFER TO MAINTENANCE OF TRAFFIC DETAIL FOR CULVERT CONSTRUCTION WITH FLAGGING OPERATION
CONSTRUCT OH SIGN FOUNDATION
END 1500' PRECAST CONCRETE BARRIER STA. 370+85.86 OFF 0.00'
SHORING
360
365
C.L. I-30 MEDIAN
370
375
11'
TRAFFIC DRUMS @ 60' O.C. (STAGE 4)
EXIST. C/A
E
FRONTAGE ROAD
25
EXIST. R/W
PROP. R/W

℄ I-30 MEDIAN
34'
25'
69'
7' SHLD.
11'
11'
1'
1'
11'
11'
12' SHLD.
DRUM
BARRIER
BARRIER
CONSTRUCT PERMANENT PAVEMENT
4" WHITE SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" YELLOW SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.
SECTION E-E

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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				JOB NO.		CA0601	458	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
2018-06-23

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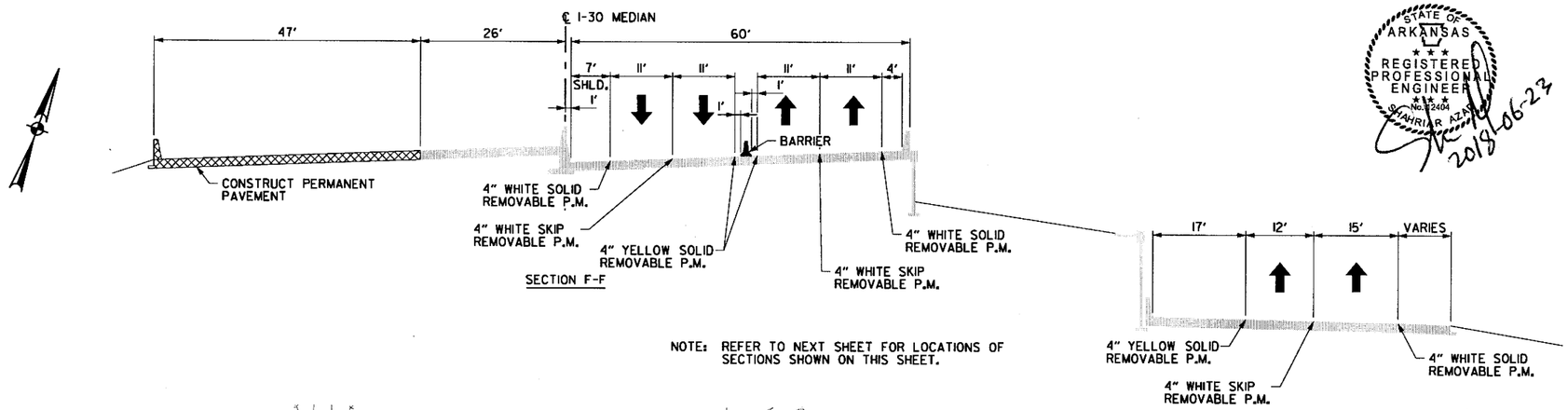

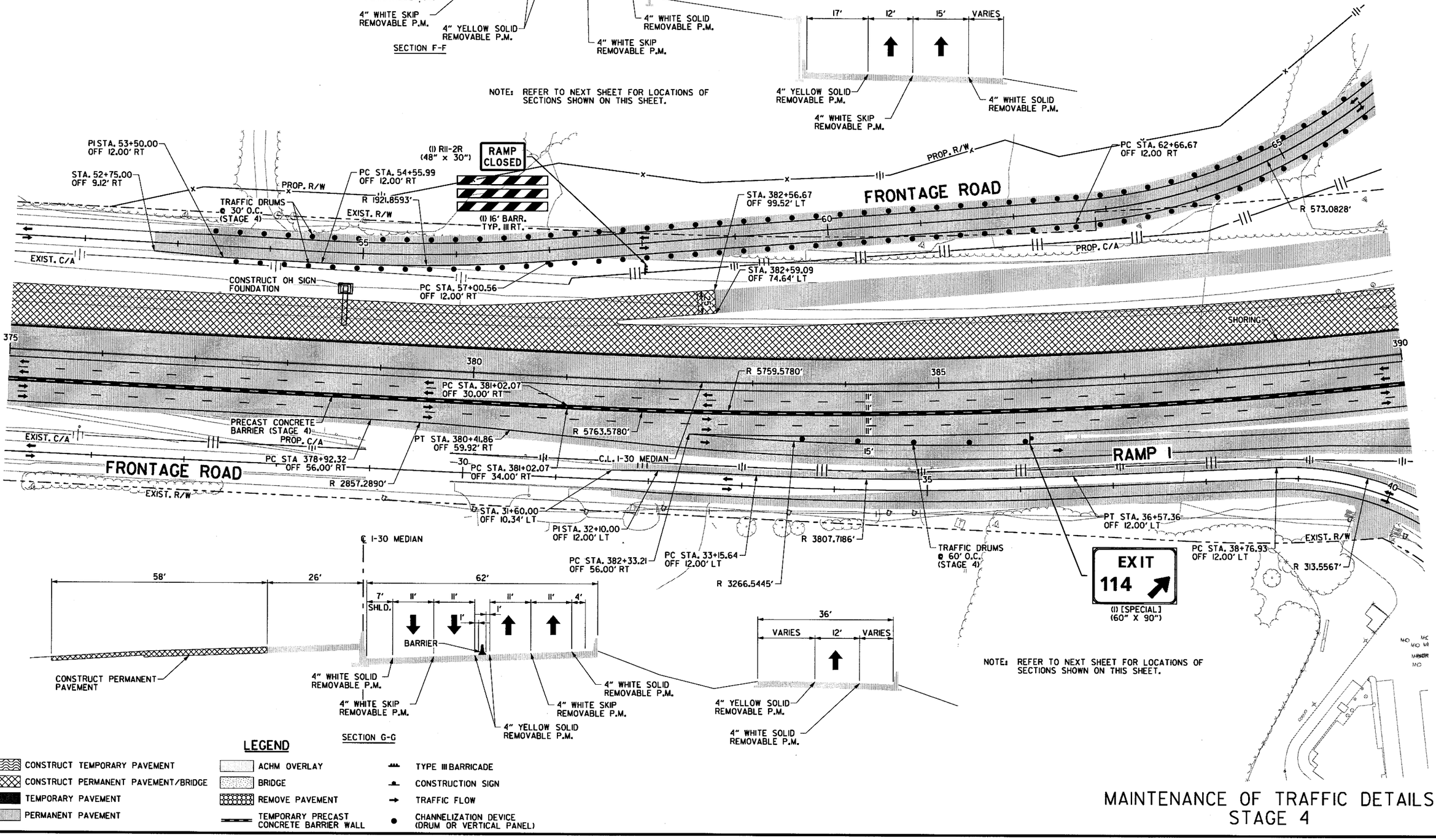

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	459	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2015-07-13

PROP. R/W
PT STA. 67+54.99
OFF 12.00' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
PROP. R/W
PROP. R/W & C/A
EXIST. R/W
TRIBUTARY TO SALINE RIVER
(1) RII-2R (48" x 30")
RAMP CLOSED
(1) 16' BARR. TYP. III RT.
NOTE: REFER TO PRIOR SHEET FOR DETAILS OF TYPICAL SECTIONS SHOWN ON THIS SHEET.
PROP. R/W & C/A
EXIST. R/W
HWY. 67
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
C.L. HWY. 67
STA.410+81.87
OFF 13.50' LT
RAMP 3
EXIST. R/W & C/A
525
PARTIALLY CONSTRUCT BOX CULVERT
STA.395+84.76
OFF 31.42' LT
STA.395+84.76
OFF 25.67' LT
C.L. I-30 MEDIAN
F
SHORING
STA.398+62.82
OFF 31.42' LT
G
390
R 5759.5780'
395
400
405
RAMP 1
R 5763.5780'
STA.398+62.82
OFF 25.67' LT
BEGIN 980' PRECAST CONCRETE BARRIER
STA.401+00.00
OFF 0.00' LT
PRECAST CONCRETE BARRIER (STAGE 4)
PT STA. 201+22.87
OFF 11.72' RT
FRONTAGE ROAD
(1) RII-2R (48" x 30")
RAMP CLOSED
(1) 16' BARR. TYP. III RT.
R 313.5567'
PT STA. 41+50.60
OFF 12.00' LT
HWY. 67
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
520
520
TRAFFIC DRUMS @ 60' O.C. (STAGE 4)
NOTE: REFER TO PRIOR SHEET FOR DETAILS OF TYPICAL SECTIONS SHOWN ON THIS SHEET.
EXIST. R/W & C/A

NOTE: CONTRACTOR SHALL MAINTAIN FLOW THROUGH THE CULVERT BY USE PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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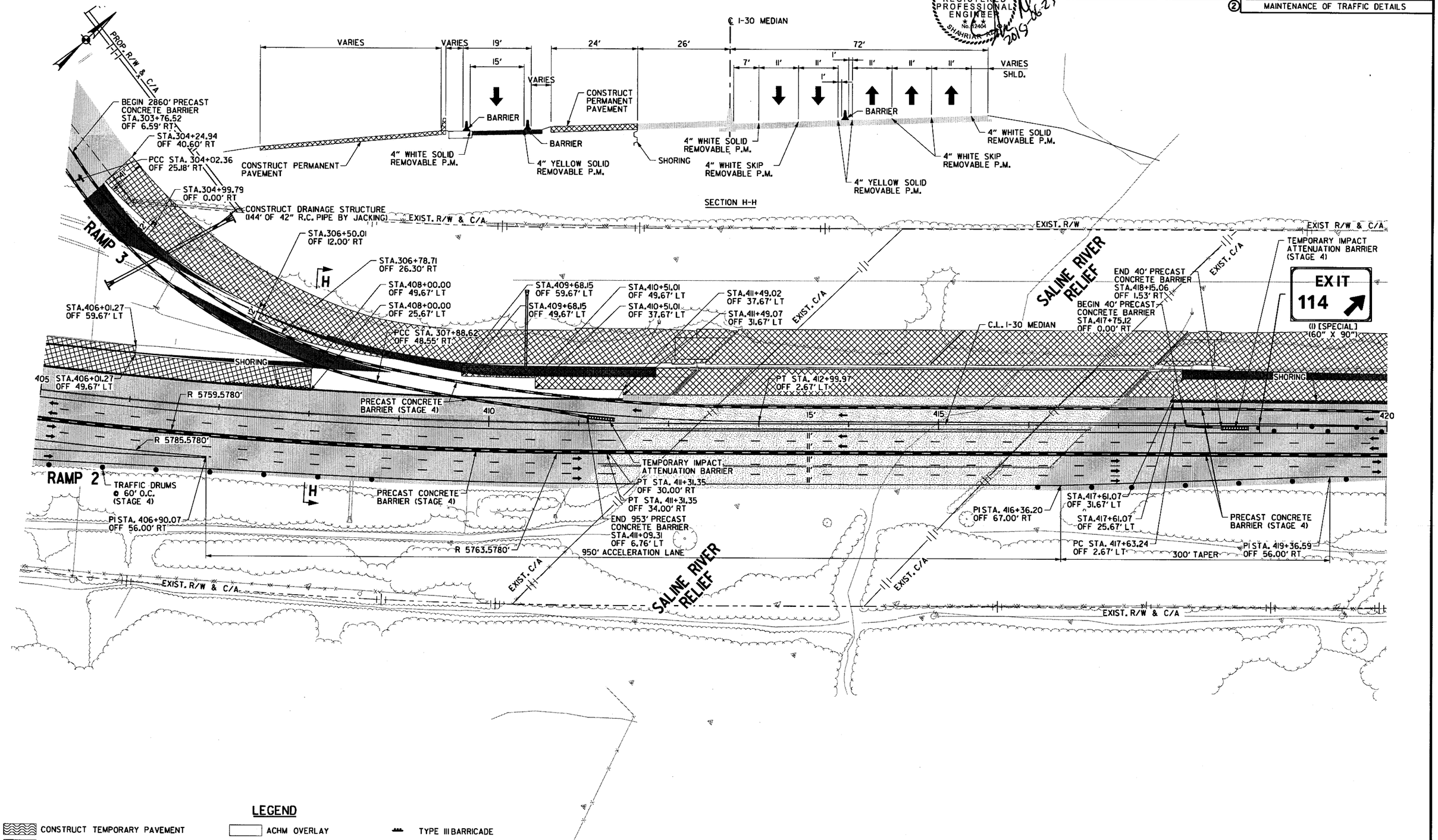
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	460	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR KLAR 2015-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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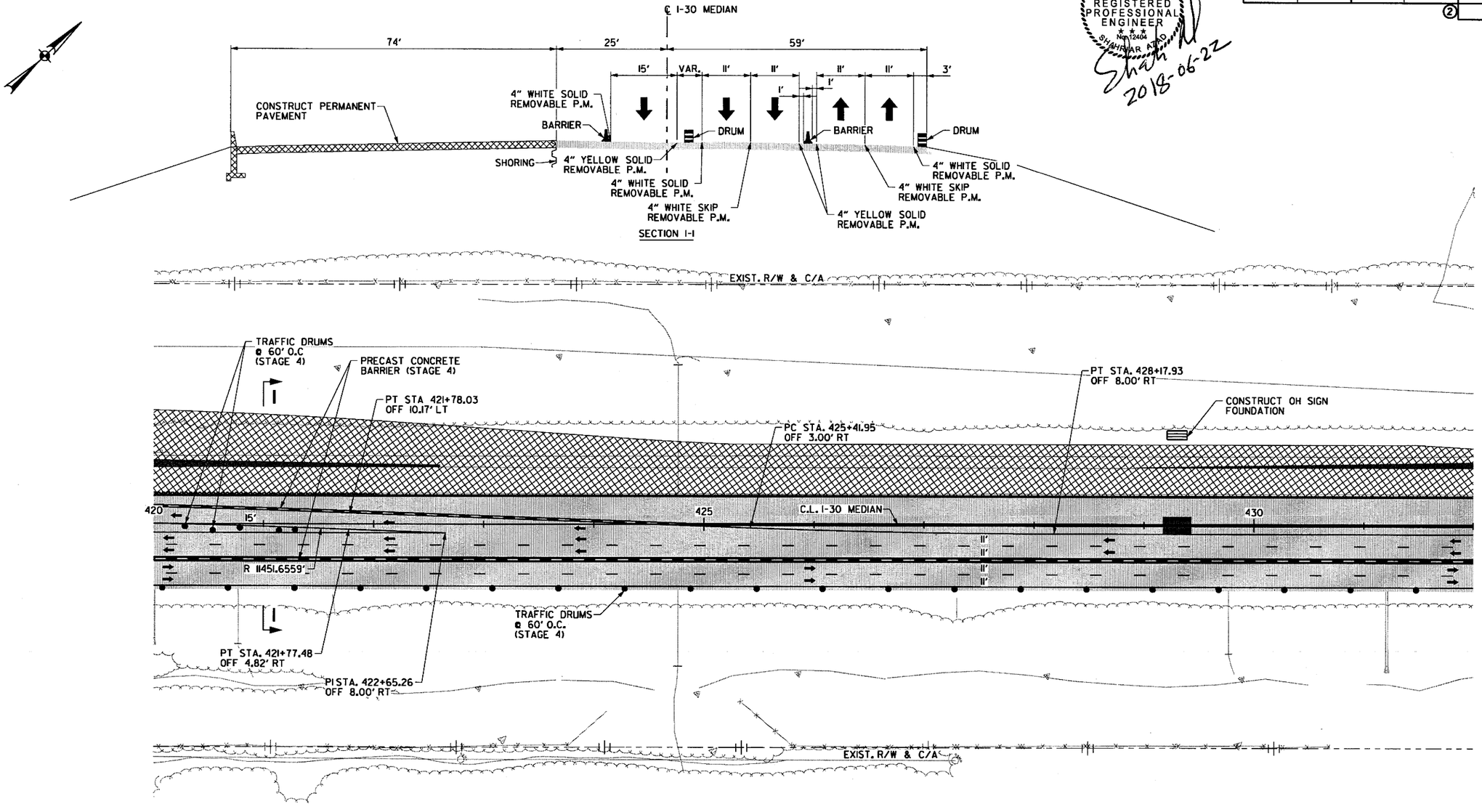
6	ARK.			
JOB NO.		CA0601	461	1465
② MAINTENANCE OF TRAFFIC DETAILS				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAZ ALAM
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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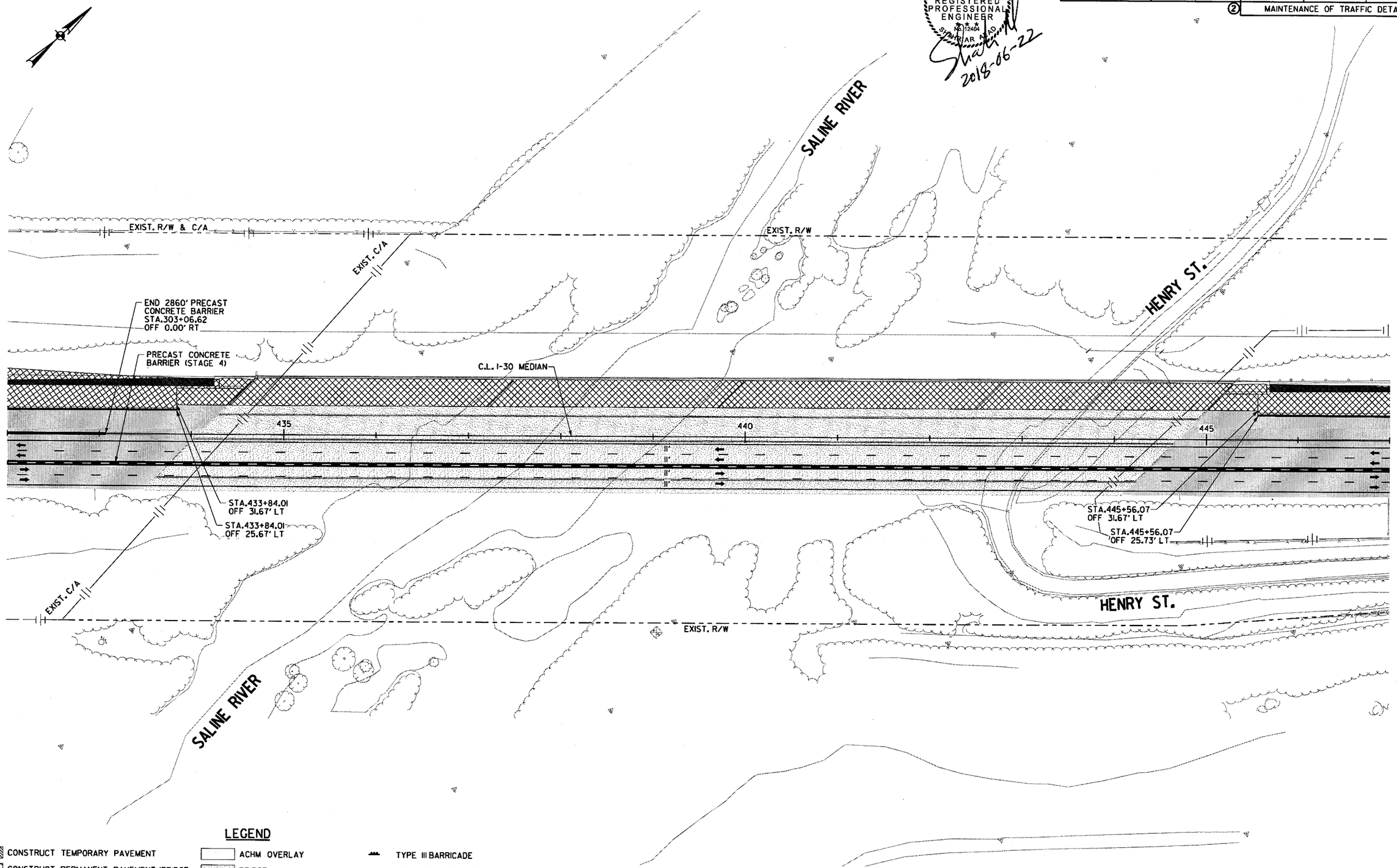
				6	ARK.			
				JOB NO.		CA0601	462	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



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MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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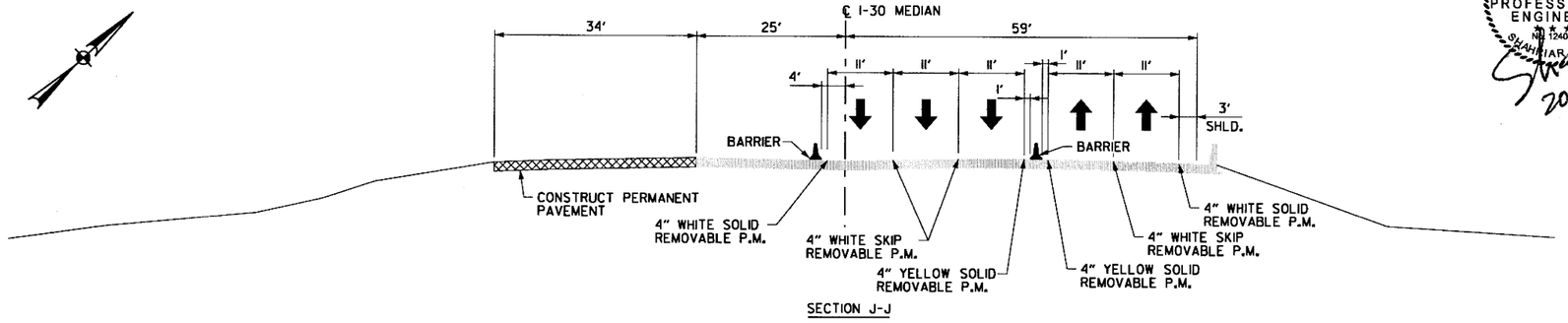
				6	ARK.			
				JOB NO.		CA0601	463	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR A. SHAHID
2018-06-22



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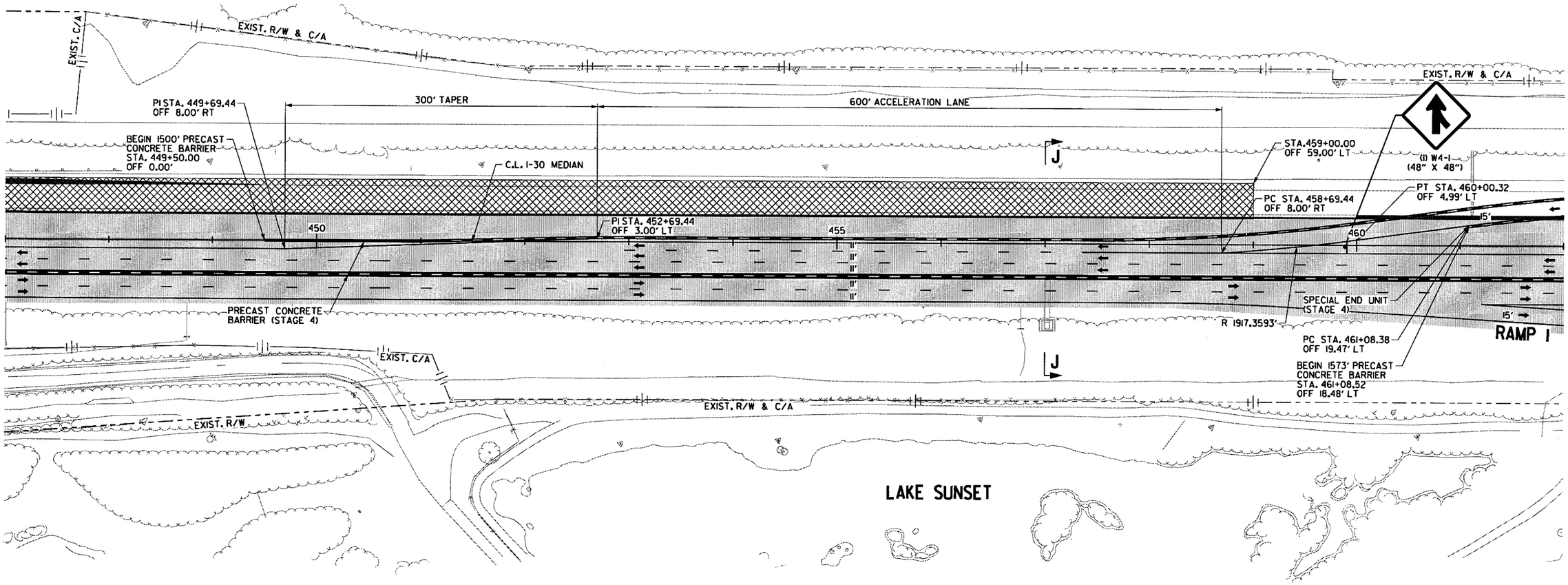

LEGEND

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MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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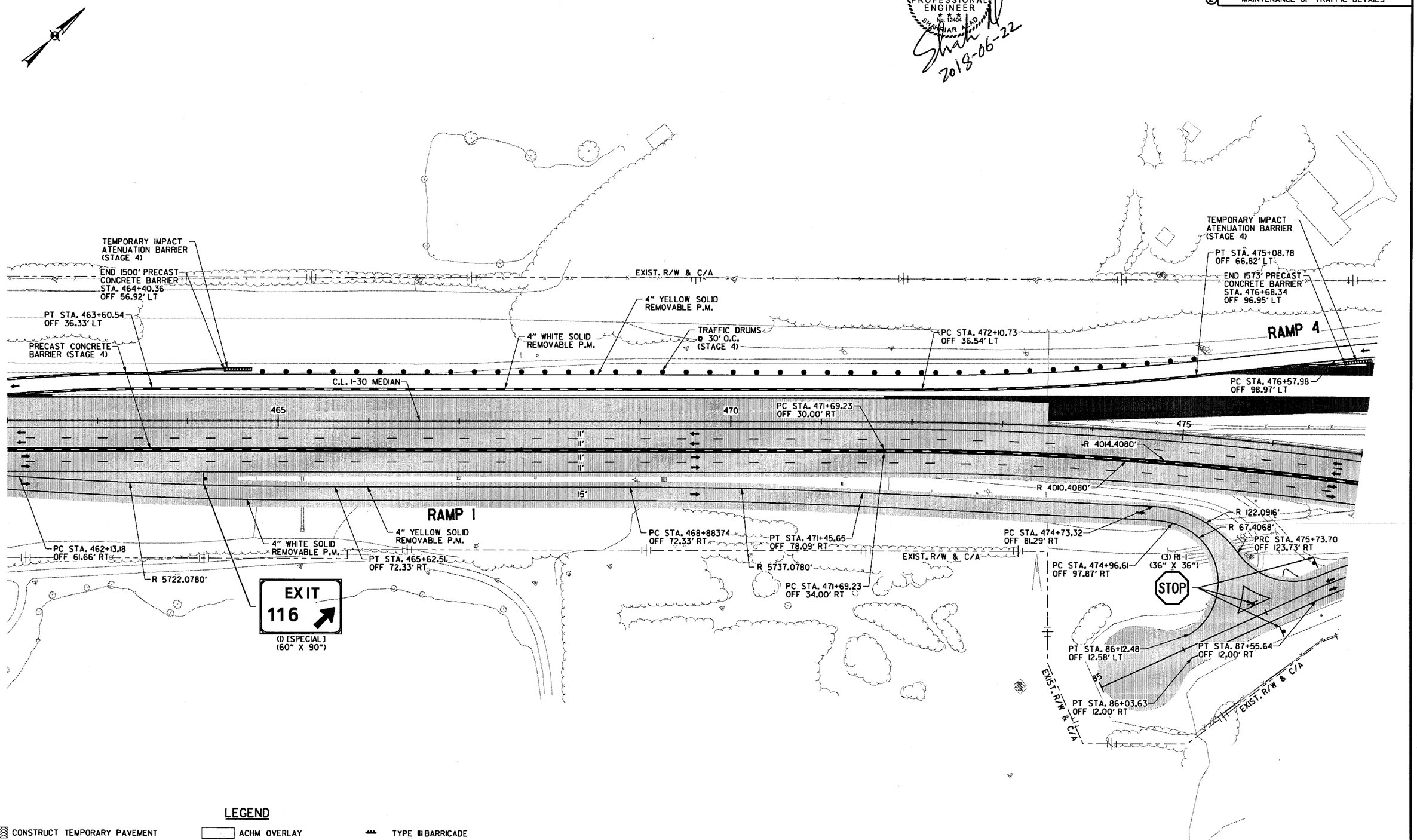
				JOB NO.		CA0601	464	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
2018-06-22



LEGEND

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MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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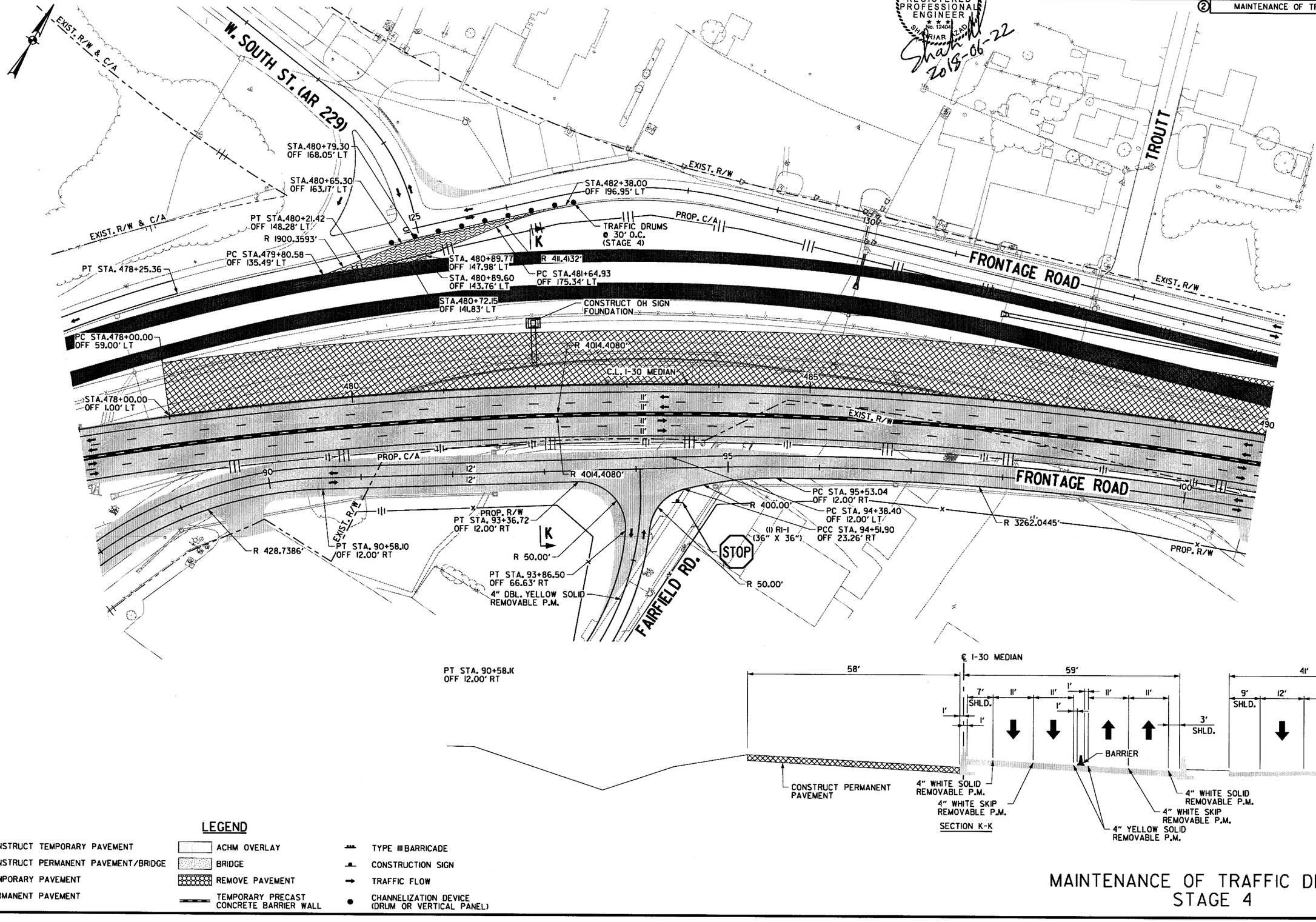
				JOB NO.		CA0601	465	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARIAR ZAID
2018-06-22



LEGEND

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MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIMI
2018-06-23

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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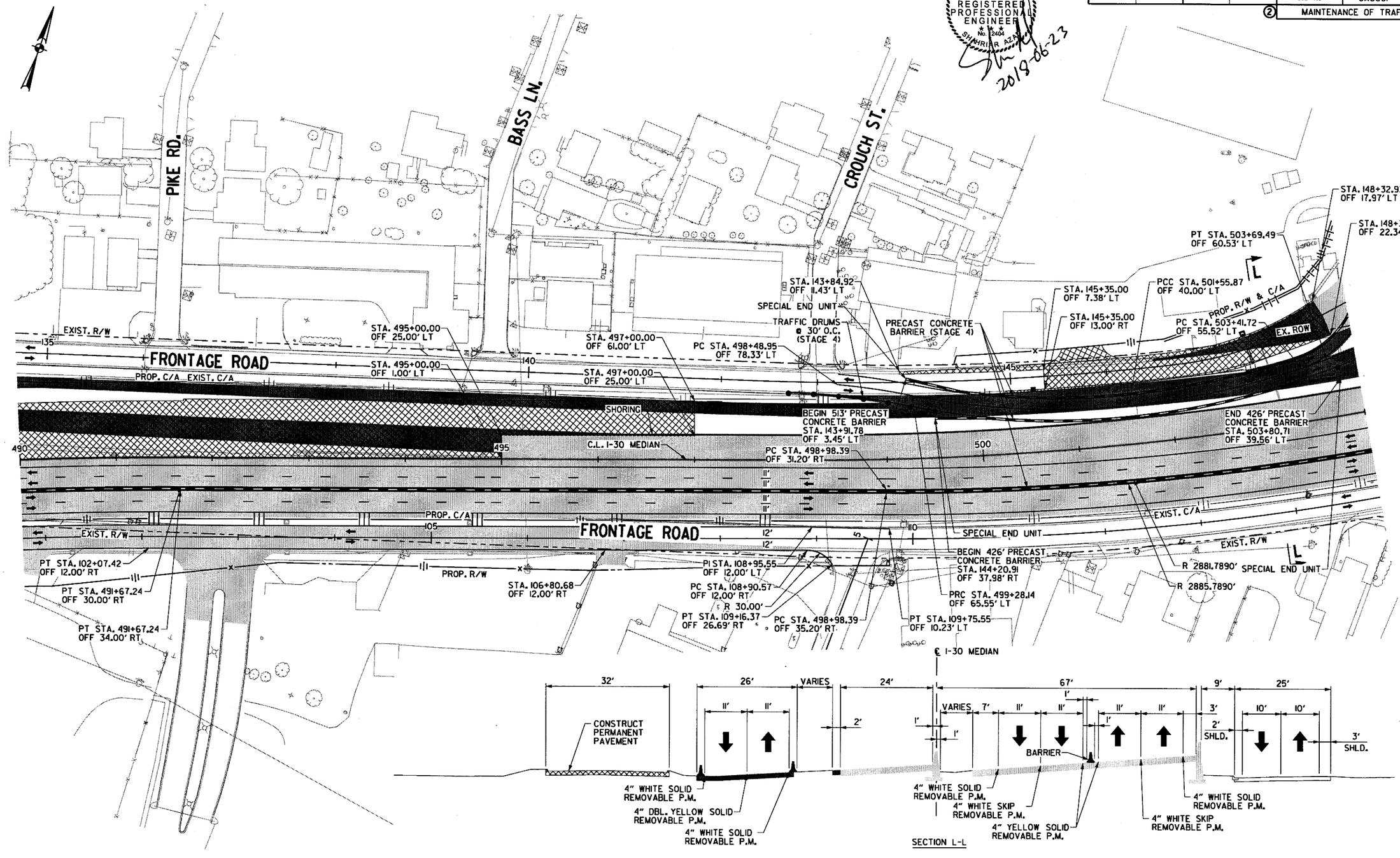
				②	MAINTENANCE OF TRAFFIC DETAILS			



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MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	467	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SHAD
2018-06-23

NOTE: • REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.

BELL ST.
W. SOUTH ST.
SEVER ST.
FRONTAGE ROAD
LEANDER ST.
RAMP 2
C.L. I-30 MEDIAN
PROP. R/W & C/A
EXIST. R/W
EXIST. C/A
PROP. C/A
PROP. R/W
TEMPORARY ATTENUATION BARRIER (STAGE 4)
PT STA. 23+61.17 OFF 7.50' LT
(1) RI-2 (36" X 36" X36")
PROP. R/W & C/A
PCC STA. 22+56.08 OFF 30.62' RT
PT STA. 23+74.01 OFF 22.50' LT
STA. 21+84.20 OFF 22.50' RT
STA. 21+56.25 OFF 5.80' RT
R 212.1278'
PRC STA. 21+06.69 OFF 7.50' LT
R 115'
PC STA. 20+72.54 OFF 16.60' LT
END 513' PRECAST CONCRETE BARRIER STA.148+77.97 OFF 8.88' LT
STA.506+00.00 OFF 61.00' LT
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
PT STA. 23+61.17 OFF 7.50' LT
PT STA. 23+87.28 OFF 55.49' LT
PC STA. 23+90.48 OFF 7.50' RT
PC STA. 23+90.43 OFF 7.50' RT
PCC STA. 24+22.60 OFF 6.22' LT
R 182.1278'
(1) RI-1 (36" X 36")
STOP
PCC STA. 23+90.77 OFF 22.50' RT
PT STA. 24+58.14 OFF 37.76' RT
PT STA. 25+48.82 OFF 31.71' RT
PT STA. 25+70.03 OFF 32.26' RT
PI STA. 25+93.15 OFF 30.00' RT
R 105'
(3) RI-2 (36" X 36" X 36")
(1) W4-2R (36" X 36")
PCC STA. 20+13.81 OFF 152.32' RT
PT STA. 151+94.58 OFF 12.20' LT
PCC STA. 25+22.08 OFF 17.56' LT
PT STA. 25+36.82 OFF 17.01' LT
PCC STA. 25+20.62 OFF 5.59' LT
PCC STA. 26+01.86 OFF 25.40' LT
PCC STA. 25+48.23 OFF 16.72' RT
PCC STA. 25+84.90 OFF 0.69' RT
PT STA. 25+69.79 OFF 16.10' RT
R 315'
STA. 56+60.74 OFF 12.00' RT
(1) RI-1 (36" X 36")
STOP
PT STA. 56+89.34 OFF 0.00'
R 51'
PC STA. 56+69.54 OFF 12.00' RT
PC STA. 157+31.90 OFF 23.00' LT
PT STA. 156+93.89 OFF 22.00' RT
STA. 157+96.55 OFF 23.00' LT
STA. 156+80.37 OFF 22.00' LT
EXIST. R/W
STA. 517+75.38 OFF 59.00' LT
STA. 517+75.31 OFF 25.00' LT
EXIST. C/A
PT STA. 26+53.55 OFF 3.00' LT
PT STA. 508+72.77 OFF 35.33' RT
PI STA. 512+72.94 OFF 89.80' RT
PC STA. 27+97.66 OFF 3.00' LT
R 2291.8312'
PC STA. 517+48.21 OFF 30.00' RT
STA. 117+96.29 OFF 11.35' RT
STA. 117+80.69 OFF 11.26' RT
PT STA. 508+72.77 OFF 39.33' RT
STA. 120+81.97 OFF 11.13' RT
PI STA. 512+24.65 OFF 76.97' RT
PC STA. 517+48.21 OFF 34.00' RT
PCC STA. 115+38.91 OFF 12.00' RT
PCC STA. 29+92.30 OFF 11.28' LT
R 5722.0780'
PI STA. 517+05.80 OFF 81.34' RT
STA. 116+38.47 OFF 11.55' RT
R 2881.7890'
R 2885.7890'
R 2852.7890'
PC STA. 114+93.66 OFF 12.00' LT
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
STA. 120+81.58 OFF 25.00' RT
PLACE INLET TOP STA. 63+83 OFF 19.00' RT
PC STA. 513+46.75 OFF 115.08' RT
(1) RI-2 (36" X 36" X36")
R 114.5916'
PT STA. 29+43.57 OFF 314.15' LT
PC STA. 122+91.42 OFF 145.35' RT
STOP
(1) RI-1 (36" X 36")
PC STA. 122+91.42 OFF 145.35' RT
STA. 30+00.00 OFF 13.60' RT
PC STA. 29+39.54 OFF 24.00' LT
R 301.5567'
R 383.7793'
PT STA. 30+02.21 OFF 12.94' LT
PC STA. 30+46.46 OFF 32.92' LT
(1) RII-2R (48" x 30") EAST SPEED LIMIT 30
(1) RII-2R (48" x 30")
(1) RII-2R (48" x 30")
(1) RI-2 (36" X 36" X 36")
PC STA. 30+022.24 OFF 75.71' RT
PC STA. 30+43.28 OFF 67.65' RT
STA. 29+68.87 OFF 223.38' RT
•SEE NOTE
PRECAST CONCRETE BARRIER (STAGE 4)
STA. 29+65.61 OFF 218.01' RT
(1) RII-2R (48" x 30")
RAMP CLOSED
(1) 16' BARR. TYP. III RT.
STA.74+37.65 OFF 14.00' LT
PC STA. 30+79.37 OFF 33.00' LT
PCC STA. 30+34.17 OFF 3.00' LT
R 406.2556'
R 376.2556'
R 81.8511'
PCC STA. 30+31.12 OFF 205.87' LT
R 163.7022'
R 81.8511'
PCC STA. 31+11.40 OFF 136.00' LT
PT STA. 31+99.04 OFF 33.00' LT
PC STA. 32+12.68 OFF 32.99' LT
STA. 32+12.51 OFF 0.00' LT
PT STA. 32+48.27 OFF 31.39' LT
STA. 32+12.51 OFF 18.14' LT
TRAFFIC DRUMS @ 30' O.C. (STAGE 4)
PT STA. 32+65.76 OFF 3.00' LT

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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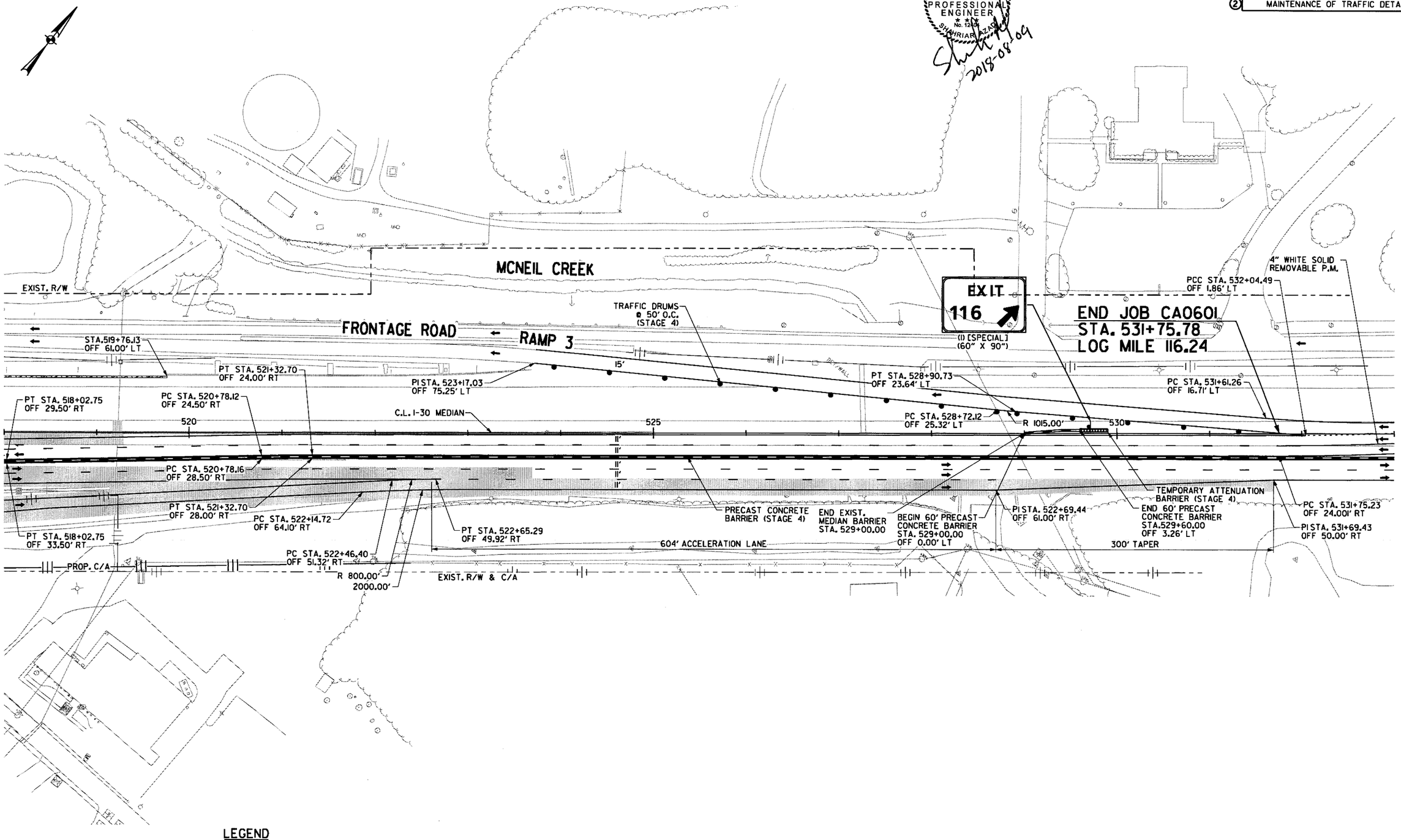
				6	ARK.			
				JOB NO.		CA0601	468	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12101
SHAHRIAR AZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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MAINTENANCE OF TRAFFIC DETAILS STAGE 4

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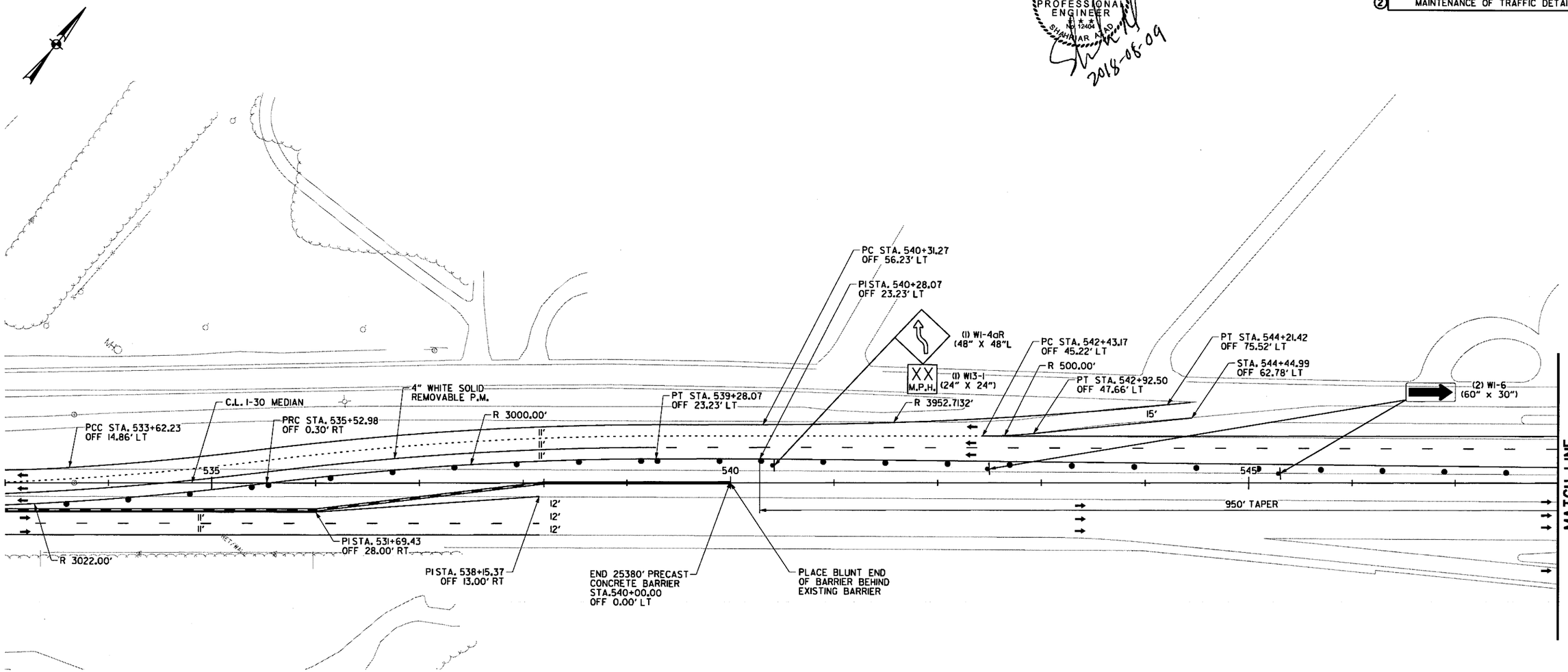
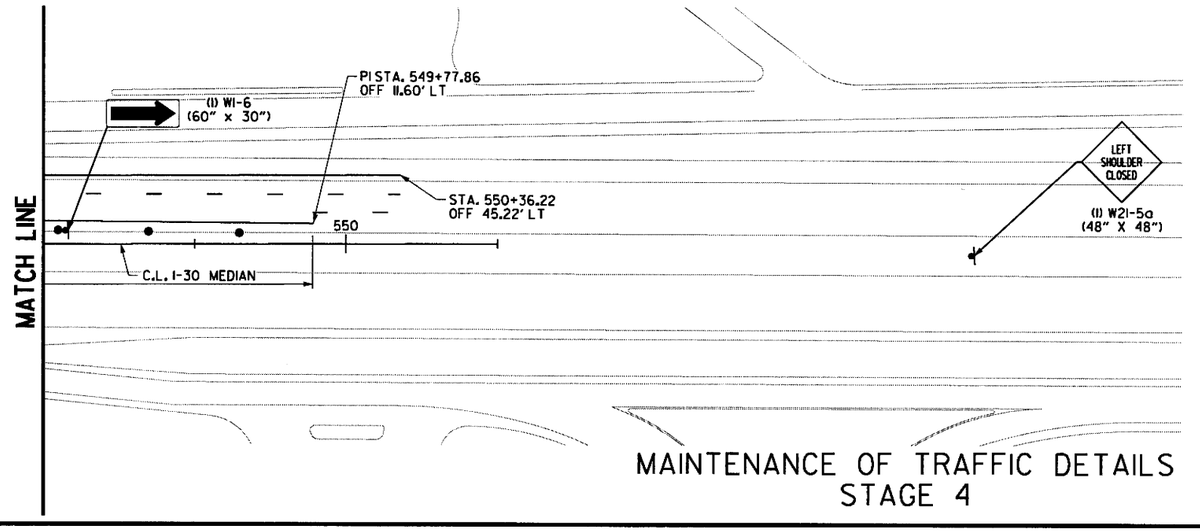
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-09





LEGEND

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MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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				JOB NO.		CA0601	470	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ATAD

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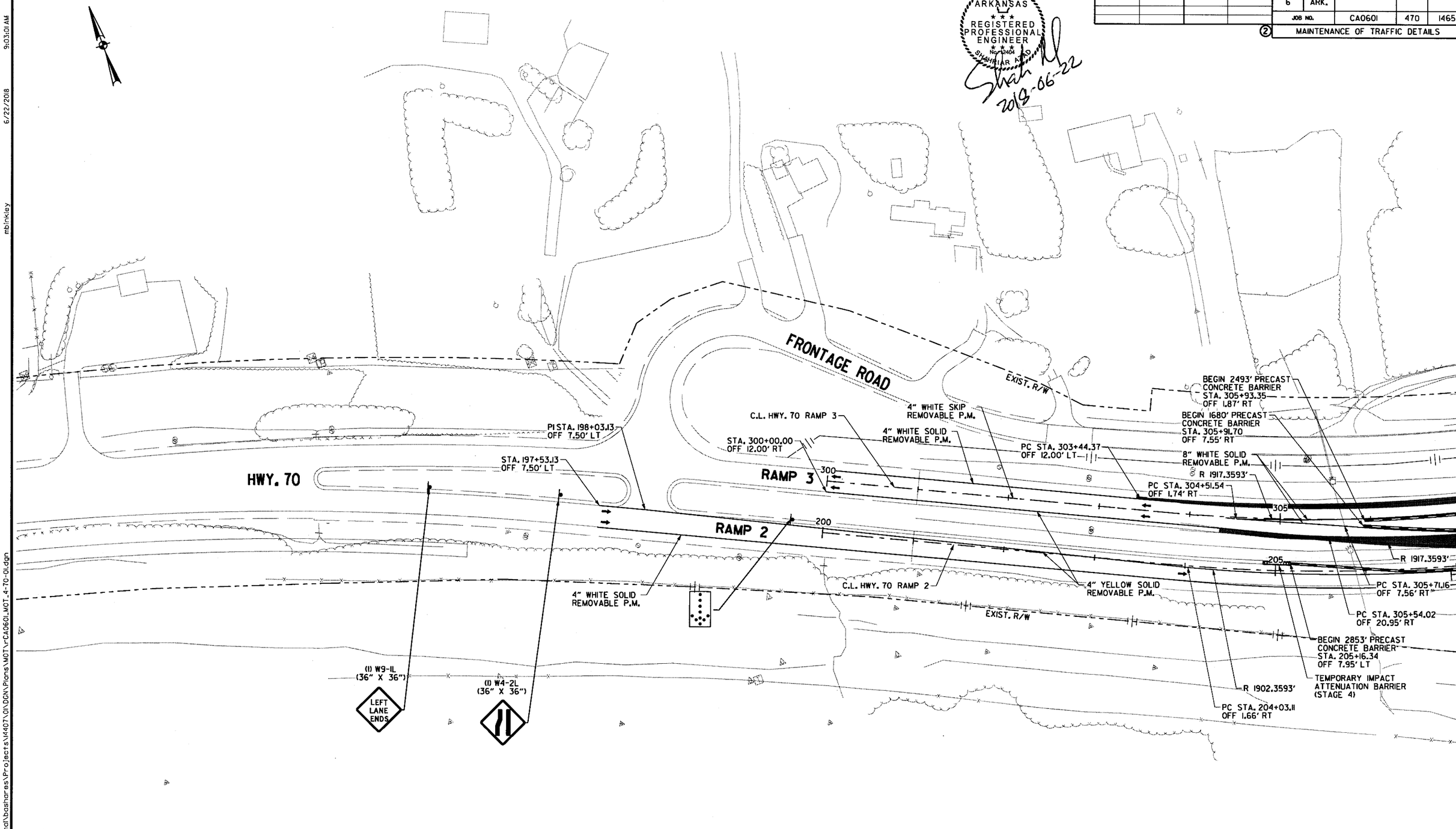

LEGEND

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- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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				6	ARK.			
				JOB NO.		CA0601	471	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHMAD
2013-07-13

(1)W4-3R (48"x48")

BEGIN 2493' PRECAST CONCRETE BARRIER STA. 305+93.35 OFF 1.87' RT

BEGIN 1680' PRECAST CONCRETE BARRIER STA. 305+91.70 OFF 7.55' RT

R 1917.3593'

C.L. HWY. 70 RAMP 3

PT STA. 309+45.66 OFF 6.22' LT

STA. 311+49.71 OFF 0.00' RT

STA. 312+21.20 OFF 11.99' LT

EXIST. C/A

PC STA. 314+49.99 OFF 30.89' LT

4" YELLOW SOLID REMOVABLE P.M.

4" WHITE SOLID REMOVABLE P.M.

EXIST. R/W

STA. 313+74.06 OFF 22.00' LT

D 5°00'

FRONTAGE ROAD

RAMP 3

305

310

315

320

205

STA. 309+49.71 OFF 0.00' RT

PC STA. 212+41.87 OFF 11.50' LT

200' TRANSITION

210

215

STA. 132+59.04 OFF 11.50' RT

RAMP 1

C.L. HWY. 70 RAMP 1

STA. 132+59.00 OFF 11.50' LT

PC STA. 305+71.16 OFF 7.56' RT

STA. 209+11.54 OFF 22.50' RT

STA. 309+49.71 OFF 28.00' RT

R 1902.3593'

C.L. HWY. 70 RAMP 2

TRAFFIC DRUMS @ 30' O.C. (STAGE 4)

PT STA. 210+62.09 OFF 11.50' LT

8" WHITE SOLID REMOVABLE P.M.

STA. 212+07.50 OFF 25.41' RT

R 1443.8945'

4" WHITE SOLID REMOVABLE P.M.

4" YELLOW SOLID REMOVABLE P.M.

PT STA. 216+11.66 OFF 11.50' LT

C.L. HWY. 70 RAMP 4

RAMP 4

RAMP 2

STA. 127+18.13 OFF 6.71' LT

220

225

230

PC STA. 217+29.74 OFF 7.56' RT

STA. 418+69.00 OFF 12.33' RT

STA. 418+69.00 OFF 15.09' RT

R 1138.4156'

R 1157.4156'

STA. 127+18.13 OFF 13.50' LT

BEGIN 7033' PRECAST CONCRETE BARRIER STA. 205+16.34 OFF 7.95' LT

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4)

EXIST. R/W

PRECAST CONCRETE BARRIER (STAGE 4)

STA. 422+93.61 OFF 11.50' RT

STA. 422+93.61 OFF 6.69' RT

STA. 422+93.61 OFF 2.00' LT

PT STA. 422+82.77 OFF 16.00' LT

STA. 212+07.85 OFF 31.17' RT

CONSTRUCT TEMPORARY PAVEMENT PRIOR TO BEGINING OVERLAY.

TRAFFIC DRUMS @ 30' O.C. (STAGE 4)

TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4)

END 40' PRECAST CONCRETE BARRIER STA. 419+05.44 OFF 22.11' LT

STA. 418+69.00 OFF 8.37' RT

BEGIN 40' PRECAST CONCRETE BARRIER STA. 418+64.54 OFF 19.40' LT

STA. 418+42.16 OFF 2.00' LT

STA. 418+32.47 OFF 12.50' RT

PC STA. 217+29.95 OFF 11.44' LT

EXIST. R/W & C/A

R 938.9297'

4" WHITE SOLID REMOVABLE P.M.

4" YELLOW SOLID REMOVABLE P.M.

EXIST. R/W

PCC STA. 416+56.65 OFF 16.00' LT

R 1025.7414'

PCC STA. 414+76.96 OFF 16.00' LT

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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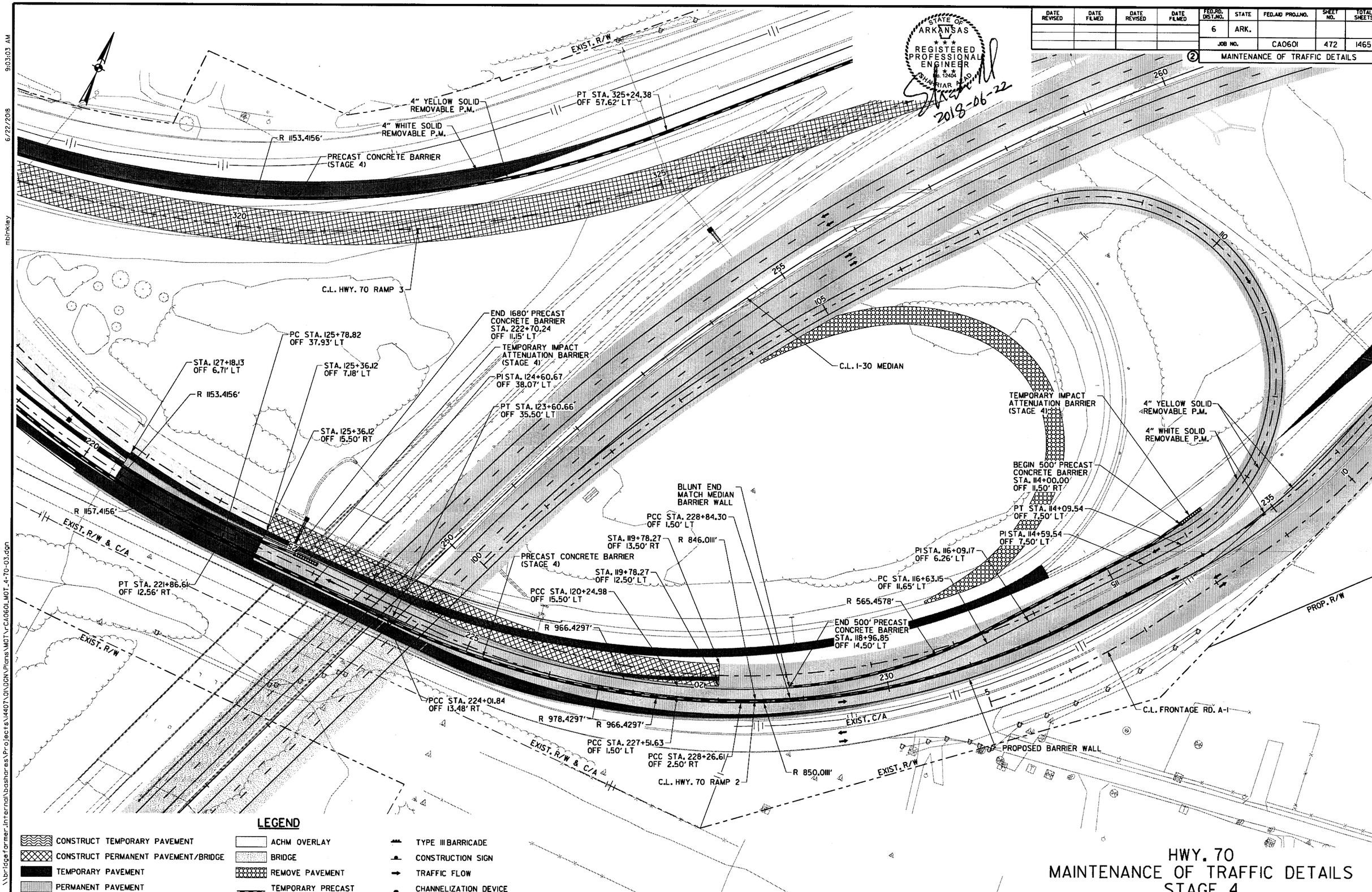
				JOB NO.		CA0601	472	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ACAD
2018-06-22



HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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				JOB NO.		CA0601	473	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR NAG
2018-06-22

R 1138.4156'
PT STA. 332+75.69
OFF 75.17' LT
4" YELLOW SOLID REMOVABLE P.M.
PC STA. 265+00.87
OFF 92.39' LT
4" WHITE SOLID REMOVABLE P.M.
C.L. HWY. 70 RAMP 3
335
265
C.L. I-30 MEDIAN
R 1424.50'
8" WHITE SOLID REMOVABLE P.M.
PT STA. 270+91.44
OFF 25.69' LT
STA. 271+72.60
OFF 60.48' LT
STA. 271+72.60
OFF 37.66' LT
EXIST. C/A
EXIST. R/W
PRECAST CONCRETE BARRIER (STAGE 4)
270
245
4" YELLOW SOLID REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.
FRONTAGE ROAD
RAMP 2
20
240
15
C.L. HWY. 70 RAMP 2
EXIST. R/W
275
250
8" WHITE SOLID REMOVABLE P.M.
STA. 11+21
CONSTRUCT R.C. BOX CULVERT
C.L. FRONTAGE RD. A-1
PROP. R/W
10
EXIST. C/A
PROP. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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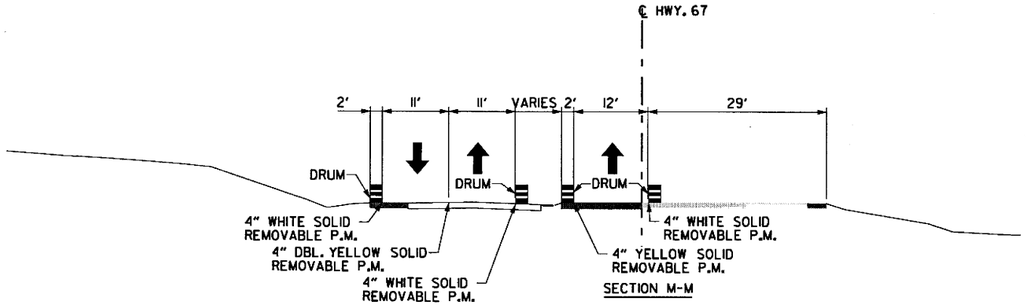
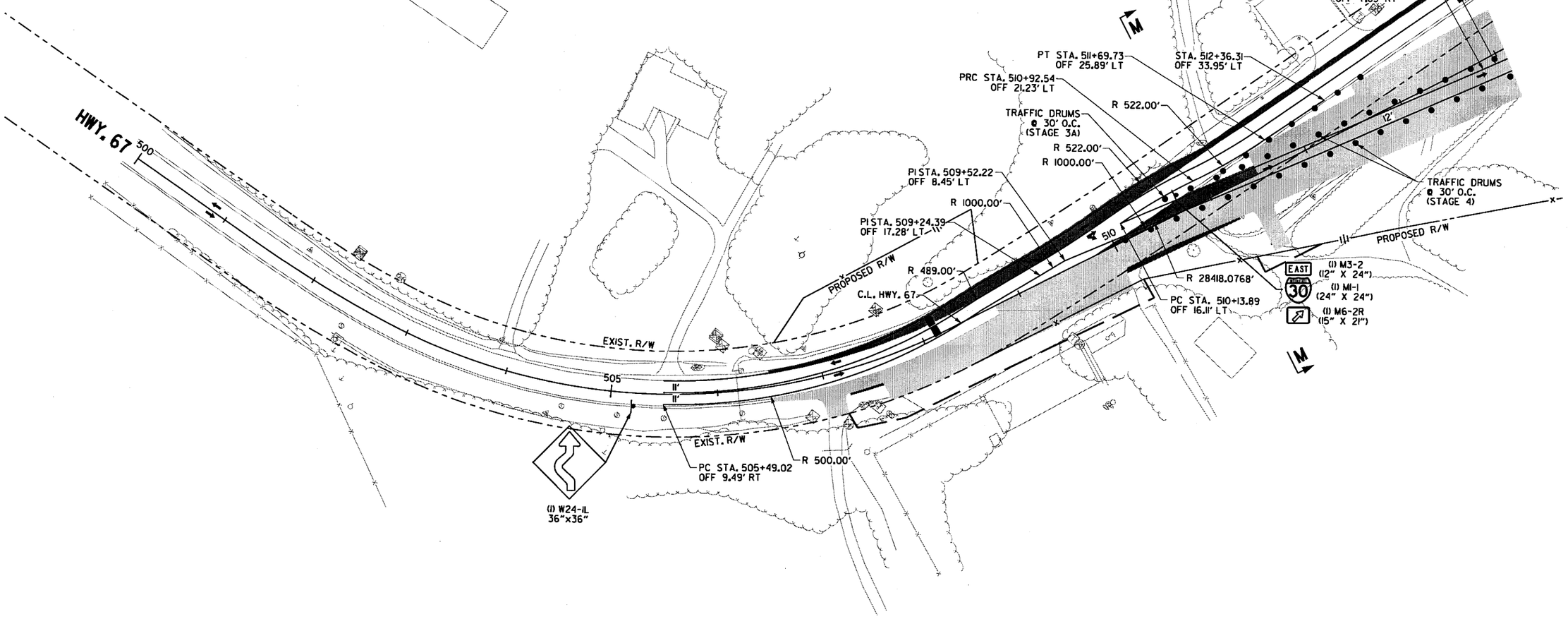
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANE R. FARRIAR
2018-06-22





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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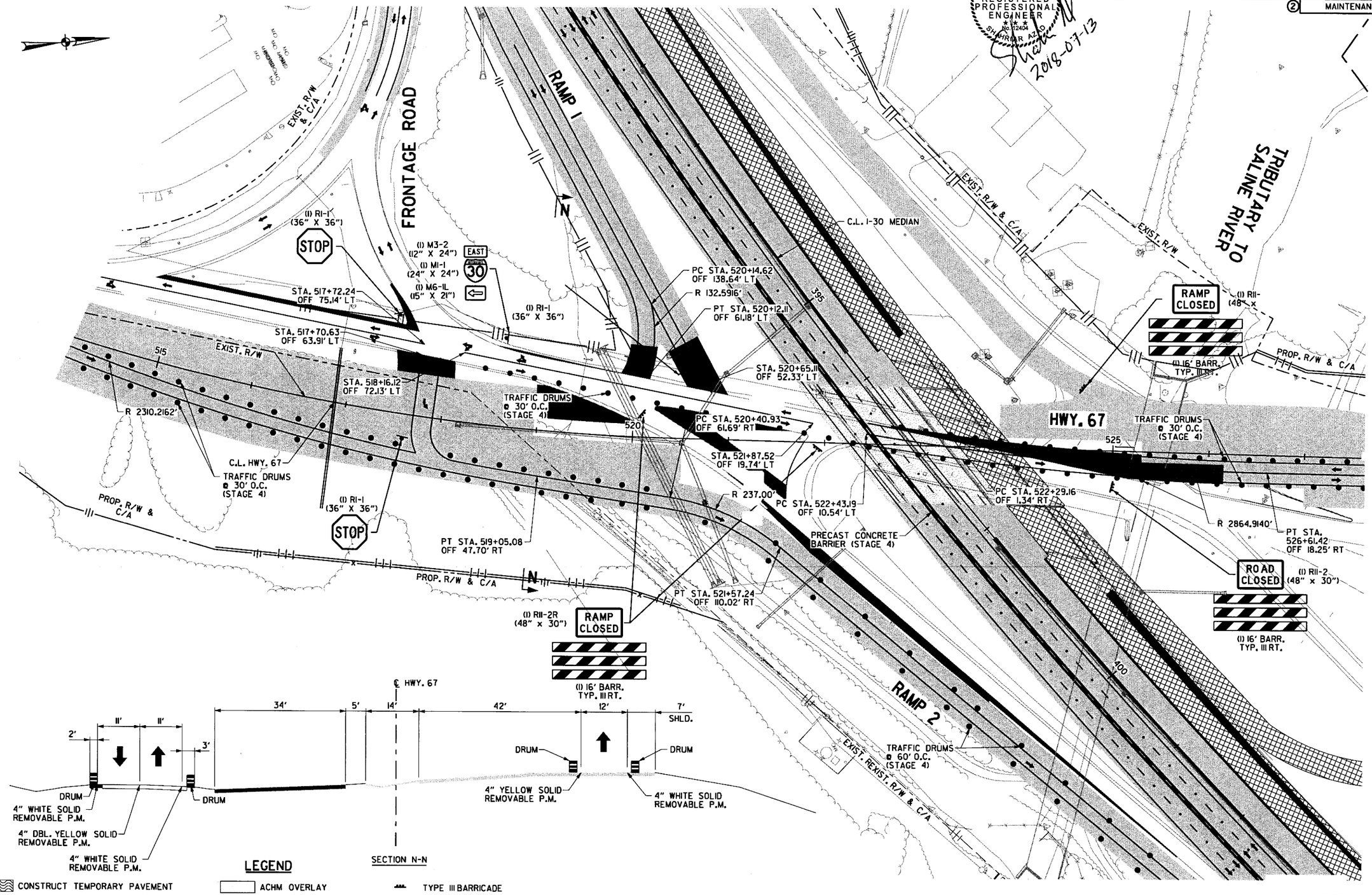
				JOB NO.		CA0601	475	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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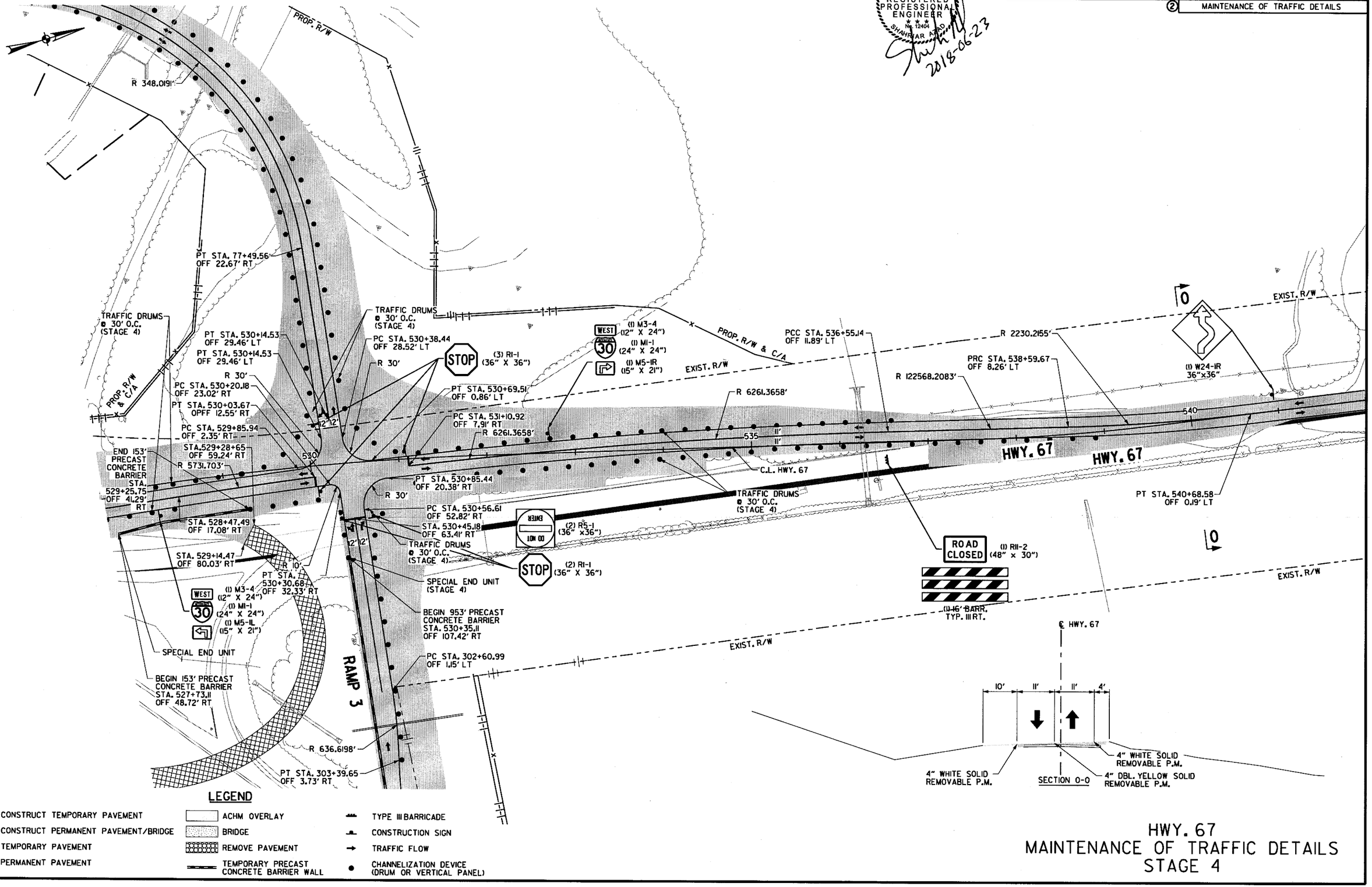
				JOB NO.		CA0601	476	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHMAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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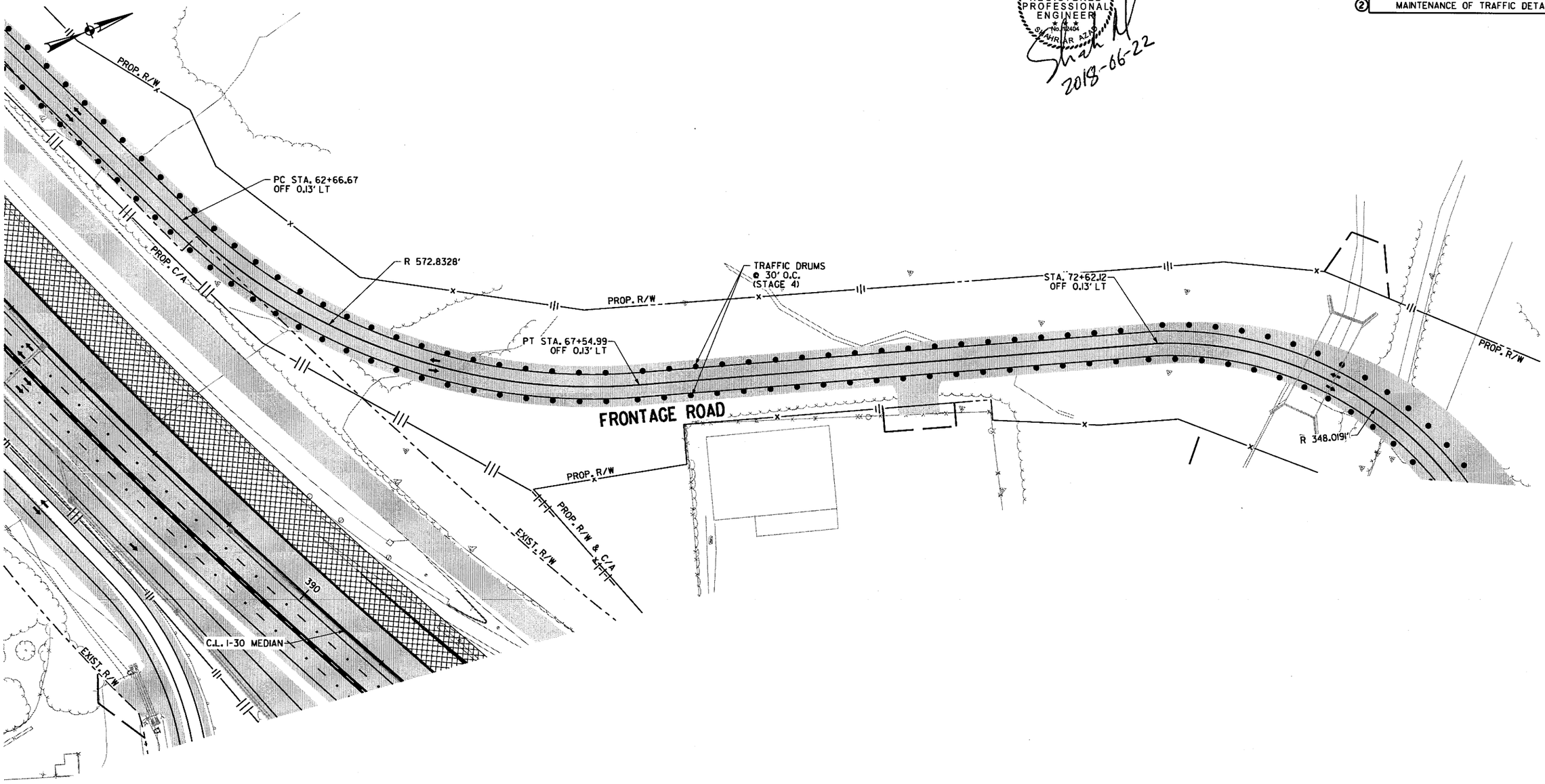
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4

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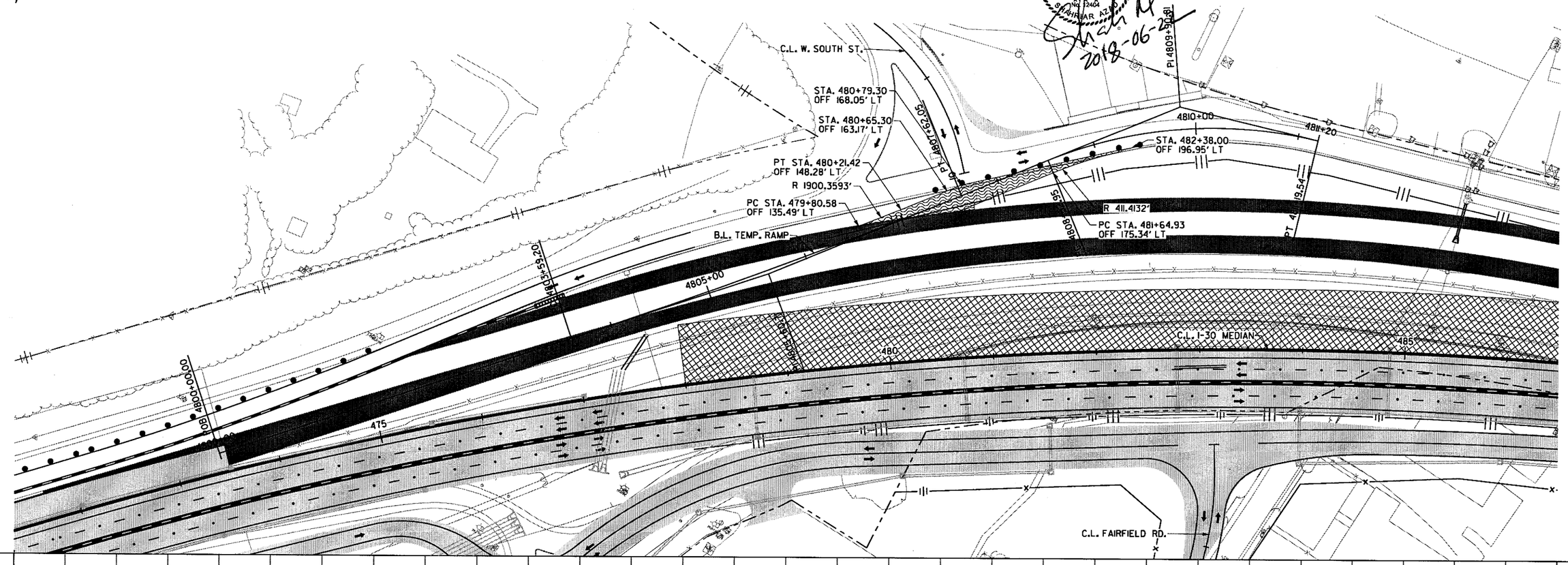
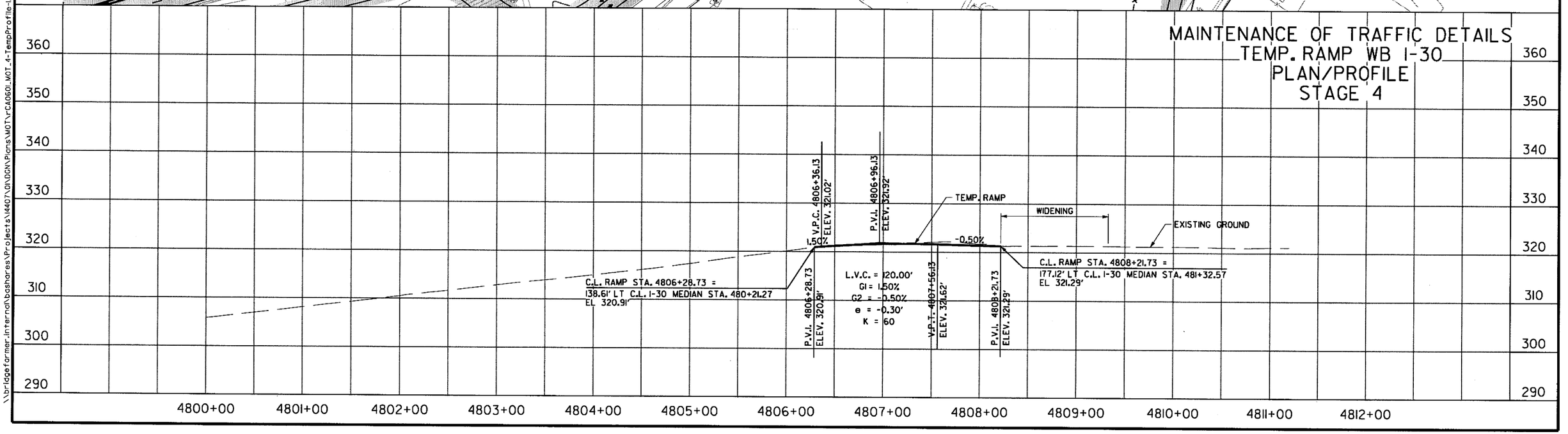
				JOB NO.		CA0601	478	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-20





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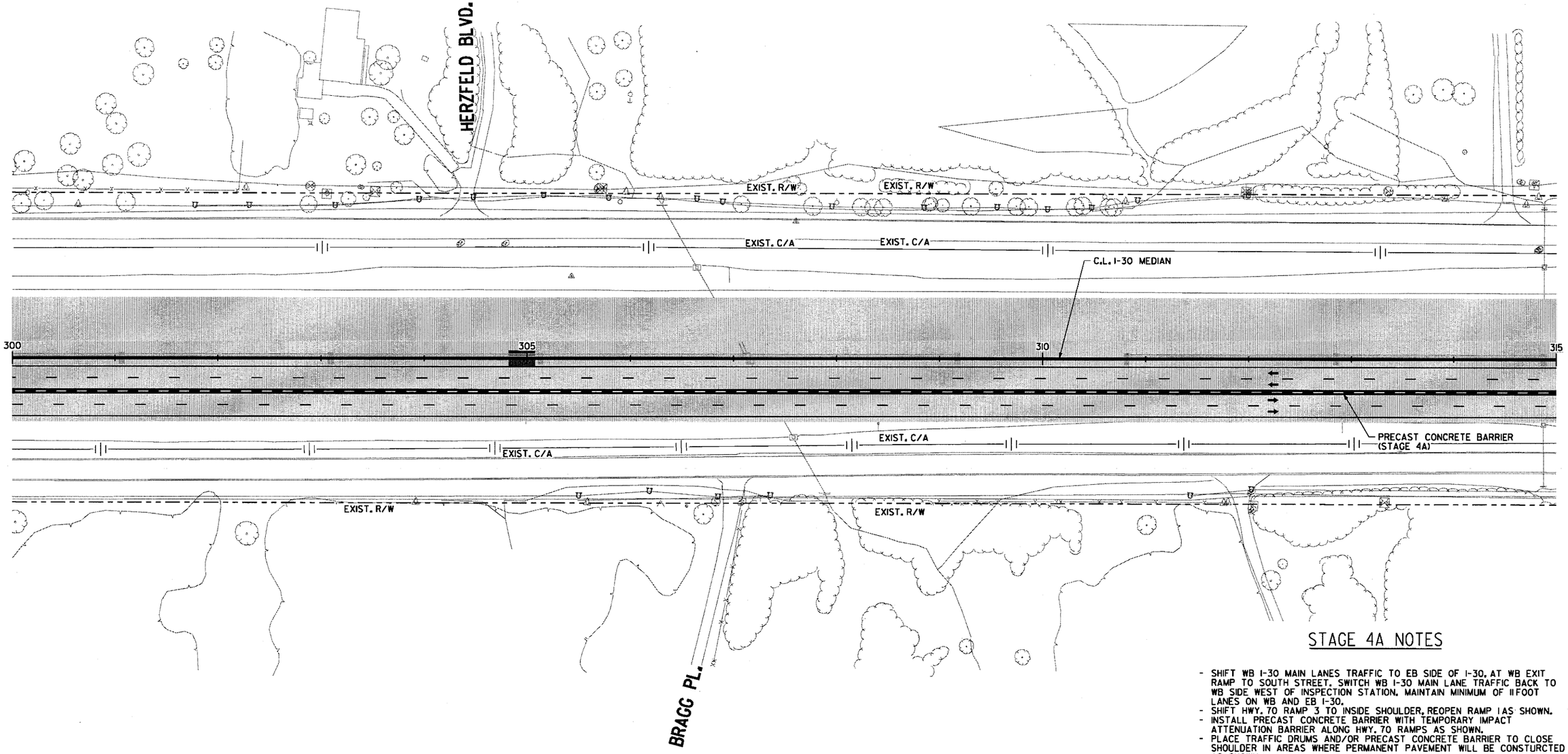
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZADI
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

STAGE 4A NOTES

- SHIFT WB I-30 MAIN LANES TRAFFIC TO EB SIDE OF I-30, AT WB EXIT RAMP TO SOUTH STREET. SWITCH WB I-30 MAIN LANE TRAFFIC BACK TO WB SIDE WEST OF INSPECTION STATION. MAINTAIN MINIMUM OF 11 FOOT LANES ON WB AND EB I-30.
- SHIFT HWY. 70 RAMP 3 TO INSIDE SHOULDER, REOPEN RAMP 1 AS SHOWN.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER ALONG HWY. 70 RAMPS AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTURCTED AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT OUTSIDE HWY. 70 RAMP 3.
- CONSTRUCT PERMANENT PAVEMENT ALONG WB MAIN LANES AT INSPECTION STATION ENTRANCE RAMP, WB EXIT RAMP TO HWY. 67/229, WB I-30 MAIN LANES AT SOUTH STREET ENTRANCE RAMP, WB MAIN LANES NEXT TO N. FRONTAGE ROAD AT SOUTH STREET ROUNDABOUT, AND ALONG SOUTH STREET.
- REMOVE TEMPORARY PAVEMENT OUTSIDE WB MAIN LANES AND HWY. 70 RAMP 3 AS SHOWN.

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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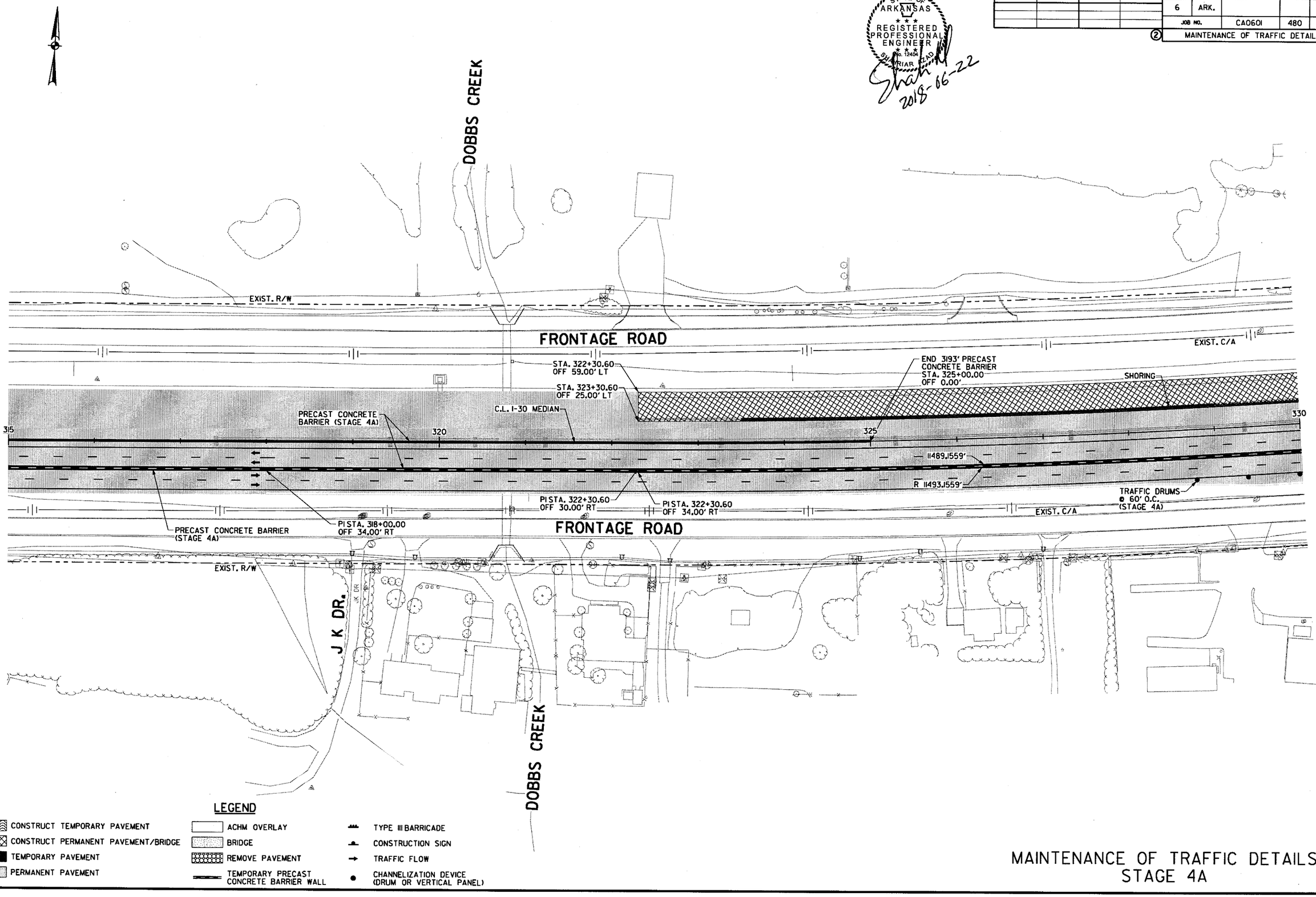
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
BRIAR HILL
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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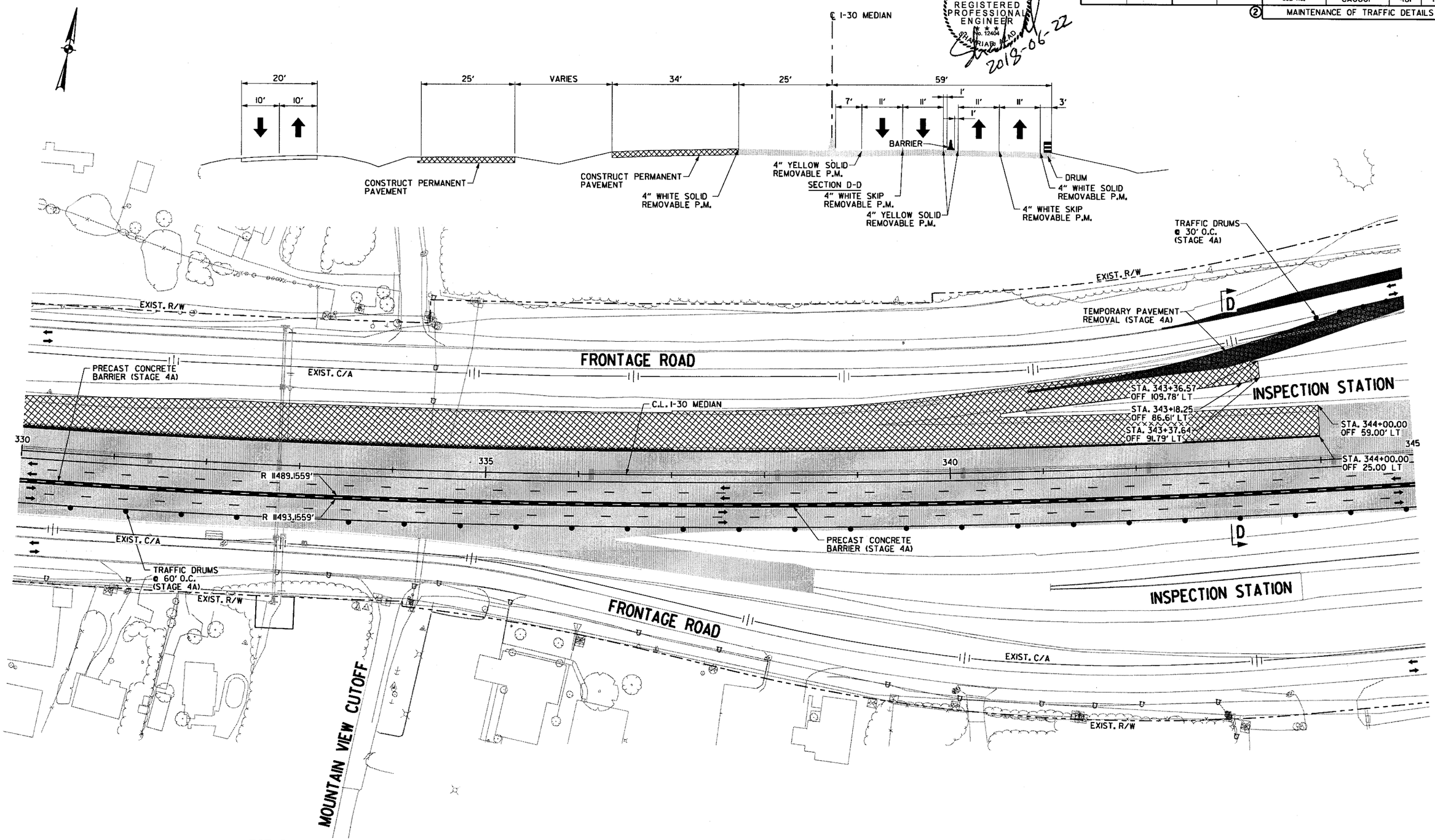
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANTIAB ROAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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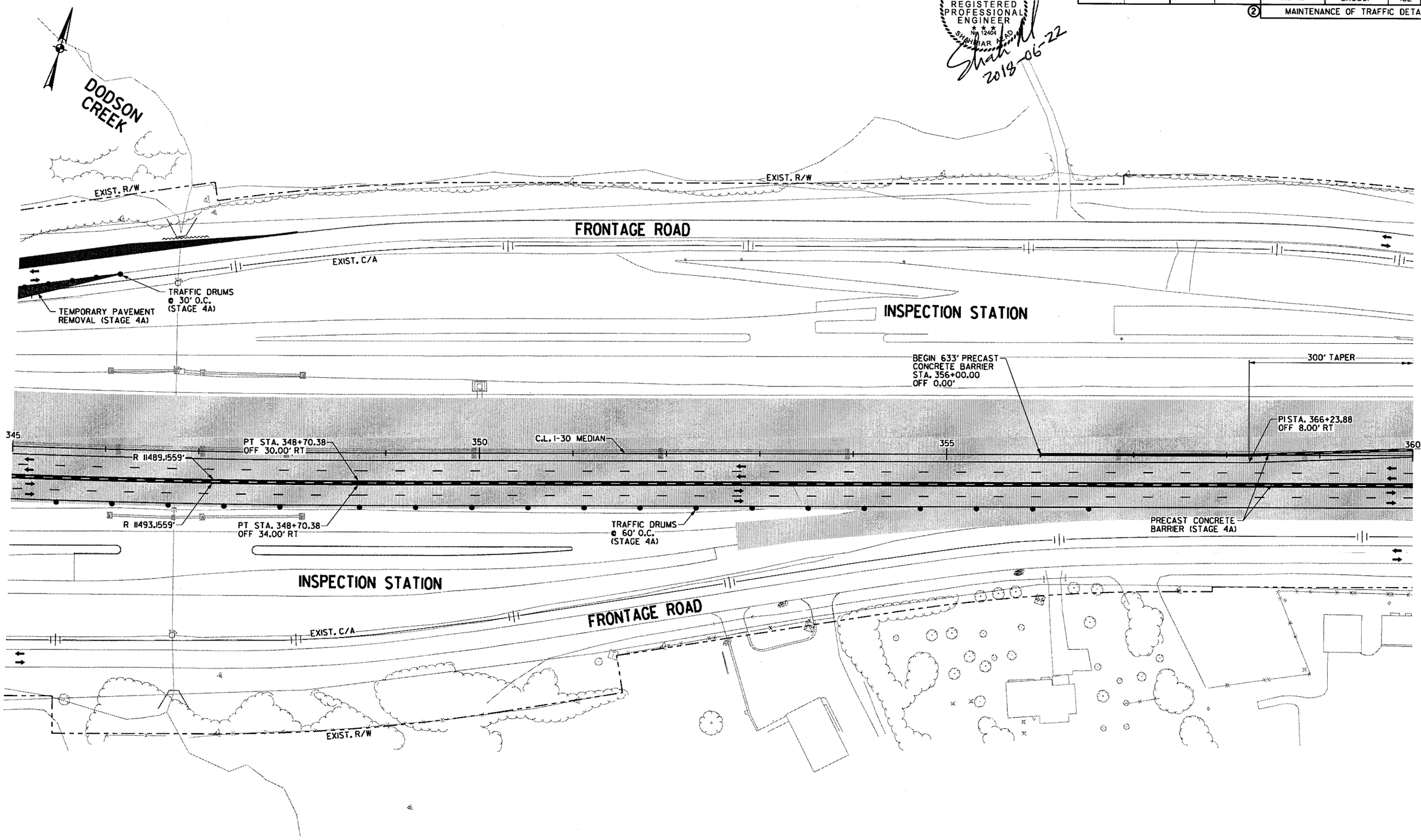
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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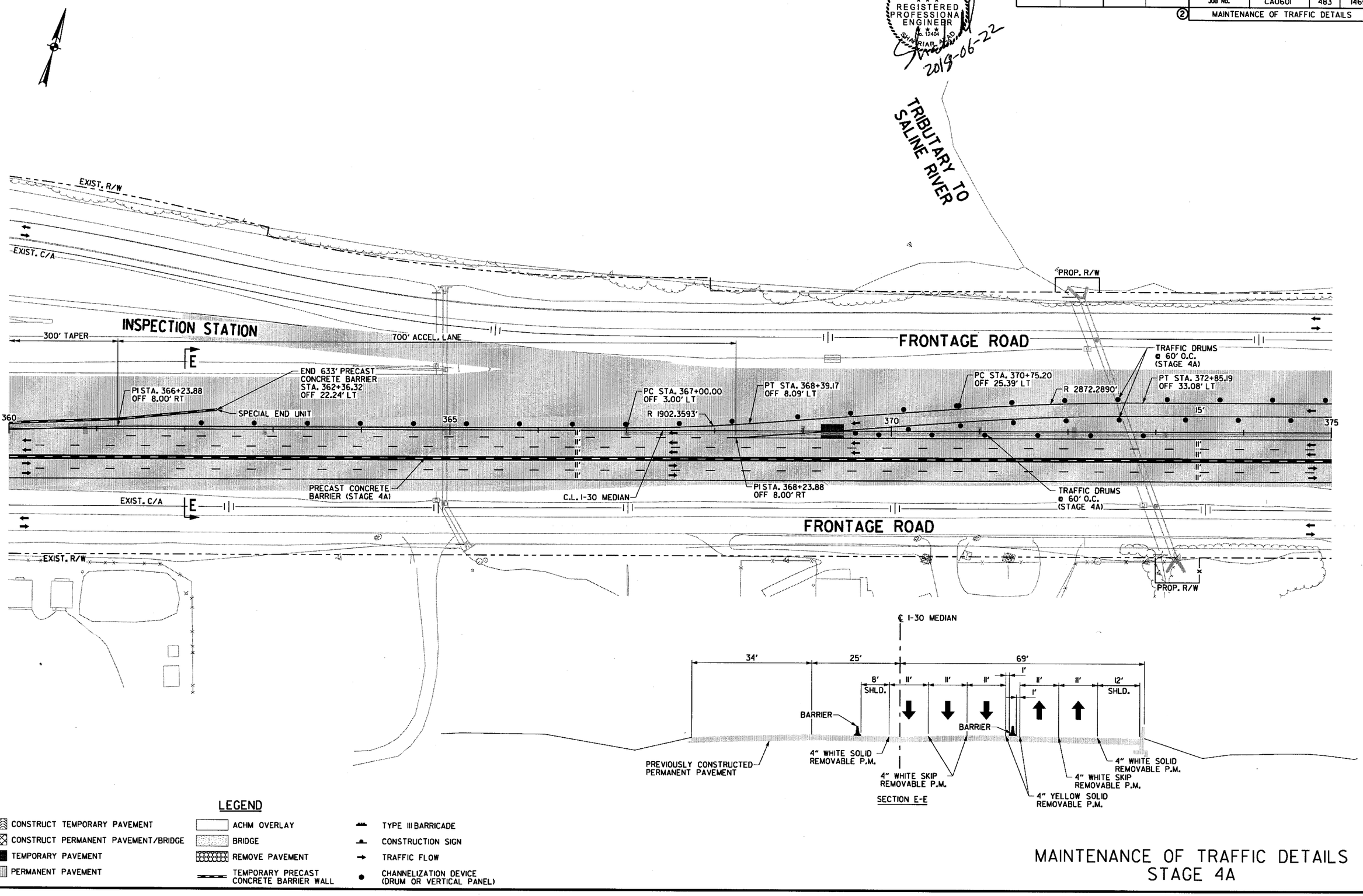
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON RIAD
2019-06-22



SECTION E-E

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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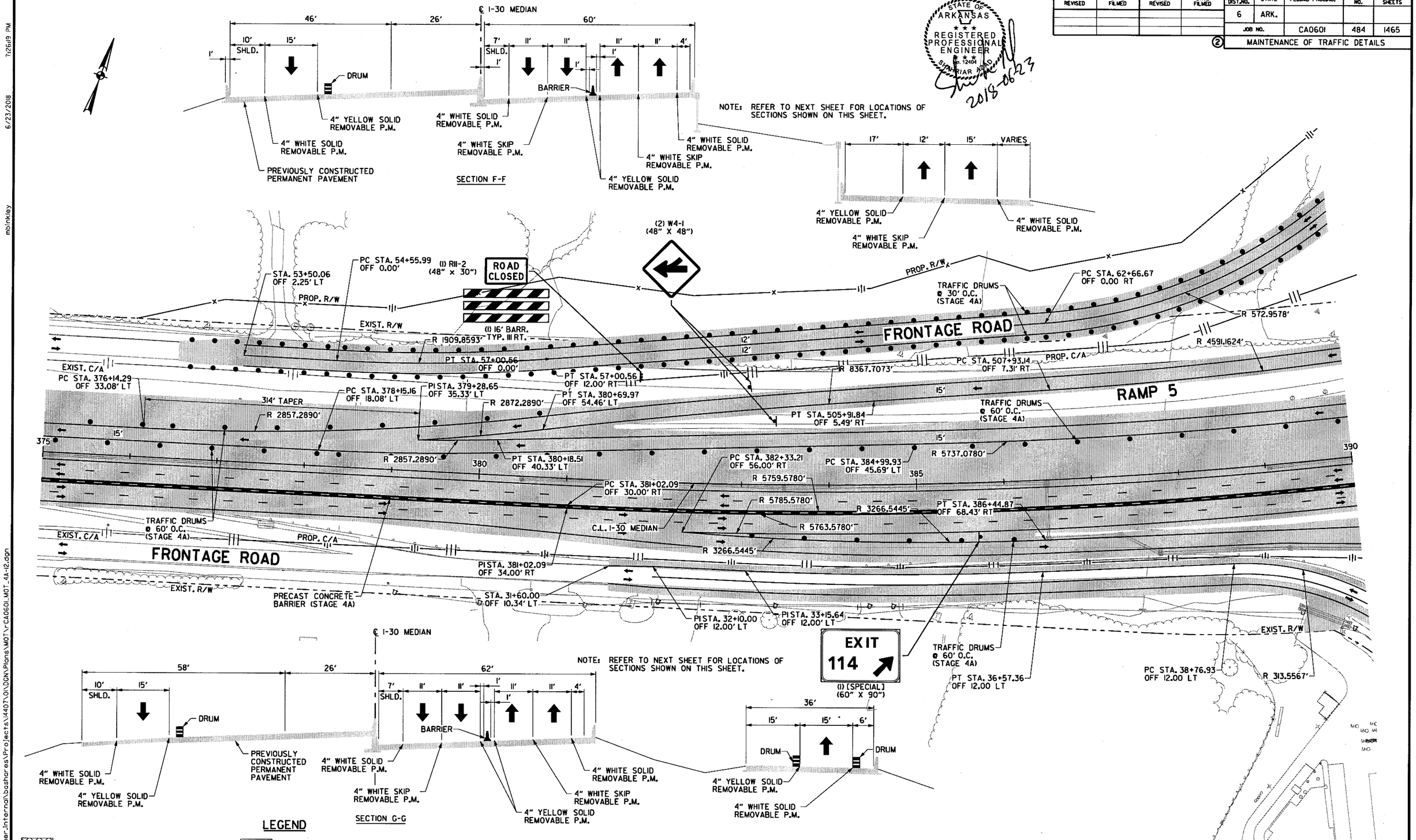
				JOB NO.		CA0601	484	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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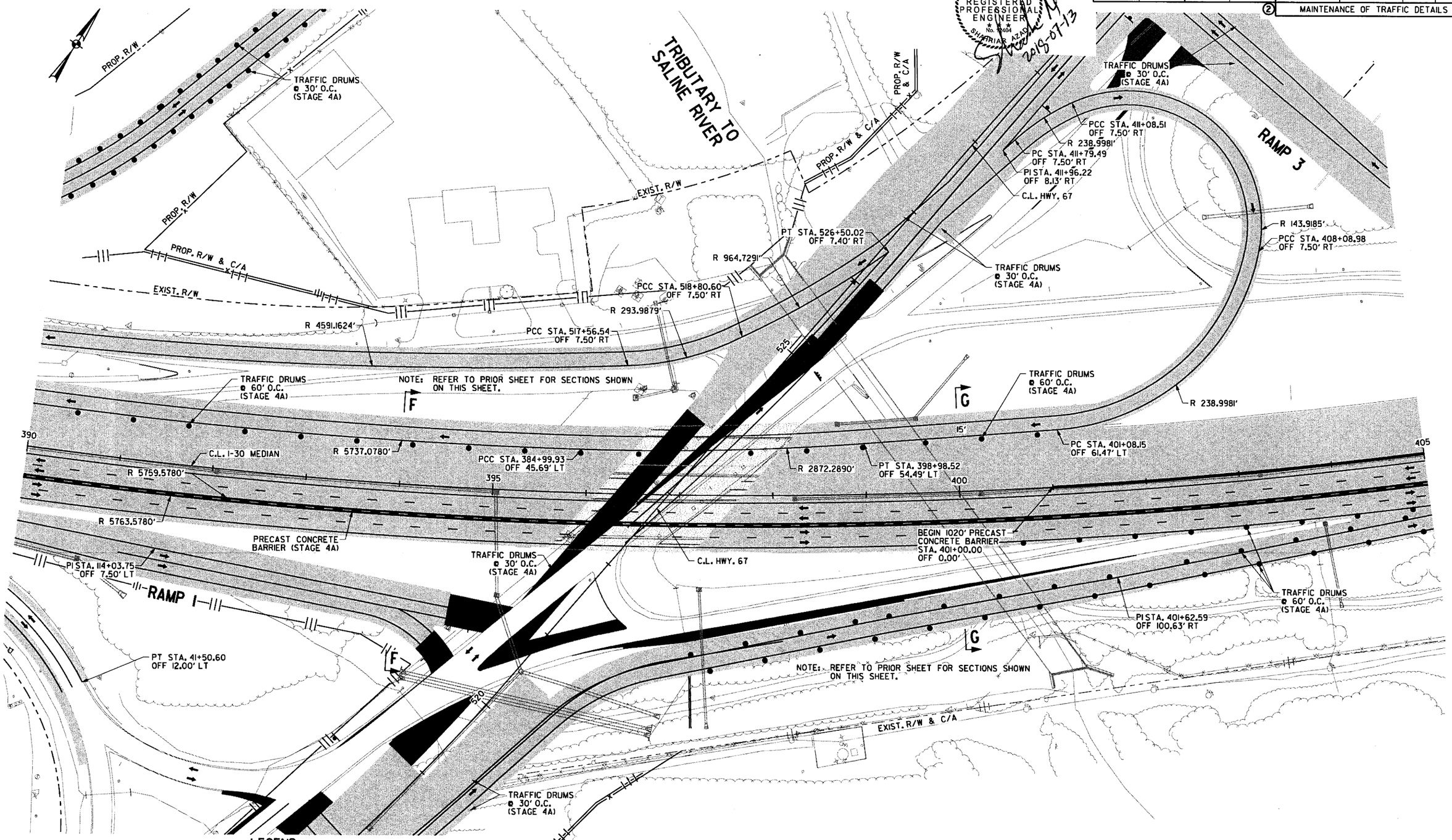
				6	ARK.			
				JOB NO.		CA0601	485	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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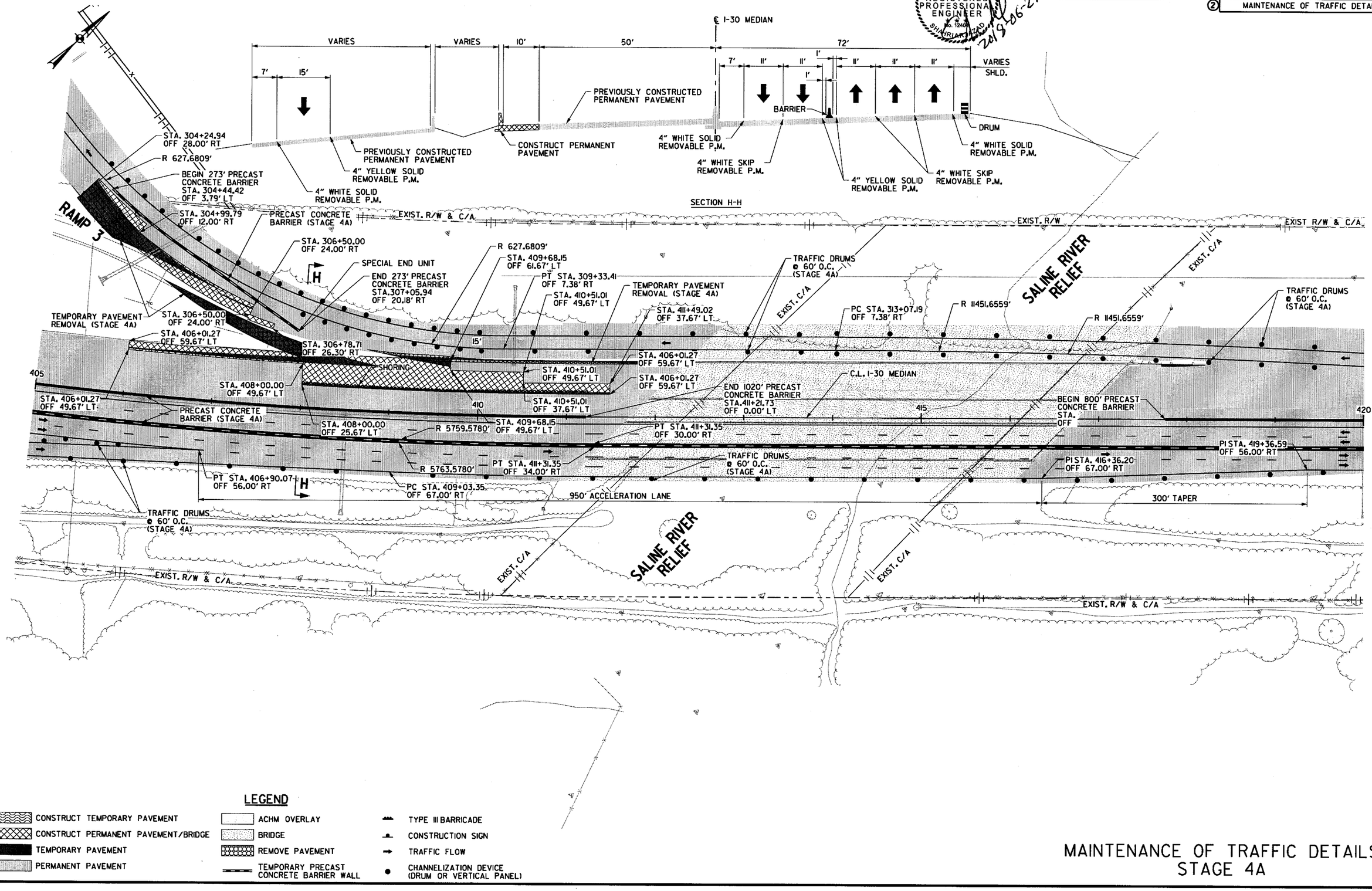
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12409 SHAHRIAR AZAD 2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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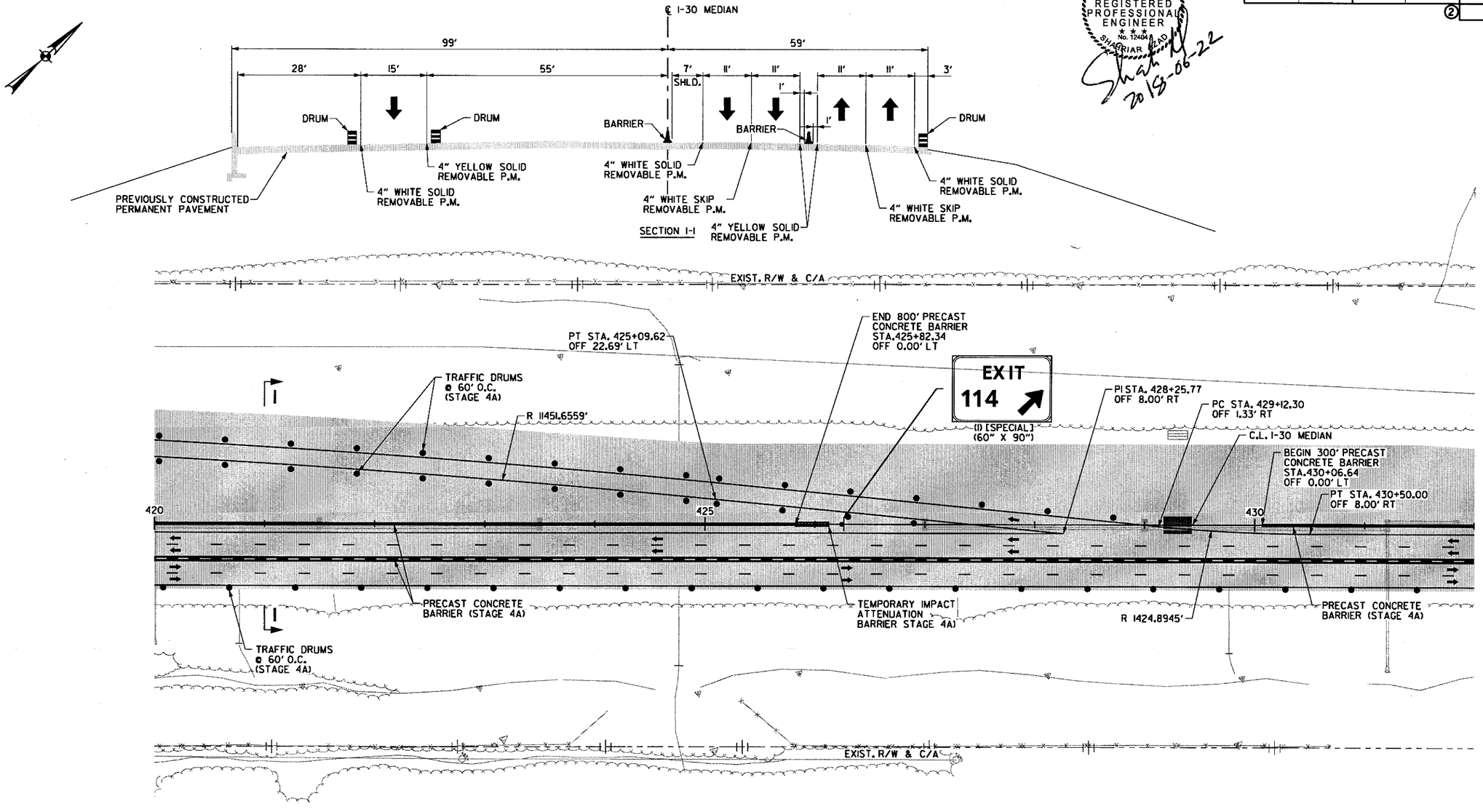
				6	ARK.			
				JOB NO.		CA0601	487	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON RIAR
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	488	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2018-06-22

SALINE RIVER

EXIST. R/W & C/A

EXIST. C/A

EXIST. R/W

HENRY ST.

C.L. I-30 MEDIAN

PRECAST CONCRETE BARRIER (STAGE 4A)

435 440 445

END 300' PRECAST CONCRETE BARRIER STA.433+06.64 OFF 0.00' LT

TRAFFIC DRUMS @ 60' O.C. (STAGE 4A)

EXIST. C/A

HENRY ST.

EXIST. R/W

SALINE RIVER

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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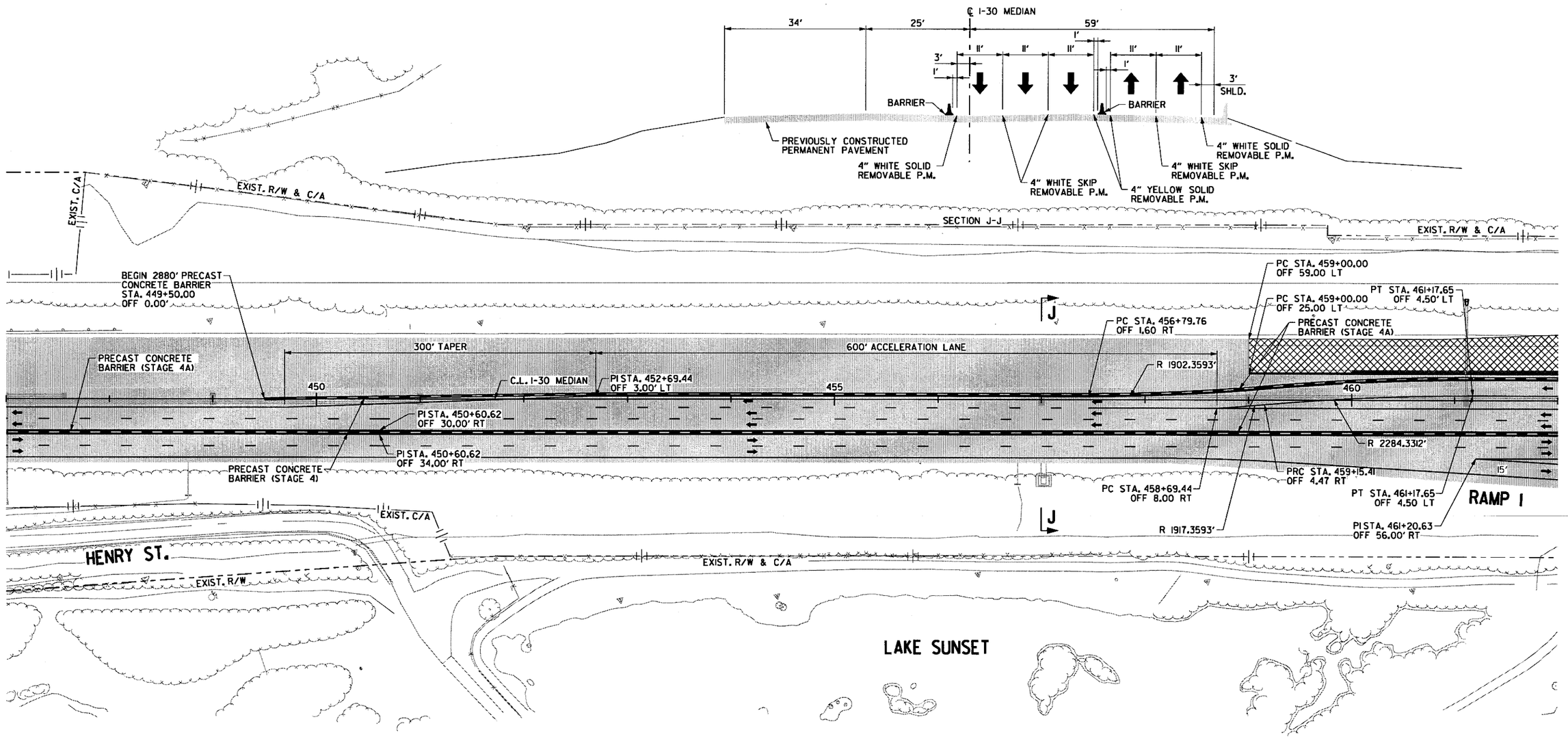
				6	ARK.			
				JOB NO.		CA0601	489	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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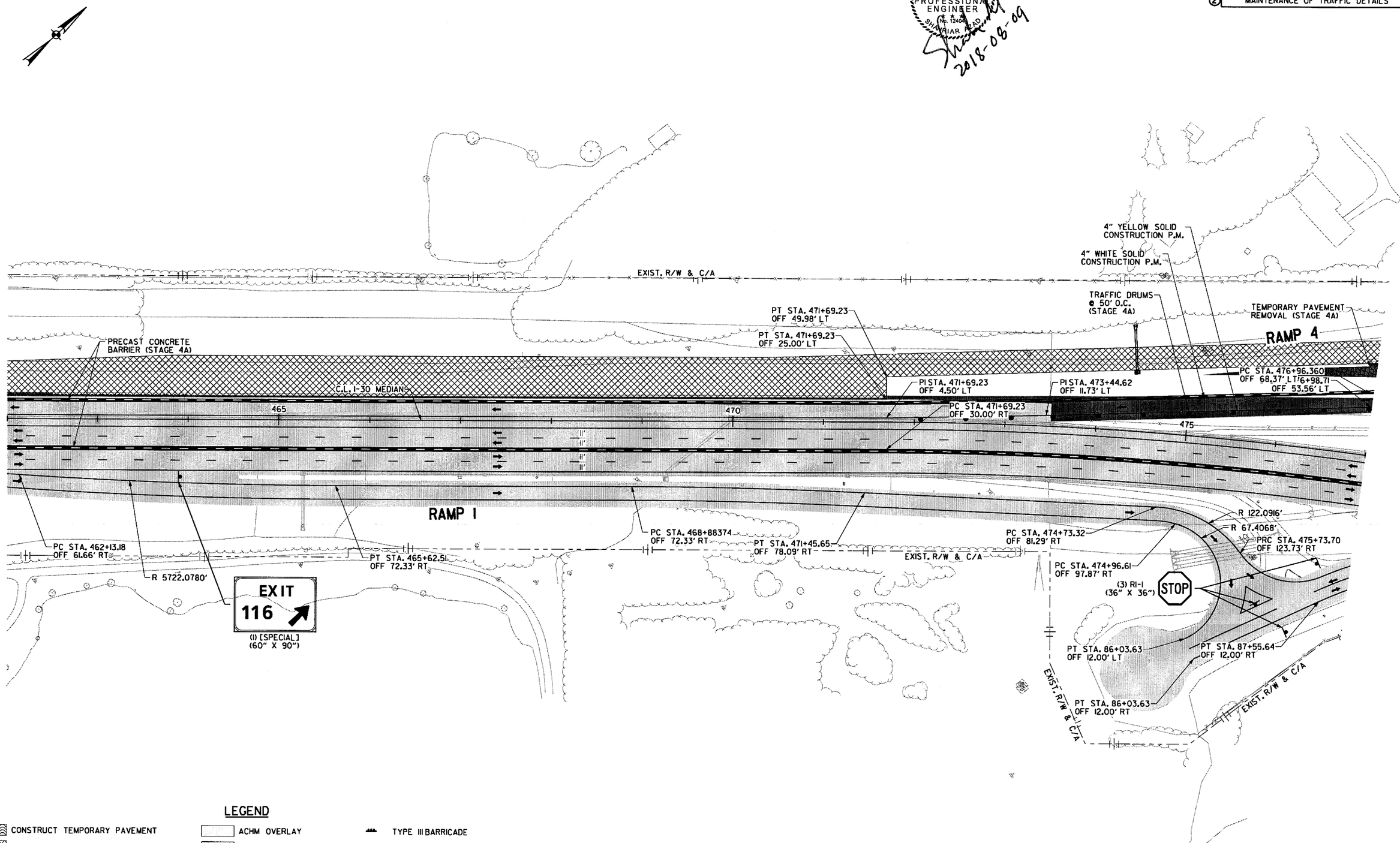
				6	ARK.			
				JOB NO.		CA0601	490	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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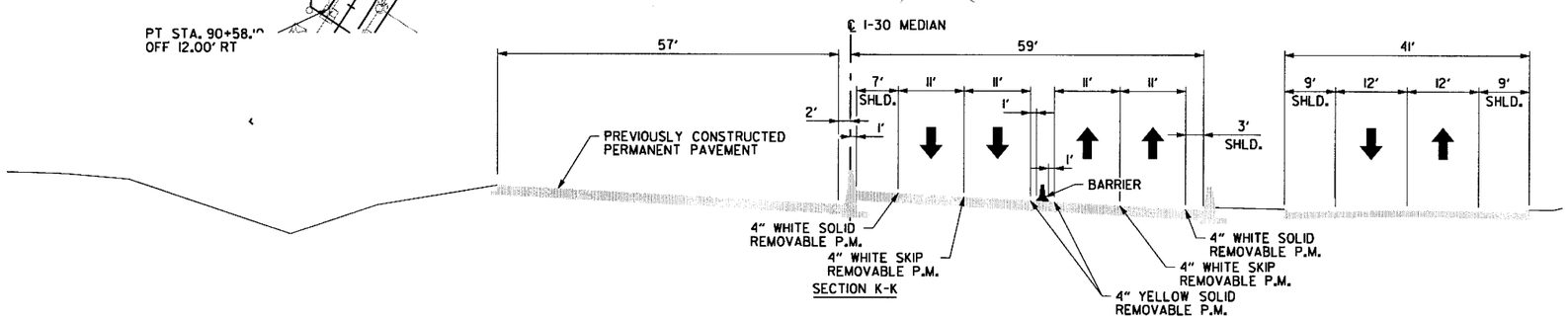
				6	ARK.			
				JOB NO.		CA0601	491	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNAD
2018-08-09

W. SOUTH ST. (AR 229)
EXIST. R/W & C/A
TRAFFIC DRUMS @ 30' O.C. (STAGE 4A)
(1) R11-2 (48" x 30")
ROAD CLOSED
(1) 16' BARR. TYP. III RT.
STA. 480+09.32 OFF 208.36' LT
STA. 412+92.98 OFF 48.27' LT
EXIST. R/W & C/A
END 2880' PRECAST CONCRETE BARRIER STA. 478+15.55 OFF 98.47' LT
STA. 413+10.67 OFF 35.54' LT
RAMP 4
R 5737.0780'
4" WHITE SOLID CONSTRUCTION P.M.
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4A)
4" YELLOW SOLID CONSTRUCTION P.M.
R 5722.0780'
PC STA. 11+30.84 OFF 12.65' RT
R 265.9159'
STA. 413+56.12 OFF 6.50' LT
PRC STA. 10+51.03 OFF 13.75' RT
(1) R1-1 (36" X 36")
STOP
PC STA. 125+84.04 OFF 16.65' RT
R 413.4132'
EXIST. R/W
PC STA. 126+42.39 OFF 11.12' RT
PROP. C/A
K
STA. 413+56.20 OFF 18.37' RT
PI STA. 480+92.97 OFF 151.22' LT
PT STA. 480+18.95 OFF 130.02' LT
TEMPORARY PAVEMENT REMOVAL (STAGE 4A)
FRONTAGE ROAD
EXIST. R/W
TROUTT
R 4014.4080'
C.L. I-30 MEDIAN
480
485
490
EXIST. R/W
PROP. C/A
FRONTAGE ROAD
R 428.7386'
EXIST. R/W
PROP. R/W
PRECAST CONCRETE BARRIER (STAGE 4A)
PT STA. 93+36.72 OFF 12.00' RT
PT STA. 90+58.10 OFF 12.00' RT
R 50.00'
PT STA. 93+86.50 OFF 66.63' RT
PT STA. 90+58.10 OFF 12.00' RT
FAIRFIELD RD.
PC STA. 95+53.04 OFF 12.00' RT
R 400.00'
PC STA. 94+38.40 OFF 12.00' LT
PCC STA. 94+51.90 OFF 23.26' RT
(1) R1-1 (36" X 36")
STOP
R 50.00'
R 3262.0445'
PROP. R/W

SECTION K-K



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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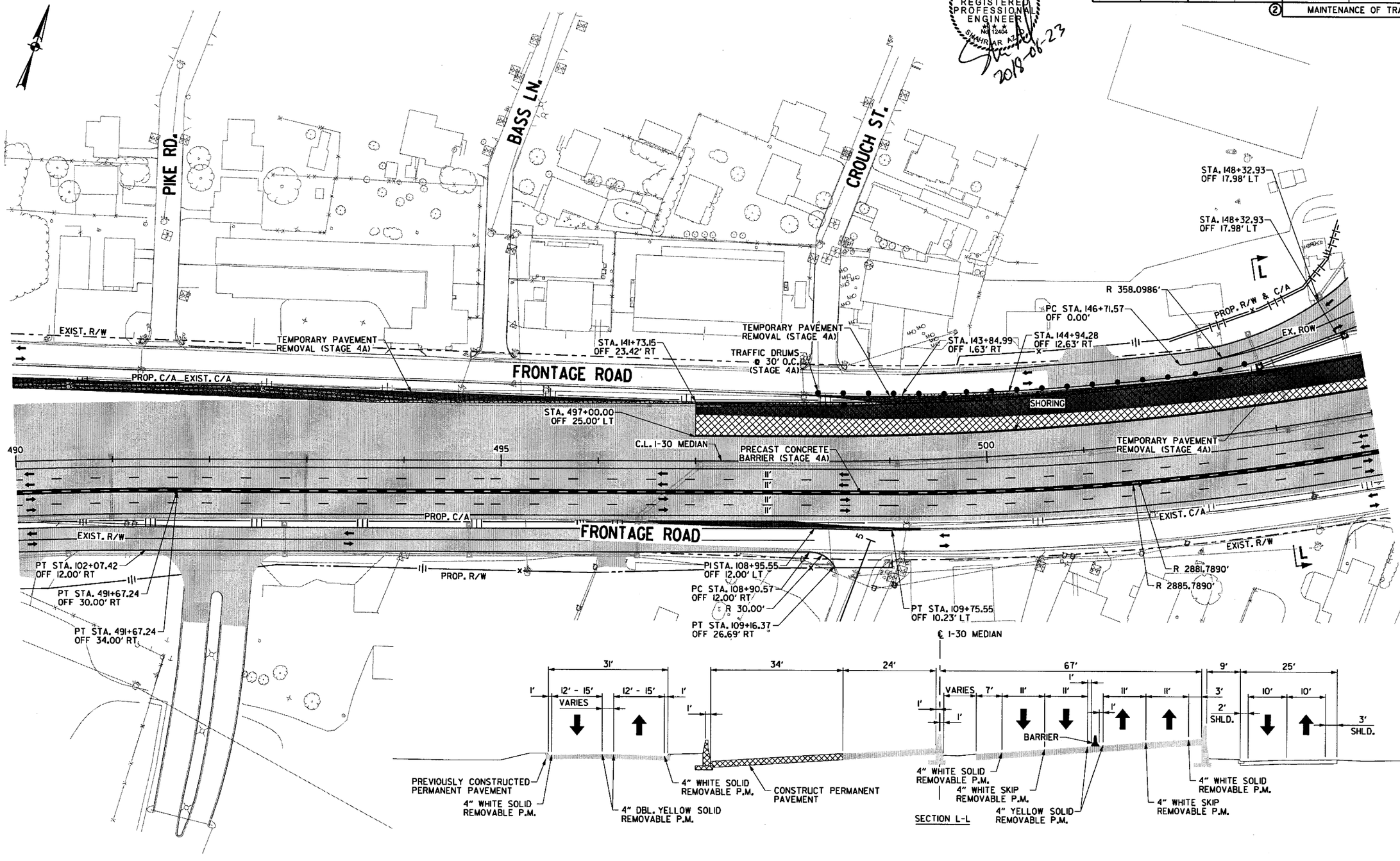
				6	ARK.			
				JOB NO.		CA0601	492	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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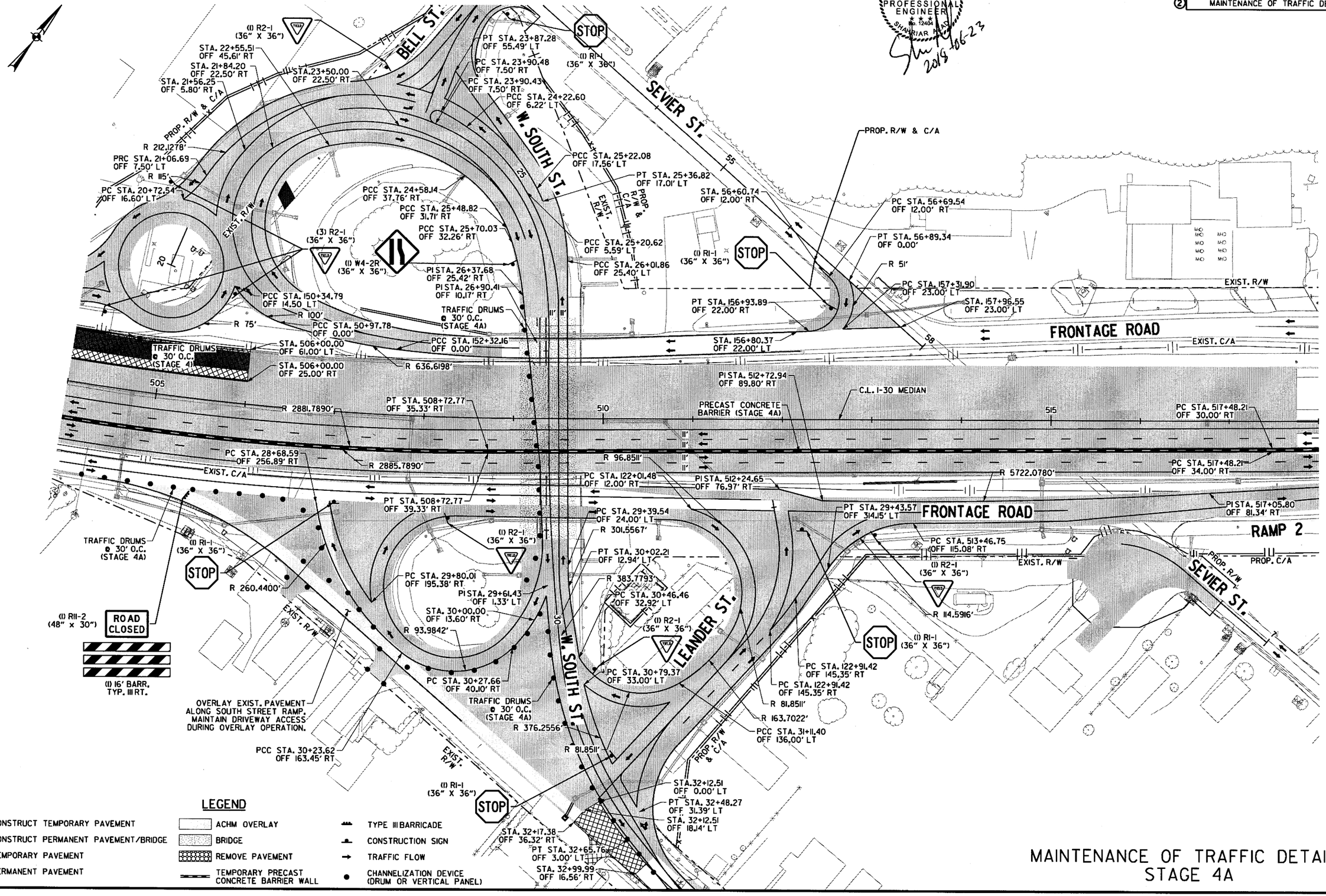
				JOB NO.		CA0601	493	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR PIRAY
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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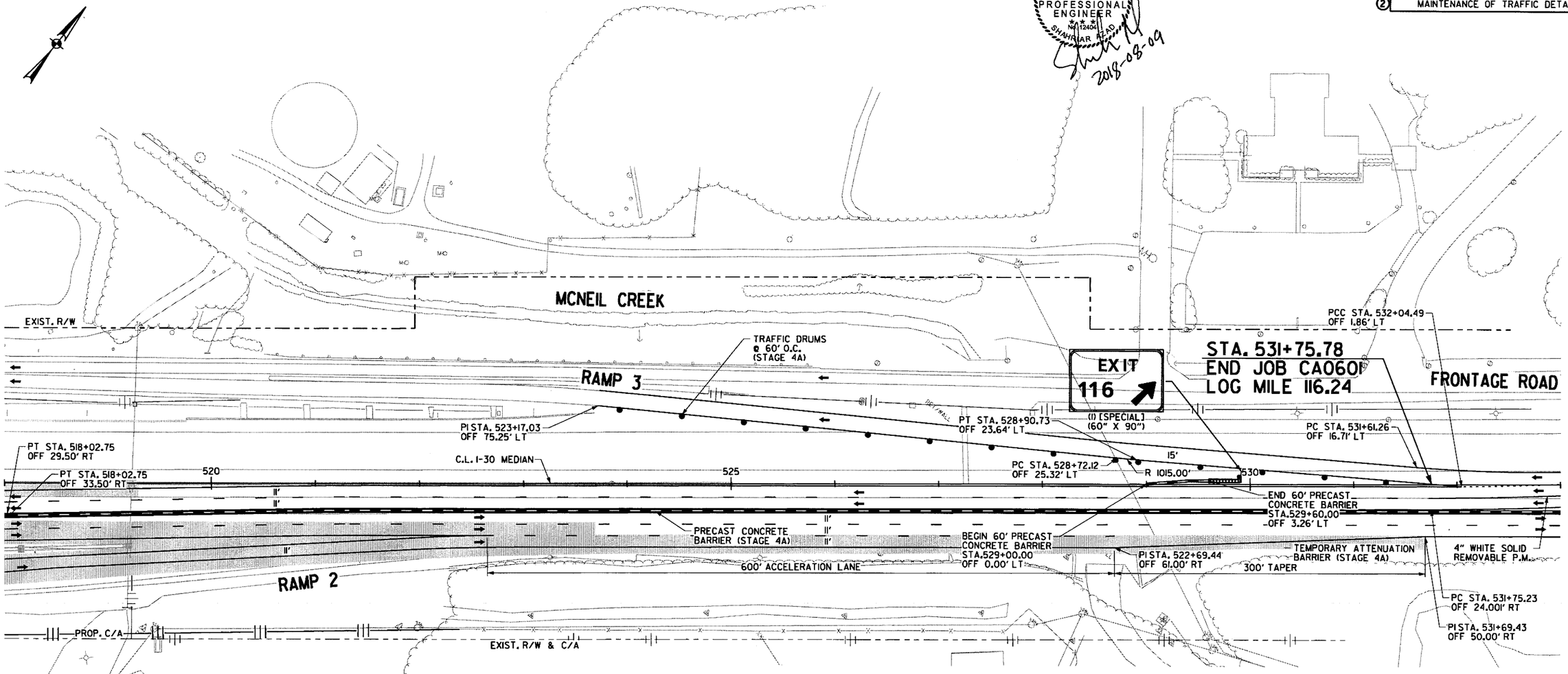
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR ADL
2018-08-09



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4A

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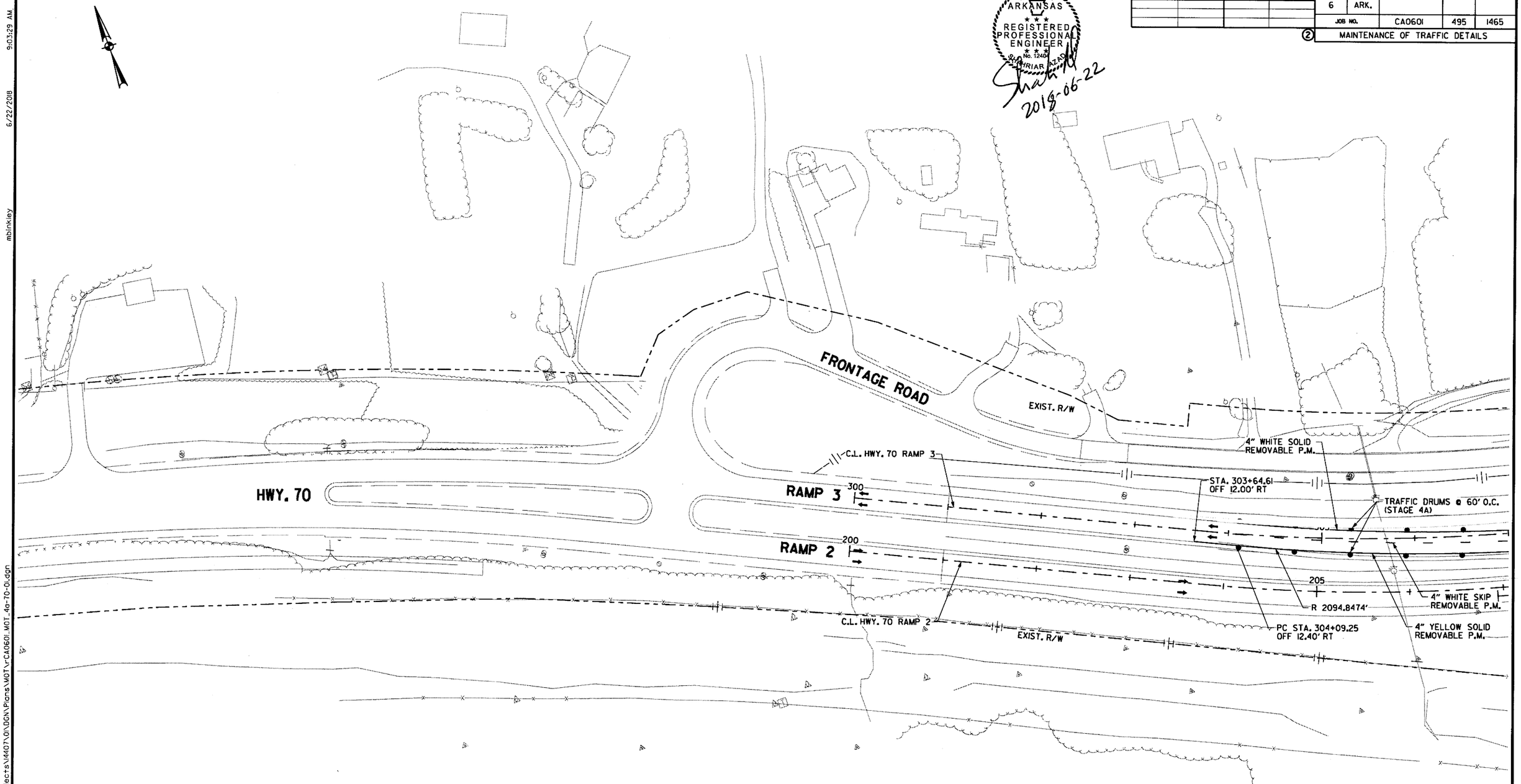
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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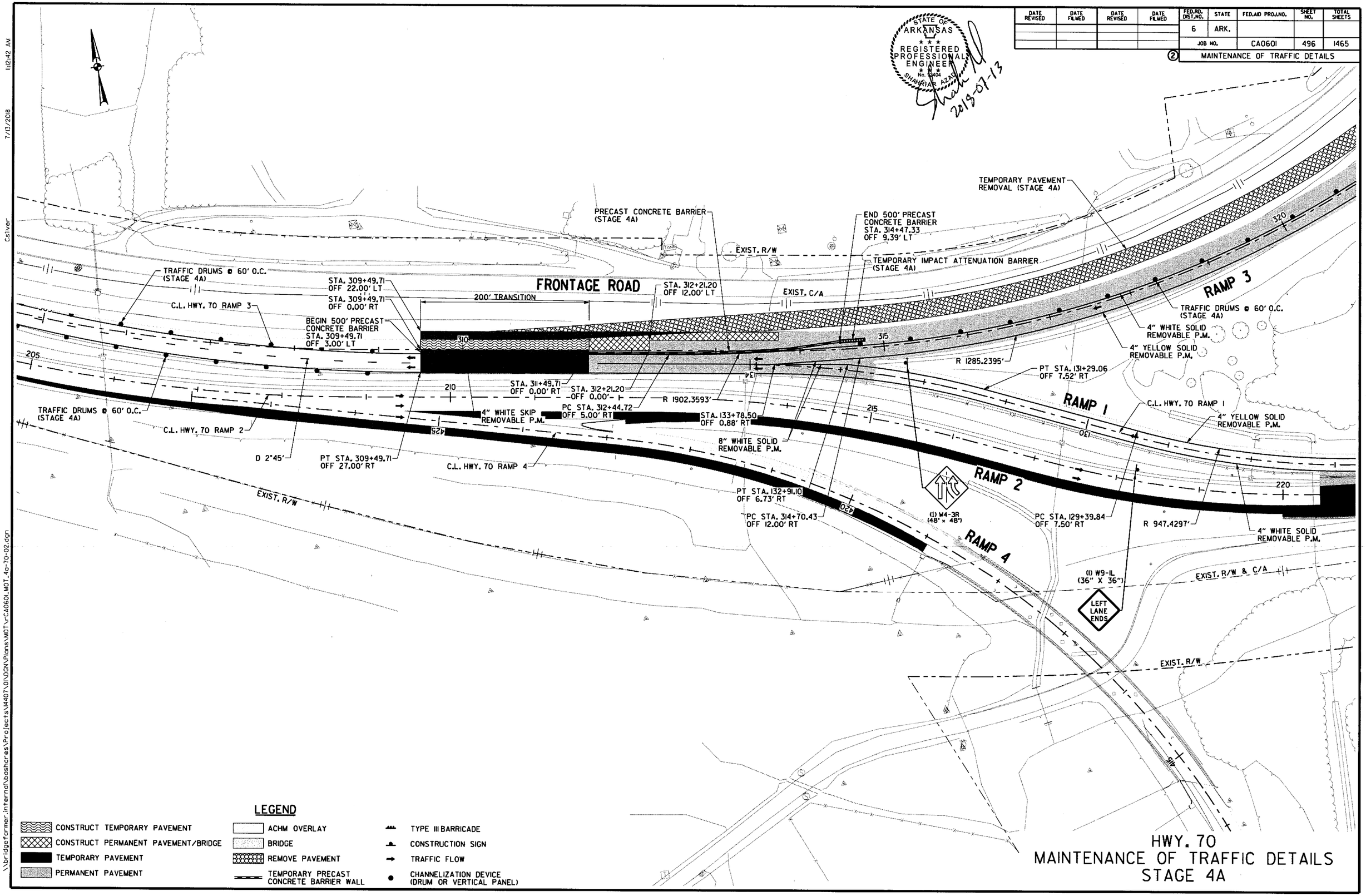
				6	ARK.			
				JOB NO.		CA0601	496	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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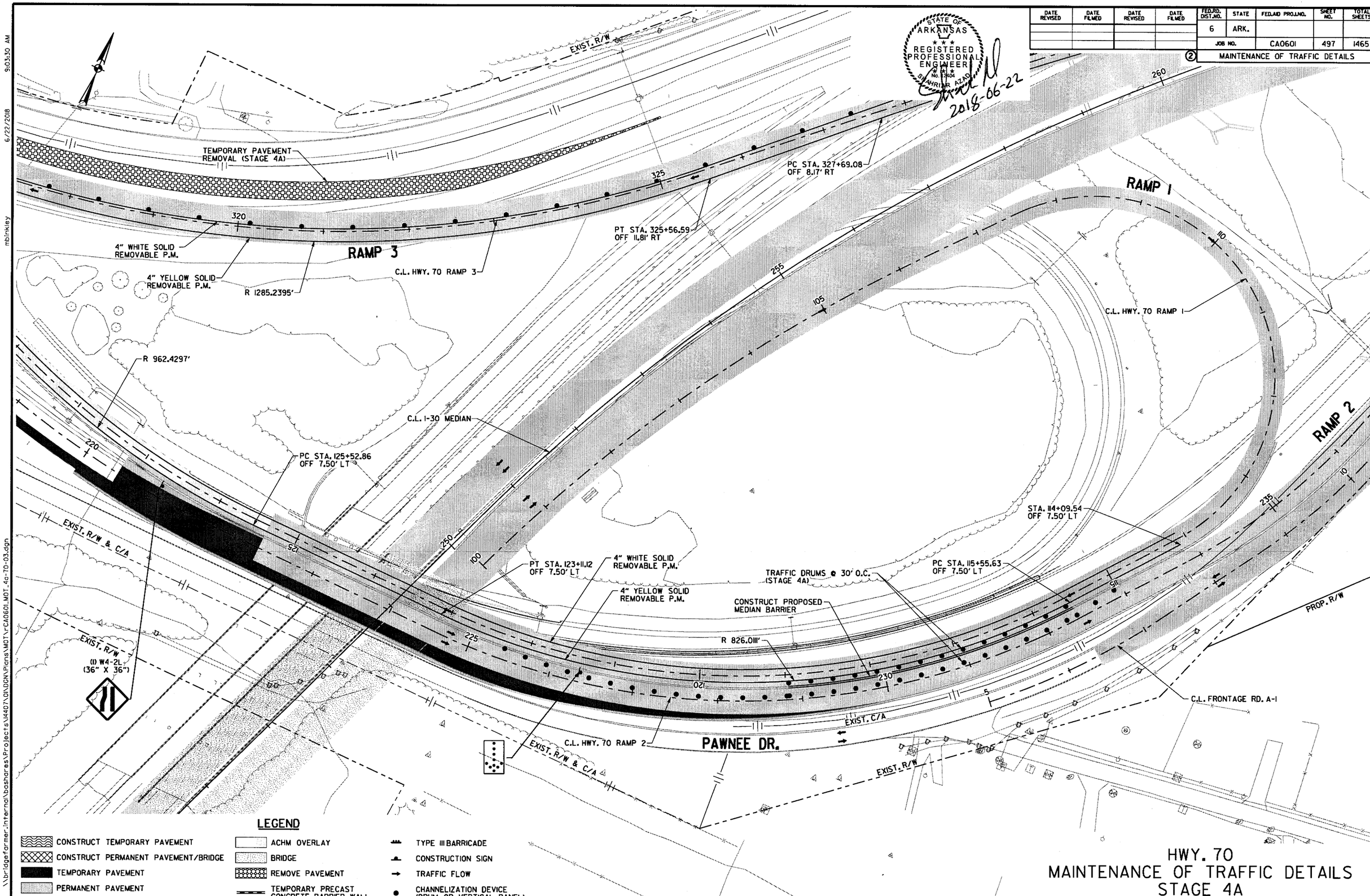
				JOB NO.		CA0601	497	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-22



HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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				6	ARK.			
				JOB NO.		CA0601	498	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
JAHMAR NASH
2018-06-22

END 193' PRECAST CONCRETE BARRIER STA. 330+94.39 OFF 152.04' LT
END 193' PRECAST CONCRETE BARRIER STA. 329+07.96 OFF 141.05' LT
SPECIAL END UNIT (STAGE 4A)
END 200' PRECAST CONCRETE BARRIER STA. 331+37.37 OFF 14.49' LT
STA. 259+18 CONSTRUCT R.C. BOX CULVERT
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4A)
TEMPORARY IMPACT ATTENUATION BARRIER (STAGE 4A)
STA. 260+00 CONSTRUCT R.C. BOX CULVERT
R 4576.1624'
C.L. HWY. 70 RAMP 3
PCC STA. 333+49.84 OFF 7.50' RT
R 1644.5223'
PC STA. 265+40.77 OFF 36.11' LT
TRAFFIC DRUMS @ 60' O.C. (STAGE 4A)
PC STA. 267+47.03 OFF 26.38' LT
R 2302.8312'
PT STA. 269+52.49 OFF 26.01' LT
EXIST. R/W
EXIST. C/A
BEGIN 200' PRECAST CONCRETE BARRIER STA. 329+49.38 OFF 9.50' LT
R 1920.8593'
PT STA. 263+18.75 OFF 37.18' LT
8" WHITE SOLID REMOVABLE P.M.
PC STA. 262+07.16 OFF 37.75' LT
4" WHITE SOLID REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.
C.L. I-30 MEDIAN
C.L. HWY. 70 RAMP 2
FRONTAGE ROAD
EXIST. R/W
EXIST. C/A
C.L. HWY. 70 RAMP 1
RAMP 1
RAMP 2
C.L. FRONTAGE RD. A-1
PROP. R/W

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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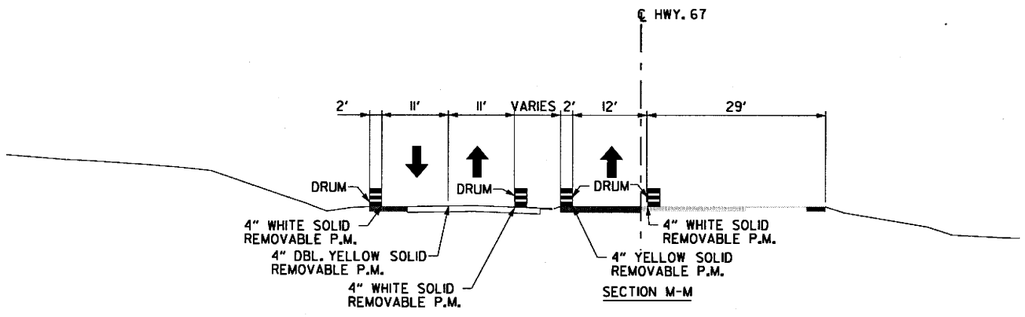
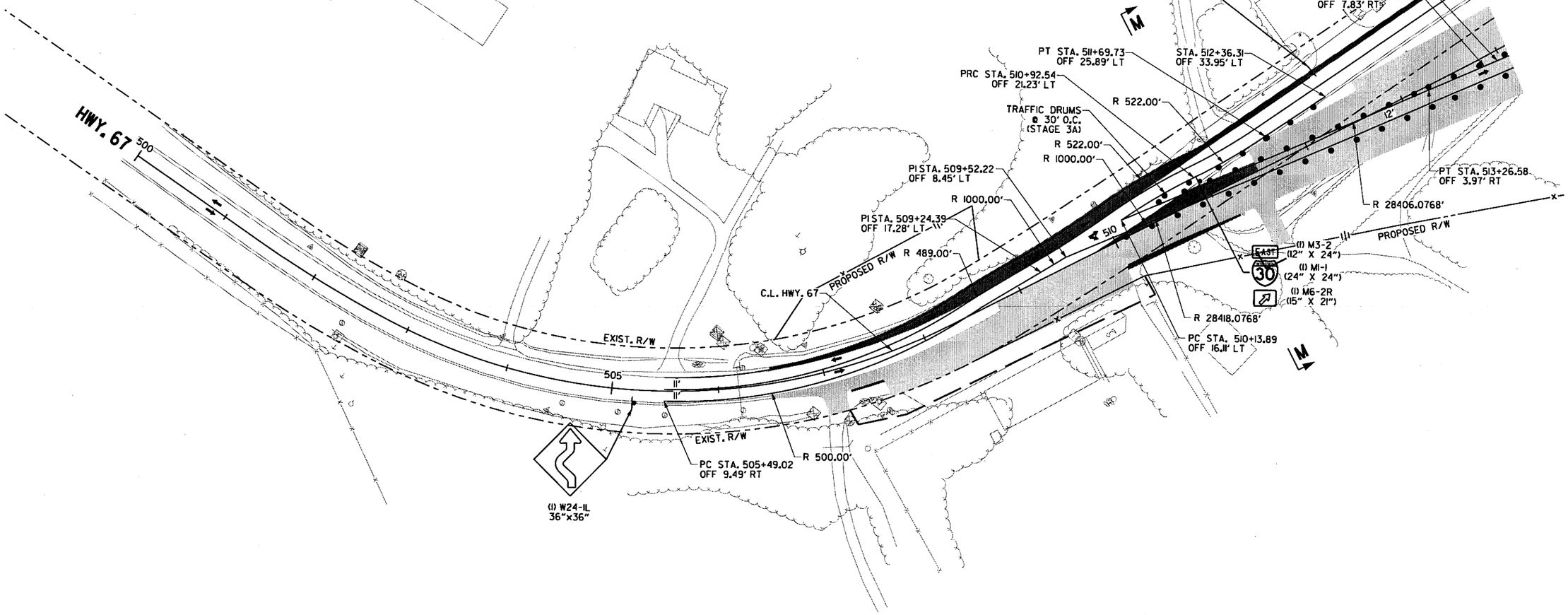
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	499	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHRIAR AZ, USA
2018-06-22





LEGEND

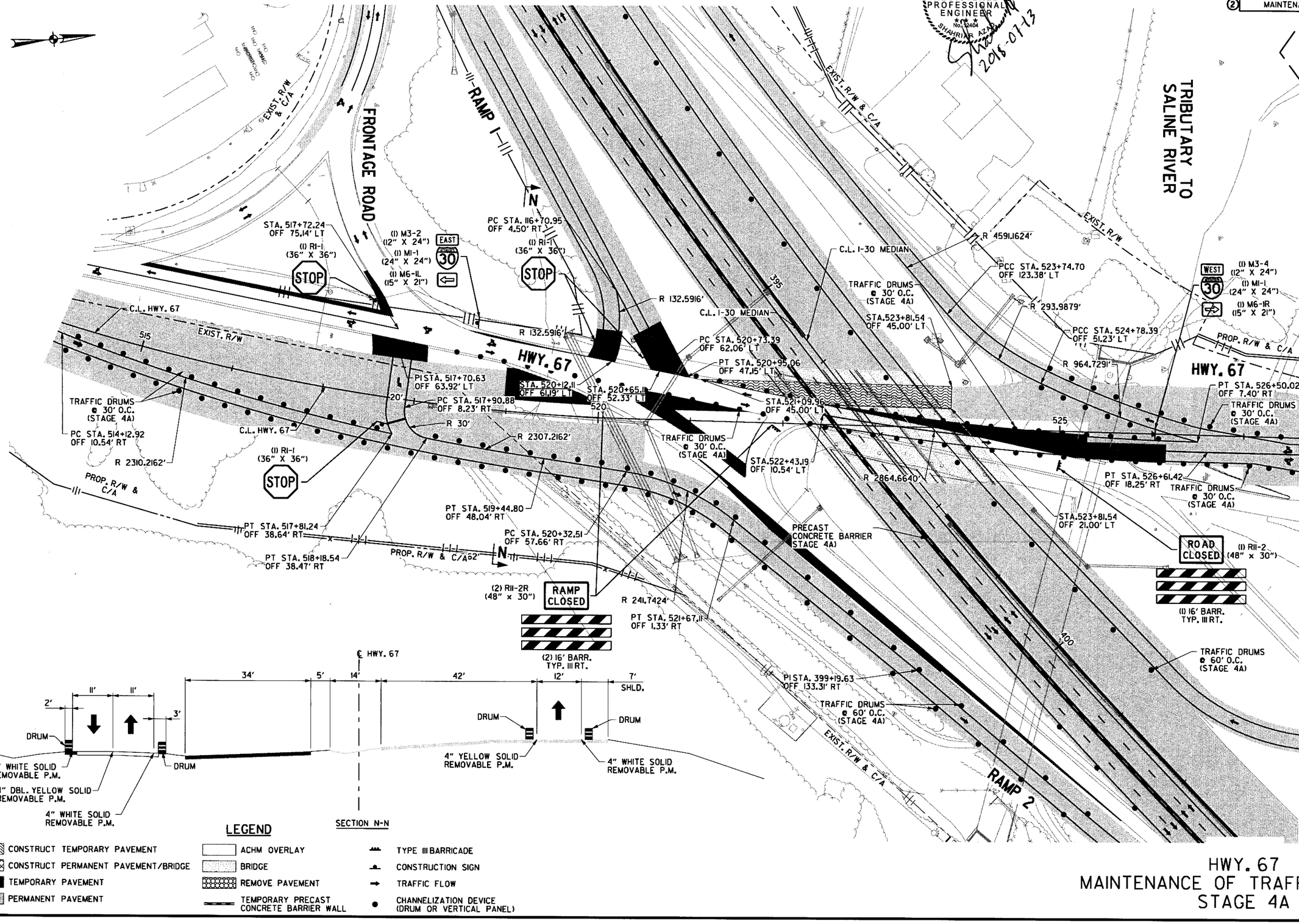
- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	500	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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				6	ARK.			
				JOB NO.		CA0601	501	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZI
2018-06-23

PROP. R/W
R 358.0986'
PT STA. 77+62.59
OFF 0.00' RT
TRAFFIC DRUMS @ 30' O.C. (STAGE 4A)
PC STA. 530+48.93
OFF 31.42' LT
PC STA. 530+61.01
OFF 29.43' LT
STOP (4) RI-I (36" X 36")
PROP. R/W & C/A
R 30.00'
EXIST. R/W
PT STA. 530+92.15
OFF 1.99' LT
C.L. HWY. 67
HWY. 67
PROP. R/W & C/A
STA. 528+12.46
OFF 28.67' RT
PC STA. 528+29.79
OFF 30.70' RT
R 238.9981'
PC STA. 531+08.62
OFF 8.03' RT
PI STA. 80+00.00
OFF 0.00' RT
PC STA. 530+43.22
OFF 22.03' RT
R 10.00'
PT STA. 530+53.74
OFF 31.27' RT
R 143.9185'
PCC STA. 529+01.25
OFF 49.28' RT
WEST 30
(I) M3-4 (12" X 24")
(I) MI-I (24" X 24")
(I) M6-IR (15" X 21")
RAMP 3
RAMP 4
PI STA. 301+99.91
OFF 0.00' RT
PCC STA. 408+09.0
OFF 7.50' RT
R 238.9981'
PC STA. 303+35.21
OFF 2.73' LT
TRAFFIC DRUMS @ 30' O.C. (STAGE 4A)
R 6261.3658'
PCC STA. 538+59.67
OFF 8.26' LT
PCC STA. 536+55.14
OFF 11.89' LT
R 122568.2083'
R 2230.2155'
ROAD CLOSED (I) RII-2 (48" x 30")
(I) 16' BARR. TYP. III RT.
(I) W24-IR 36"x36"
EXIST. R/W
10' 11' 11' 4'
4" WHITE SOLID REMOVABLE P.M.
4" DBL. YELLOW SOLID REMOVABLE P.M.
SECTION O-O

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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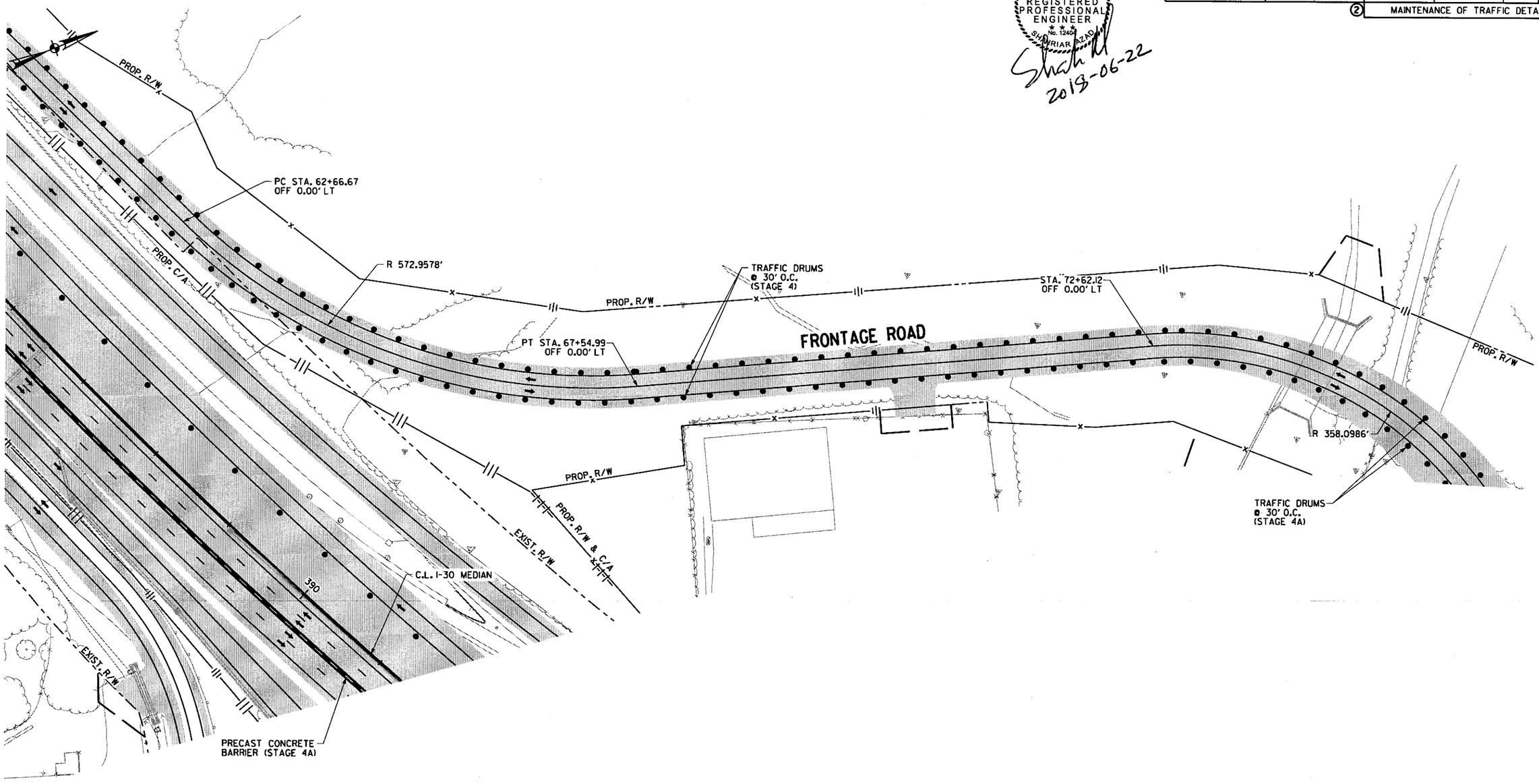
				JOB NO.		CA0601	502	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4A

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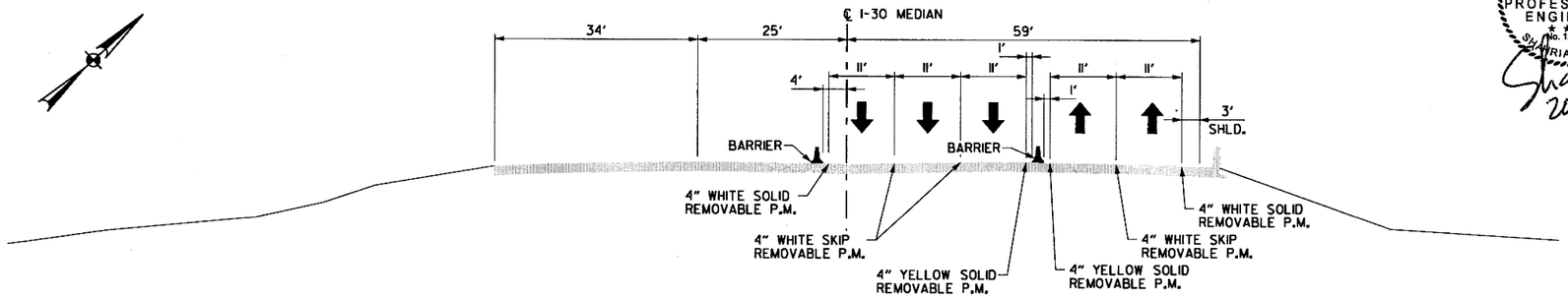
				JOB NO.		CA0601	503	1465

② MAINTENANCE OF TRAFFIC DETAILS

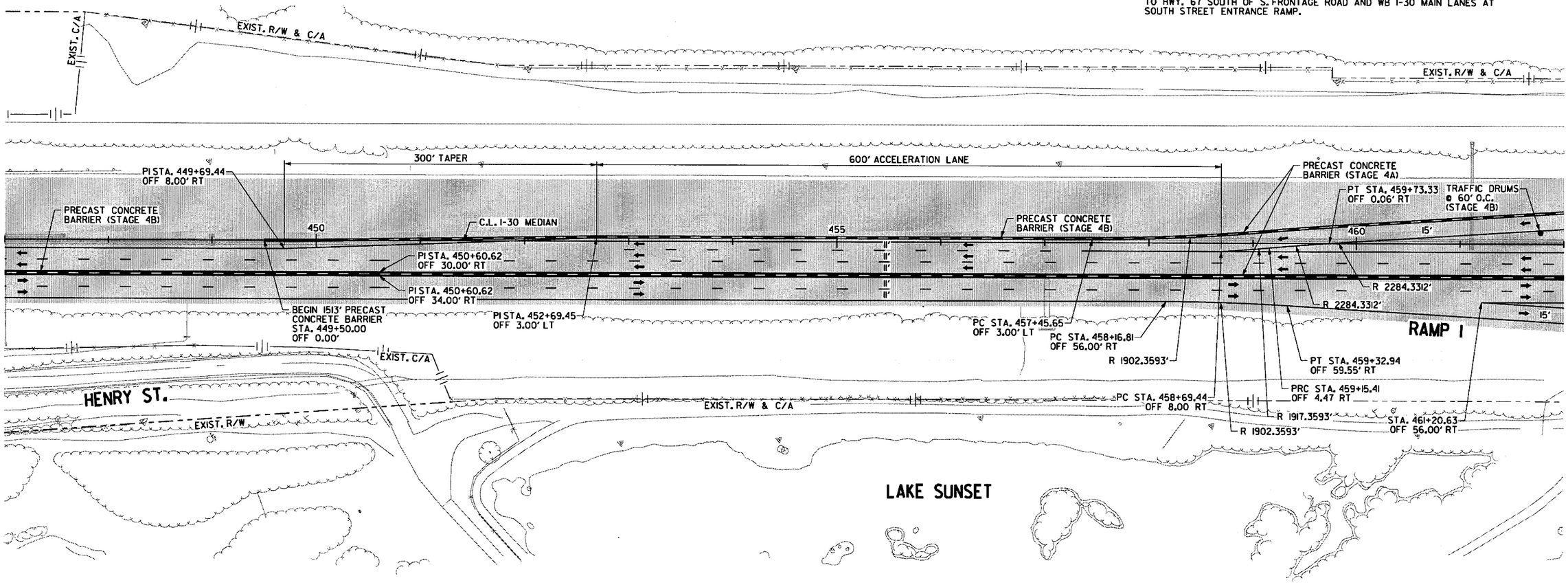
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANE RIAR
2018-06-22



STAGE 4B NOTES

- SHIFT WB I-30 MAIN LANES TRAFFIC TO EB SIDE OF I-30, AT WB EXIT RAMP TO SOUTH STREET. SWITCH WB I-30 MAIN LANE TRAFFIC BACK TO WB SIDE WEST OF INSPECTION STATION. MAINTAIN MINIMUM OF 11FOOT LANES ON WB AND EB I-30.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER AT INSIDE AND OUTSIDE EB AND WB MAIN LANES I-30 AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTURCTED AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT ALONG NB HWY. 67/229 UNDER I-30 OVERPASS, ALONG NB HWY. 229 AT TRANSITION TO EXISTING HWY. 229, AT S. FRONTAGE ROAD CONNECTION TO HWY. 67, AT DRIVEWAYS CONNNECTING TO HWY. 67 SOUTH OF S. FRONTAGE ROAD AND WB I-30 MAIN LANES AT SOUTH STREET ENTRANCE RAMP.

SECTION J-J



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4B

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				JOB NO.		CA0601	504	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-06-22

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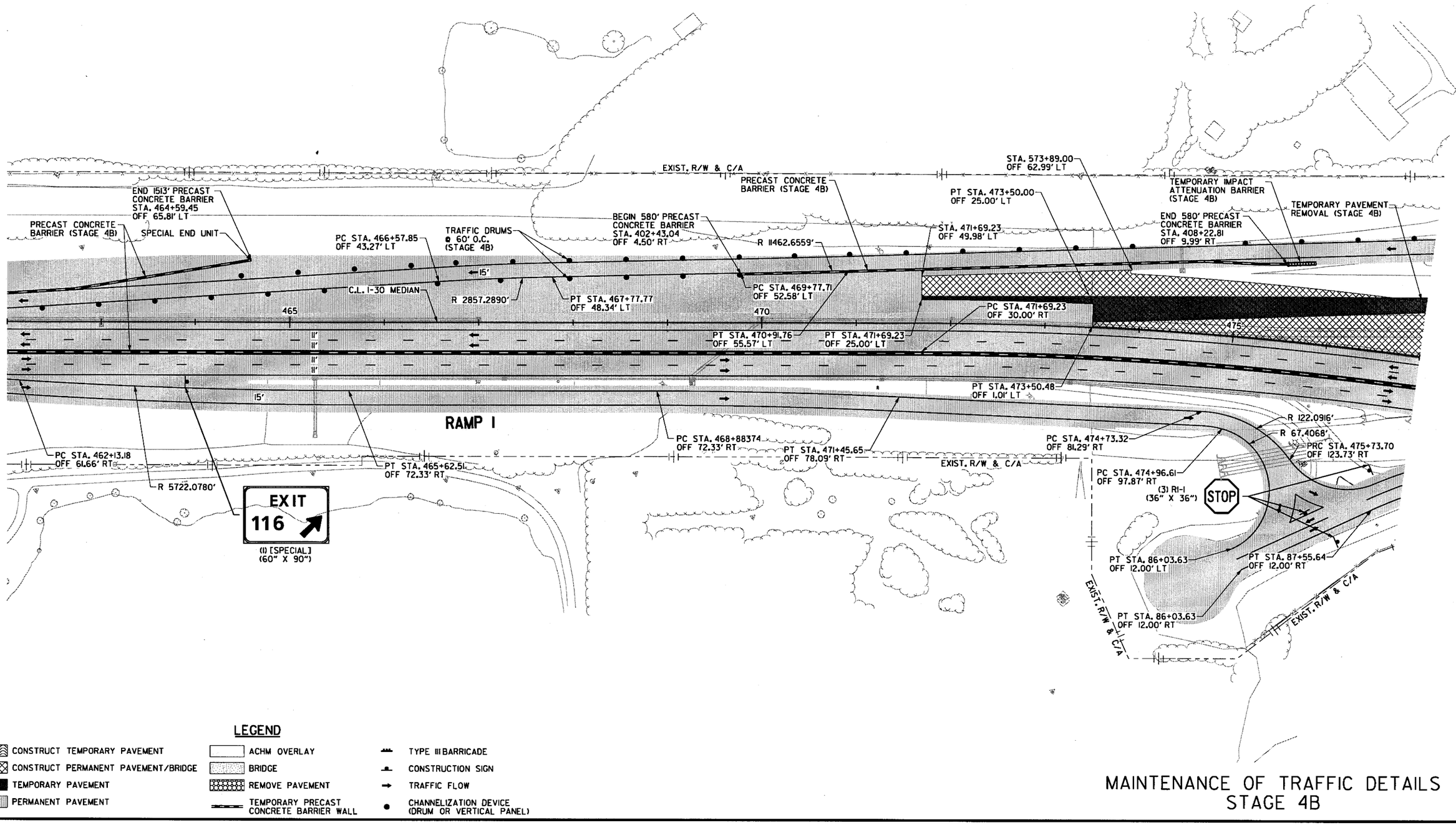

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4B

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② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

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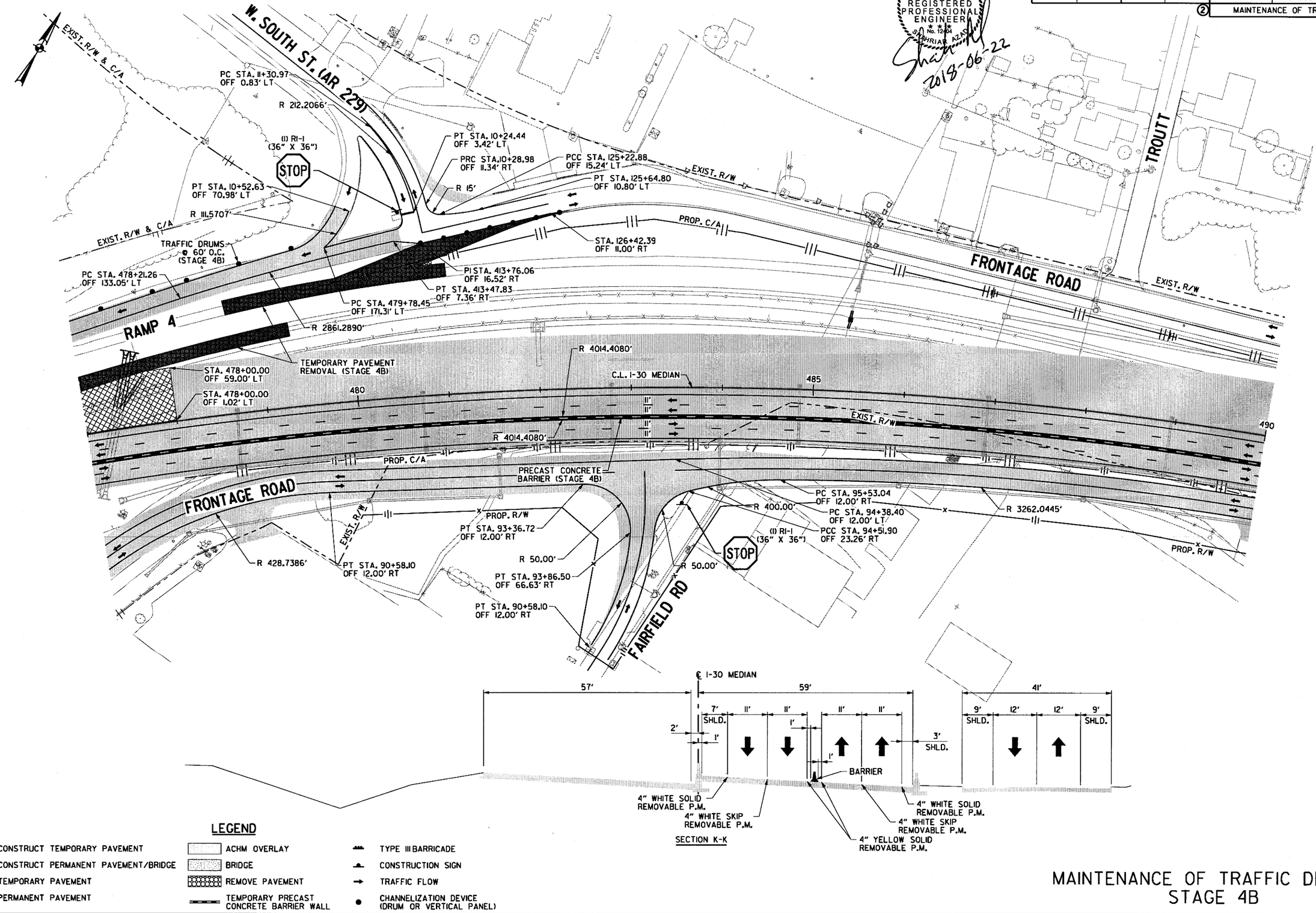

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4B

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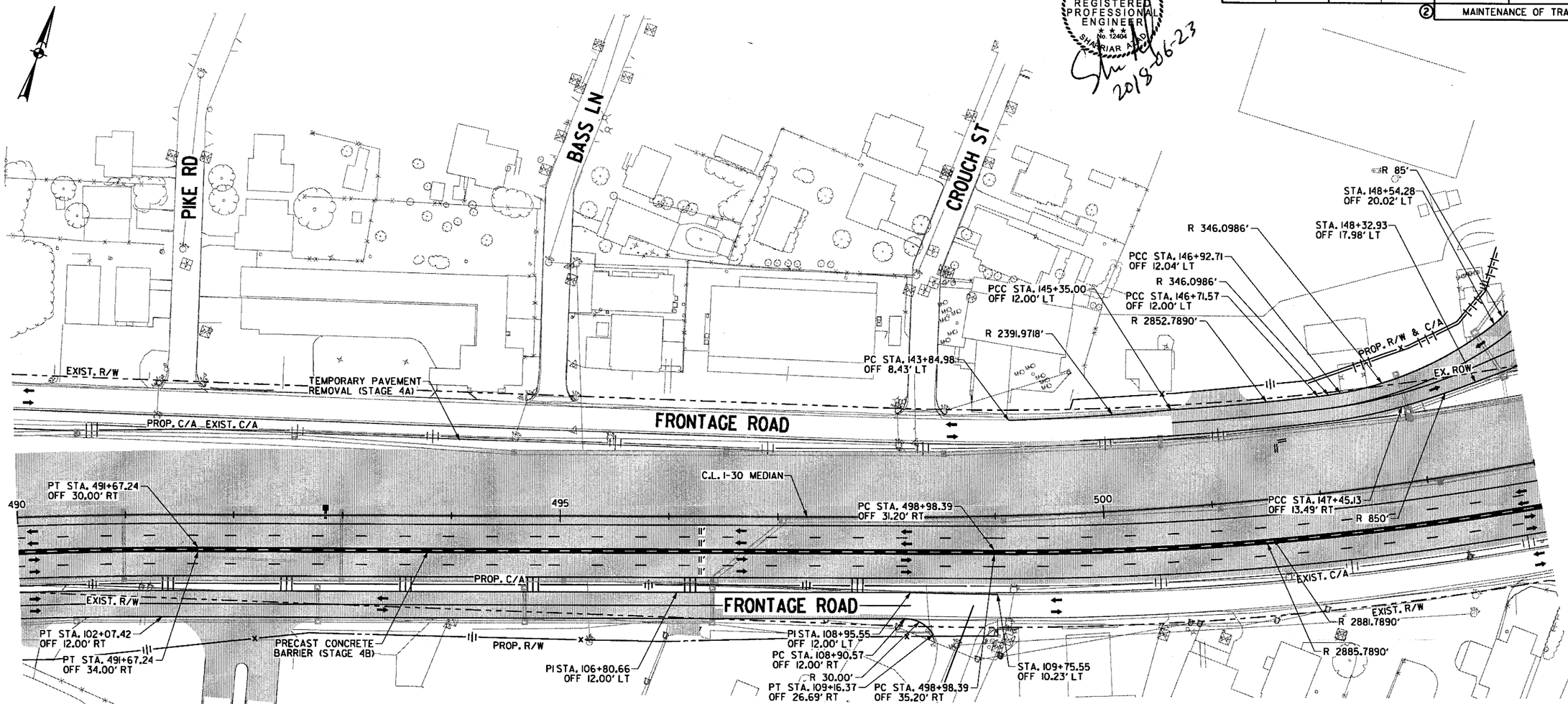
				JOB NO.		CA0601	506	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALI
2018.06.23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4B

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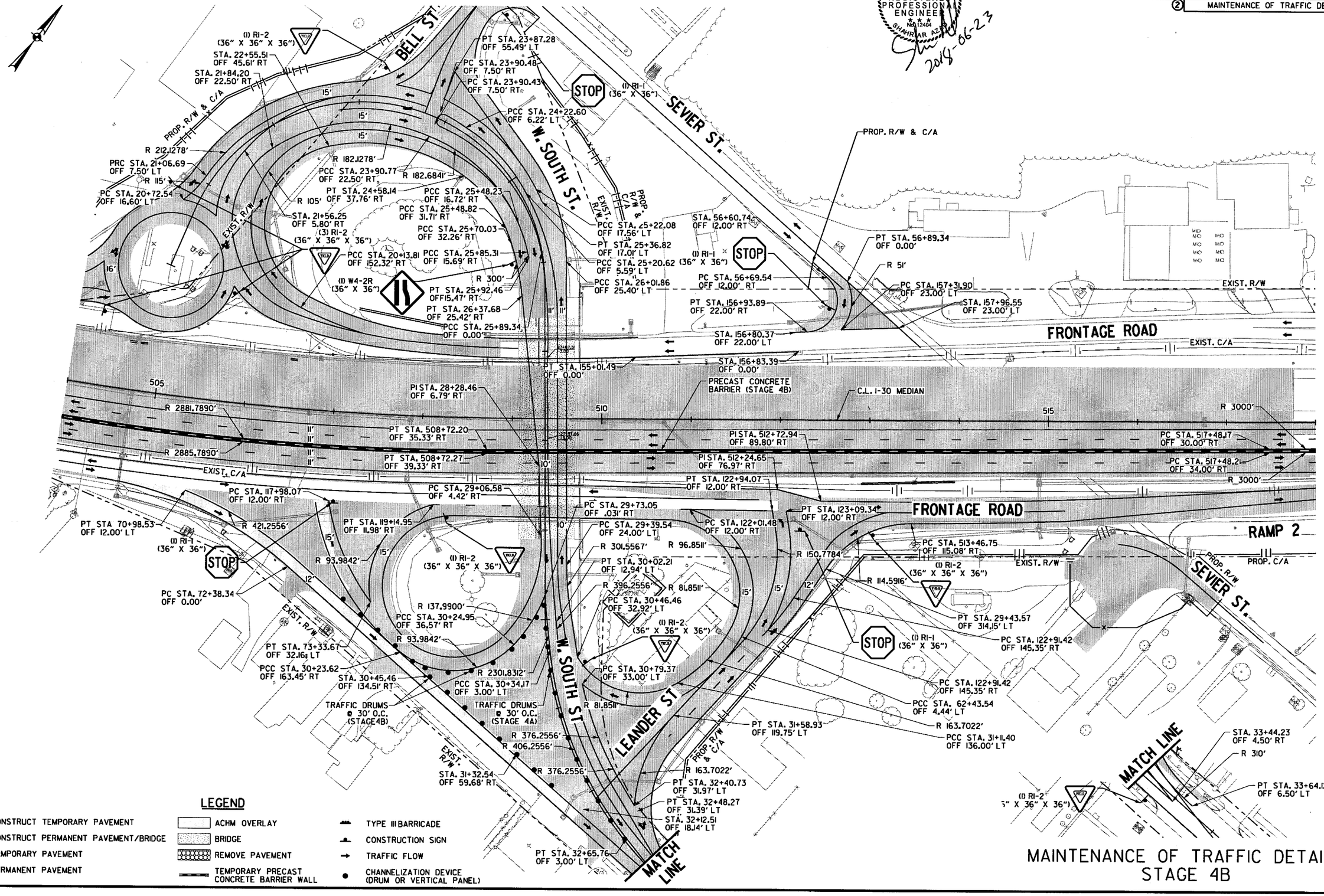
				JOB NO.		CA0601	507	1465
				(2)	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZI
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- CONSTRUCTION SIGN
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 4B

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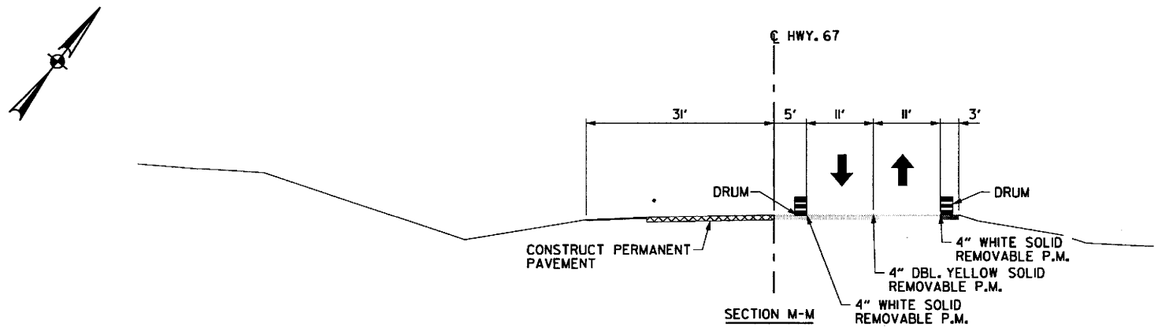
				6	ARK.			
				JOB NO.		CA0601	508	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN R. AZLIN
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4B

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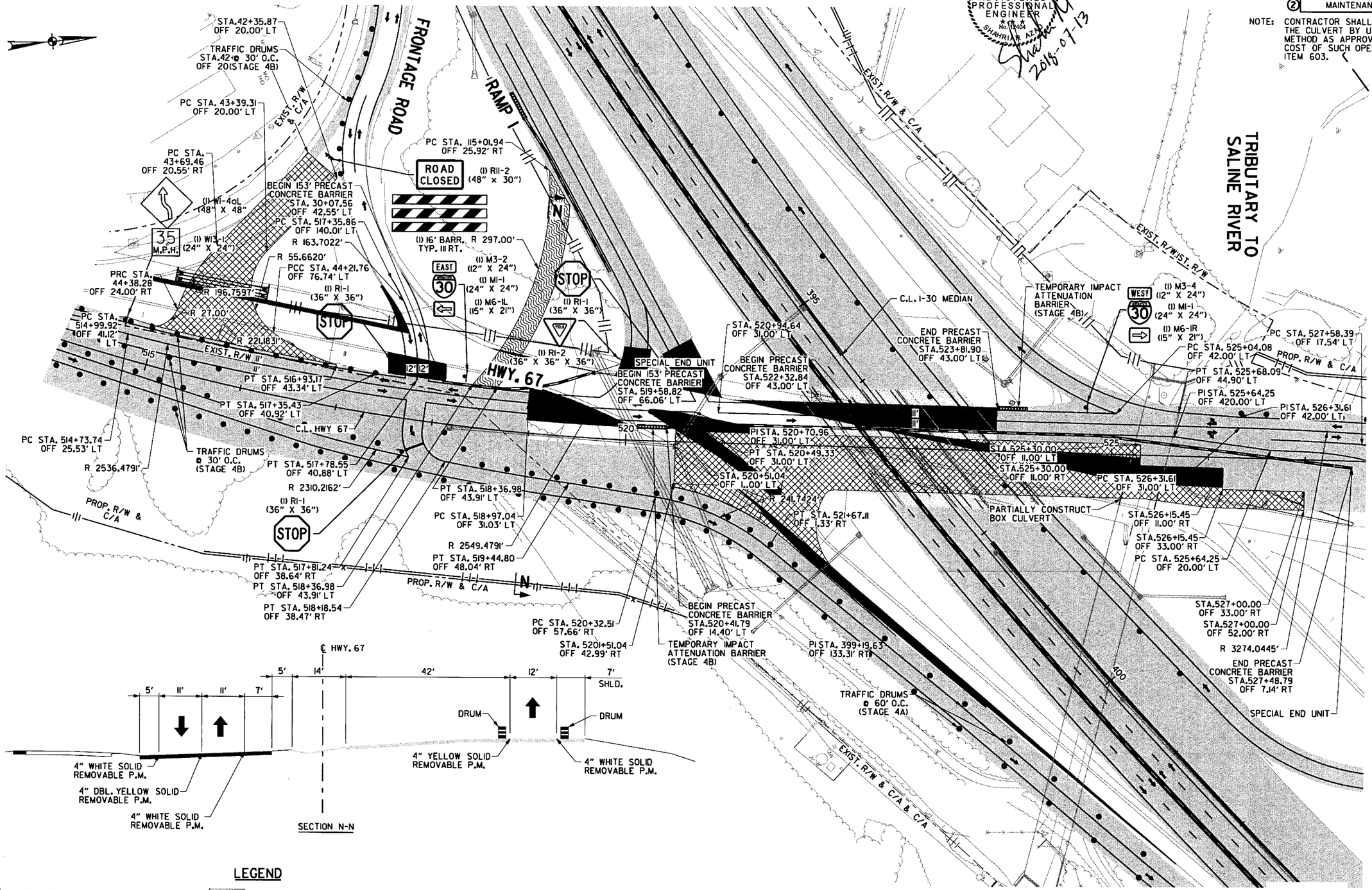
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	509	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAD
2018-07-13

NOTE: CONTRACTOR SHALL MAINTAIN FLOW THROUGH THE CULVERT BY USE PUMPS OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE COST OF SUCH OPERATION IS SUBSIDIARY TO ITEM 603.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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- TEMPORARY PRECAST CONCRETE BARRIER WALL
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4B

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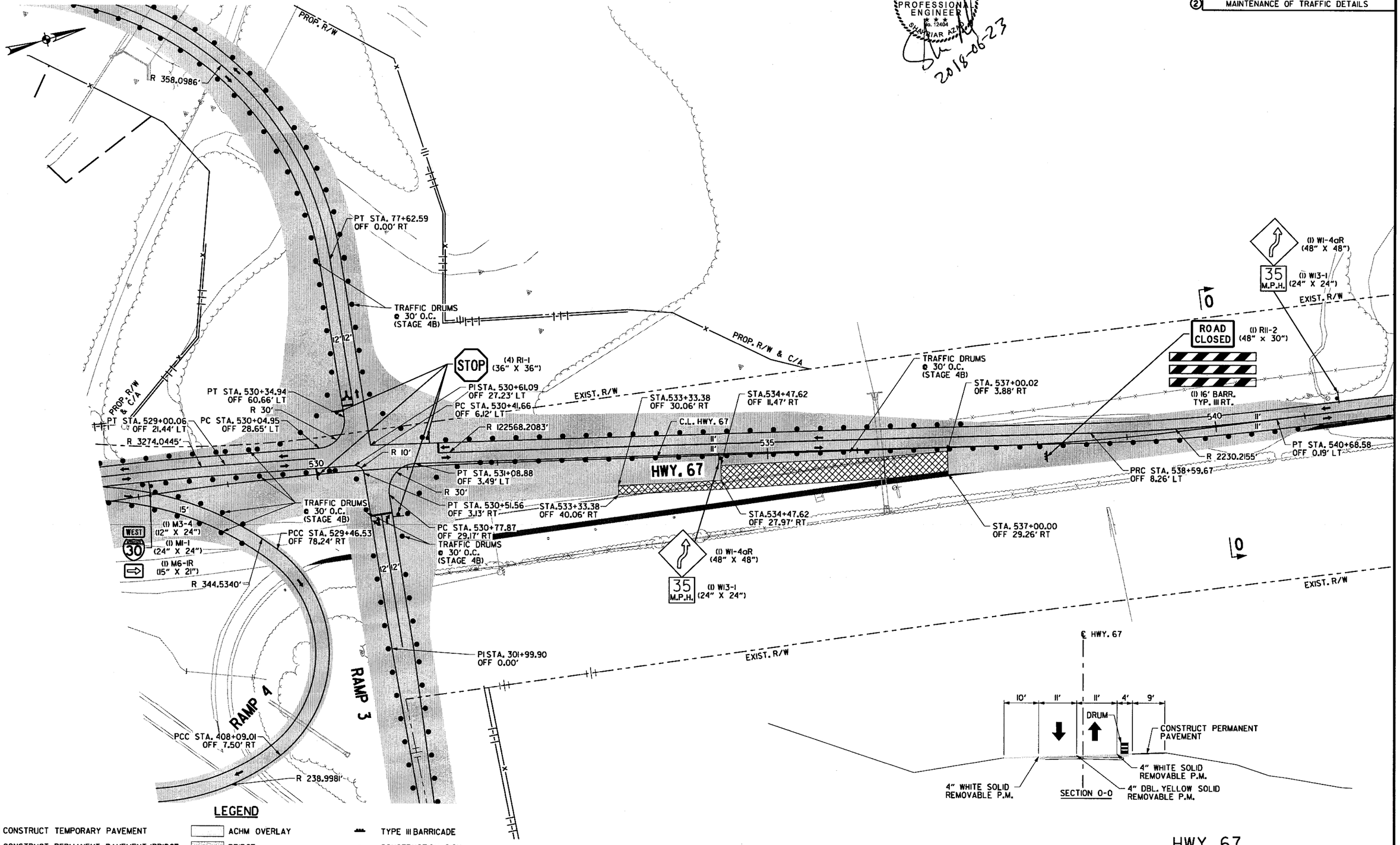
				JOB NO.		CA0601	510	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAPRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4B

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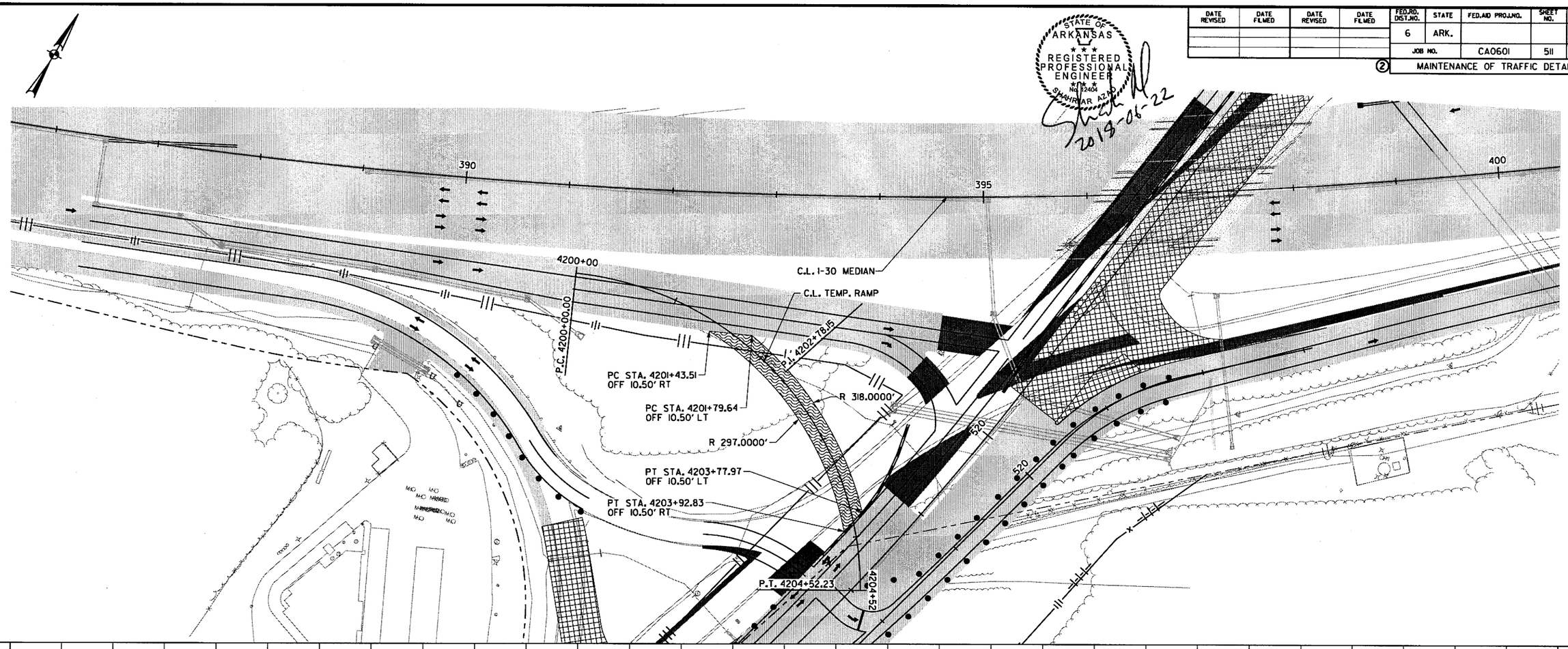
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIMI
2018-06-22



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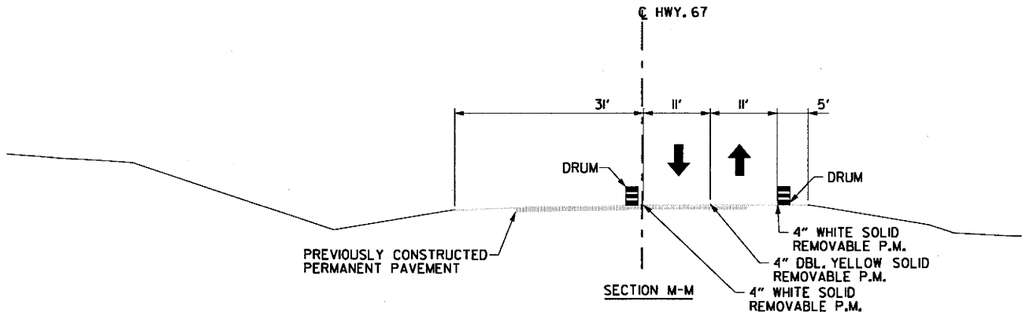
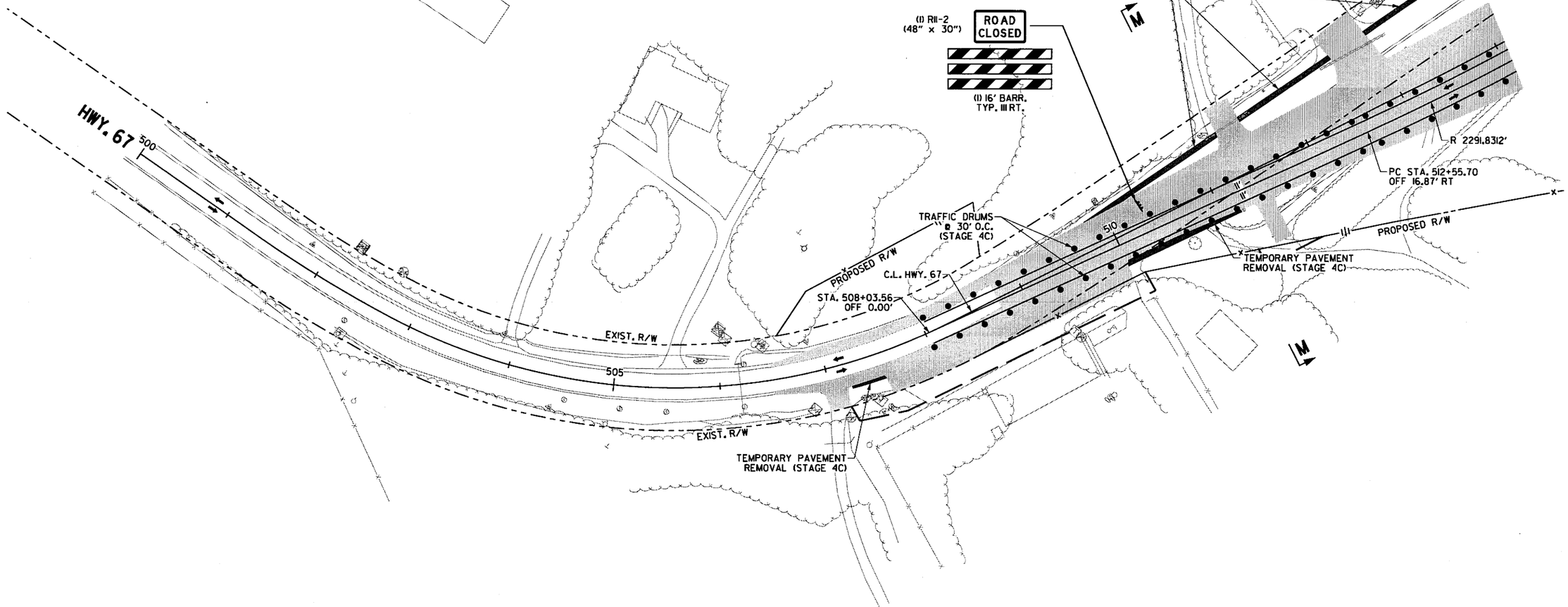
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHANE FRIAR
2018-06-22



STAGE 4C NOTES

- MAINTAIN WB I-30 MAIN LANES TRAFFIC TO EB SIDE OF I-30, AT WB EXIT RAMP TO SOUTH STREET. SWITCH WB I-30 MAIN LANE TRAFFIC BACK TO WB SIDE OF I-30 WEST OF INSPECTION STATION. MAINTAIN MINIMUM OF II FOOT LANES ON WB AND EB I-30.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER OR TRAVEL LANES IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT AT THE INTERSECTION OF SB HWY. 67/229 AND THE EB EXIT RAMP, ALONG SB HWY. 229 AT TRANSITION TO EXISTING HWY. 229 NORTH OF I-30 OVERPASS, AND ALONG THE S. FRONTAGE ROAD.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4C

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	513	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-07-13

① CONSTRUCT TEMPORARY PAVEMENT TRANSITION DURING NIGHTTIME OPERATION AND BEFORE BEGINNING OTHER WORK IN STAGE 4C. CLOSE HWY. 67 RAMP I BY PLACING (1) RII-2 SIGN AND 16' BARRICADE TY. III RT. AT THE GORE OF THE RAMP. PLACE A PORTABLE CHANGEABLE MESSAGE SIGN ½ MILE IN ADVANCE OF THE CLOSURE. THIS WORK SHALL BE COMPLETED IN A SINGLE EVENING AND NO RAMP CLOSURE SHALL BE PERMITTED BEYOND THE HOURS SPECIFIED FOR LANE CLOSURES IN SPECIAL PROVISION "MAINTENANCE OF TRAFFIC".

TRAFFIC DRUMS @ 30' O.C. (STAGE 4C)
R 301.5567'
PT STA. 42+56.97 OFF 0.00' LT
PC STA. 43+ OFF
EXIST. R/W & C/A
FRONTAGE ROAD
TEMPORARY IMPACT TTENUATION BARRIER
BEGIN 200' PRECAST CONCRETE BARRIER STA. 393+43.851 OFF 122.88' RT
RAMP I
ROAD CLOSED
(1) RII-2 (48" x 30")
(1) 16' BARR. TYP. III RT.
TEMPORARY PAVEMENT REMOVAL (STAGE 4C)
(1) RI-1 (36" X 36")
STOP
PT STA. 515+28.35 OFF 21.99' LT
TRAFFIC DRUMS @ 30' O.C. (STAGE 4C)
R 190.9859'
PC STA. 514+97.91 OFF 8.37' RT
PT STA. 44+56.32 OFF 0.00' LT
HWY. 67
EXIST. R/W
R 2291.8312'
TRAFFIC DRUMS @ 30' O.C. (STAGE 4C)
R 30'
PI STA. 515+40.46 OFF 8.25' RT
PI STA. 516+00.00 OFF 30.84' RT
PI STA. 516+99.99 OFF 42.27' RT
PROP. R/W & C/A
TEMPORARY PAVEMENT REMOVAL (STAGE 4C)
PC STA. 518+23.45 OFF 42.74' RT
PC STA. 519+06.51 OFF 32.02' RT
(1) M3-2 (12" X 24")
(1) MI-1 (24" X 24")
(1) M6-IR (15" X 21")
EAST
ALTERNATE 30
PROP. R/W & C/A
END 200' PRECAST CONCRETE BARRIER STA. 118+22.49 OFF 2.50' LT
PT STA. 520+84.35 OFF 10.45' RT
STA. 116+97.57 OFF 42.67' RT
PT STA. 520+40.40 OFF 21.42' RT
STA. 518+96.90 OFF 43.86' LT
STA. 518+96.90 OFF 5.94' RT
STA. 520+51.04 OFF 11.00' LT
N
C.L. HWY 67
R 1439.8945'
520
395
15'
(1) RI-1 (36" X 36")
STOP
PC STA. 521+27.38 OFF 7.95' RT
R 5'
PT STA. 521+31.73 OFF 10.49' RT
C.L. I-30 MEDIAN
PC STA. 524+98.71 OFF 43.70' LT
525
R 1439.8945'
TRAFFIC DRUMS @ 30' O.C. (STAGE 4C)
HWY. 67
PROP. R/W & C/A
EXIST. R/W
EXIST. R/W
TRIBUTARY TO SALINE RIVER
WEST
ALTERNATE 30
(1) M3-4 (12" X 24")
(1) MI-1 (24" X 24")
(1) M6-IR (15" X 21")
PI STA. 526+03.16 OFF 32.85' RT
PT STA. 527+25.33 OFF 10.94' RT
PC STA. 521+94.80 OFF 32.47' RT
R 70'
PCC STA. 521+93.29 OFF 127.89' RT
R 620.1198'
PI STA. 521+11.57 OFF 10.47' RT
PCC STA. 520+71.94 OFF 80.37' RT
R 226.7424'
(1) M3-2 (12" X 24")
(1) MI-1 (24" X 24")
(1) M6-IL (15" X 21")
EAST
ALTERNATE 30
(1) RI-2 (36" X 36" X 36")
PT STA. 521+53.87 OFF 123.46' RT
PT STA. 521+67.51 OFF 115.34' RT
PCC STA. 522+49.48 OFF 202.33' RT
TRAFFIC DRUMS @ 60' O.C. (STAGE 4C)
TEMPORARY PAVEMENT REMOVAL (STAGE 4C)
400
EXIST. R/W & C/A
PI STA. 205+18.20 OFF 7.31' LT

℄ HWY. 67
36'
4' 11' 11' 15' 20' SHLD.
DRUM
CONSTRUCT PERMANENT PAVEMENT
4" WHITE SOLID REMOVABLE P.M.
4" DBL. YELLOW SOLID REMOVABLE P.M.
4" WHITE SKIP REMOVABLE P.M.
4" WHITE SOLID REMOVABLE P.M.
SECTION N-N

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4C

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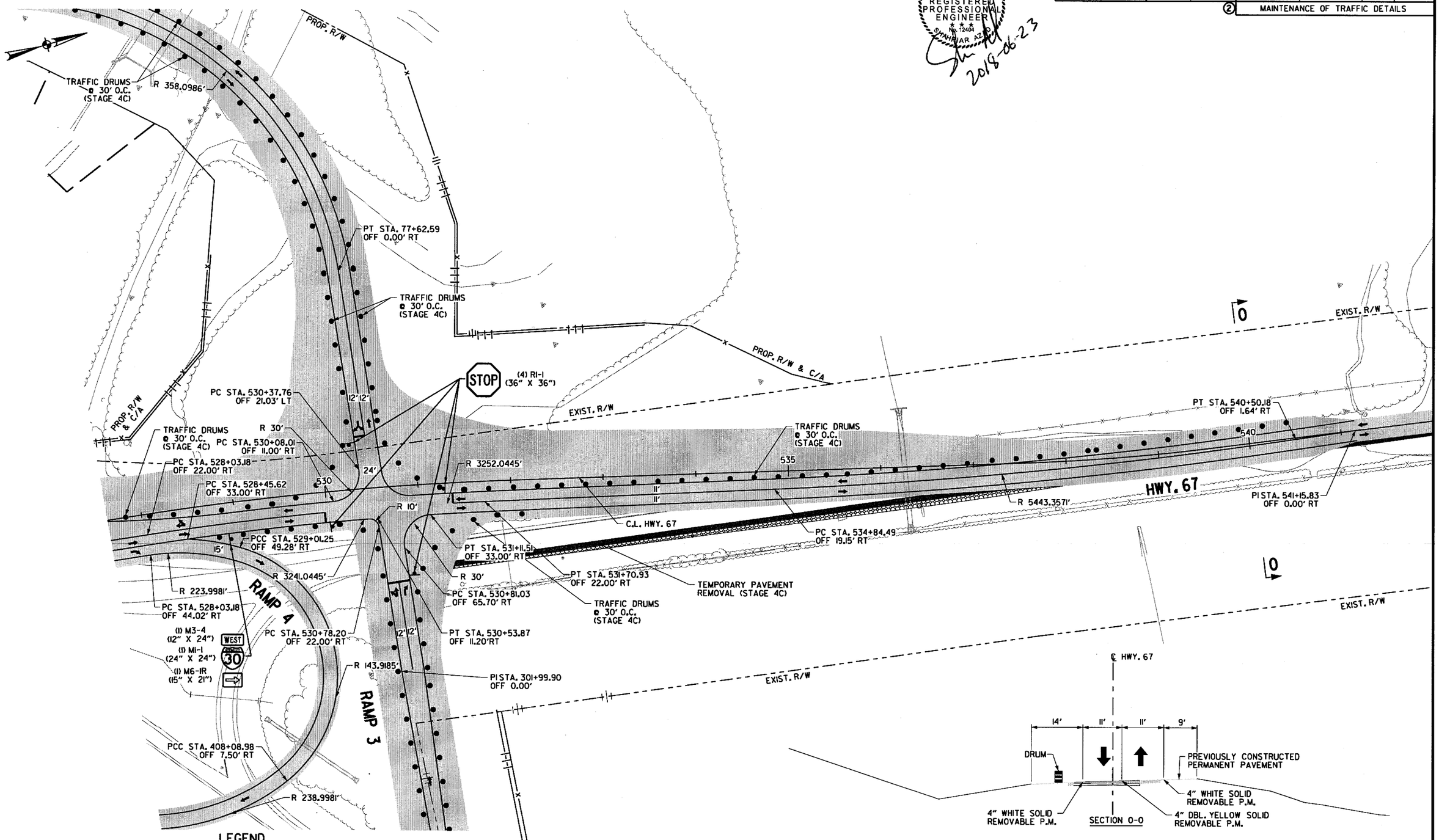
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	514	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4C

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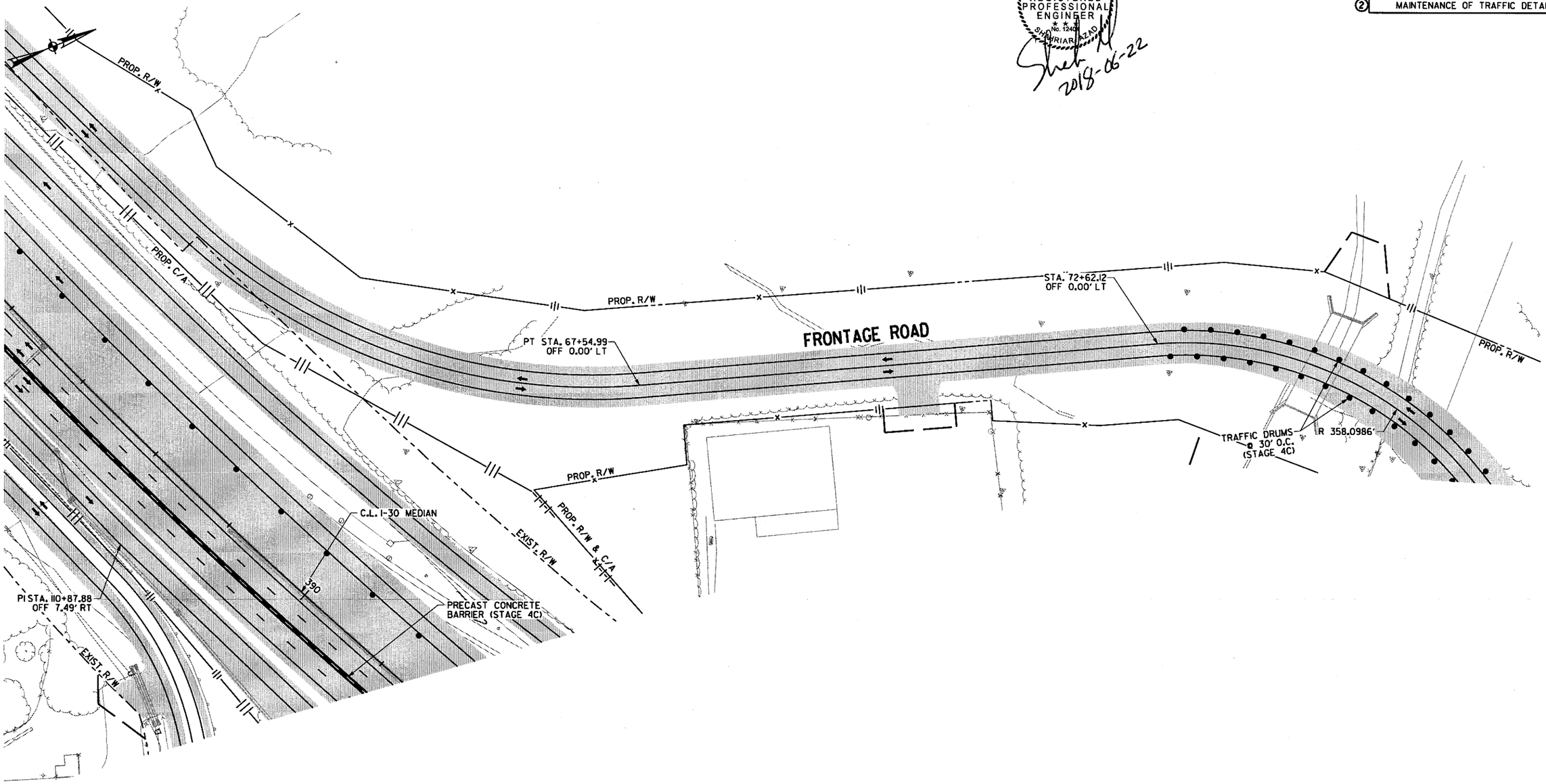
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	515	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4C

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6/22/2018
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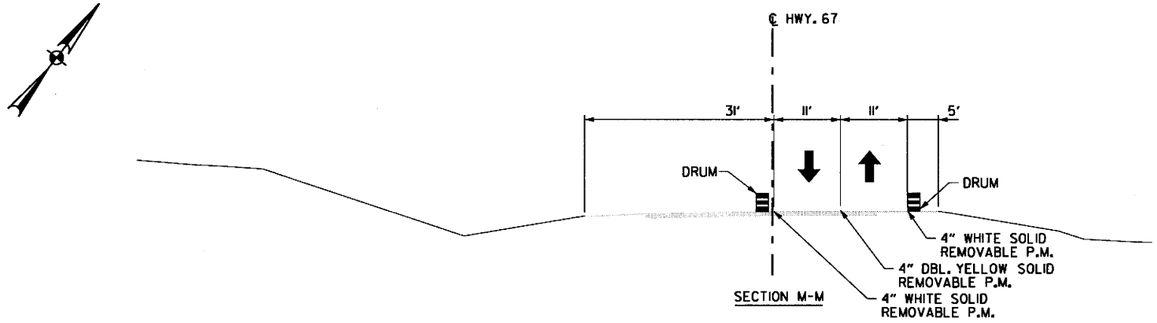
				6	ARK.			
				JOB NO.		CA0601	516	1465

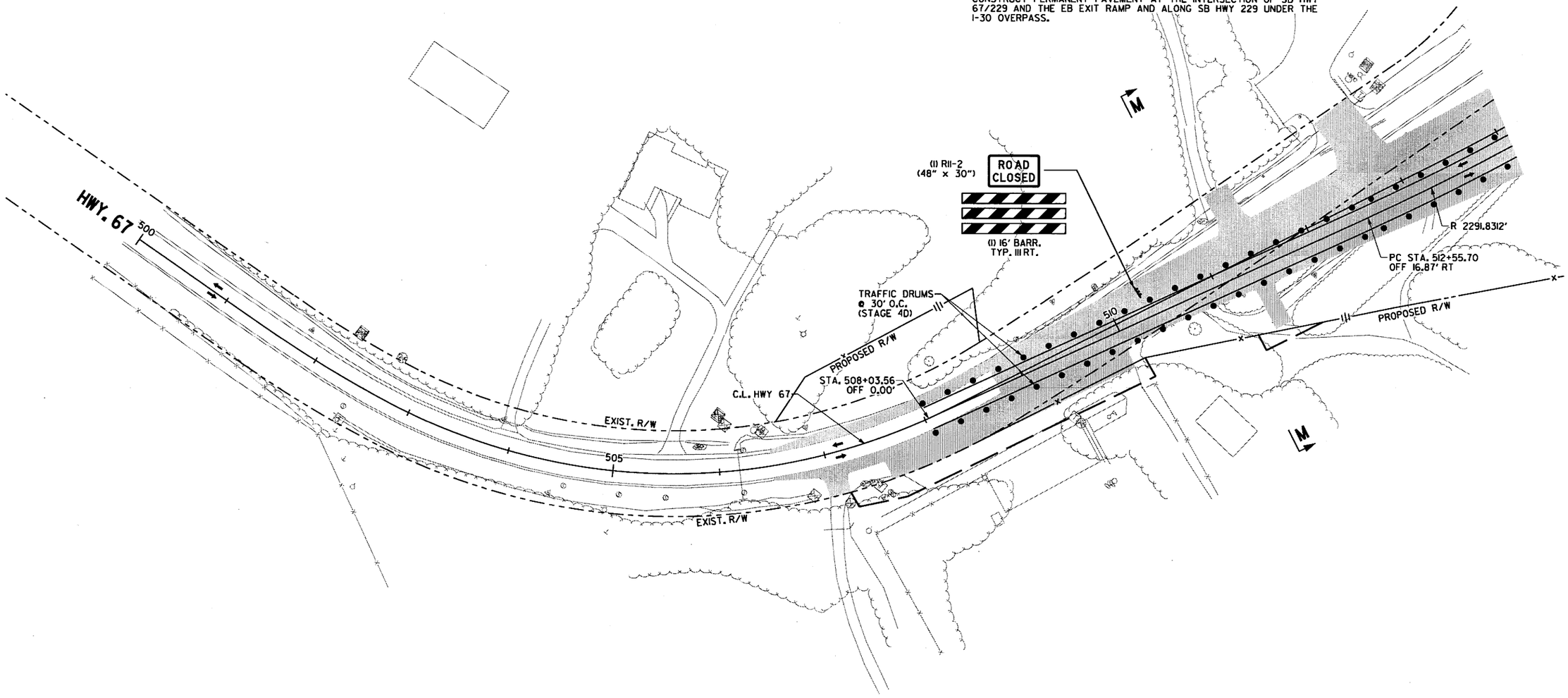
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAR AZ
2018-06-22



STAGE 4D NOTES

- MAINTAIN WB I-30 MAIN LANES TRAFFIC TO EB SIDE OF I-30, AT WB EXIT RAMP TO SOUTH STREET. SWITCH WB I-30 MAIN LANE TRAFFIC BACK TO WB SIDE OF I-30 WEST OF INSPECTION STATION. MAINTAIN MINIMUM OF II FOOT LANES ON WB AND EB I-30.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER OR TRAVEL LANES IN AREAS WHERE PERMANENT PAVEMENT WILL BE CONSTRUCTED AS SHOWN.
- CONSTRUCT PERMANENT PAVEMENT AT THE INTERSECTION OF SB HWY 67/229 AND THE EB EXIT RAMP AND ALONG SB HWY 229 UNDER THE I-30 OVERPASS.



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4D

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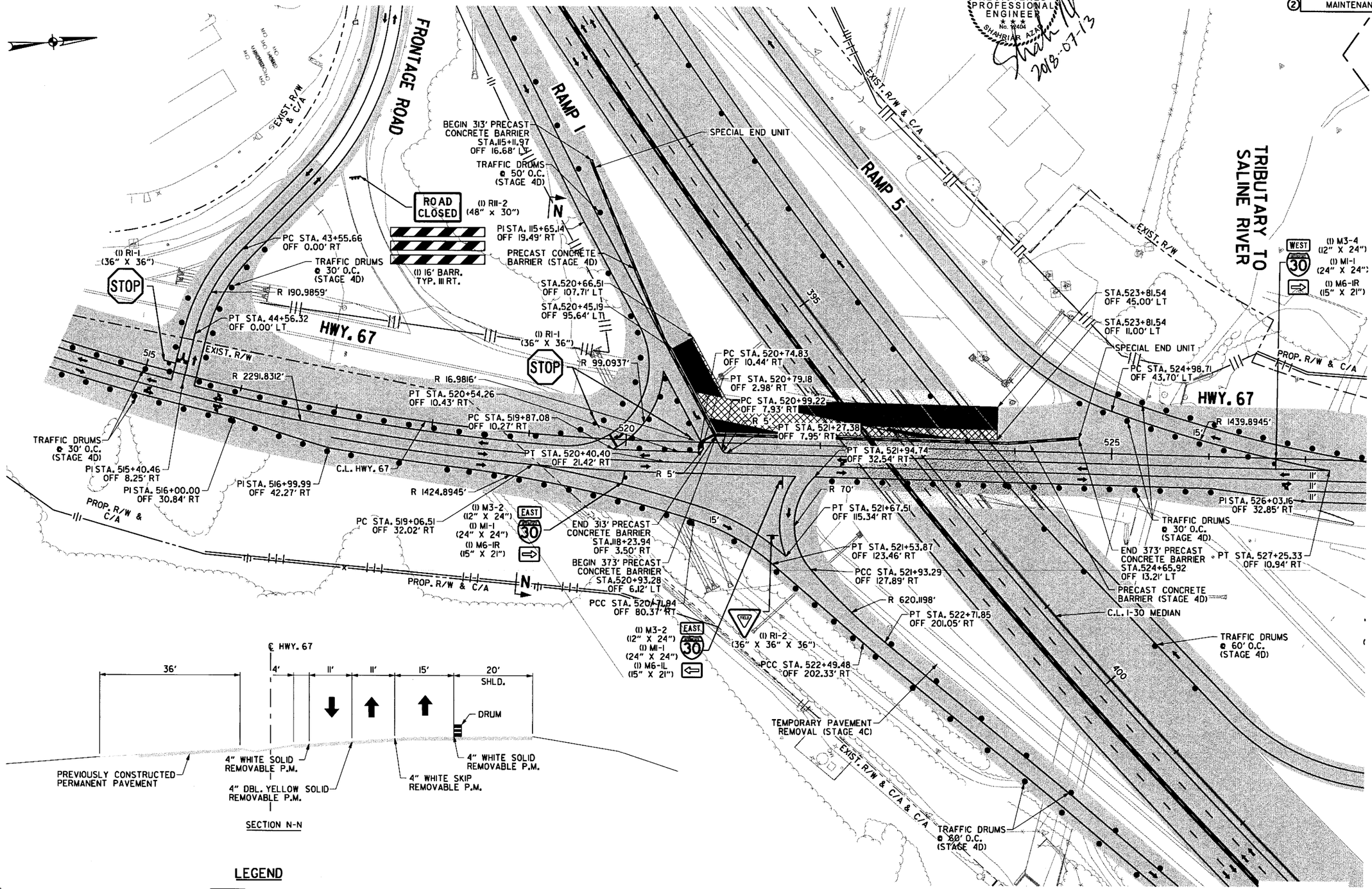
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	517	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19444
SHAHRIAR AZAD
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4D

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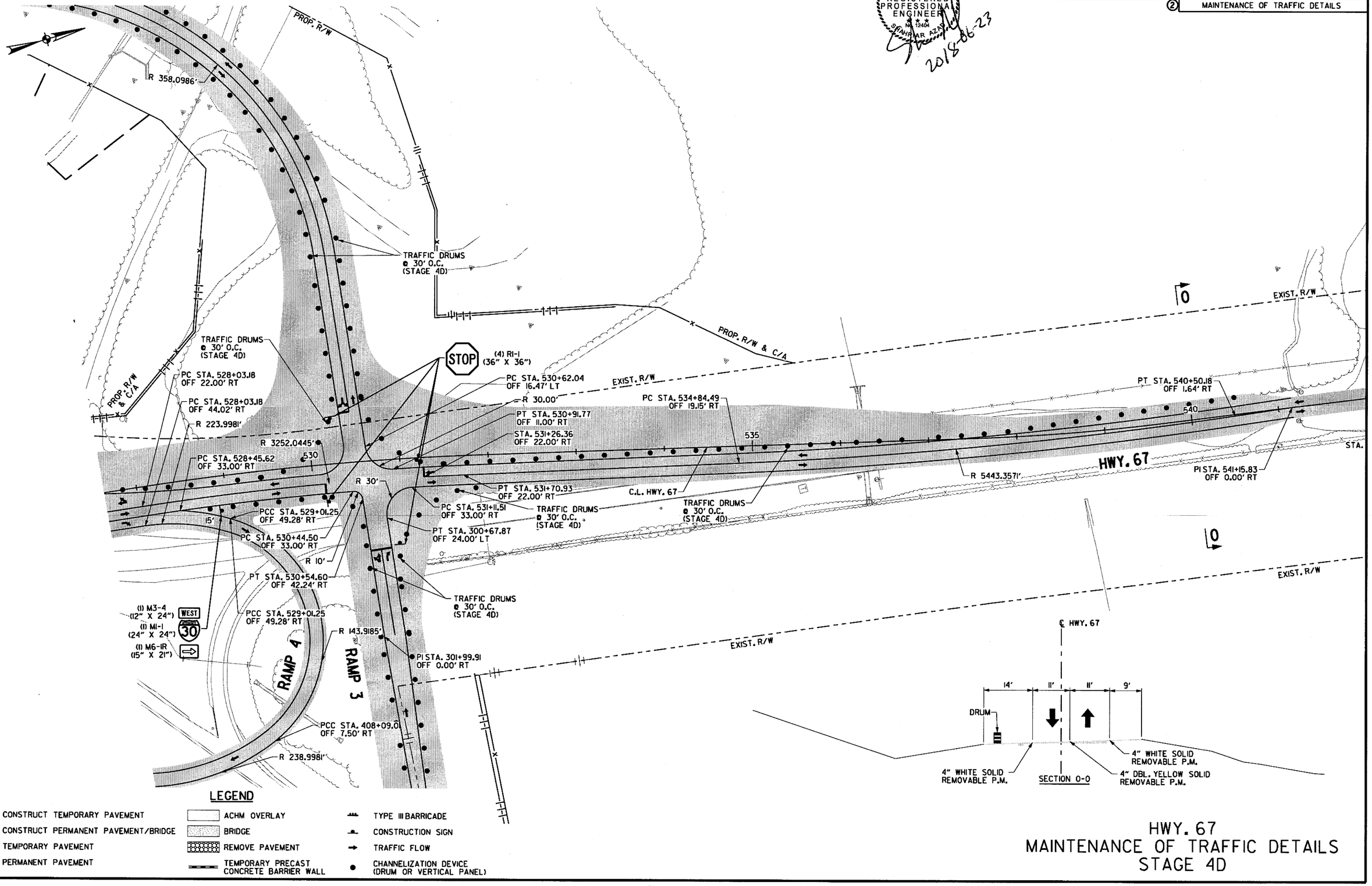
				6	ARK.			
				JOB NO.		CA0601	518	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4D

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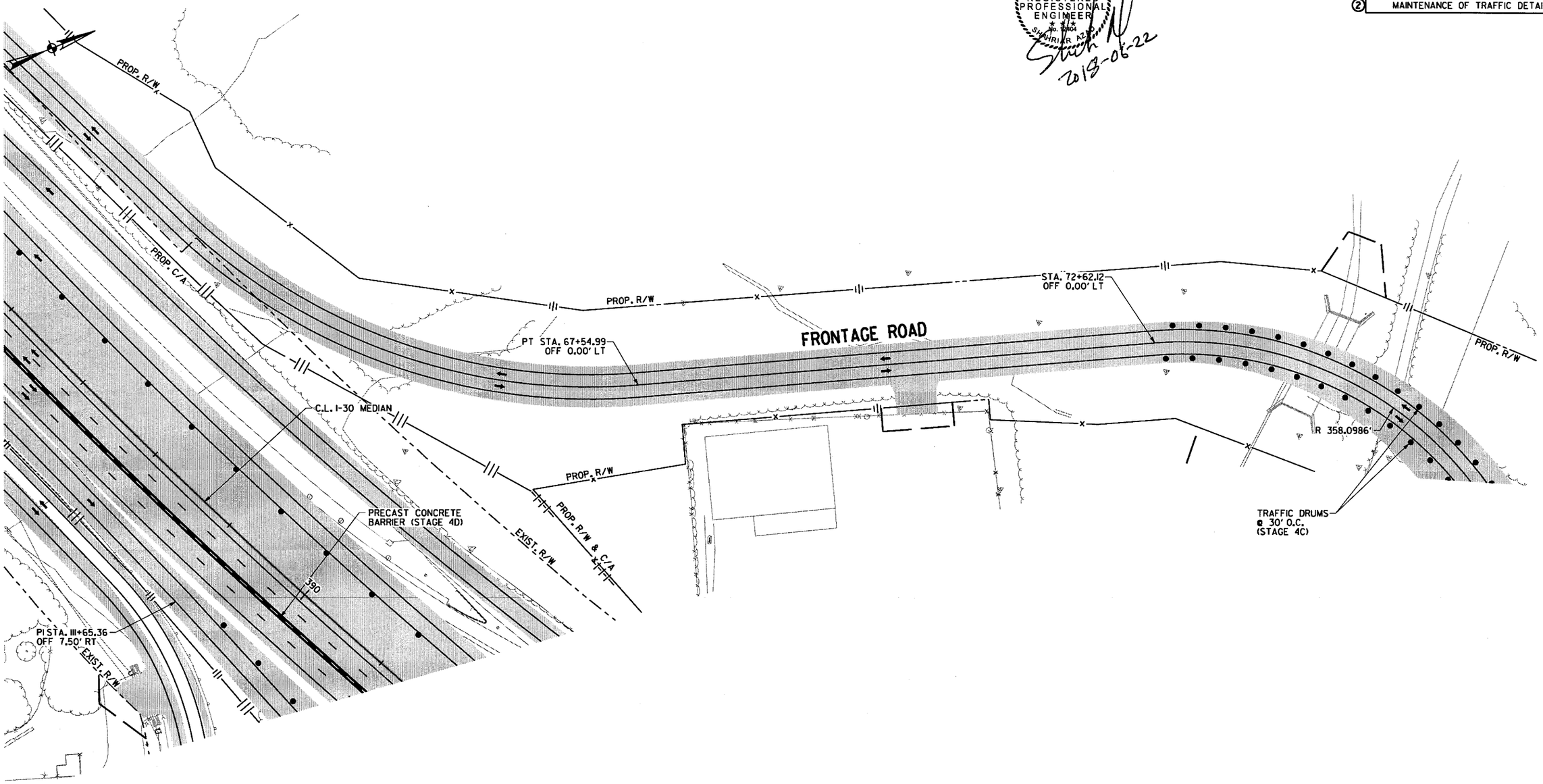
				6	ARK.			
				JOB NO.		CA0601	519	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 4D

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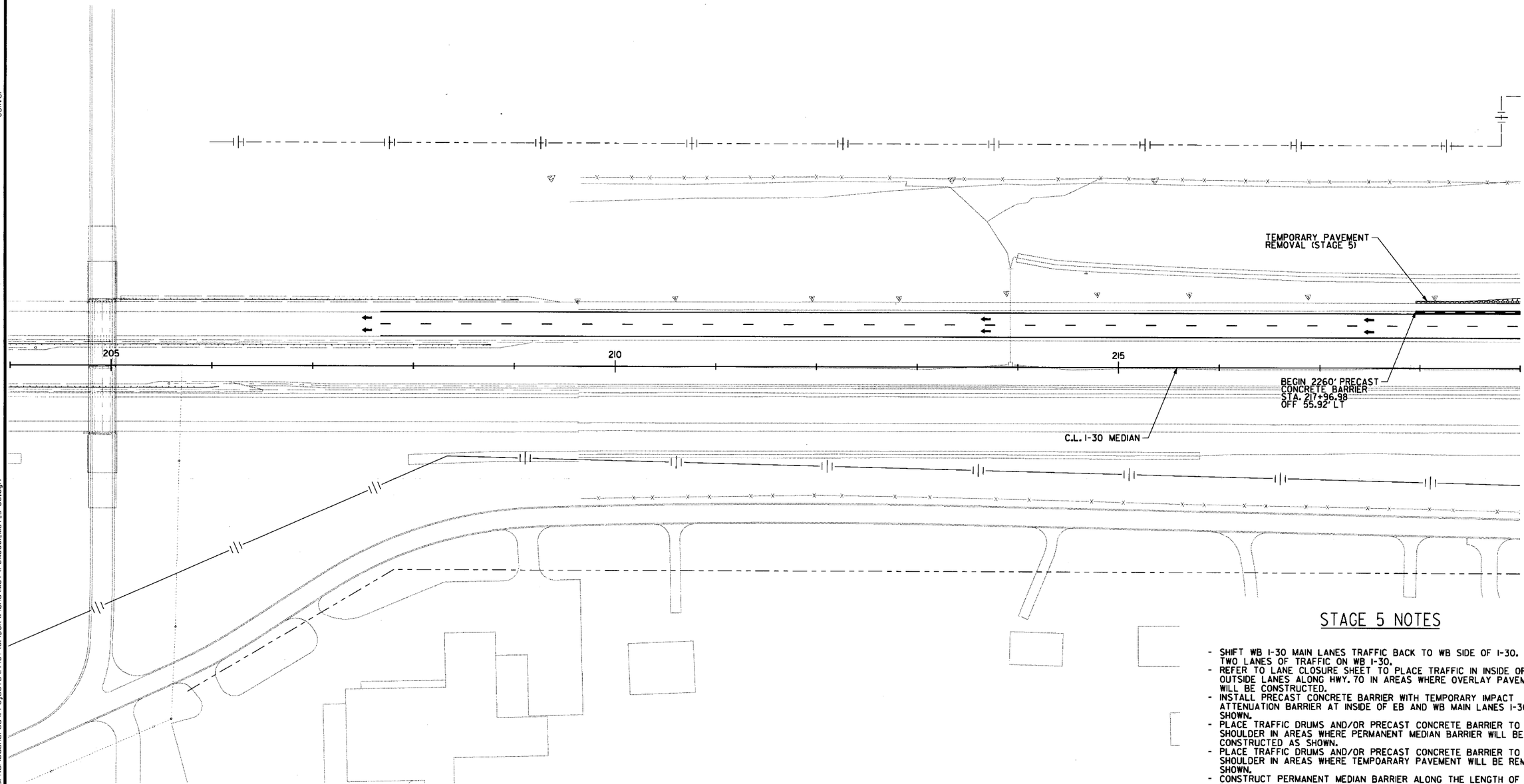
				6	ARK.			
				JOB NO.		CA0601	520	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shahriar Azad
2018-07-13



STAGE 5 NOTES

- SHIFT WB I-30 MAIN LANES TRAFFIC BACK TO WB SIDE OF I-30. MAINTAIN TWO LANES OF TRAFFIC ON WB I-30.
- REFER TO LANE CLOSURE SHEET TO PLACE TRAFFIC IN INSIDE OR OUTSIDE LANES ALONG HWY. 70 IN AREAS WHERE OVERLAY PAVEMENT WILL BE CONSTRUCTED.
- INSTALL PRECAST CONCRETE BARRIER WITH TEMPORARY IMPACT ATTENUATION BARRIER AT INSIDE OF EB AND WB MAIN LANES I-30 AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE PERMANENT MEDIAN BARRIER WILL BE CONSTRUCTED AS SHOWN.
- PLACE TRAFFIC DRUMS AND/OR PRECAST CONCRETE BARRIER TO CLOSE SHOULDER IN AREAS WHERE TEMPOARARY PAVEMENT WILL BE REMOVED AS SHOWN.
- CONSTRUCT PERMANENT MEDIAN BARRIER ALONG THE LENGTH OF THE PROJECT WHERE TRAFFIC CROSSOVERS EXISTED DURING MOT STAGING.
- OVERLAY HWY. 70 AND HWY. 67 WITHIN THE LIMITS SHOWN UTILIZING NIGHT TIME LANE CLOSURES.
- REMOVE TEMPOARY PAVEMENT ALONG OUTSIDE HWY. 70 RAMP 4.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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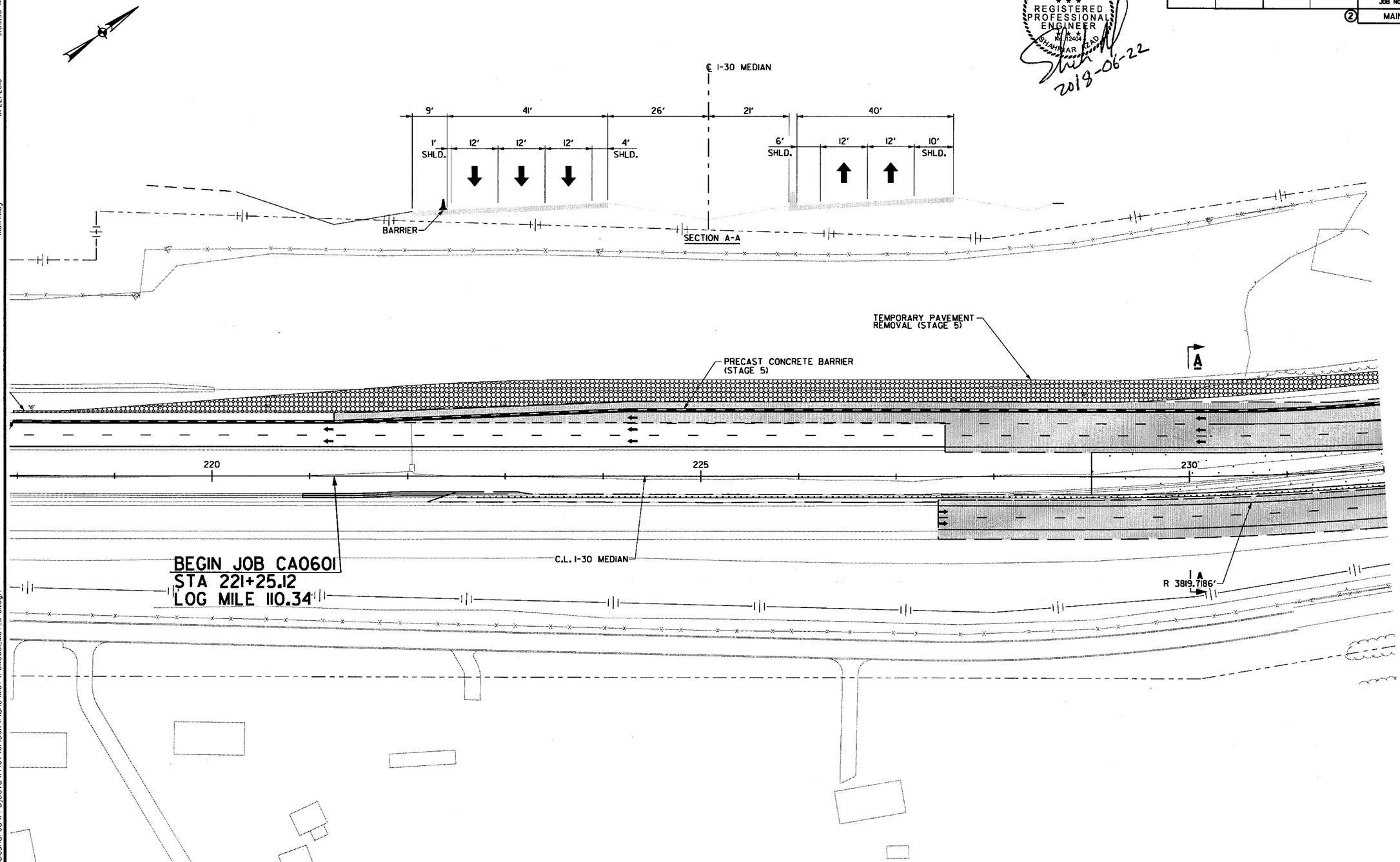
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	521	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17240
SHARMAR LEAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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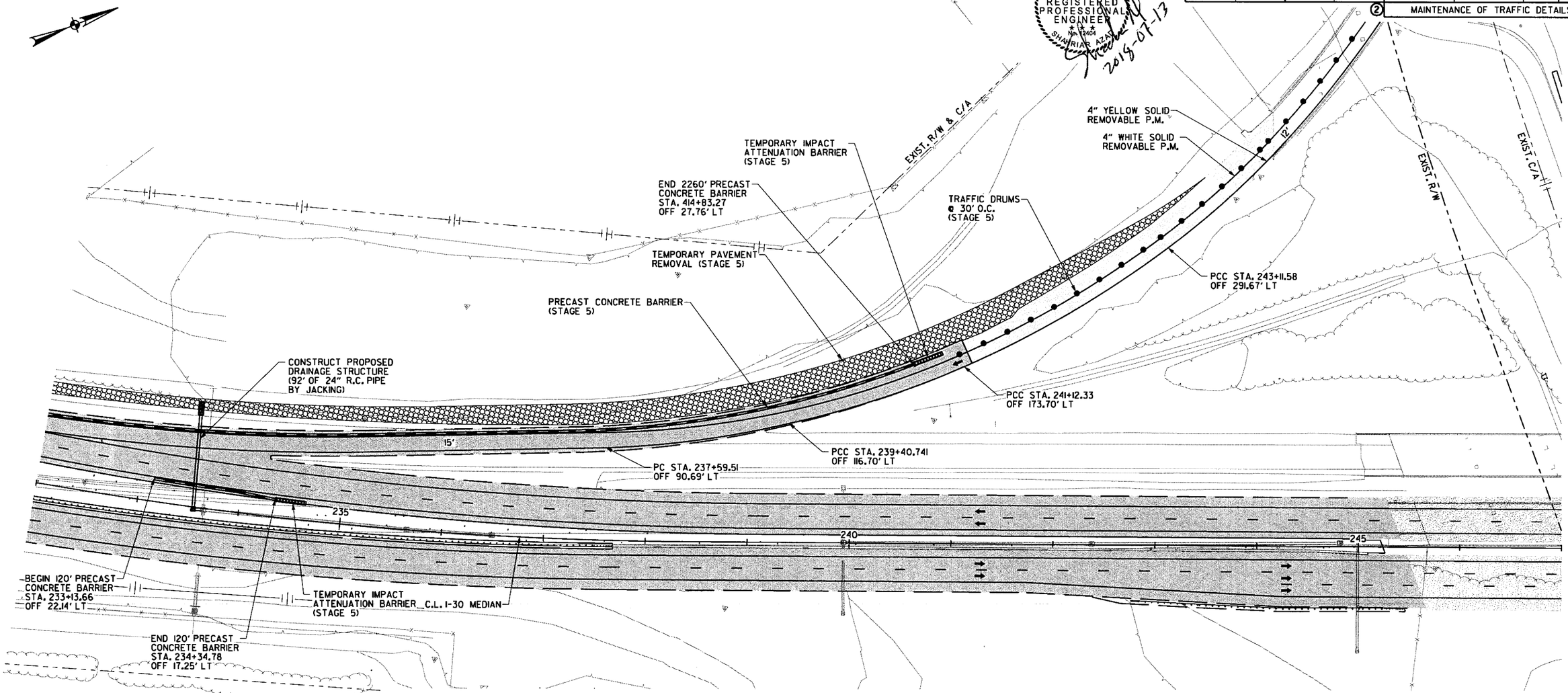
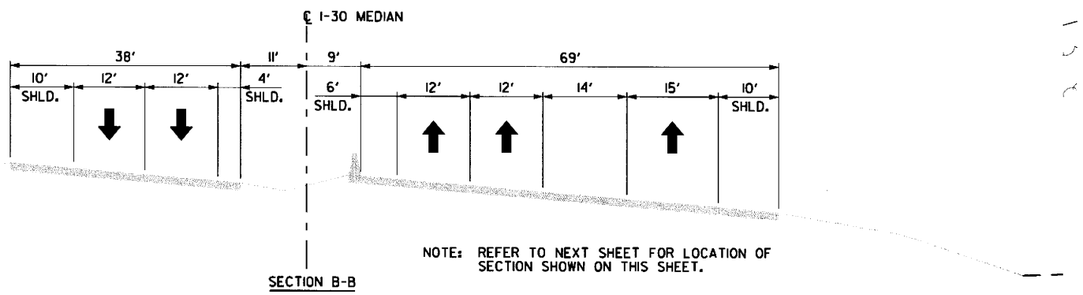
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	522	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 23404
2013-07-13





NOTE: REFER TO NEXT SHEET FOR LOCATION OF SECTION SHOWN ON THIS SHEET.

SECTION B-B

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	523	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

TRAFFIC DRUMS @ 60' O.C. DURING LANE CLOSURE (STAGE 5)

EXIST. R/W

EXIST. C/A

B

250

255

C.L. I-30 MEDIAN

CONSTRUCT OVERHEAD SIGN STRUCTURE

NOTE: REFER TO PREVIOUS SHEET FOR DETAILS OF SECTION SHOWN ON THIS SHEET.

EXIST. R/W

EXIST. R/W & C/A

EXIST. R/W & C/A

EXIST. C/A

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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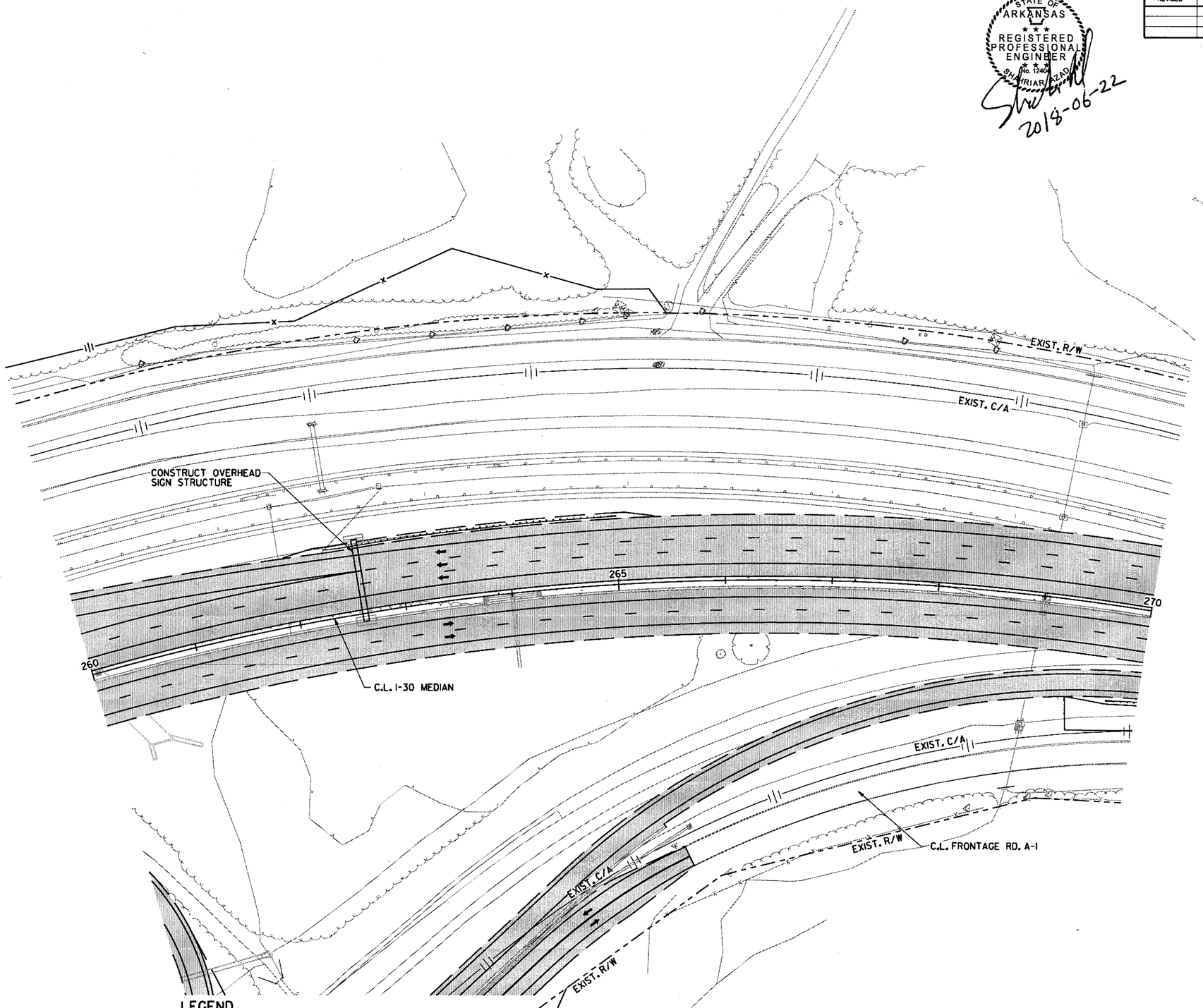
				6	ARK.			
				JOB NO.		CA0601	524	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANE FRIAR
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

mblnkley 6/22/2018 9:04:04 AM

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				6	ARK.			
				JOB NO.		CA0601	525	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12401
BRIAN RIAR
2018-06-22

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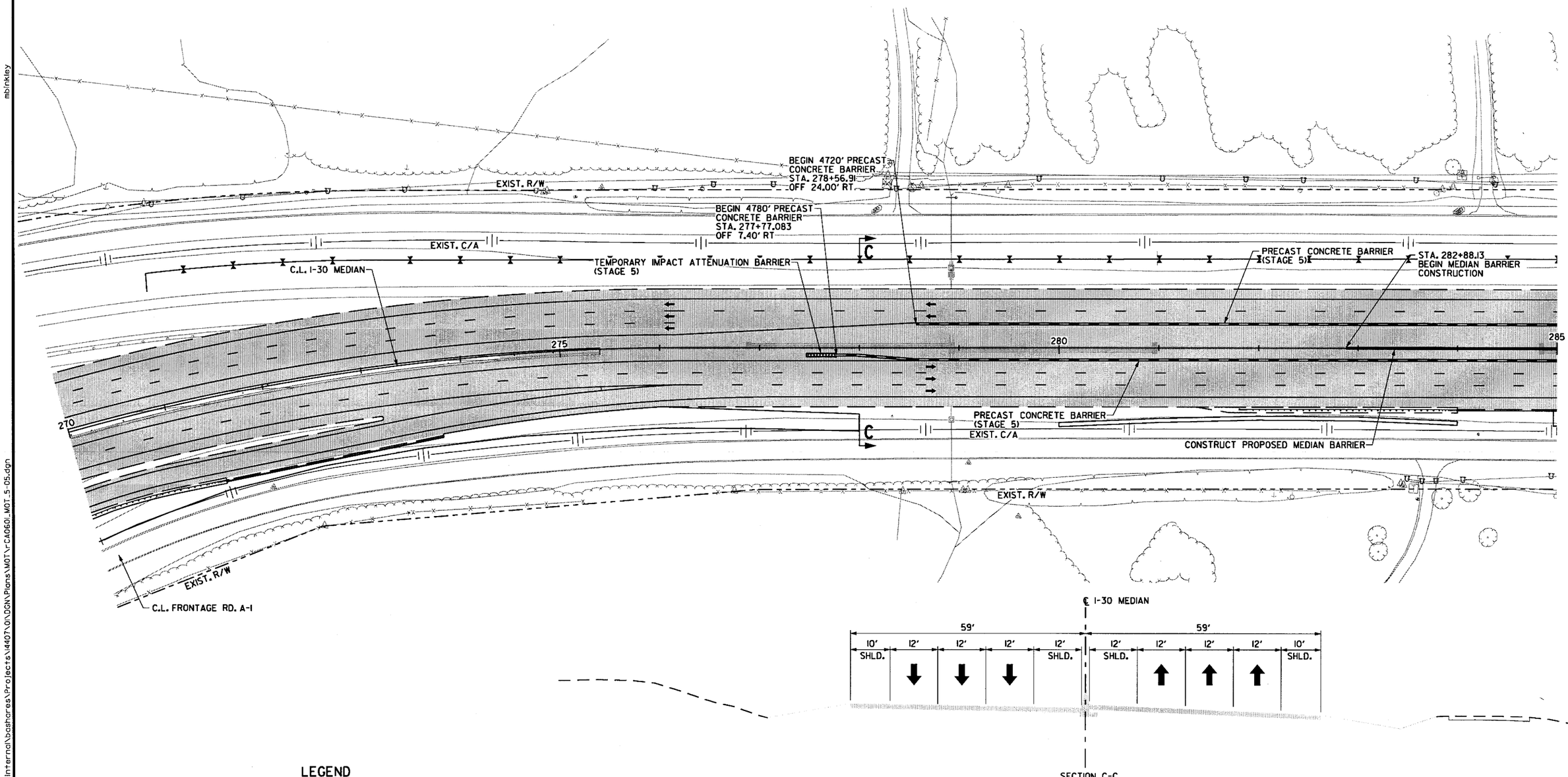

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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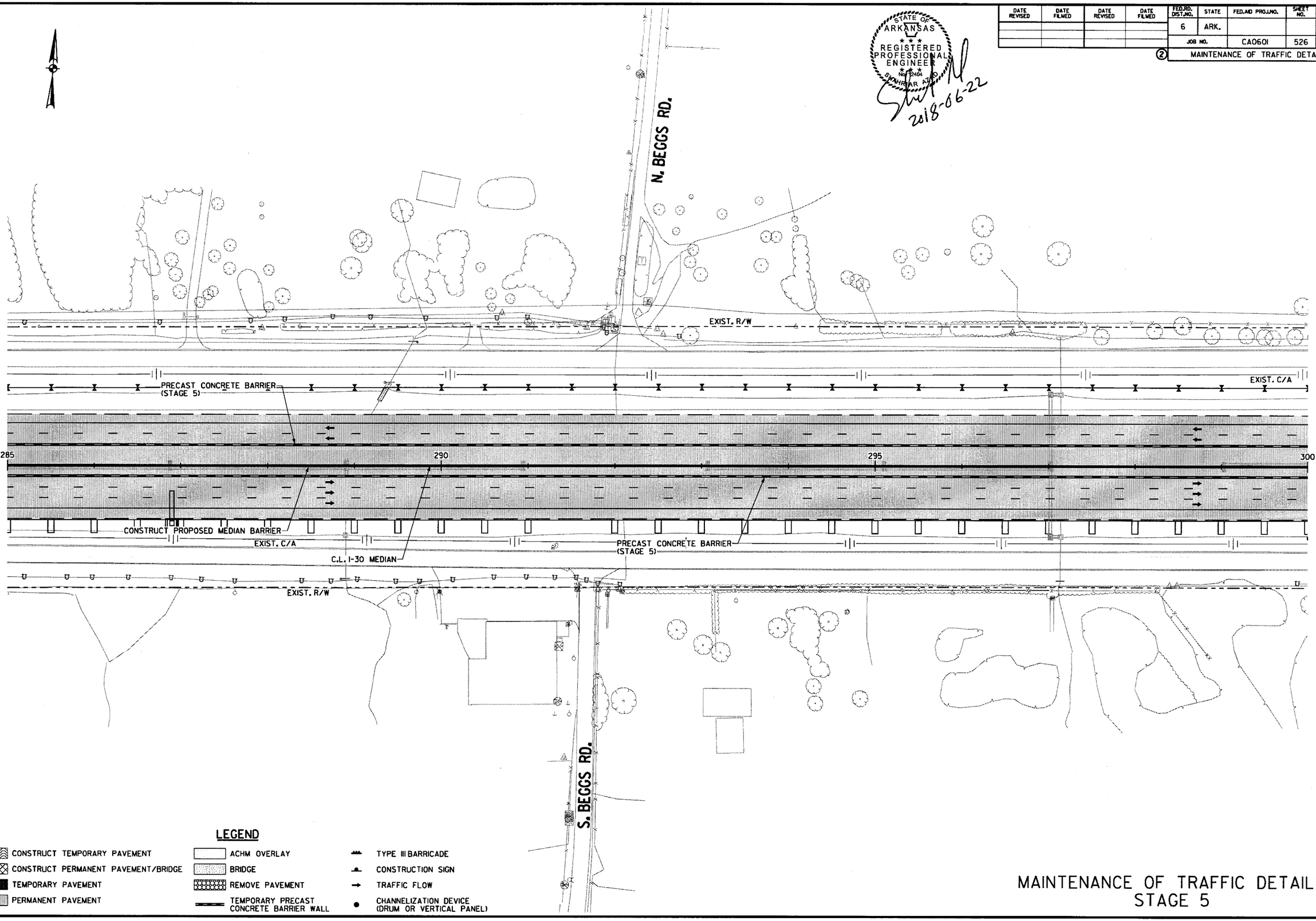
				JOB NO.		CA0601	526	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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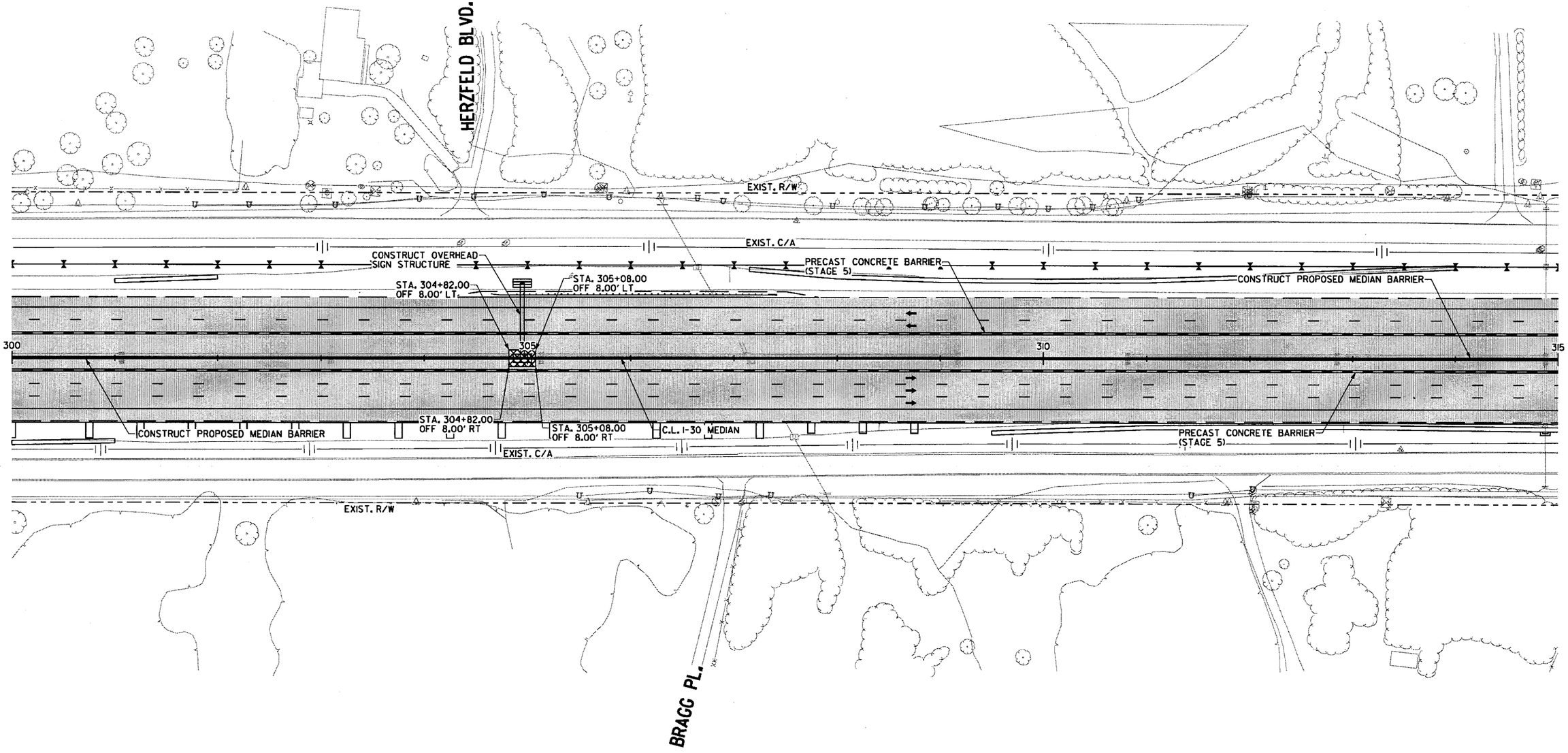
				JOB NO.		CA0601	527	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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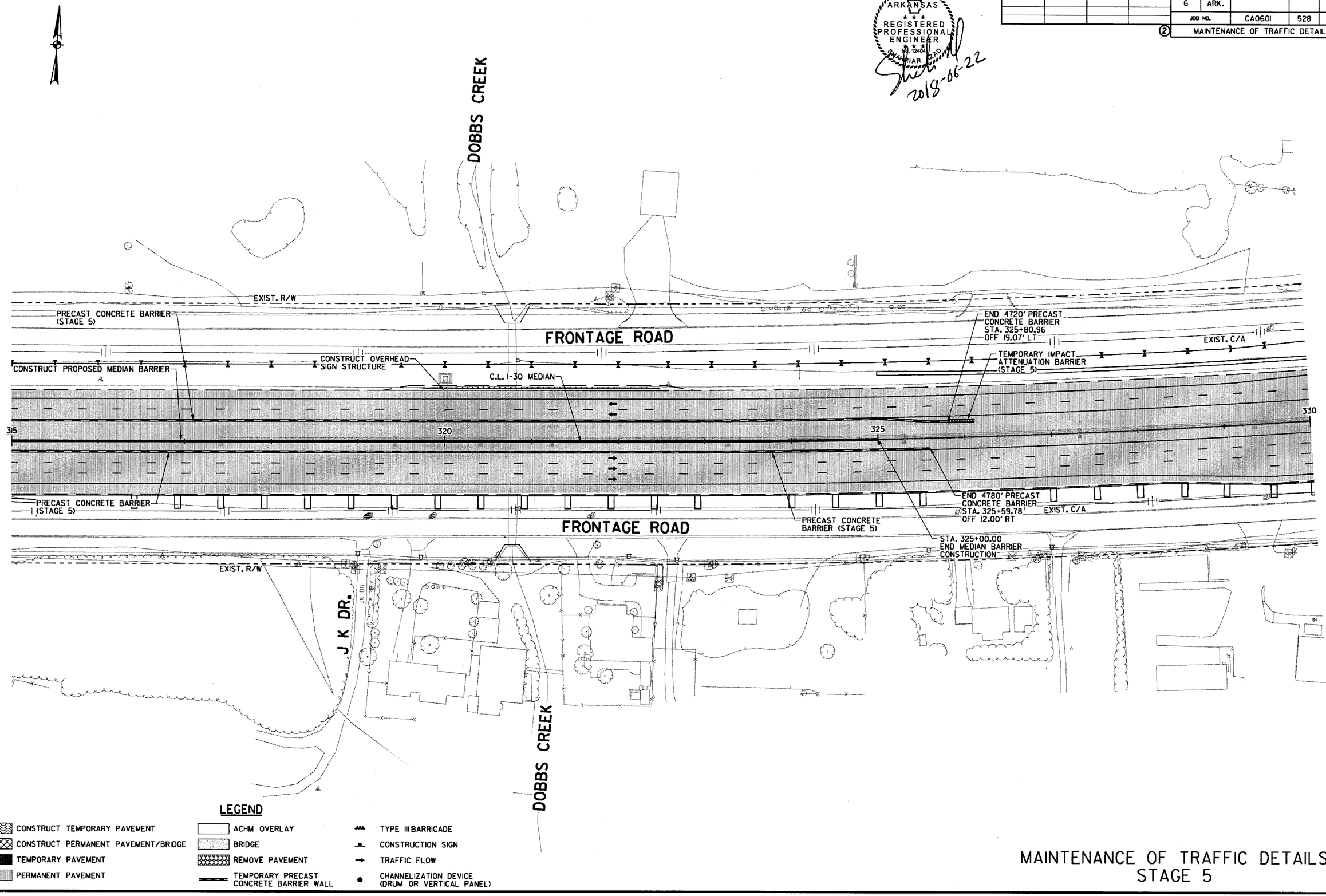
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
ENGINEER
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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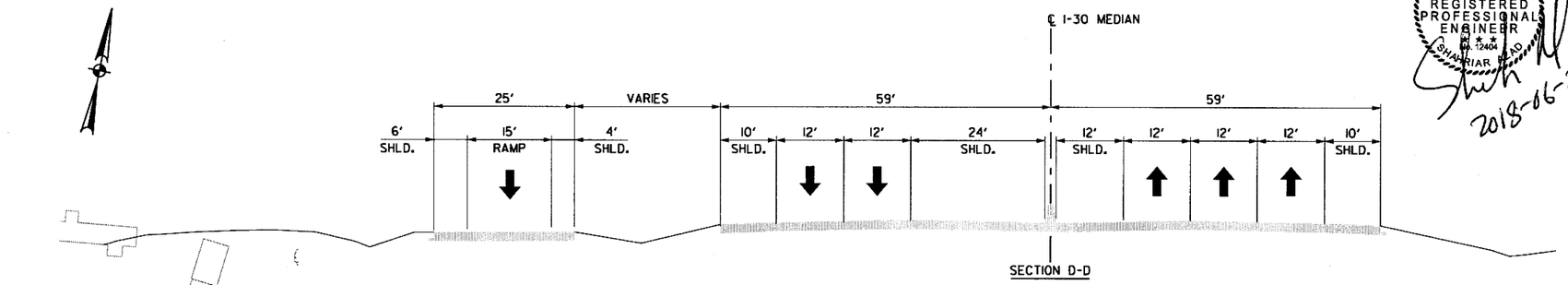
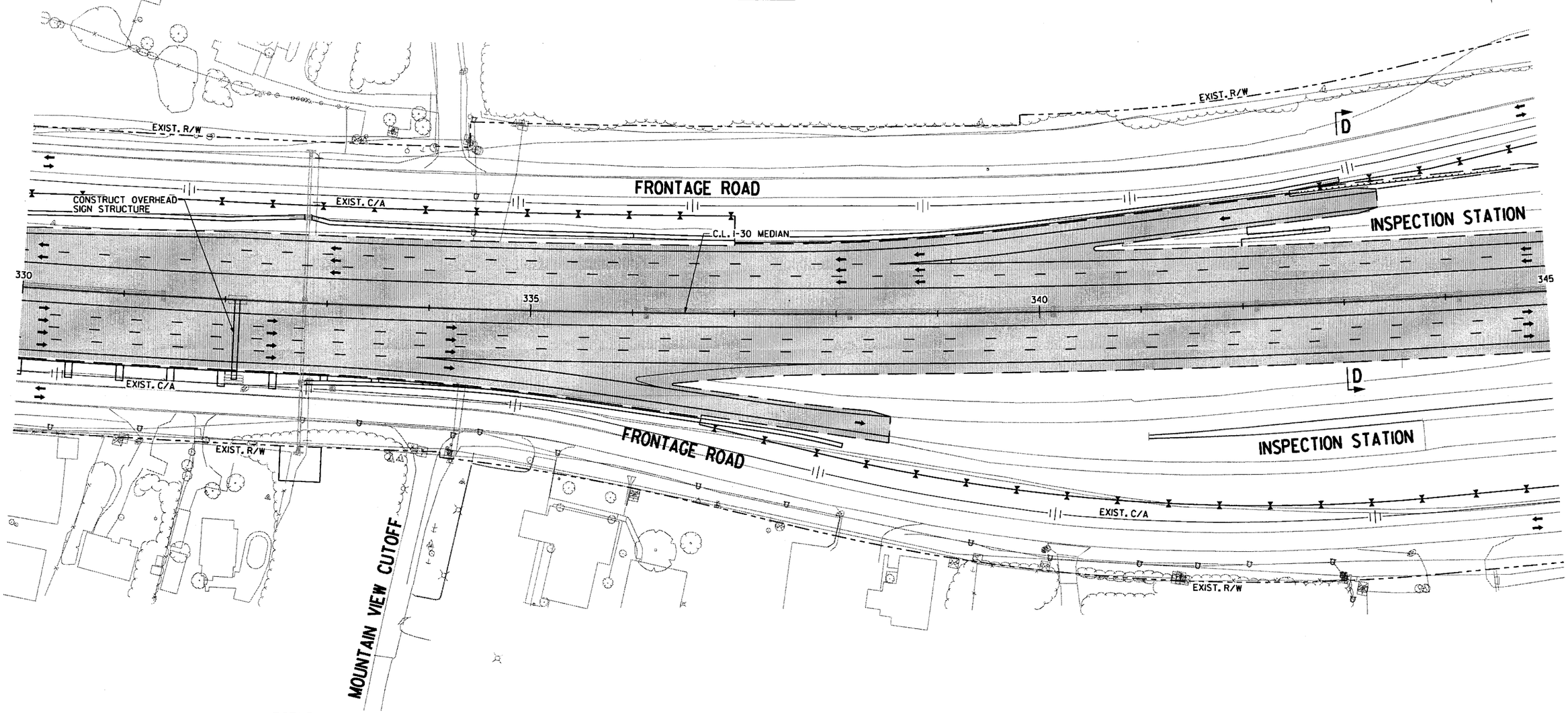
6	ARK.			
JOB NO.		CA0601	529	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR ABAD
2018-06-22





LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM ,OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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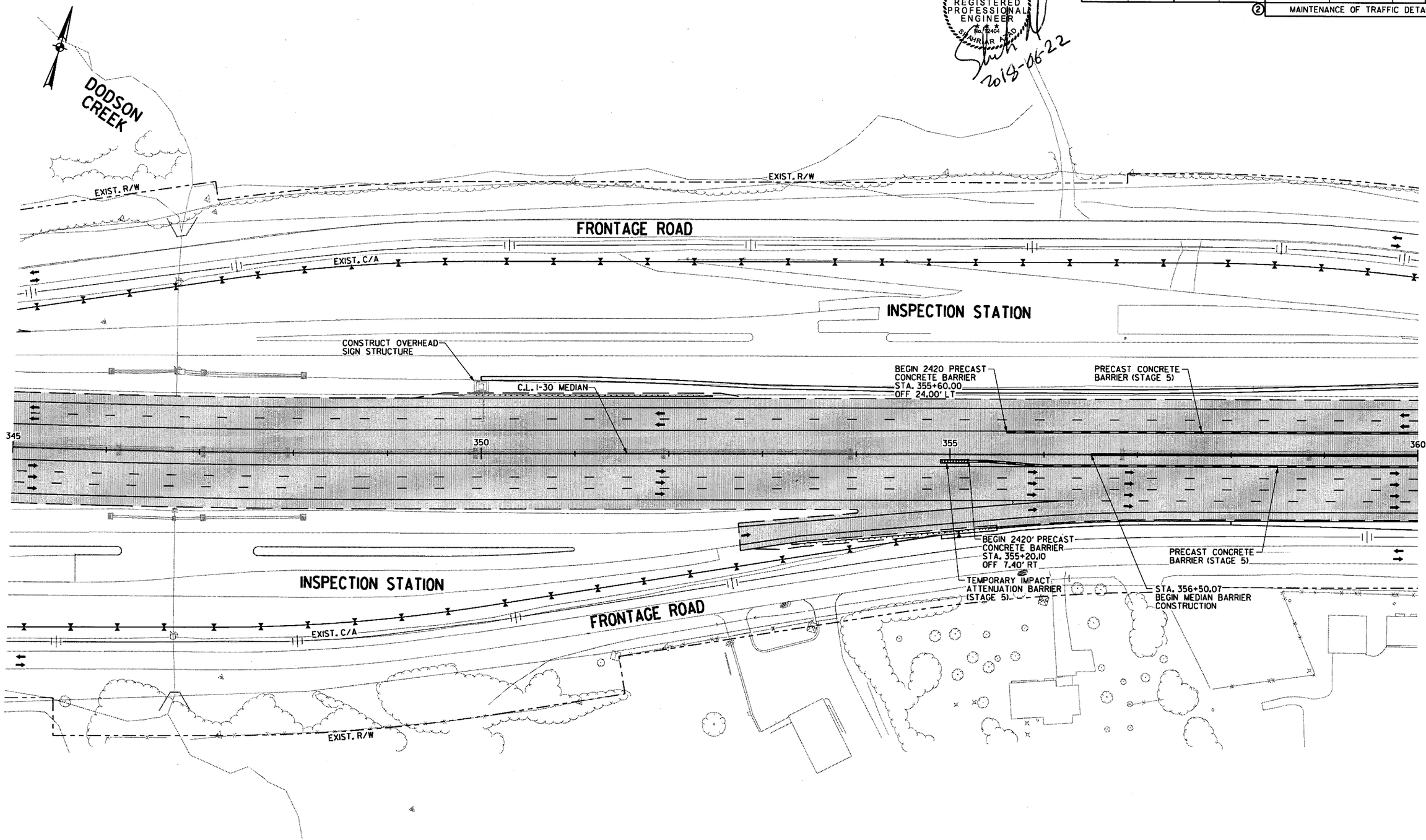
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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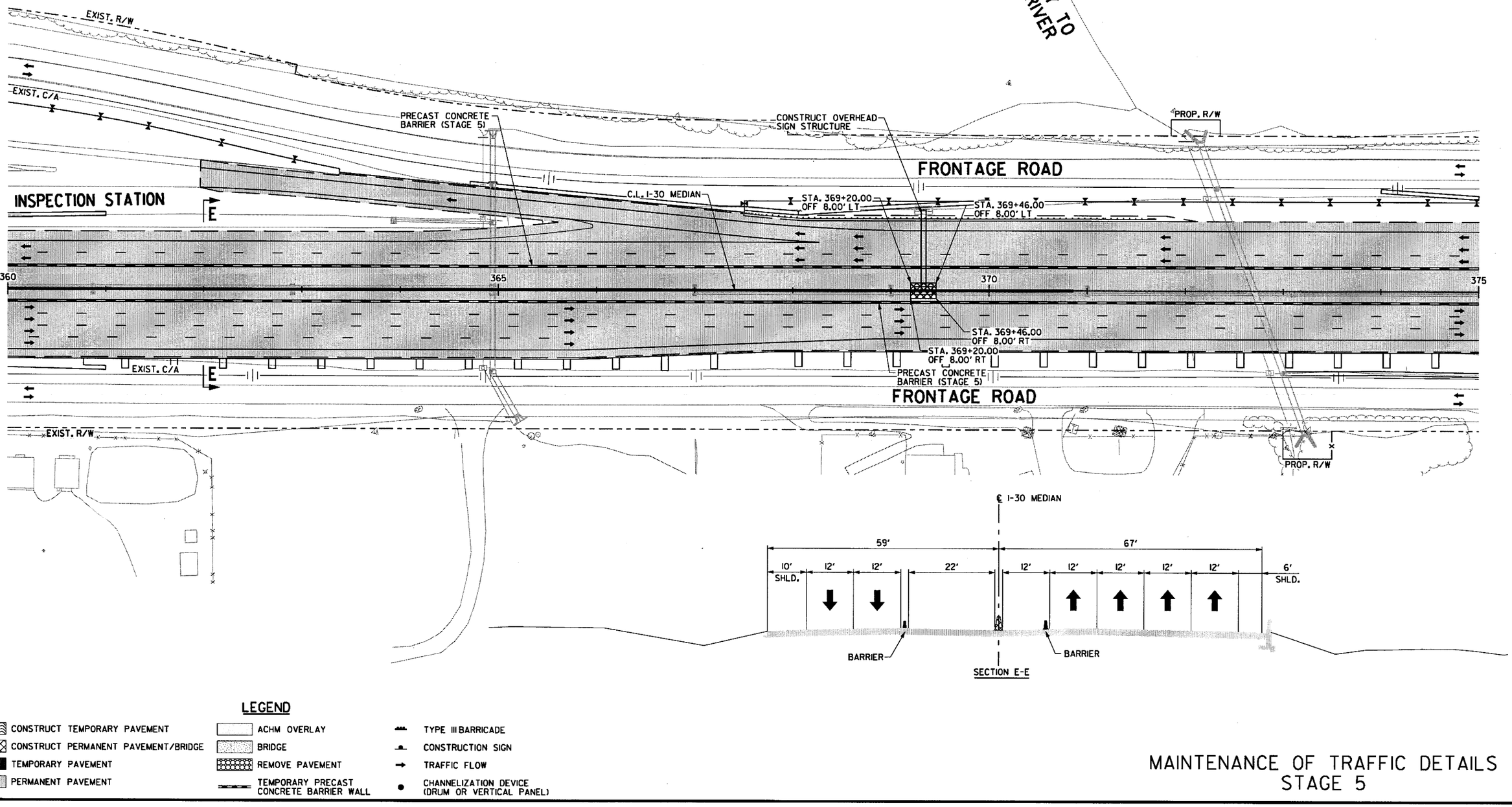
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR MD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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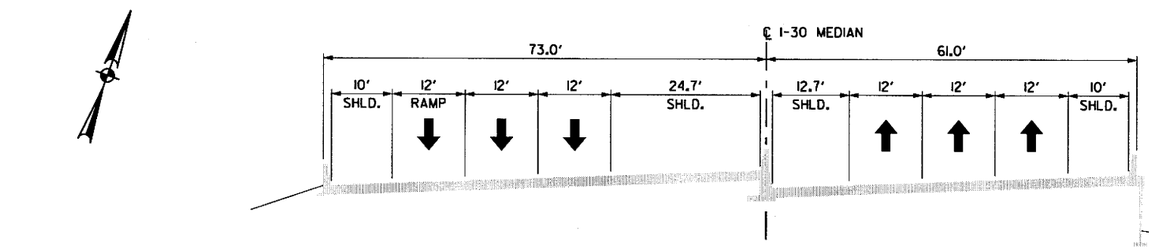
				JOB NO.		CA0601	532	1465

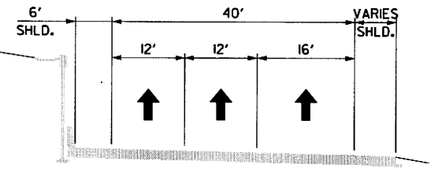
(2) MAINTENANCE OF TRAFFIC DETAILS

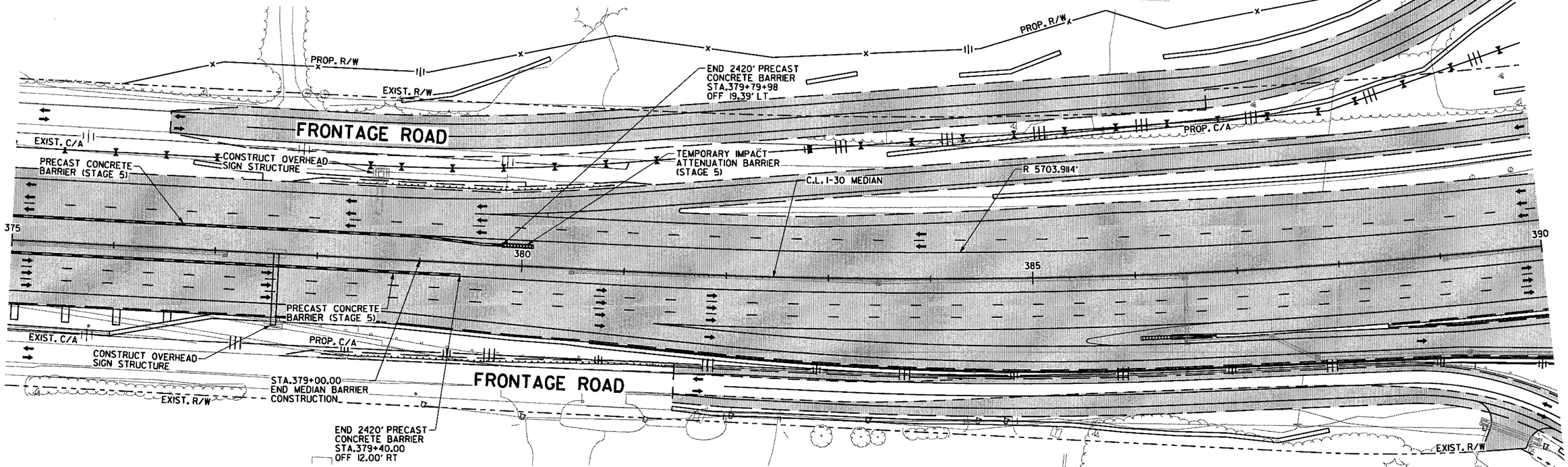
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23

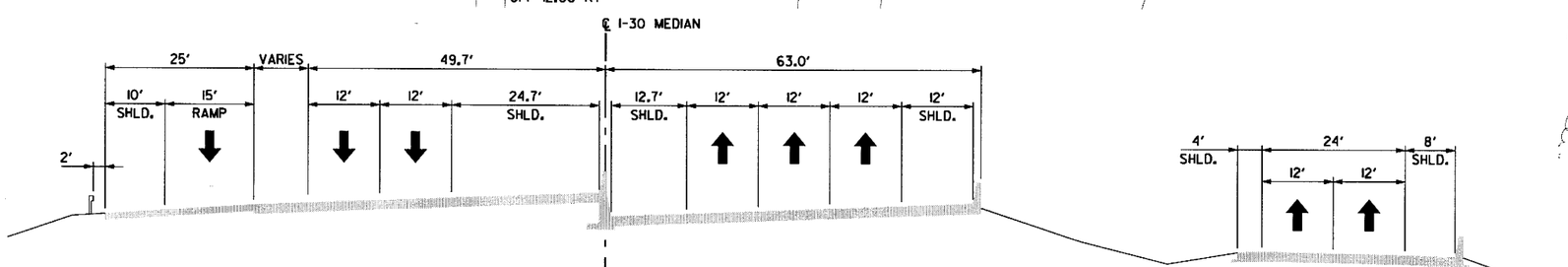


SECTION F-F

NOTE: REFER TO NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.





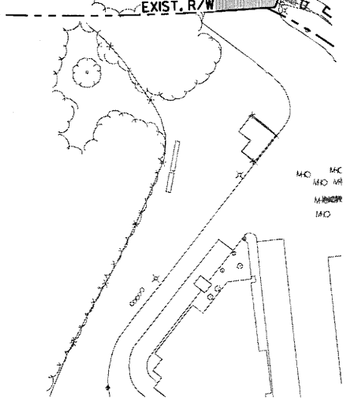


SECTION G-G

NOTE: REFER TO NEXT SHEET FOR LOCATIONS OF SECTIONS SHOWN ON THIS SHEET.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)



MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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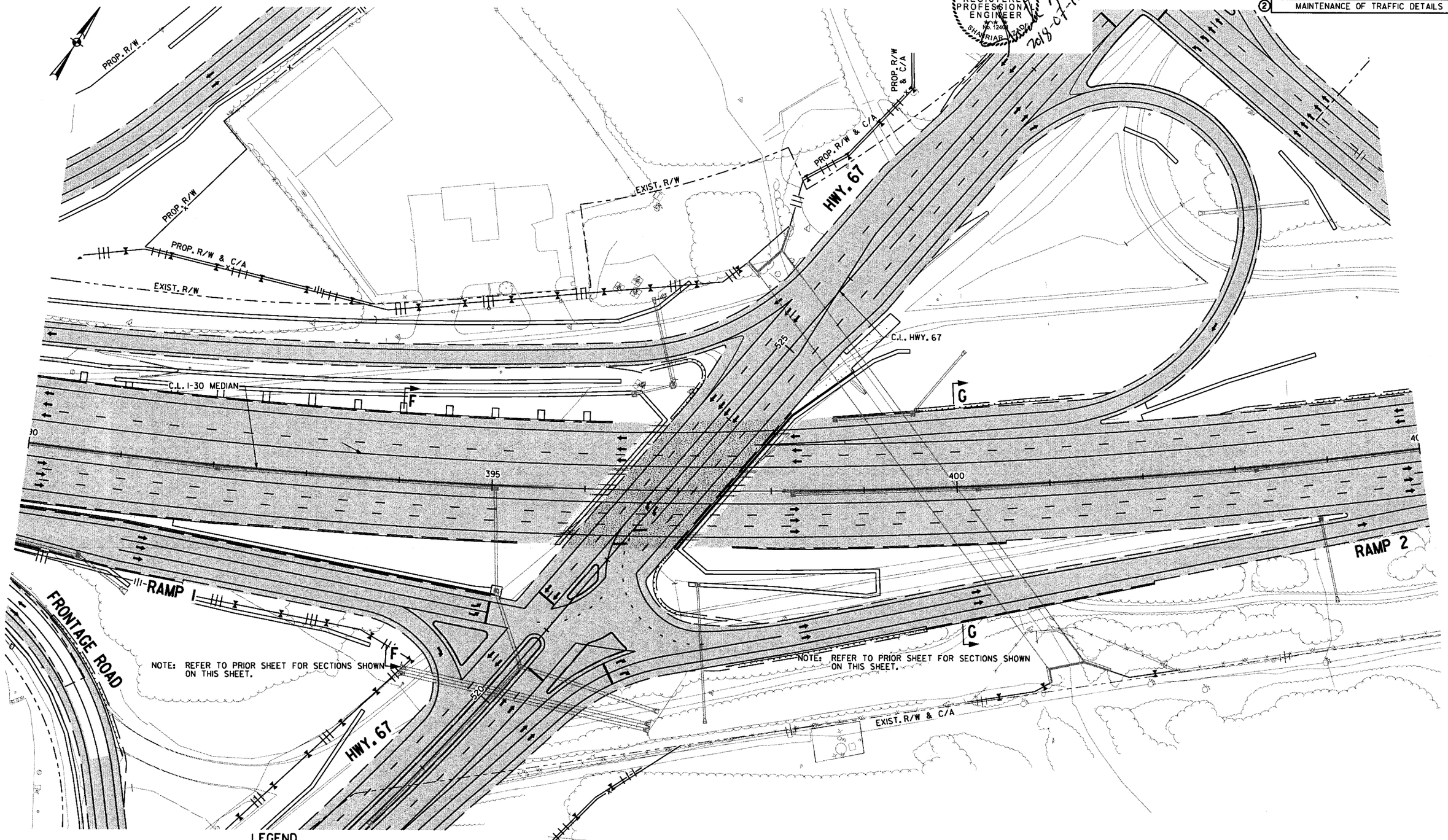
				JOB NO.		CA0601	533	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR AZAD
2018-07-13



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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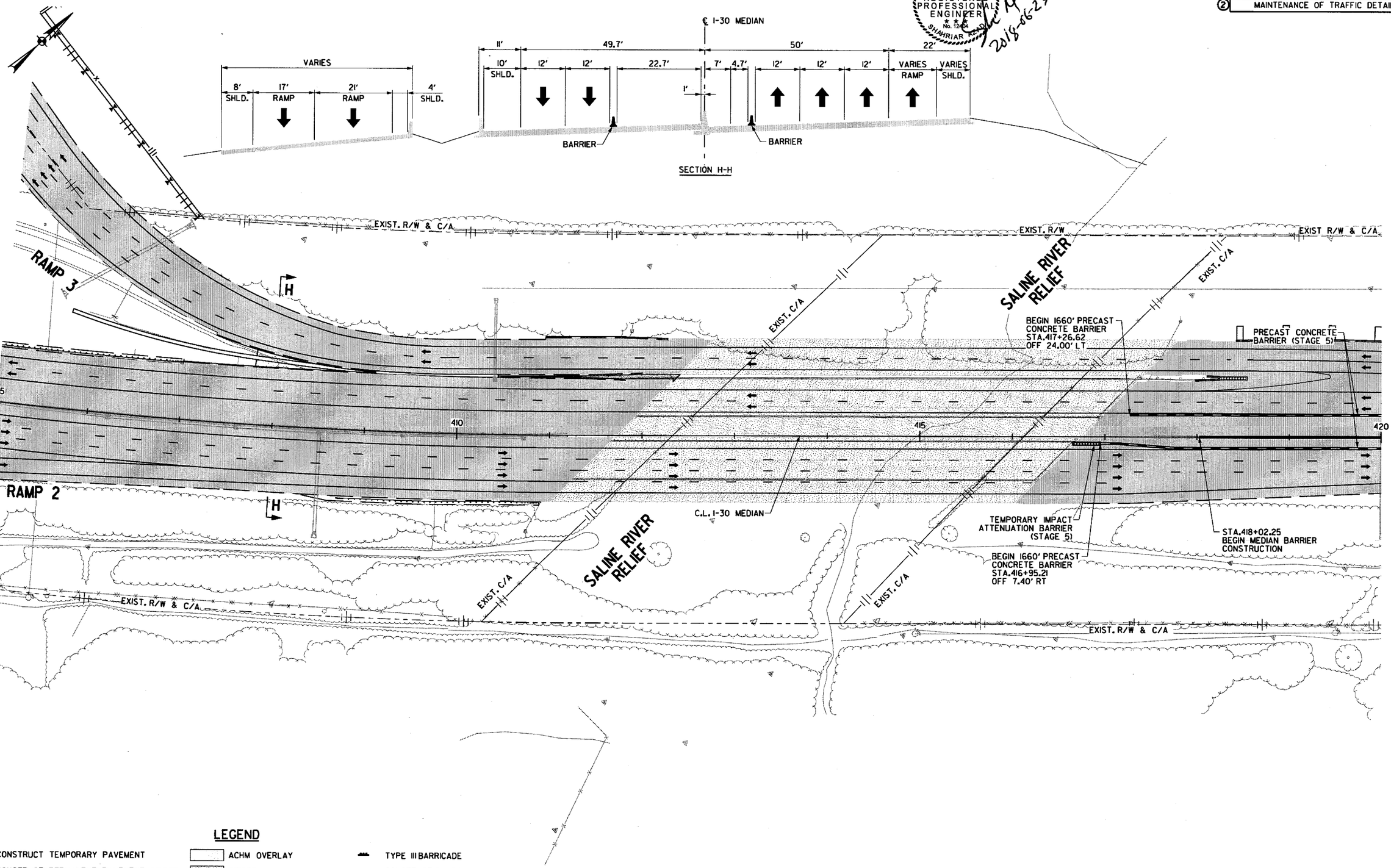
② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-23



LEGEND

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- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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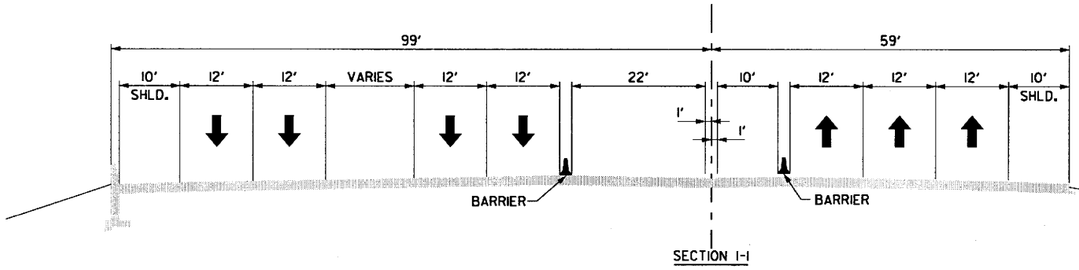
JOB NO.		CA0601	535	1465

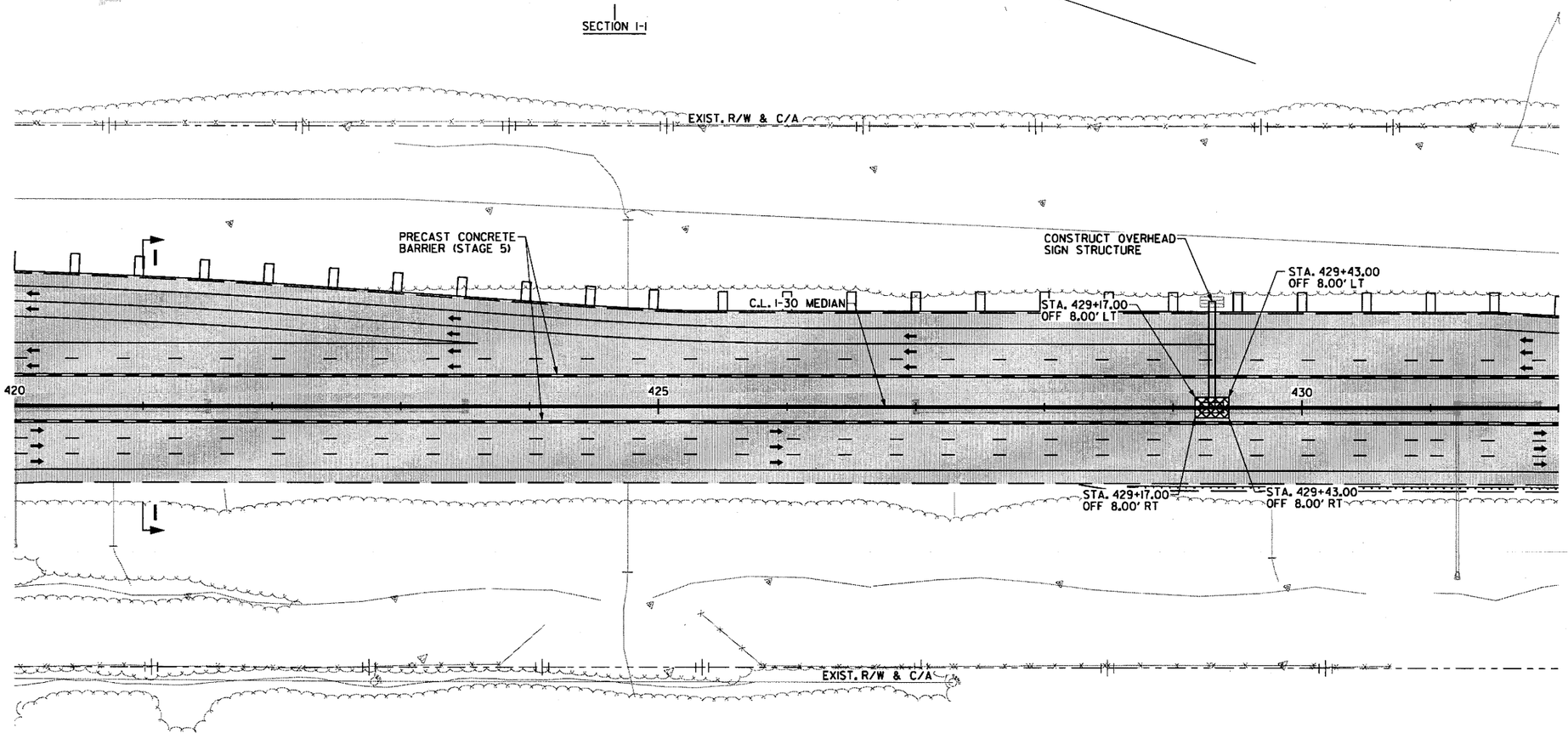
(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12407
STEPHEN RIAD
2018-06-22





SECTION I-I



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
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- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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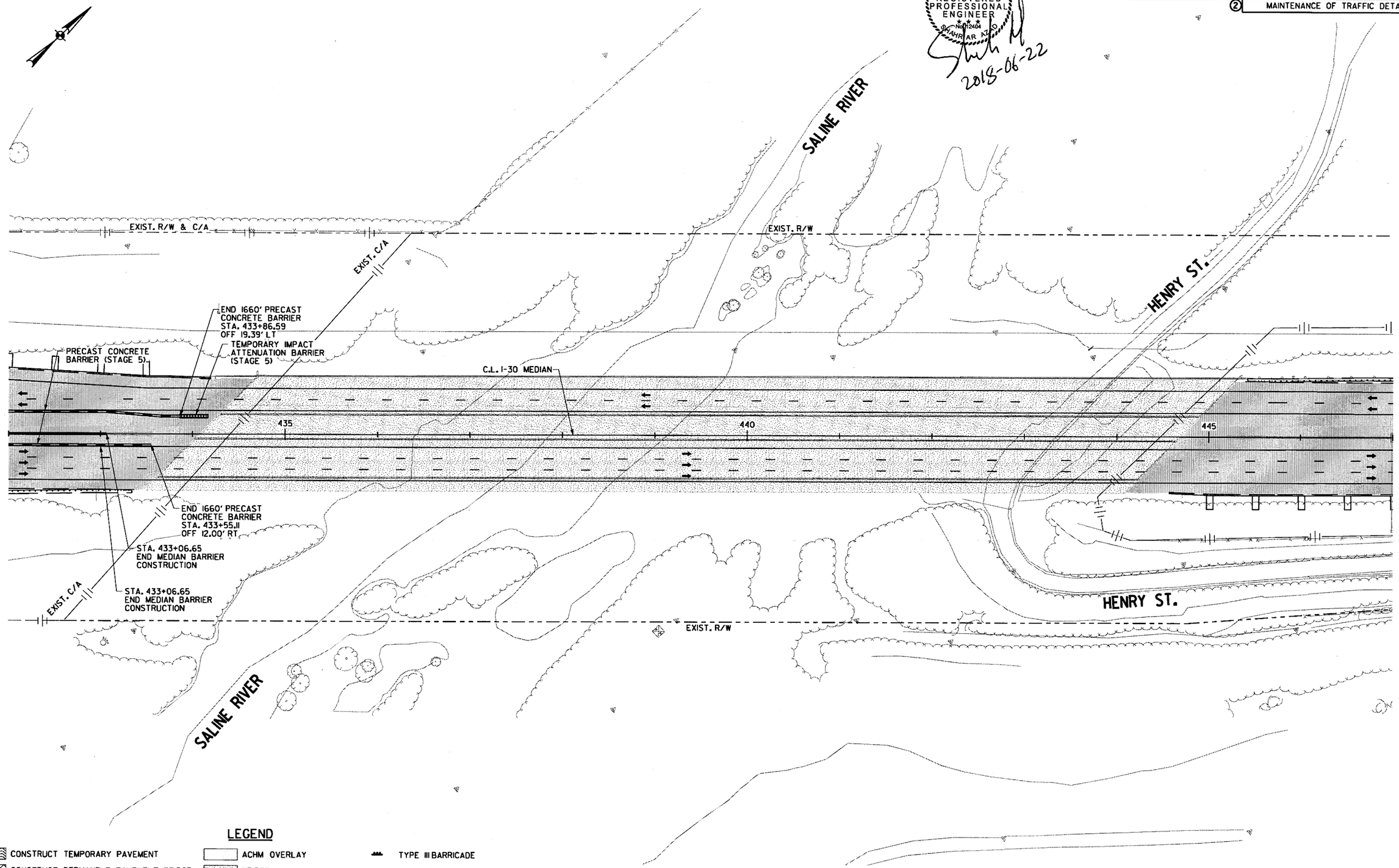
6	ARK.			
JOB NO.		CA0601	536	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 012404
SHAHRAR NAZIR
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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6/22/2018
mblnkley

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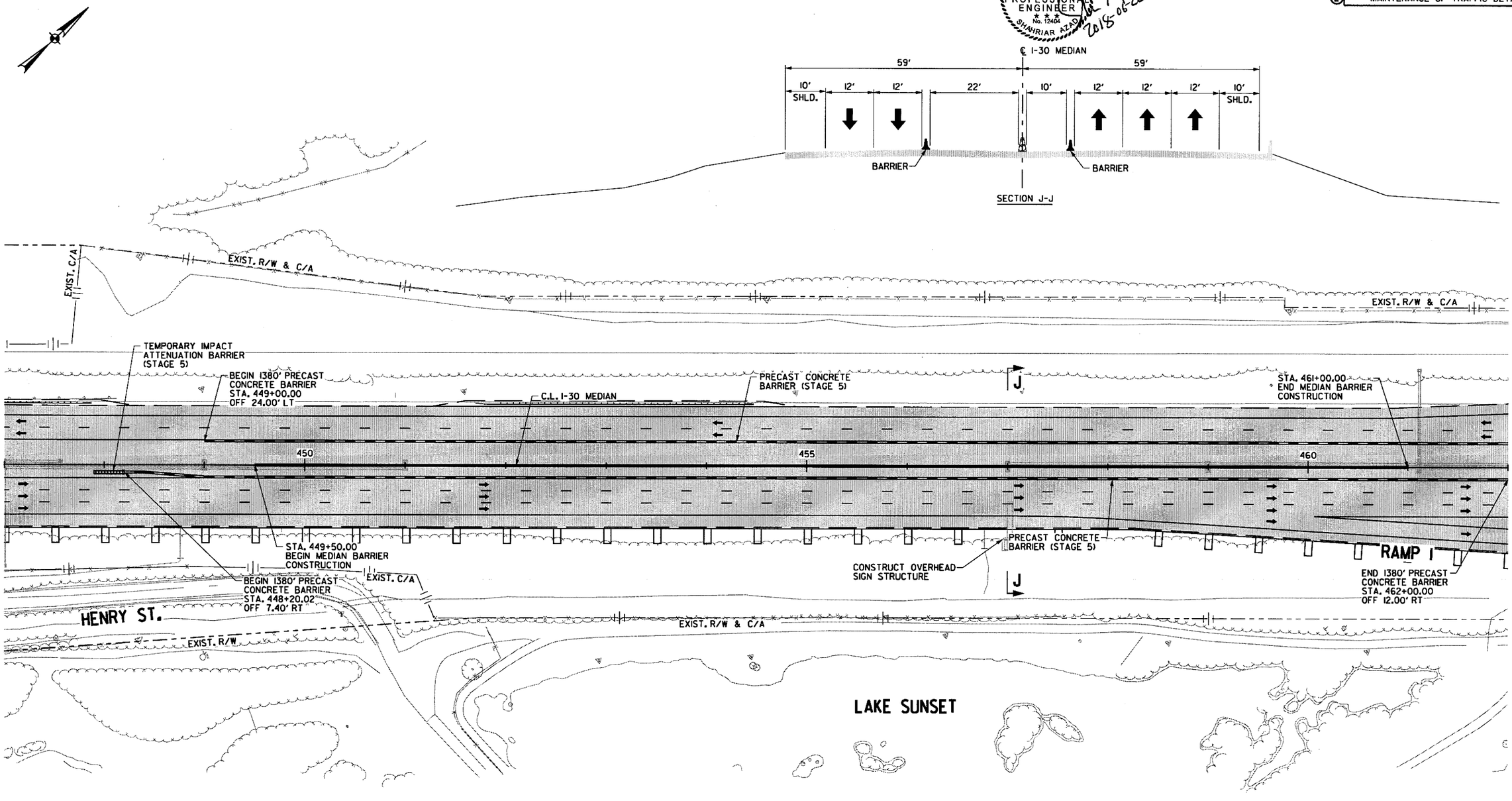
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	537	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
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- ACHM OVERLAY
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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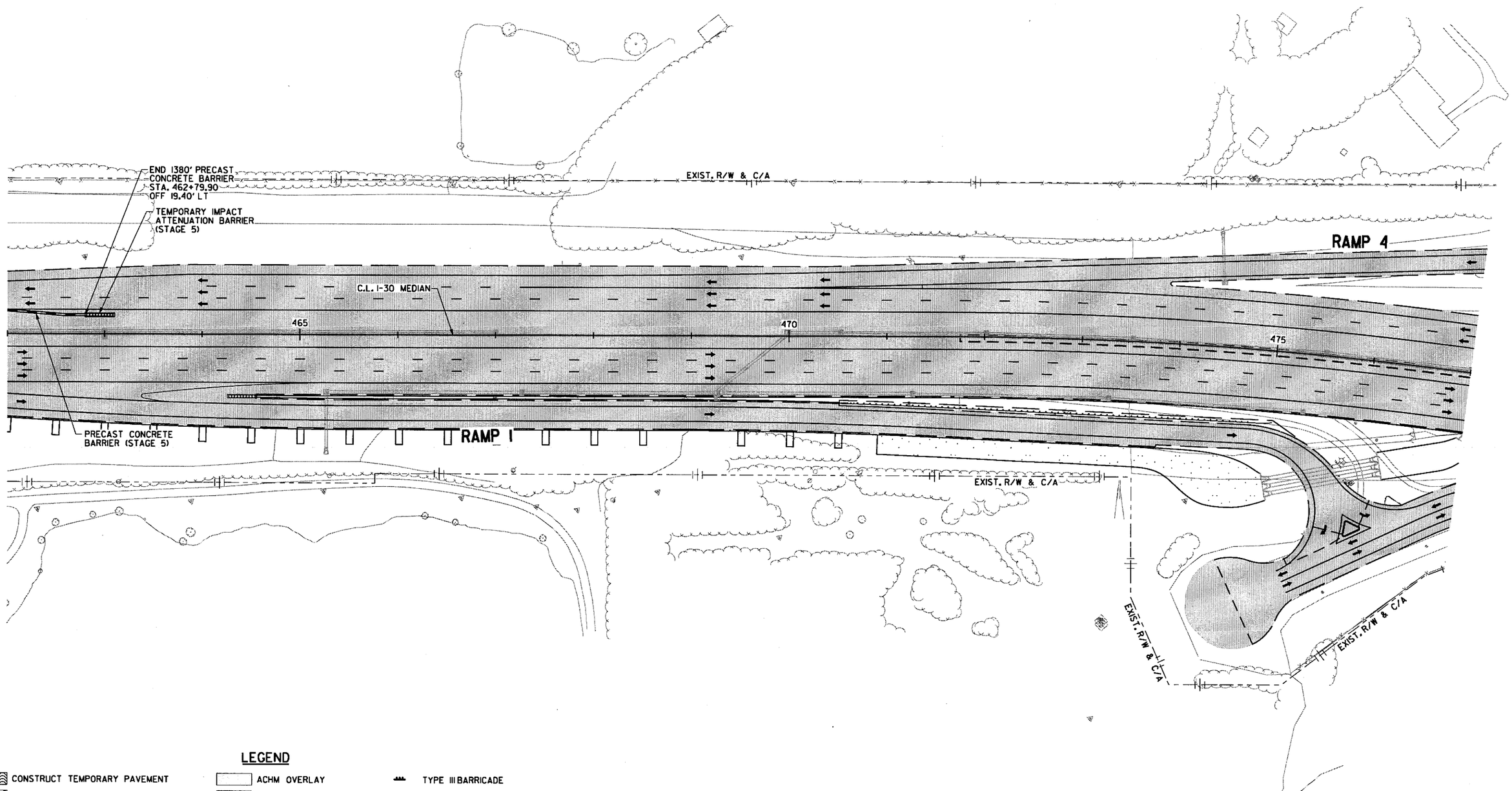
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
BRIAN AZAR
2018-06-22



LEGEND

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- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
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- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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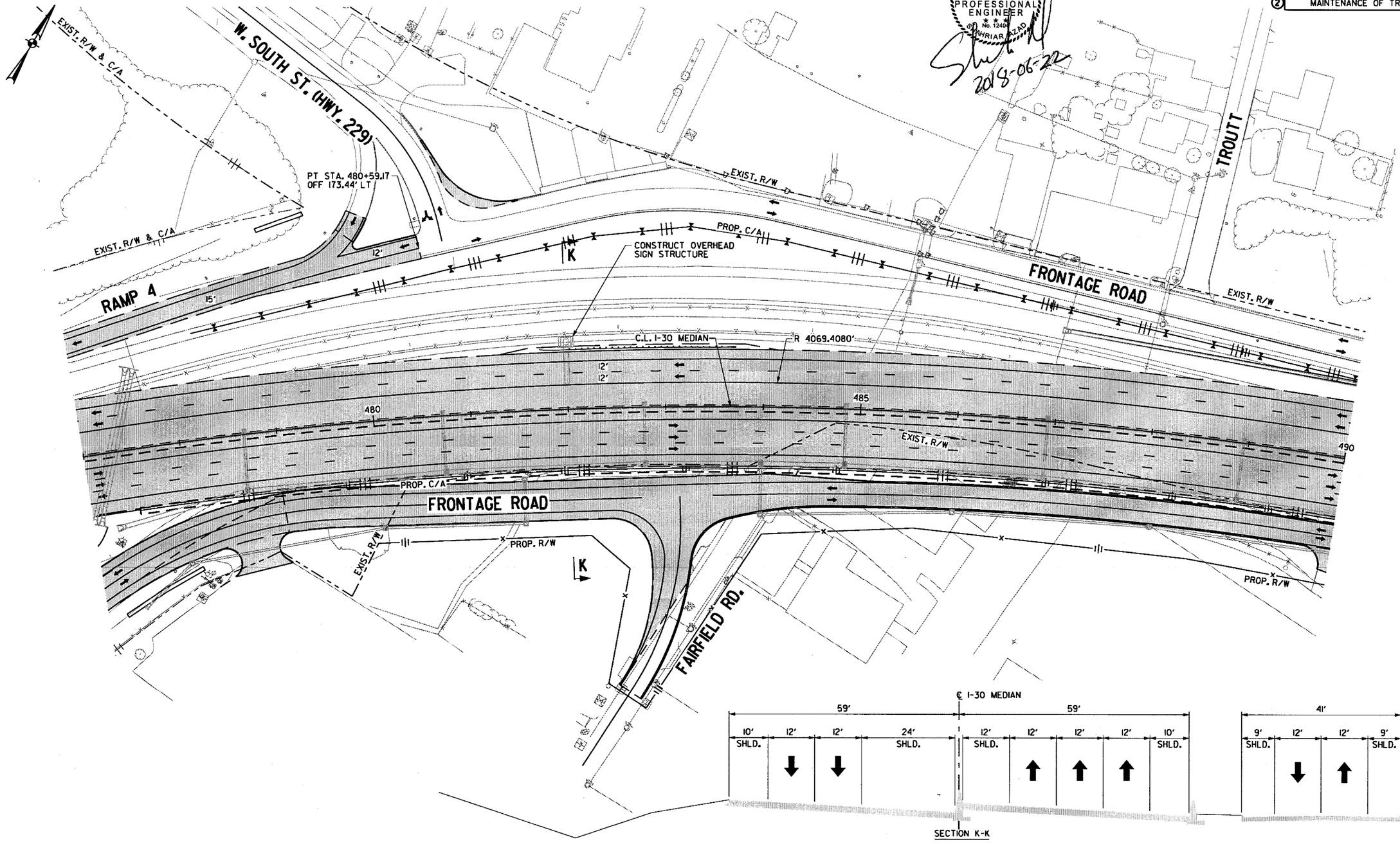
				JOB NO.		CA0601	539	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHRIAR LEAD
2018-06-22



LEGEND

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- BRIDGE
- REMOVE PAVEMENT
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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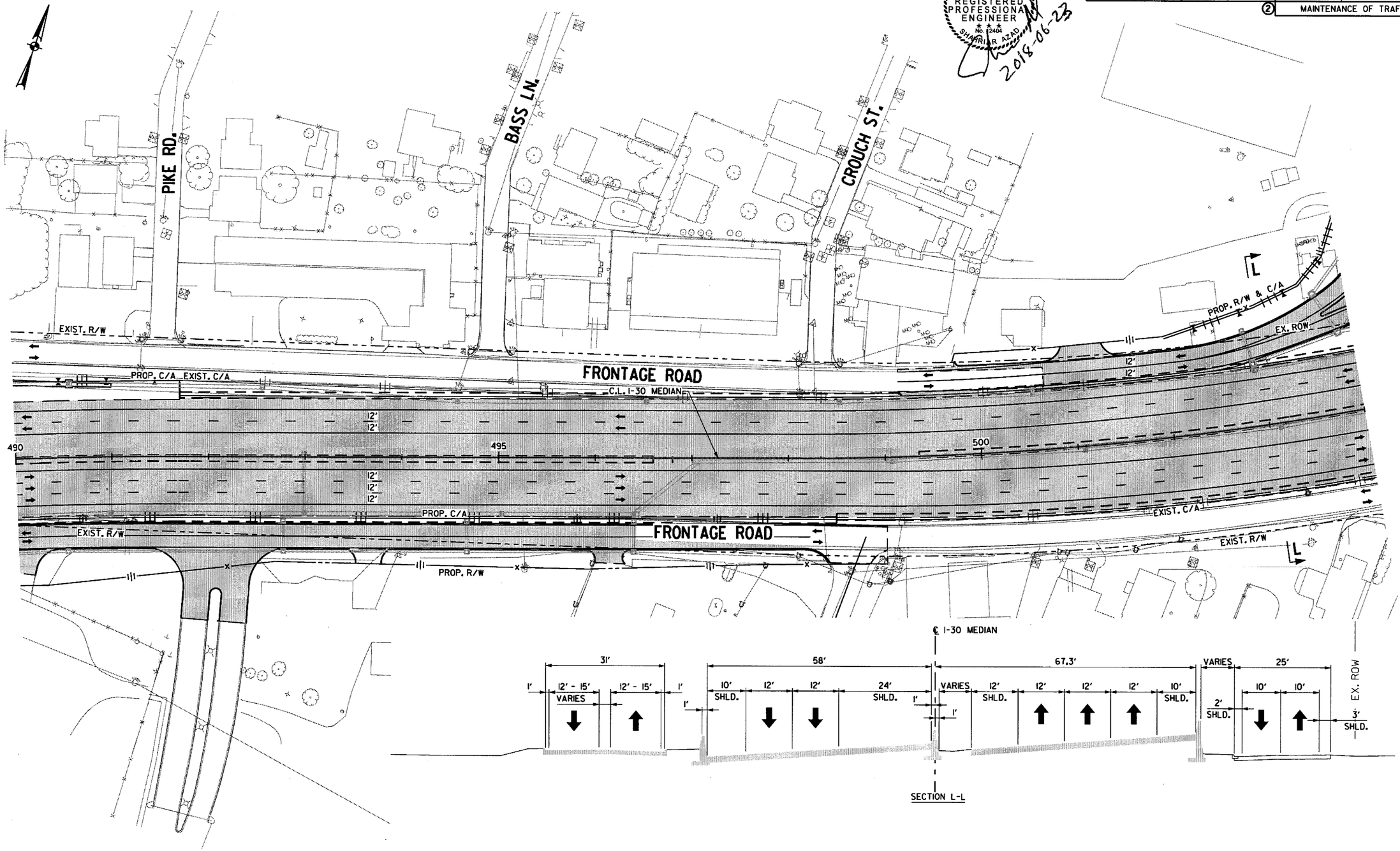
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	540	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23



LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
- CONSTRUCT PERMANENT PAVEMENT/BRIDGE
- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- ACHM OVERLAY
- BRIDGE
- REMOVE PAVEMENT
- TEMPORARY PRECAST CONCRETE BARRIER WALL
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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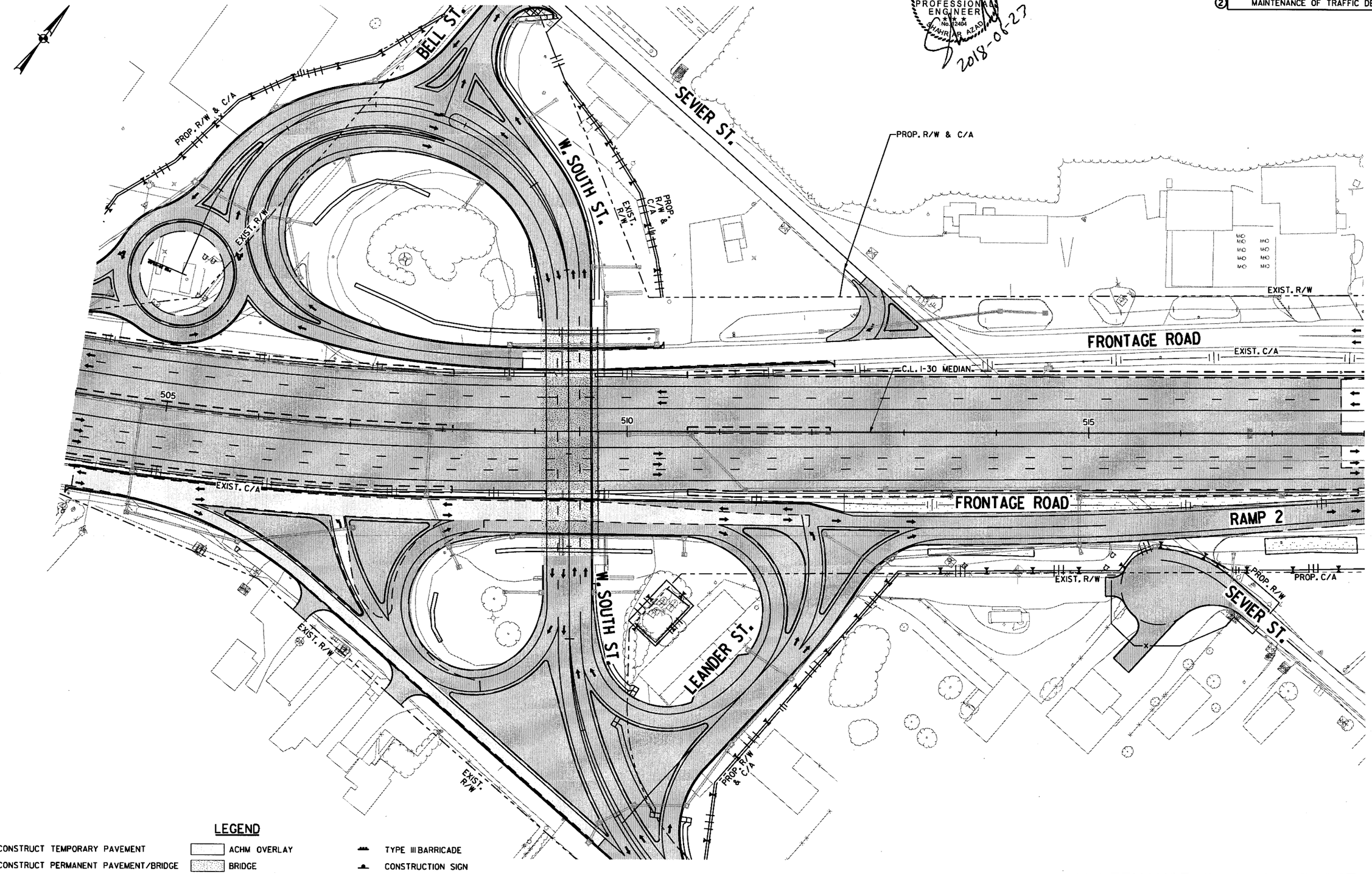
				6	ARK.			
				JOB NO.		CA0601	541	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-27



LEGEND

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MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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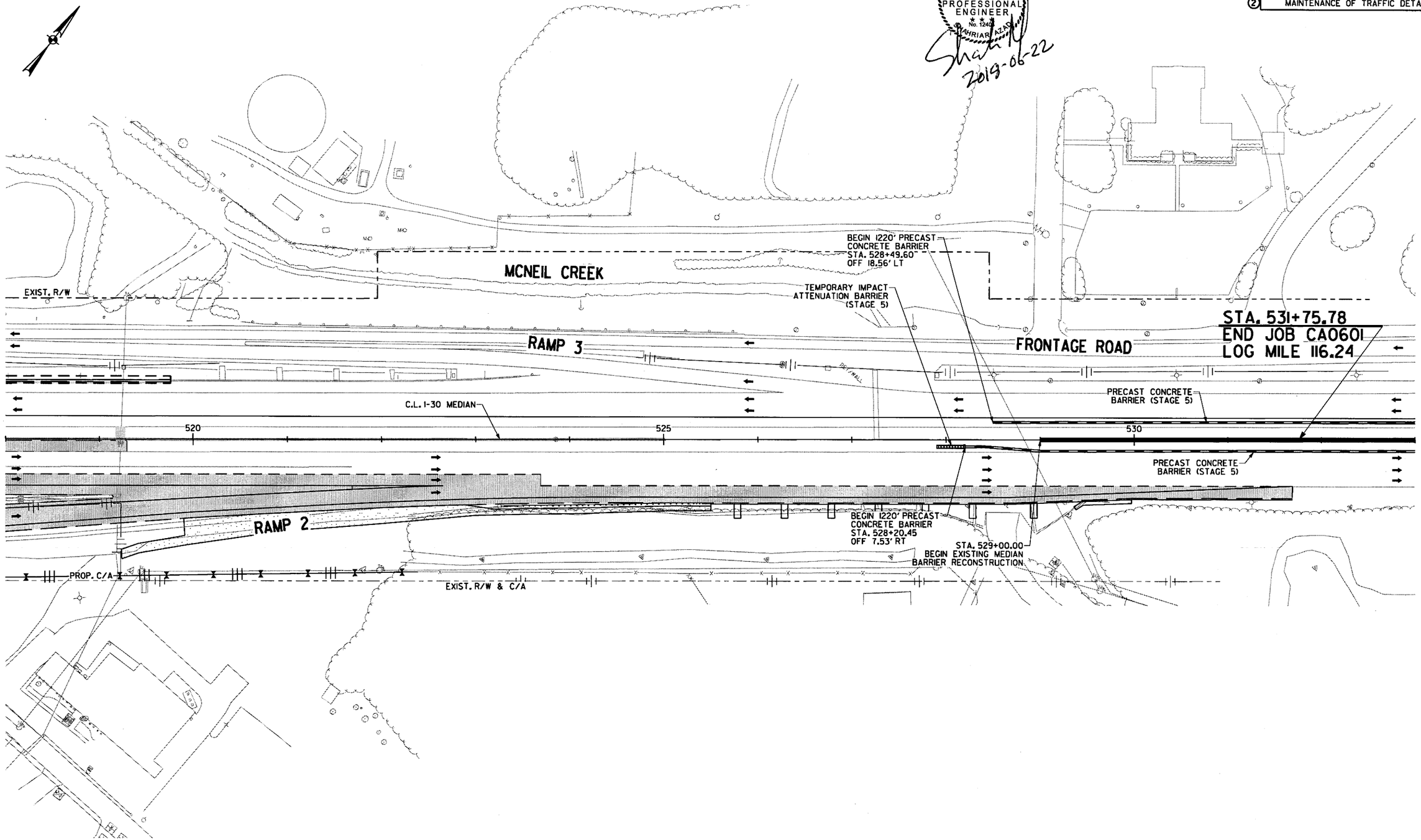
6	ARK.			
JOB NO.		CA0601	542	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHAHRIAR AZAD
2019-06-22



LEGEND

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- TEMPORARY PAVEMENT
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- BRIDGE
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- TYPE III BARRICADE
- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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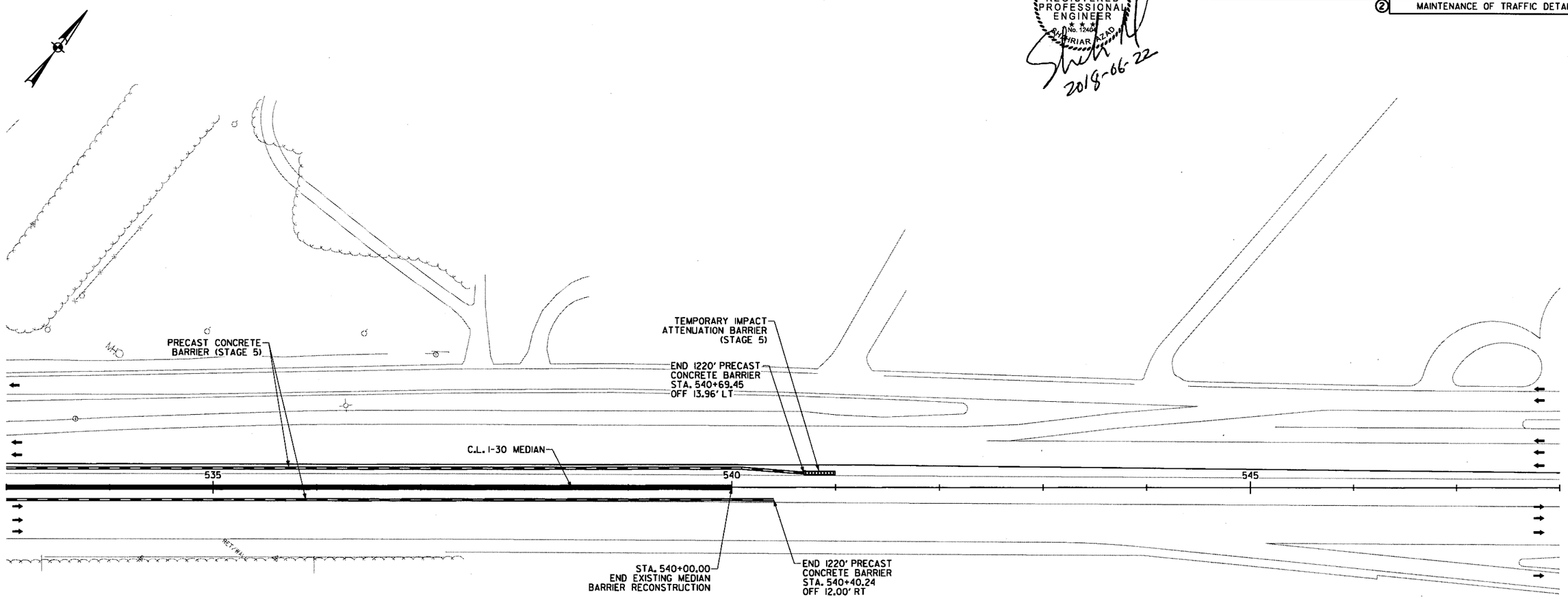
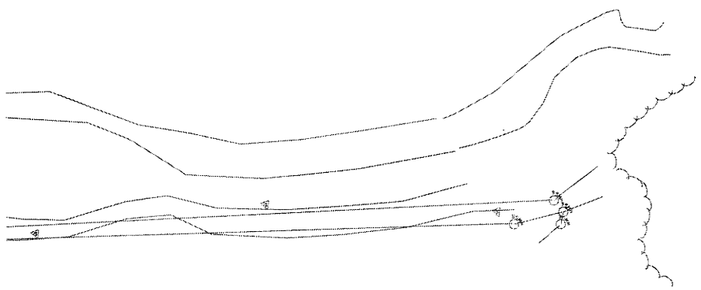
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	543	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
BRIAN A. ZAO
2018-06-22





LEGEND

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- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

MAINTENANCE OF TRAFFIC DETAILS STAGE 5

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				JOB NO.		CA0601	544	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHRIAR AZAD
2018-06-22

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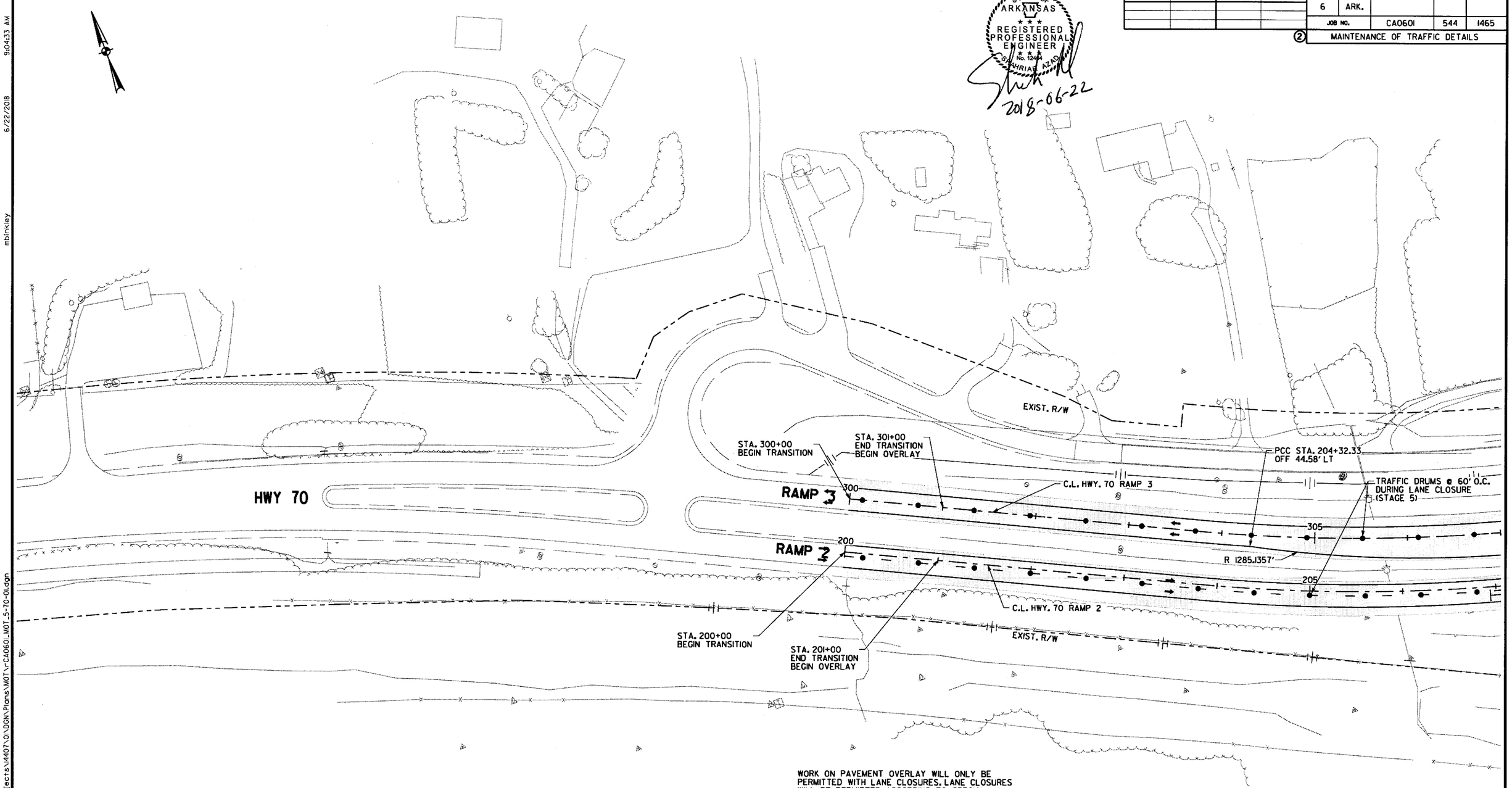

WORK ON PAVEMENT OVERLAY WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 70 AND THE OVERLAY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE PAVEMENT DROPOFF.

LEGEND

- CONSTRUCT TEMPORARY PAVEMENT
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- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

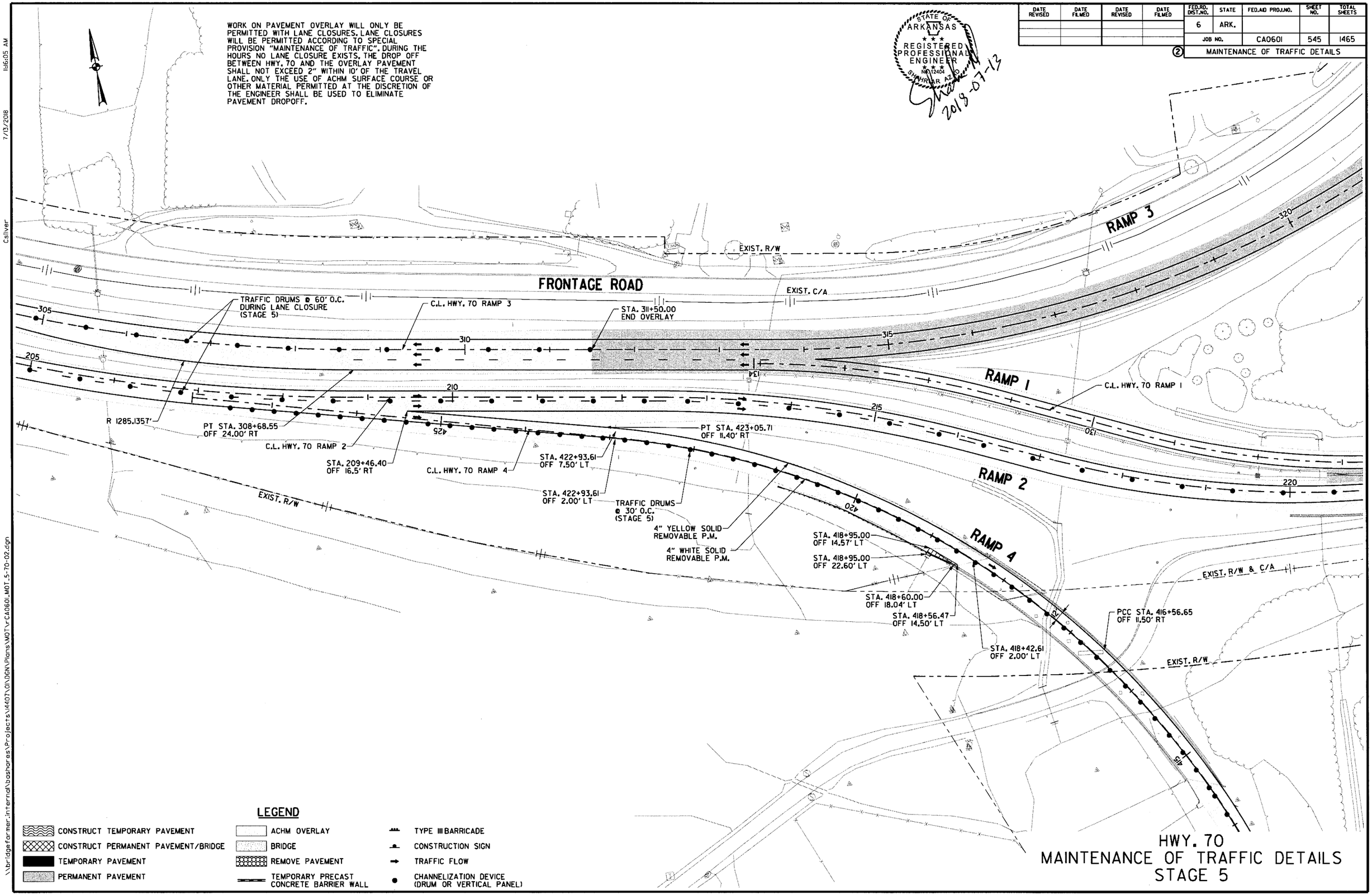
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	545	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

Shahriar 2018-07-13

WORK ON PAVEMENT OVERLAY WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 70 AND THE OVERLAY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE PAVEMENT DROPOFF.



LEGEND

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HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	546	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 19404
SHAHRIAR AZAD
2018-06-22

RAMP 3

EXIST. R/W

C.L. HWY. 70 RAMP 3

320

325

260

RAMP 1

110

255

105

TRAFFIC DRUMS @ 60' O.C. DURING LANE CLOSURE (STAGE 5)

R 1138.4156'

220

C.L. I-30 MEDIAN

STA. 222+30.36 END OVERLAY

WORK ON PAVEMENT OVERLAY WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS, THE DROP OFF BETWEEN HWY. 70 AND THE OVERLAY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE PAVEMENT DROPOFF.

EXIST. R/W & C/A

250

100

235

10

PC STA. 8+59.40 OFF 12.00' LT

PROP. R/W

PI STA. 223+17.69 OFF 7.50' RT

225

C.L. HWY. 70 RAMP 1

PI STA. 7+96.79 OFF 12.00' LT

RAMP 2

STA. 7+21.80 OFF 9.93' LT

C.L. FRONTAGE RD. A-1

120

230

5

EXIST. R/W

PAWNEE DR

EXIST. C/A

FRONTAGE RD

EXIST. R/W & C/A

C.L. HWY. 70 RAMP 2

EXIST. R/W

LEGEND

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HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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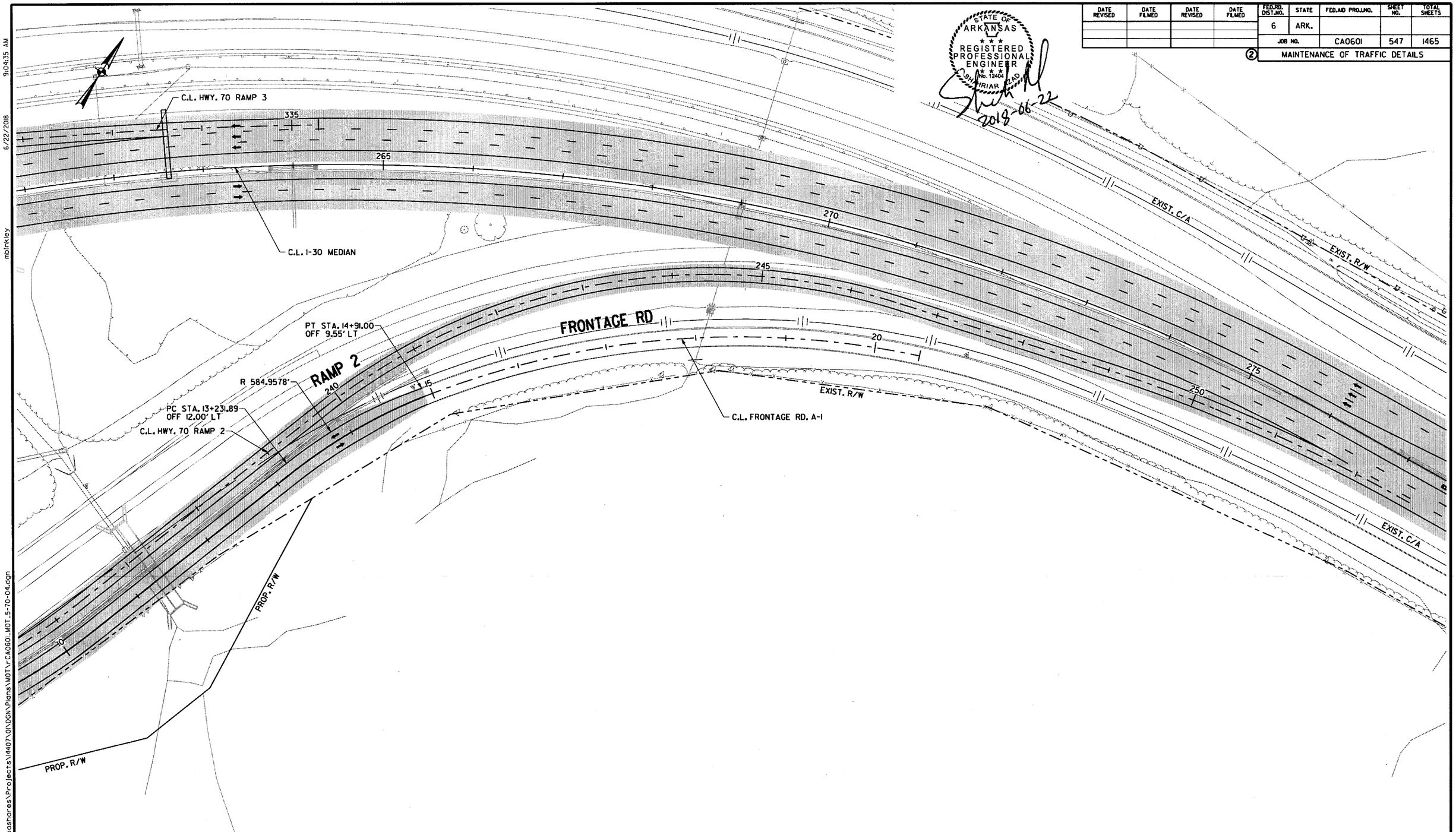
				JOB NO.		CA0601	547	1465

② MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



LEGEND

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HWY. 70
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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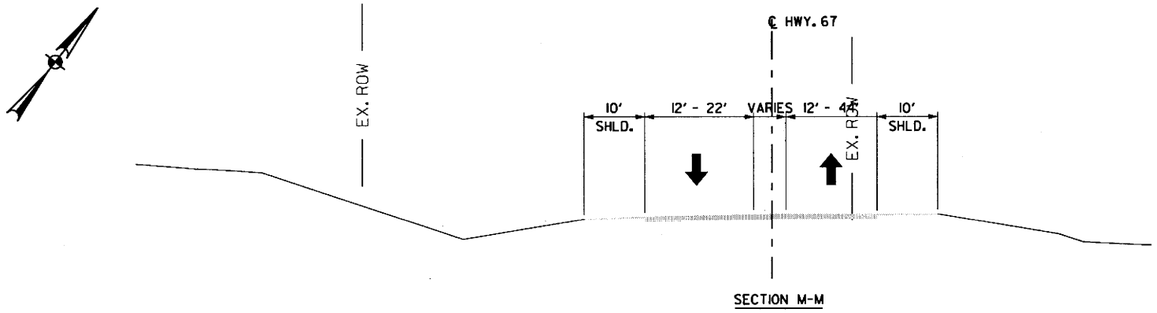
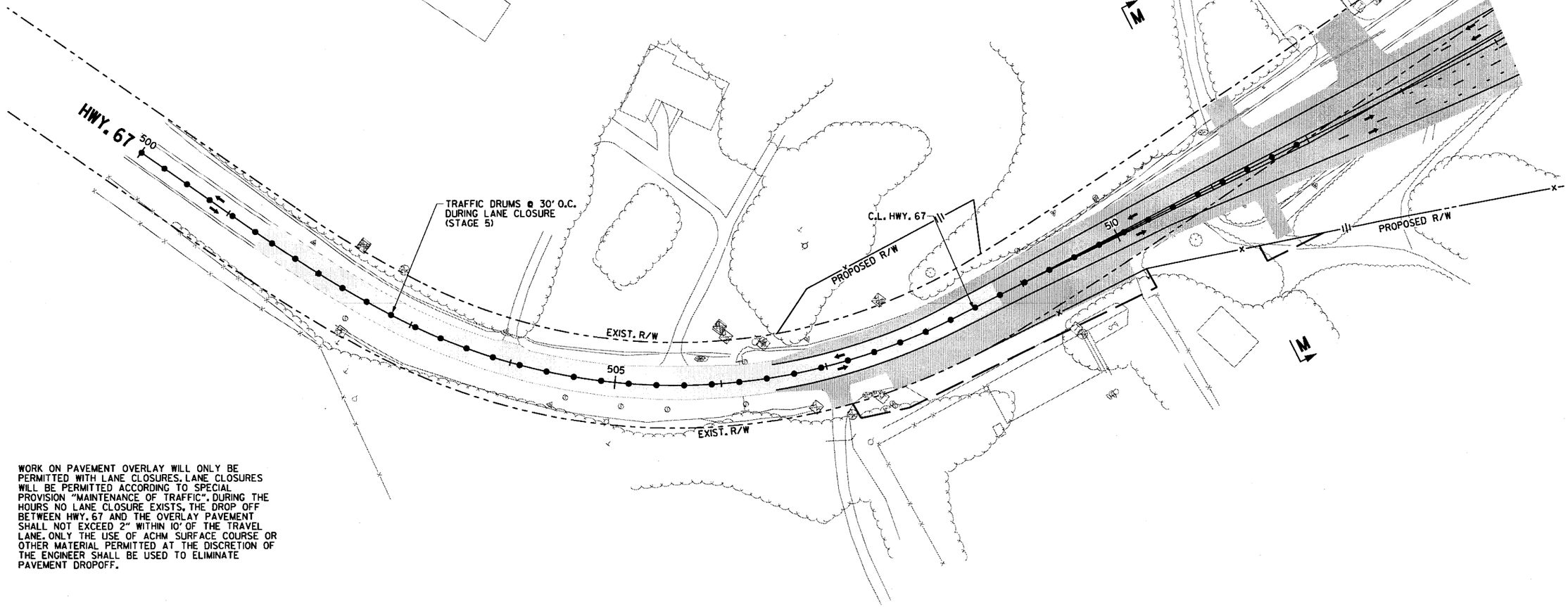
				6	ARK.			
				JOB NO.		CA0601	548	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AZAD
2018-06-22



NOTE: REFER TO ARDOT STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION TC-2 FOR ONE LANE CLOSED WITH FLAGGER.



WORK ON PAVEMENT OVERLAY WILL ONLY BE PERMITTED WITH LANE CLOSURES. LANE CLOSURES WILL BE PERMITTED ACCORDING TO SPECIAL PROVISION "MAINTENANCE OF TRAFFIC". DURING THE HOURS NO LANE CLOSURE EXISTS. THE DROP OFF BETWEEN HWY. 67 AND THE OVERLAY PAVEMENT SHALL NOT EXCEED 2" WITHIN 10' OF THE TRAVEL LANE. ONLY THE USE OF ACHM SURFACE COURSE OR OTHER MATERIAL PERMITTED AT THE DISCRETION OF THE ENGINEER SHALL BE USED TO ELIMINATE PAVEMENT DROPOFF.

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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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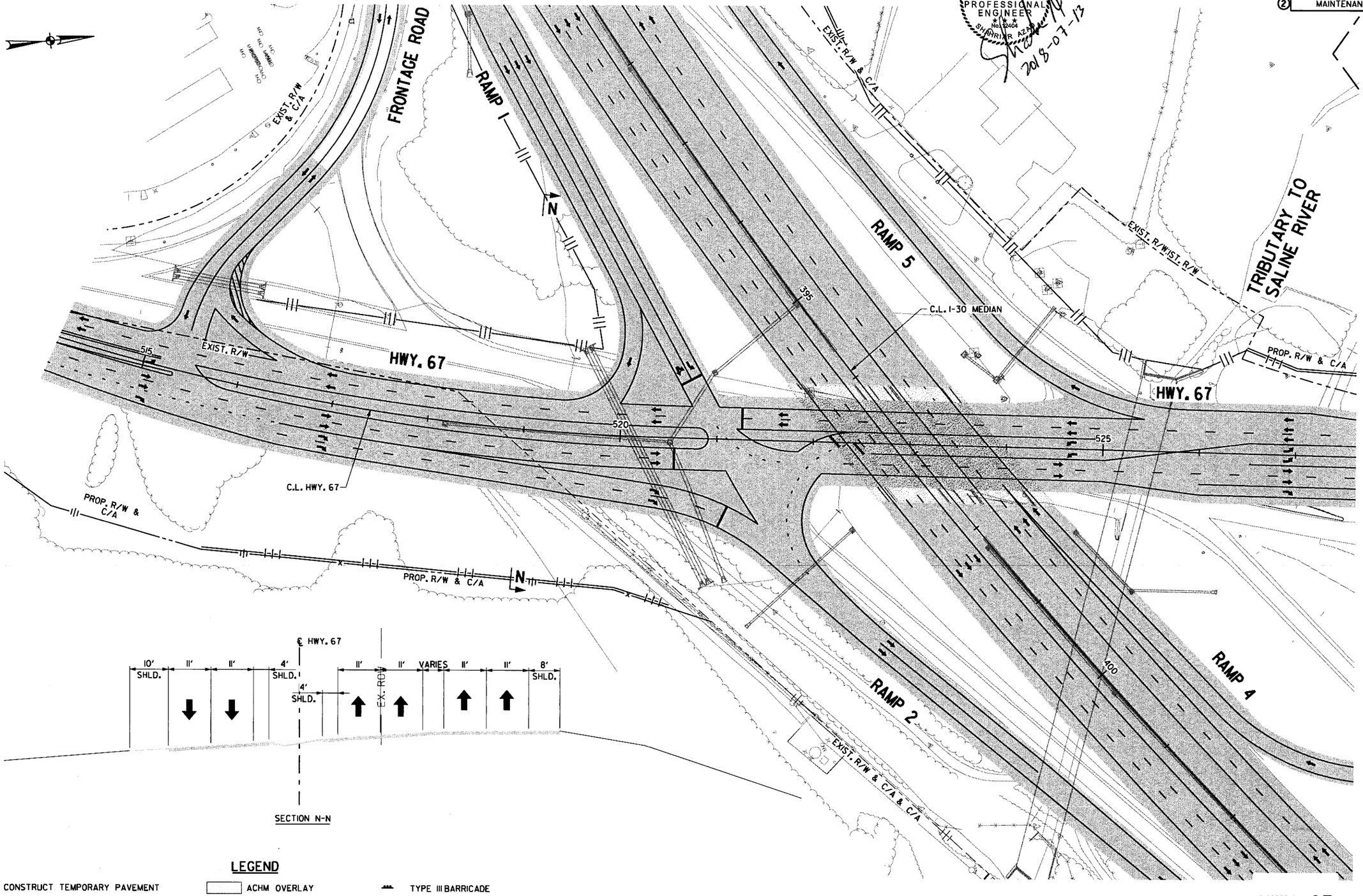
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	549	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIR AZIZ
2018-07-13



LEGEND

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- TRAFFIC FLOW
- CHANNELIZATION DEVICE (DRUM OR VERTICAL PANEL)

HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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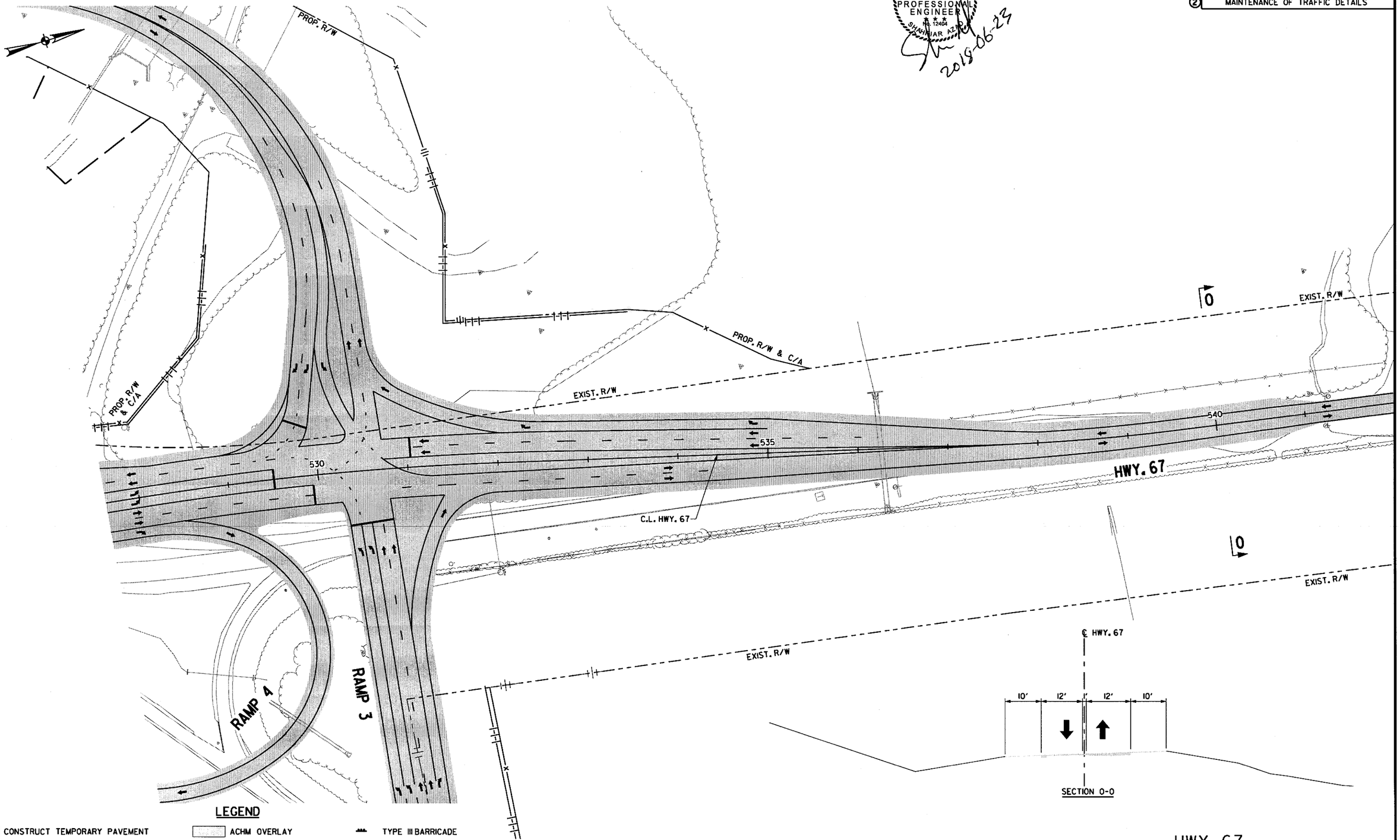
				6	ARK.			
				JOB NO.		CA0601	550	1465
				②	MAINTENANCE OF TRAFFIC DETAILS			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZIM
2018-06-22



LEGEND

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HWY. 67
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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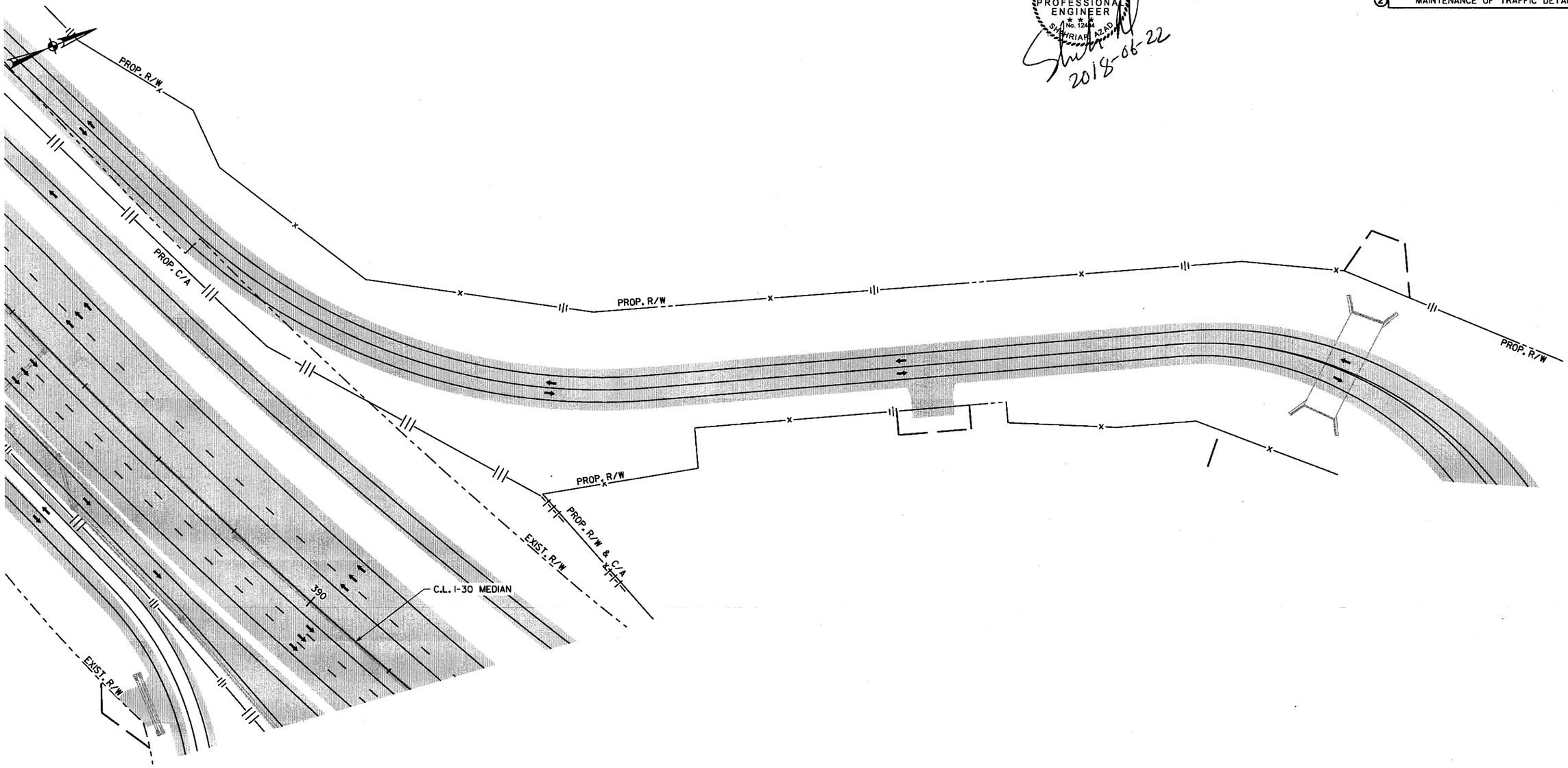
				6	ARK.			
				JOB NO.		CA0601	551	1465

(2) MAINTENANCE OF TRAFFIC DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZAD
2018-06-22



LEGEND

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FRONTAGE RD. B
MAINTENANCE OF TRAFFIC DETAILS
STAGE 5

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9304
SHAHRIAR AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	552	1465

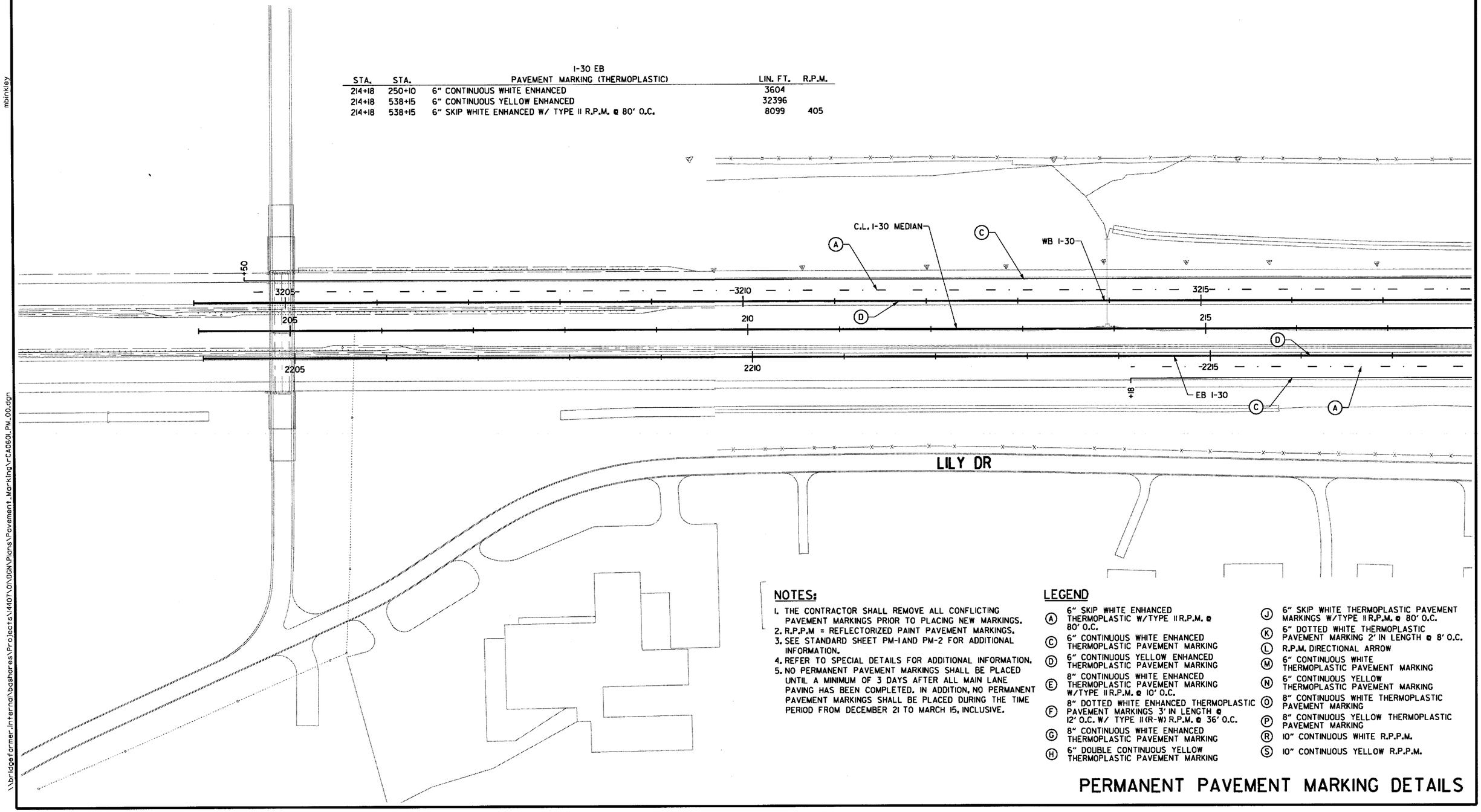
(2) PERMANENT PAVEMENT MARKING DETAILS

I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
204+50	230+25	6" CONTINUOUS WHITE ENHANCED	2574	
204+50	550+85	6" CONTINUOUS YELLOW ENHANCED	34642	
204+50	550+36	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	8650	433

I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
214+18	250+10	6" CONTINUOUS WHITE ENHANCED	3604	
214+18	538+15	6" CONTINUOUS YELLOW ENHANCED	32396	
214+18	538+15	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	8099	405



NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
5. NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II(R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	553	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

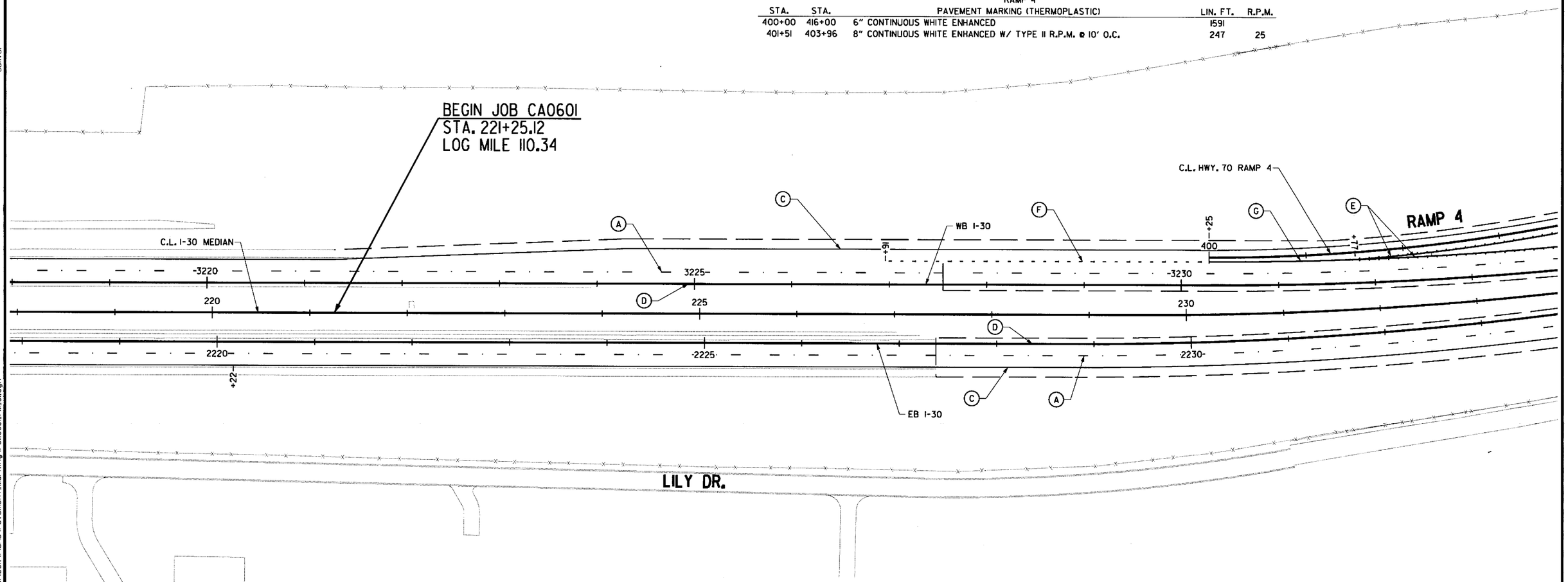
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2019-07-13

I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
226+91	230+25	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	84	19
230+25	231+77	8" CONTINUOUS WHITE ENHANCED	151	
231+77	234+29	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	248	25

RAMP 4

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
400+00	416+00	6" CONTINUOUS WHITE ENHANCED	1591	
401+51	403+96	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	247	25



NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
5. NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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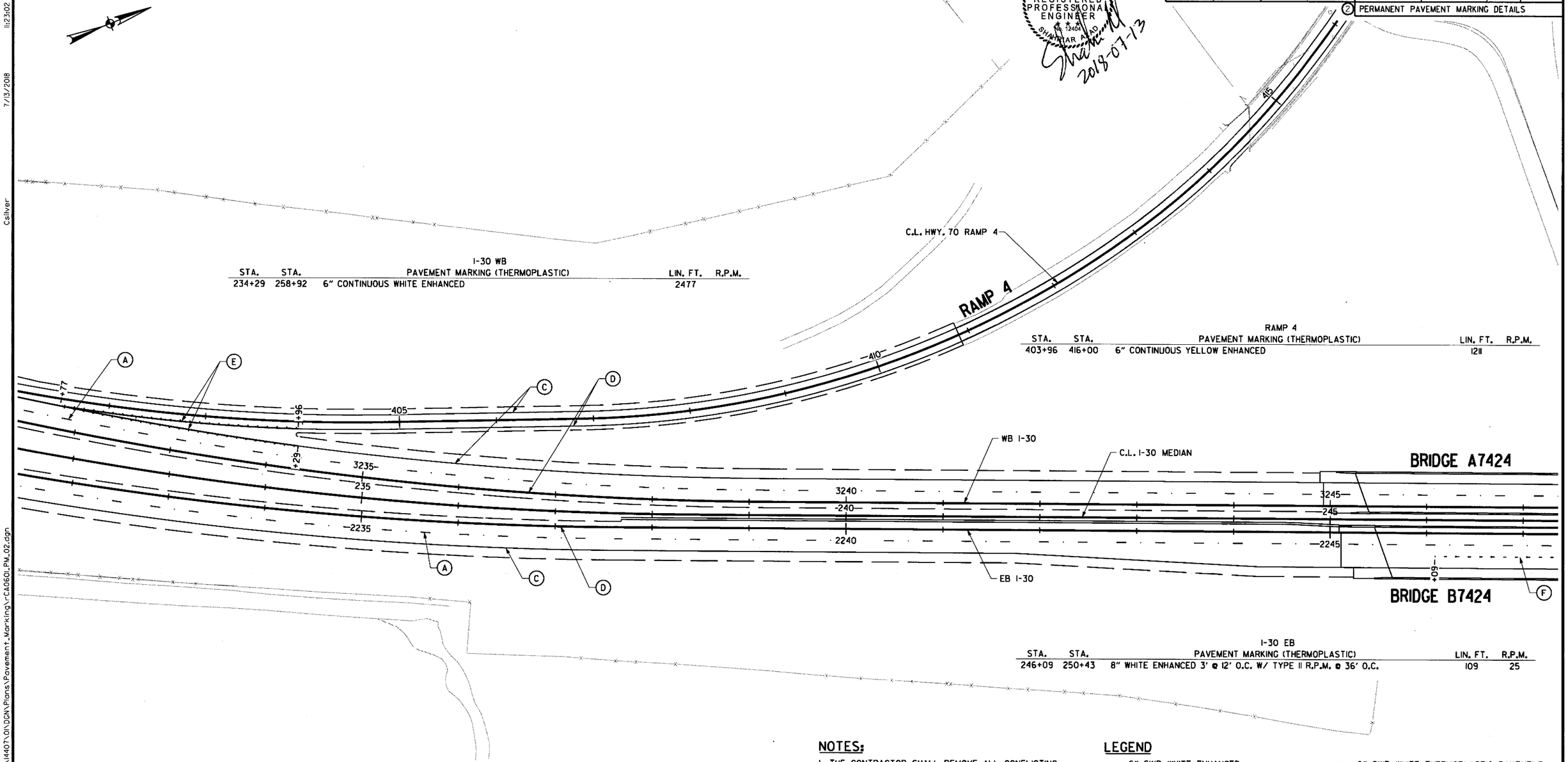
				6	ARK.			
				JOB NO.		CA0601	554	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2018-07-13



I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
234+29	258+92	6" CONTINUOUS WHITE ENHANCED	2477	

RAMP 4

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
403+96	416+00	6" CONTINUOUS YELLOW ENHANCED	1211	

I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
246+09	250+43	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	109	25

NOTES:

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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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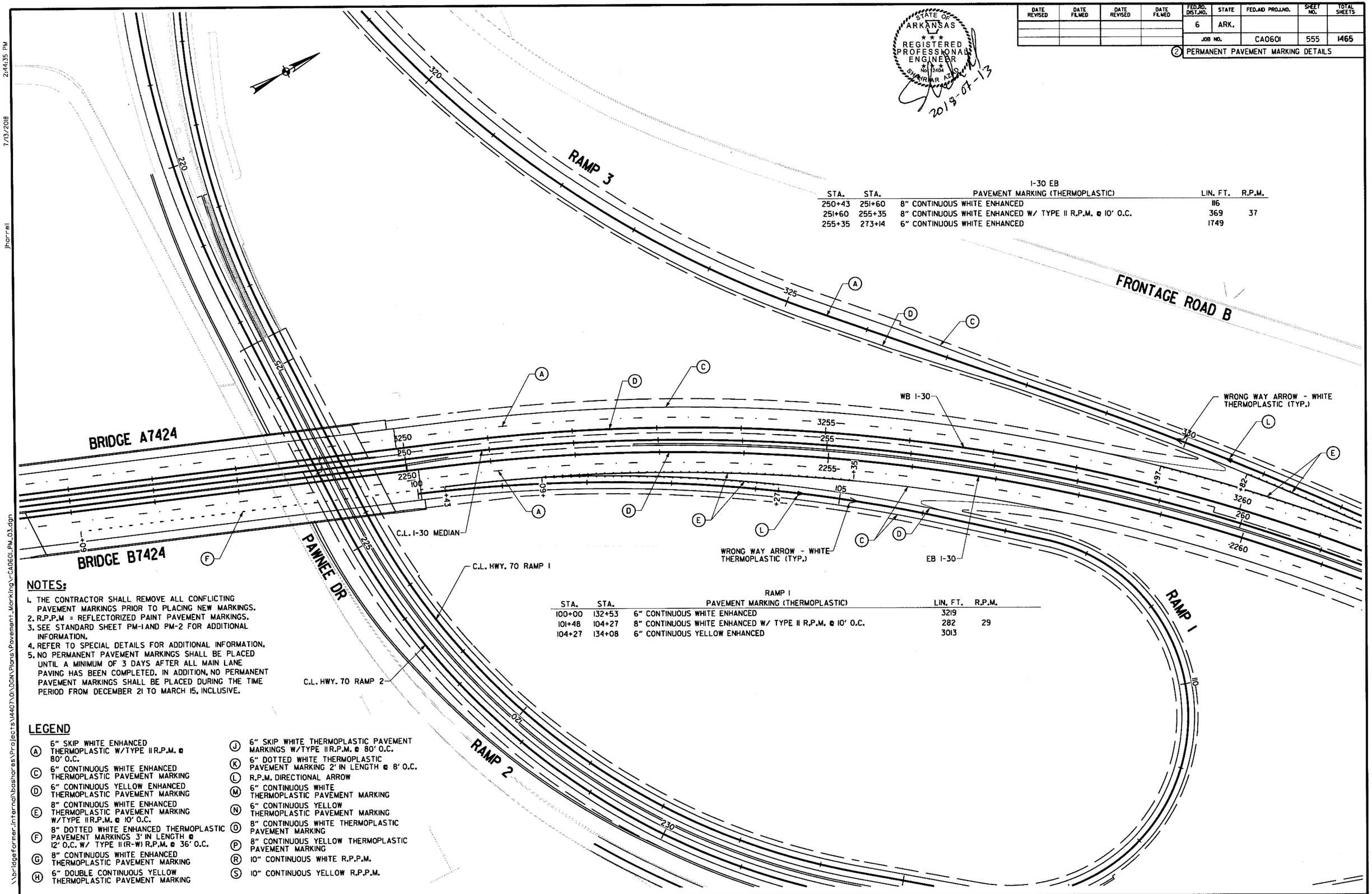
				JOB NO.		CA0601	555	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
250+43	251+60	8" CONTINUOUS WHITE ENHANCED	116	
251+60	255+35	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	369	37
255+35	273+14	6" CONTINUOUS WHITE ENHANCED	1749	

RAMP I

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
100+00	132+53	6" CONTINUOUS WHITE ENHANCED	3219	
101+48	104+27	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	282	29
104+27	134+08	6" CONTINUOUS YELLOW ENHANCED	3013	

NOTES:

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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
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- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

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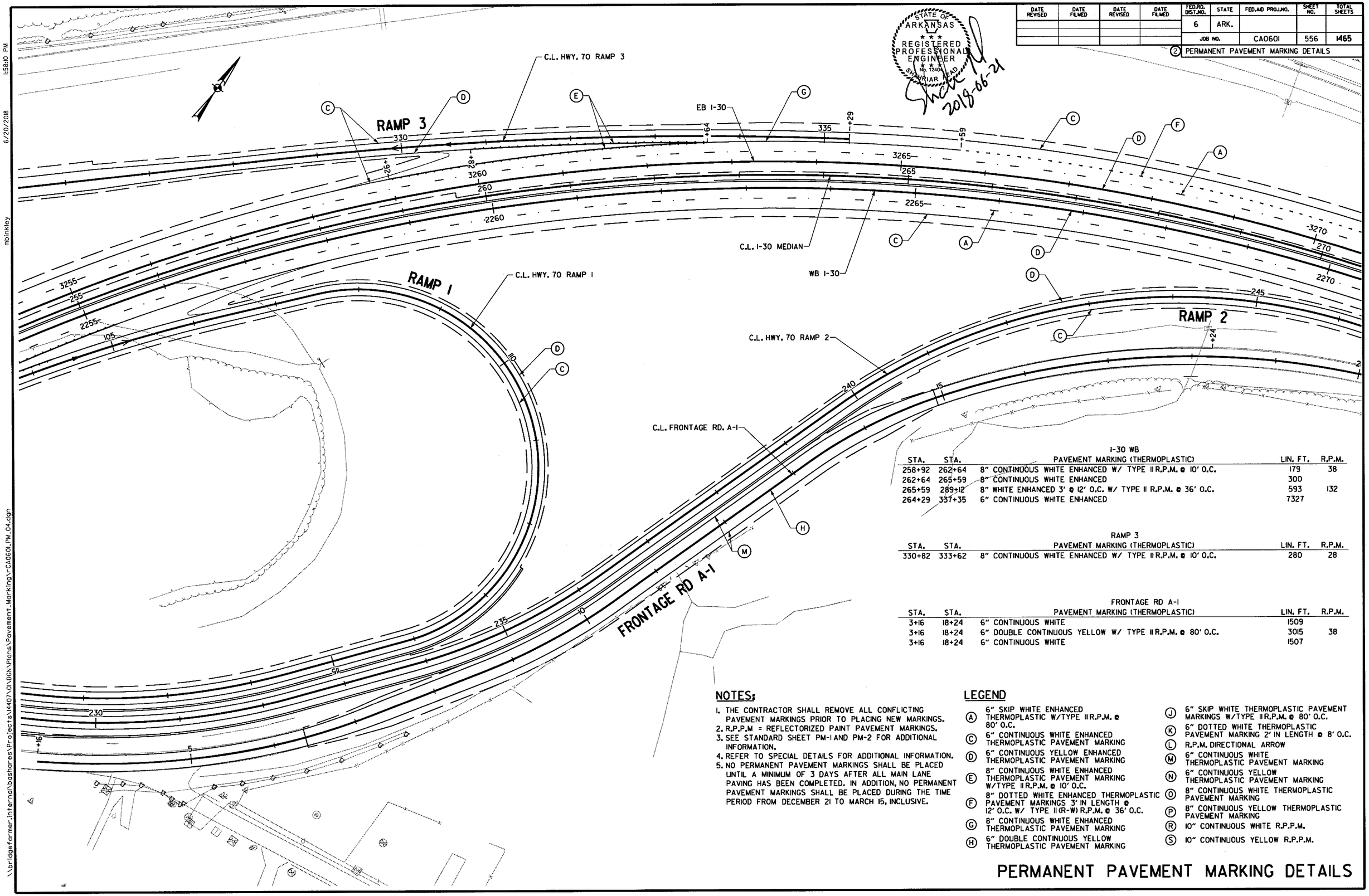
				6	ARK.			
				JOB NO.		CA0601	556	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASAD
2018-06-21



I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
258+92	262+64	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	179	38
262+64	265+59	8" CONTINUOUS WHITE ENHANCED	300	
265+59	289+12	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	593	132
264+29	337+35	6" CONTINUOUS WHITE ENHANCED	7327	

RAMP 3

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
330+82	333+62	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	280	28

FRONTAGE RD A-1

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
3+16	18+24	6" CONTINUOUS WHITE	1509	
3+16	18+24	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	3015	38
3+16	18+24	6" CONTINUOUS WHITE	1507	

NOTES:

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LEGEND

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- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
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PERMANENT PAVEMENT MARKING DETAILS

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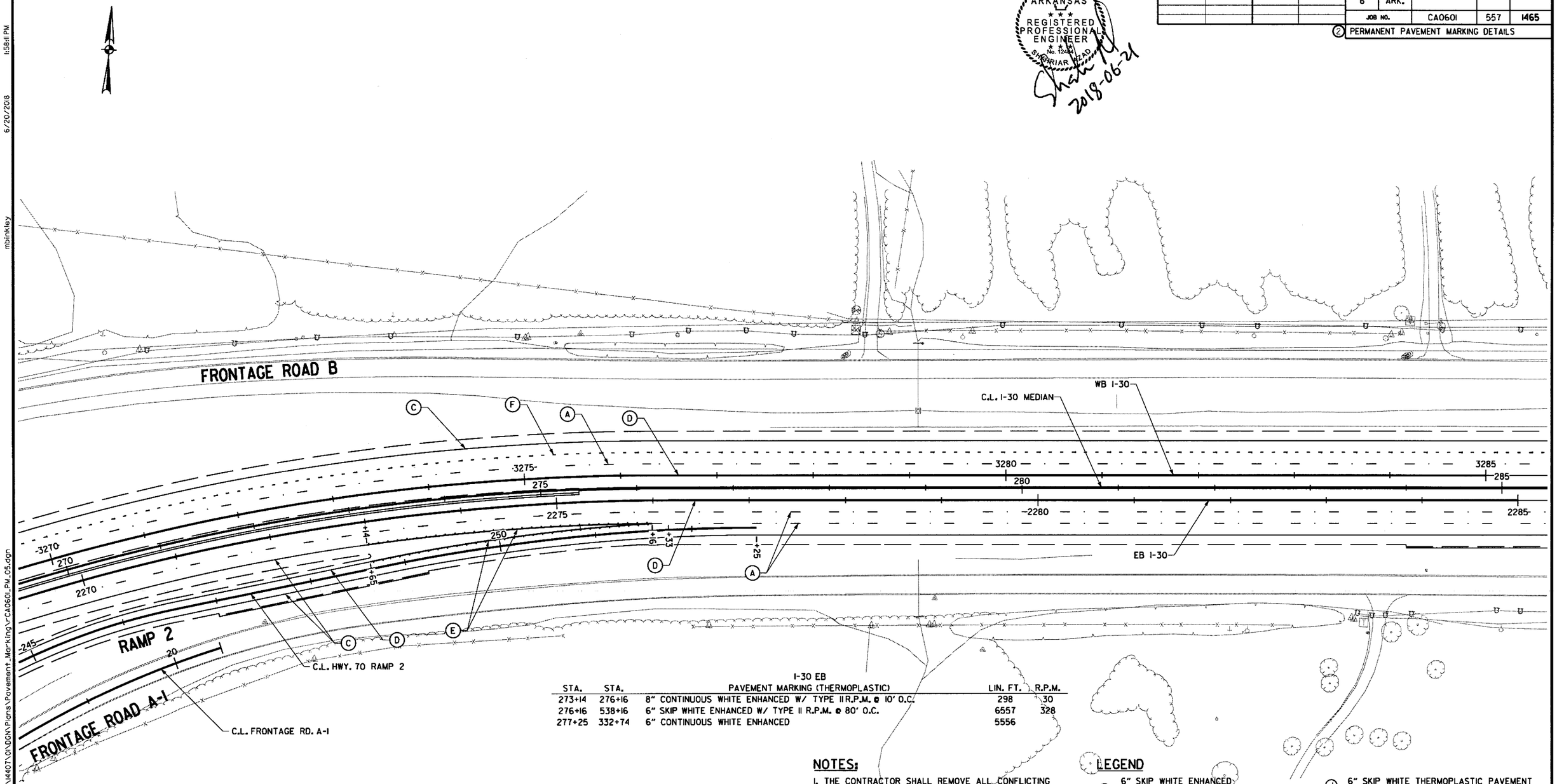
				6	ARK.			
				JOB NO.		CA0601	557	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHARRIAR AZAD
2018-06-21



I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
273+14	276+16	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	298	30
276+16	538+16	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	6557	328
277+25	332+74	6" CONTINUOUS WHITE ENHANCED	5556	

RAMP 2

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
248+65	251+60	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	297	30

NOTES:

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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
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PERMANENT PAVEMENT MARKING DETAILS

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				6	ARK.			
				JOB NO.		CA0601	558	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

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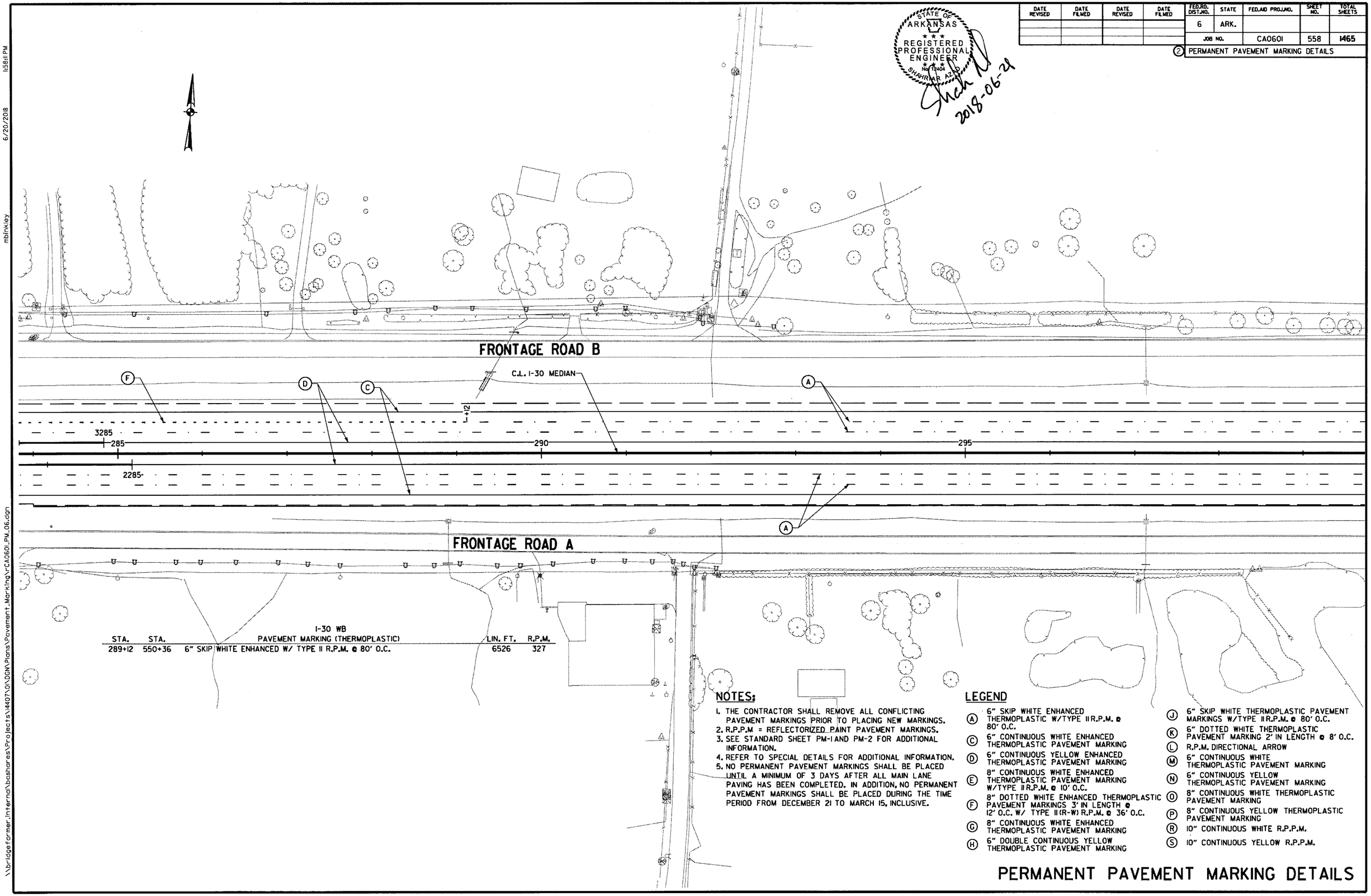

I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
289+12	550+36	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	6526	327

NOTES:

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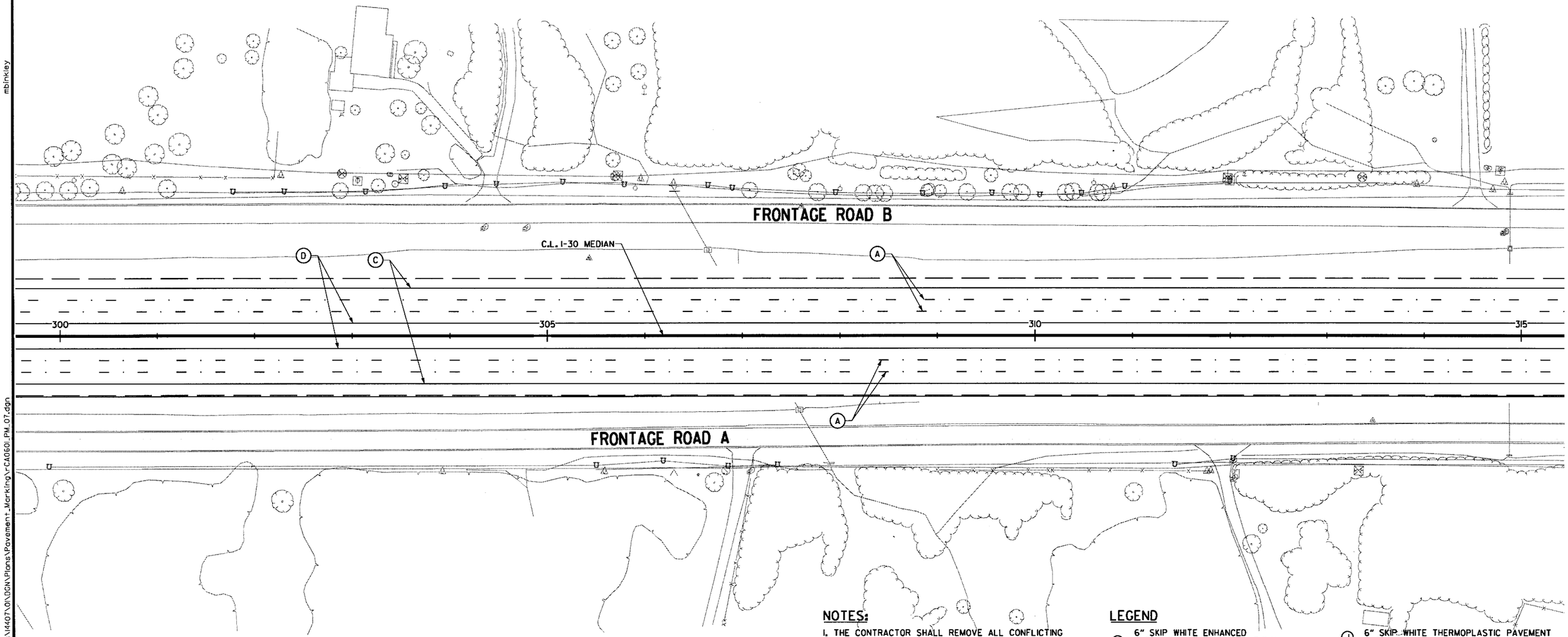
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	559	1465

(2) PERMANENT PAVEMENT MARKING DETAILS



NOTES:

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2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
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4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II(R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
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- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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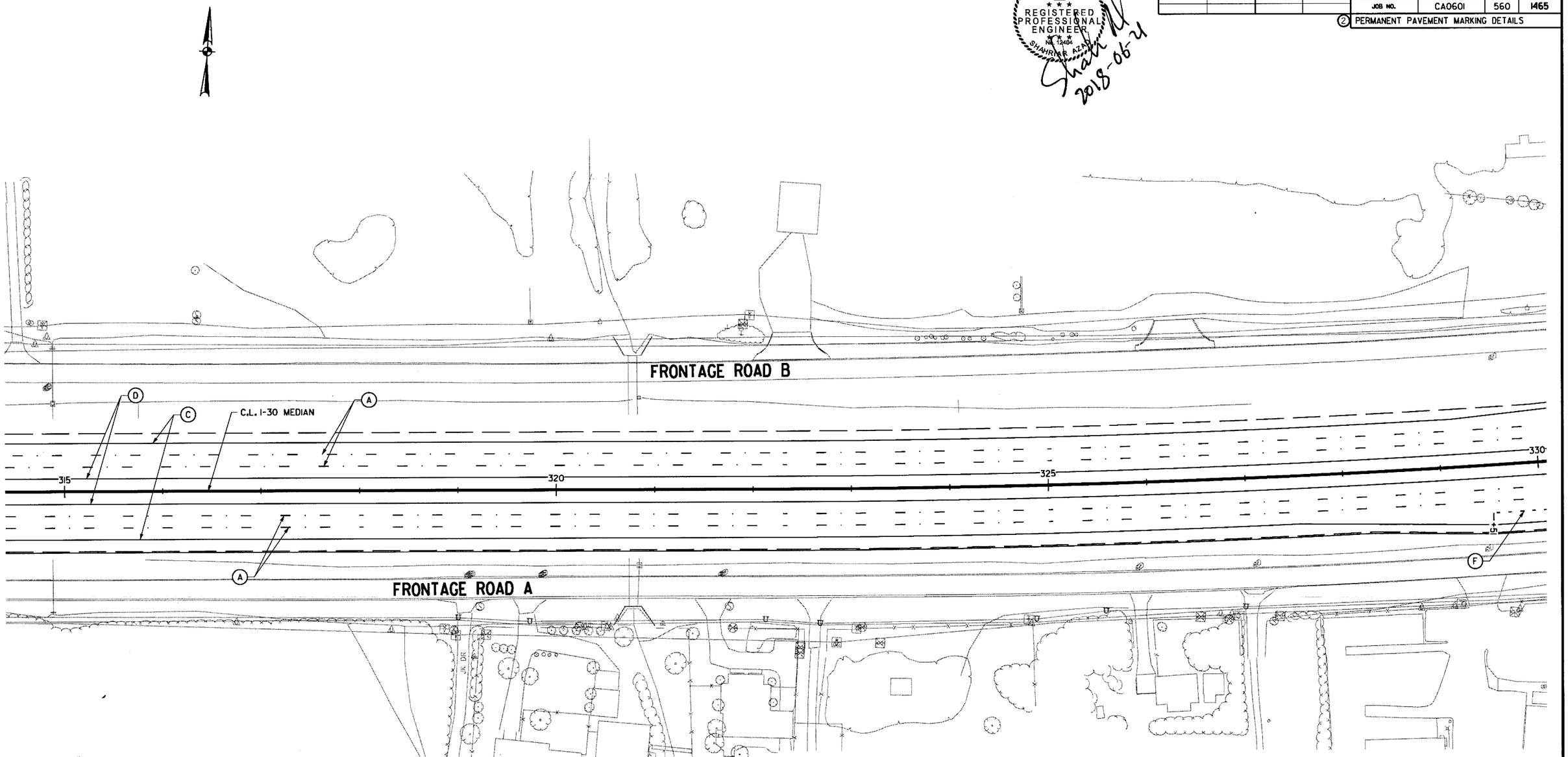
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	560	1465

(2) PERMANENT PAVEMENT MARKING DETAILS



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PERMANENT PAVEMENT MARKING DETAILS

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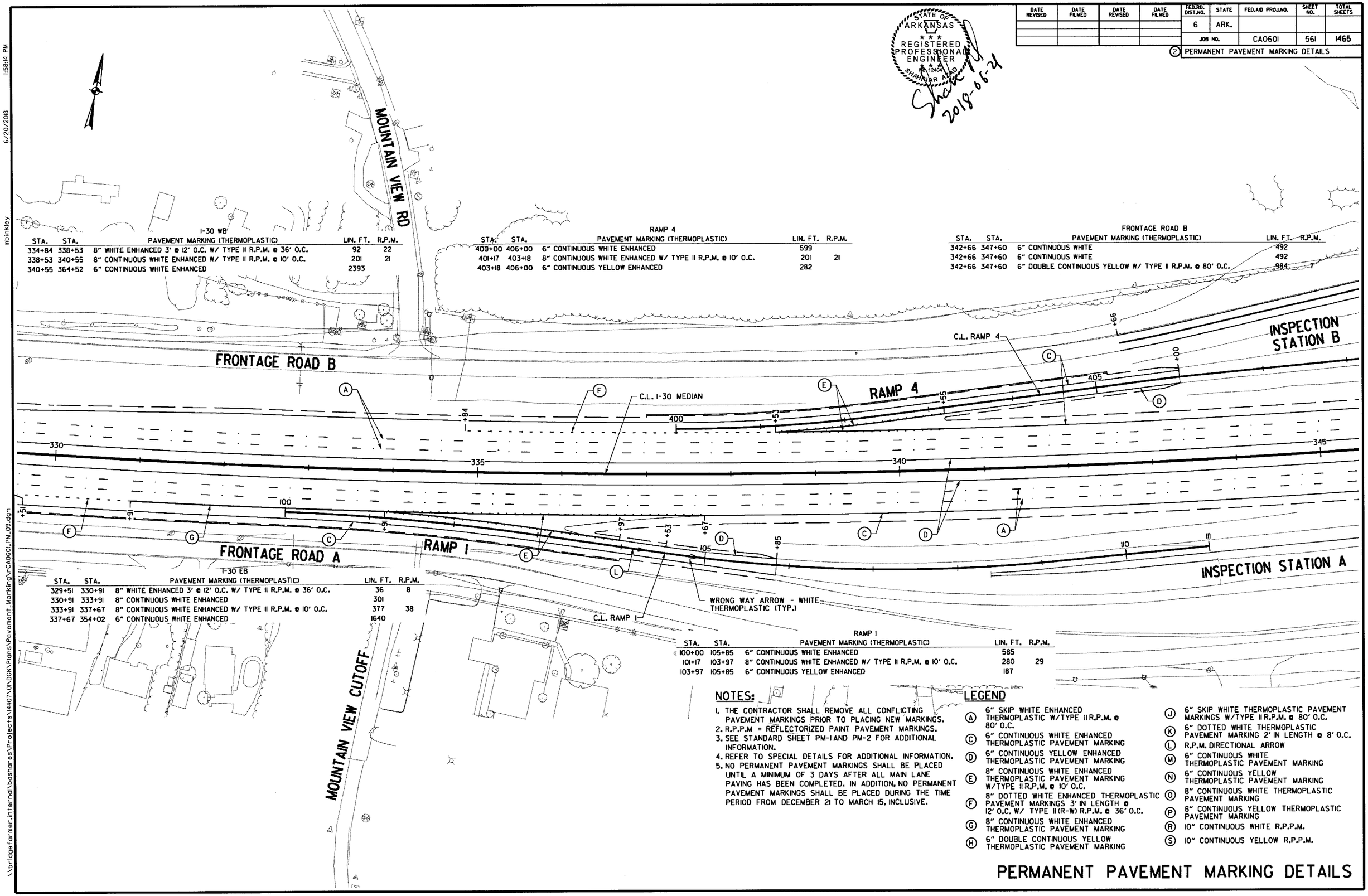
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAWNAR ALLEN
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	561	1465

(2) PERMANENT PAVEMENT MARKING DETAILS



I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
334+84	338+53	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	92	22
338+53	340+55	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	201	21
340+55	364+52	6" CONTINUOUS WHITE ENHANCED	2393	

RAMP 4

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
400+00	406+00	6" CONTINUOUS WHITE ENHANCED	599	
401+17	403+18	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	201	21
403+18	406+00	6" CONTINUOUS YELLOW ENHANCED	282	

FRONTAGE ROAD B

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
342+66	347+60	6" CONTINUOUS WHITE	492	
342+66	347+60	6" CONTINUOUS WHITE	492	
342+66	347+60	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	984	7

I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
329+51	330+91	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	36	8
330+91	333+91	8" CONTINUOUS WHITE ENHANCED	301	
333+91	337+67	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	377	38
337+67	354+02	6" CONTINUOUS WHITE ENHANCED	1640	

RAMP 1

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
100+00	105+85	6" CONTINUOUS WHITE ENHANCED	585	
101+17	103+97	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	280	29
103+97	105+85	6" CONTINUOUS YELLOW ENHANCED	187	

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- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
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PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	562	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

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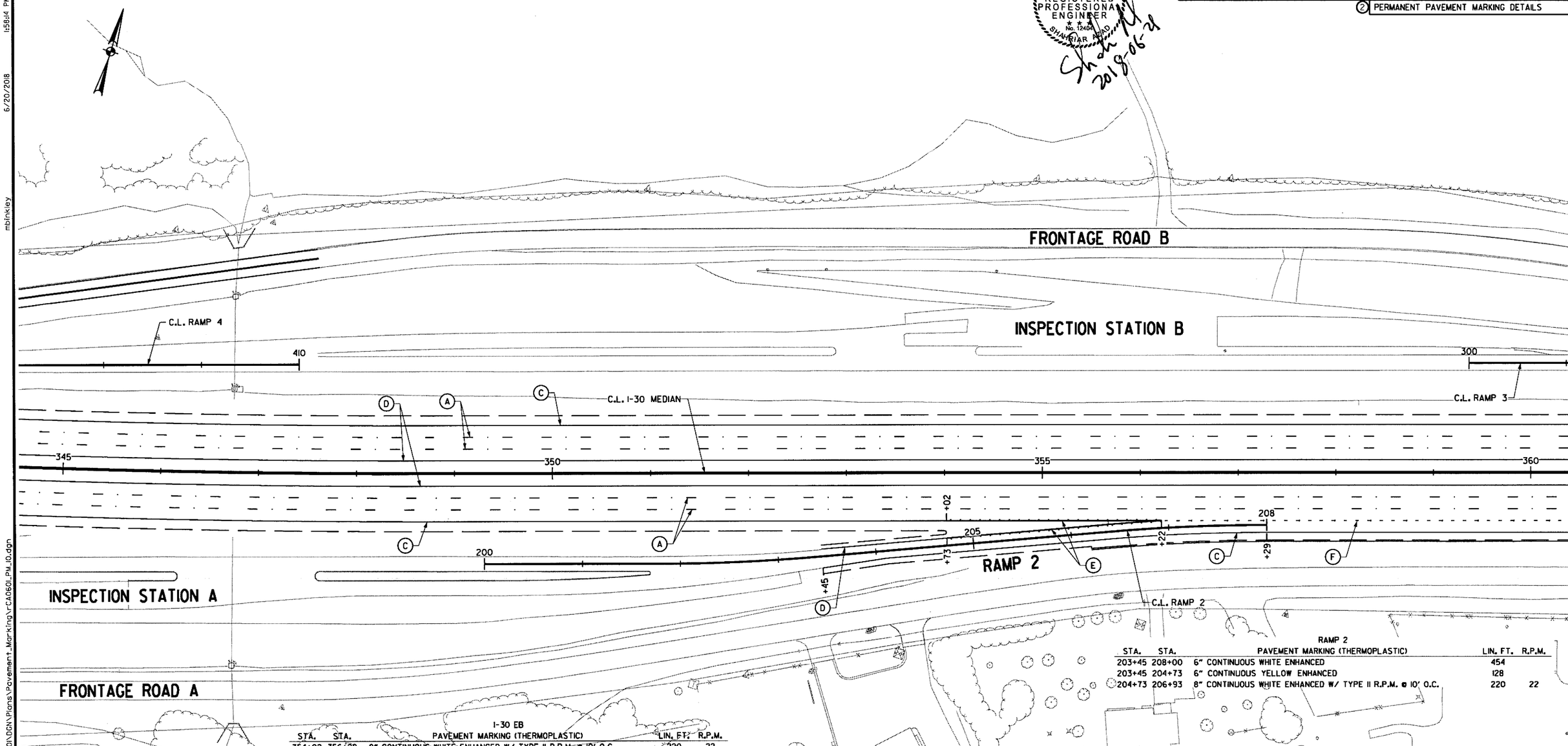

RAMP 2

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
203+45	208+00	6" CONTINUOUS WHITE ENHANCED	454	
203+45	204+73	6" CONTINUOUS YELLOW ENHANCED	128	
204+73	206+93	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	220	22

I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
354+02	356+22	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	220	22
356+22	361+42	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	130	30
357+29	377+59	6" CONTINUOUS WHITE ENHANCED	2030	

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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
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- (R) 10" CONTINUOUS WHITE R.P.P.M.
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PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	563	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

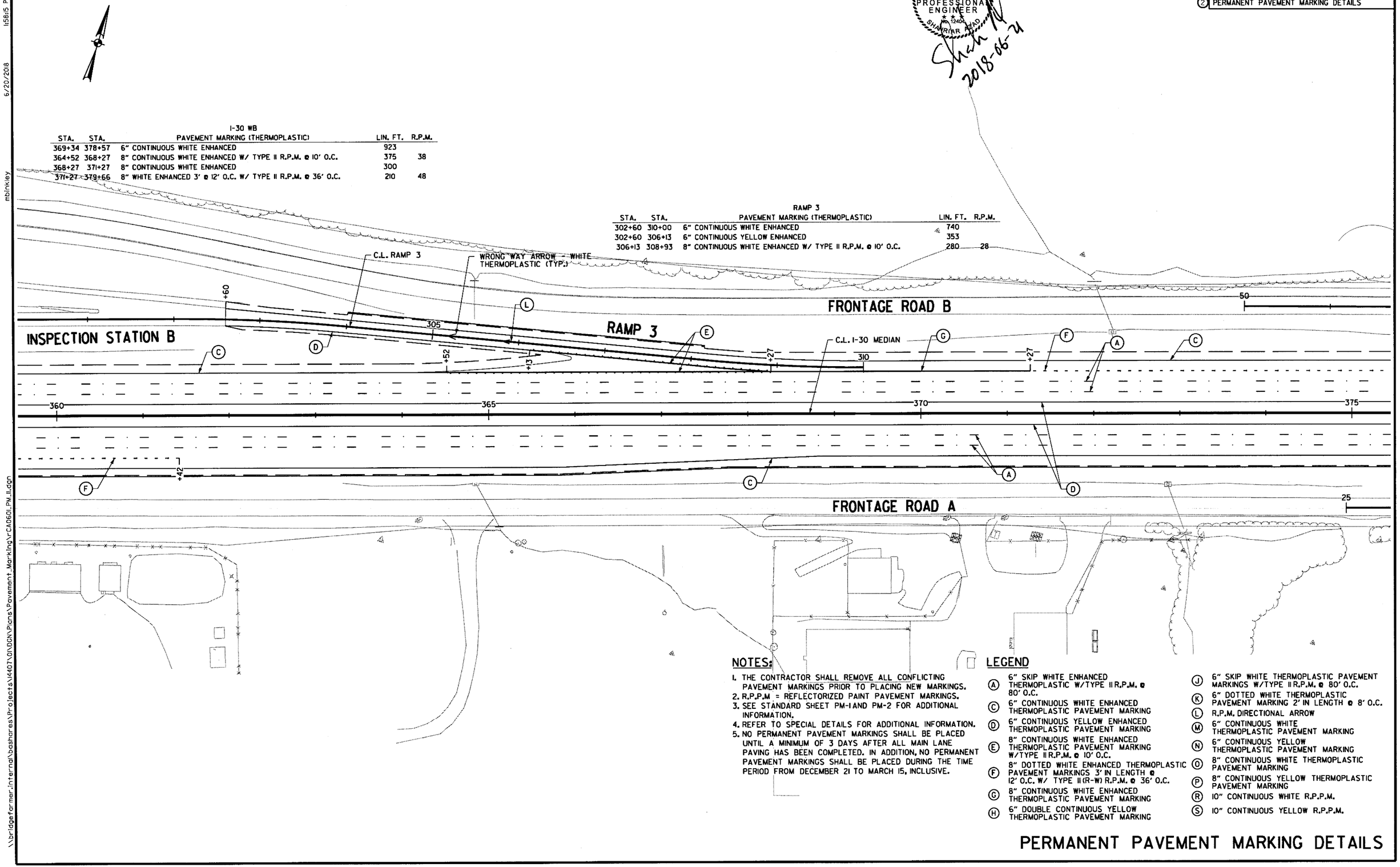
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHARRIAR NADI
2018-06-21

I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
369+34	378+57	6" CONTINUOUS WHITE ENHANCED	923	
364+52	368+27	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	375	38
368+27	371+27	8" CONTINUOUS WHITE ENHANCED	300	
371+27	379+66	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	210	48

RAMP 3

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
302+60	310+00	6" CONTINUOUS WHITE ENHANCED	740	
302+60	306+13	6" CONTINUOUS YELLOW ENHANCED	353	
306+13	308+93	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	280	28



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LEGEND

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PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	564	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12464
SHARRIAR RIZAD
2019-06-21

I-30 WB

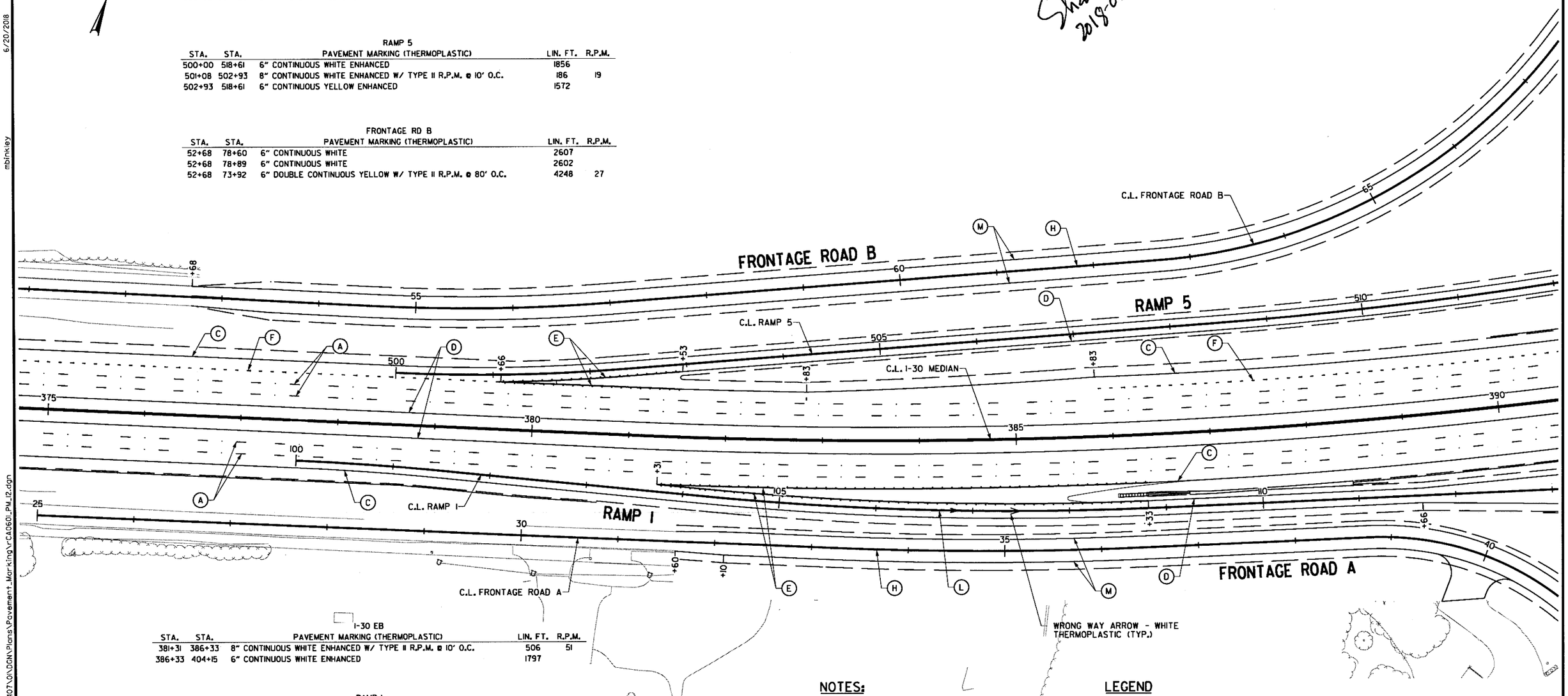
STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
379+66	381+53	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	187	19
381+53	395+95	6" CONTINUOUS WHITE ENHANCED	1427	
385+83	397+83	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	297	68

RAMP 5

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
500+00	518+61	6" CONTINUOUS WHITE ENHANCED	1856	
501+08	502+93	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	186	19
502+93	518+61	6" CONTINUOUS YELLOW ENHANCED	1572	

FRONTAGE RD B

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
52+68	78+60	6" CONTINUOUS WHITE	2607	
52+68	78+89	6" CONTINUOUS WHITE	2602	
52+68	73+92	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	4248	27



I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
381+31	386+33	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	506	51
386+33	404+15	6" CONTINUOUS WHITE ENHANCED	1797	

RAMP 1

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
100+00	117+09	6" CONTINUOUS WHITE ENHANCED	1716	
103+73	108+82	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	508	51
108+82	117+67	6" CONTINUOUS YELLOW ENHANCED	924	

FRONTAGE ROAD A

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
31+60	43+39	6" CONTINUOUS WHITE	1193	
31+60	44+38	6" CONTINUOUS WHITE	1271	
31+60	44+58	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	2597	17

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PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	565	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. ZAID
2019-06-21

I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
397+83	401+59	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	373	38
401+59	418+55	6" CONTINUOUS WHITE ENHANCED	1687	

RAMP 3

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
300+31	317+59	6" CONTINUOUS YELLOW ENHANCED	1749	
300+58	303+70	6" CONTINUOUS WHITE ENHANCED	312	
300+58	303+70	6" CONTINUOUS WHITE ENHANCED	311	
300+58	305+69	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	127	7
300+58		12" CONTINUOUS FOR STOP LINE	48	
300+83	325+37	6" CONTINUOUS WHITE ENHANCED	2241	
301+83	303+70	6" CONTINUOUS WHITE ENHANCED	186	
303+70	306+50	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	72	4
303+70	317+59	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	347	18

RAMP 4

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
400+00	410+86	6" CONTINUOUS WHITE ENHANCED	1060	
401+86	405+57	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	373	38
405+57	410+86	6" CONTINUOUS YELLOW ENHANCED	552	

RAMP 1

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
113+66	117+67	6" CONTINUOUS WHITE ENHANCED	401	
113+66	116+76	6" CONTINUOUS WHITE ENHANCED	310	
117+67		12" CONTINUOUS FOR STOP LINE	24	

NOTE: REFER TO REMAINDER OF PAVEMENT MARKING PLANS FOR ADDITIONAL INFORMATION.

I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
404+15	407+19	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	306	31

RAMP 2

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
201+31	213+72	6" CONTINUOUS WHITE ENHANCED	1245	
202+74	202+85	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	53	3
200+90	208+78	6" CONTINUOUS YELLOW ENHANCED	811	
208+78	211+85	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	307	31

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
5. NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	566	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

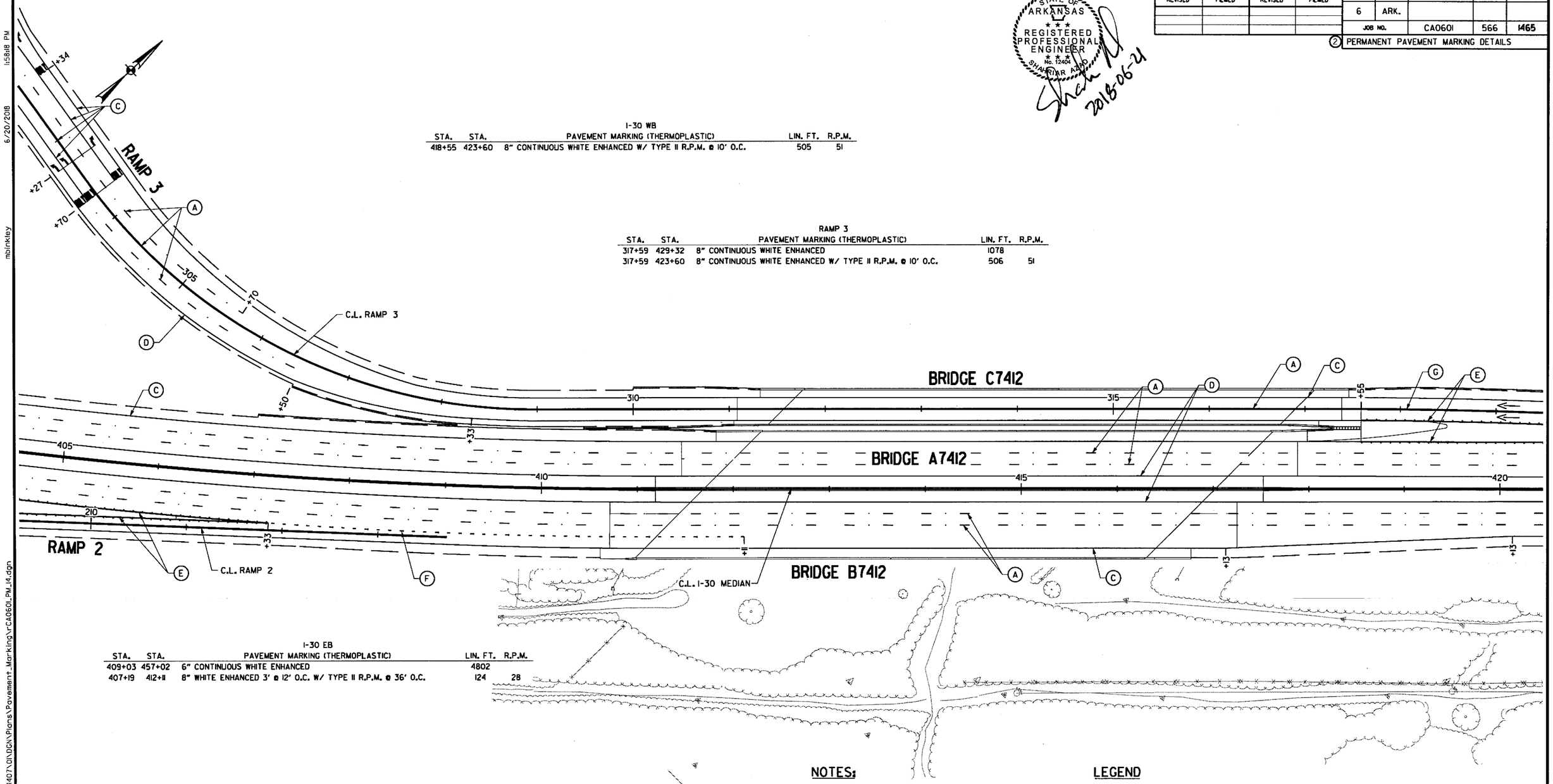
2018-06-21

1-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
418+55	423+60	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	505	51

RAMP 3

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
317+59	429+32	8" CONTINUOUS WHITE ENHANCED	1078	
317+59	423+60	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	506	51



I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
409+03	457+02	6" CONTINUOUS WHITE ENHANCED	4802	
407+19	412+11	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	124	28

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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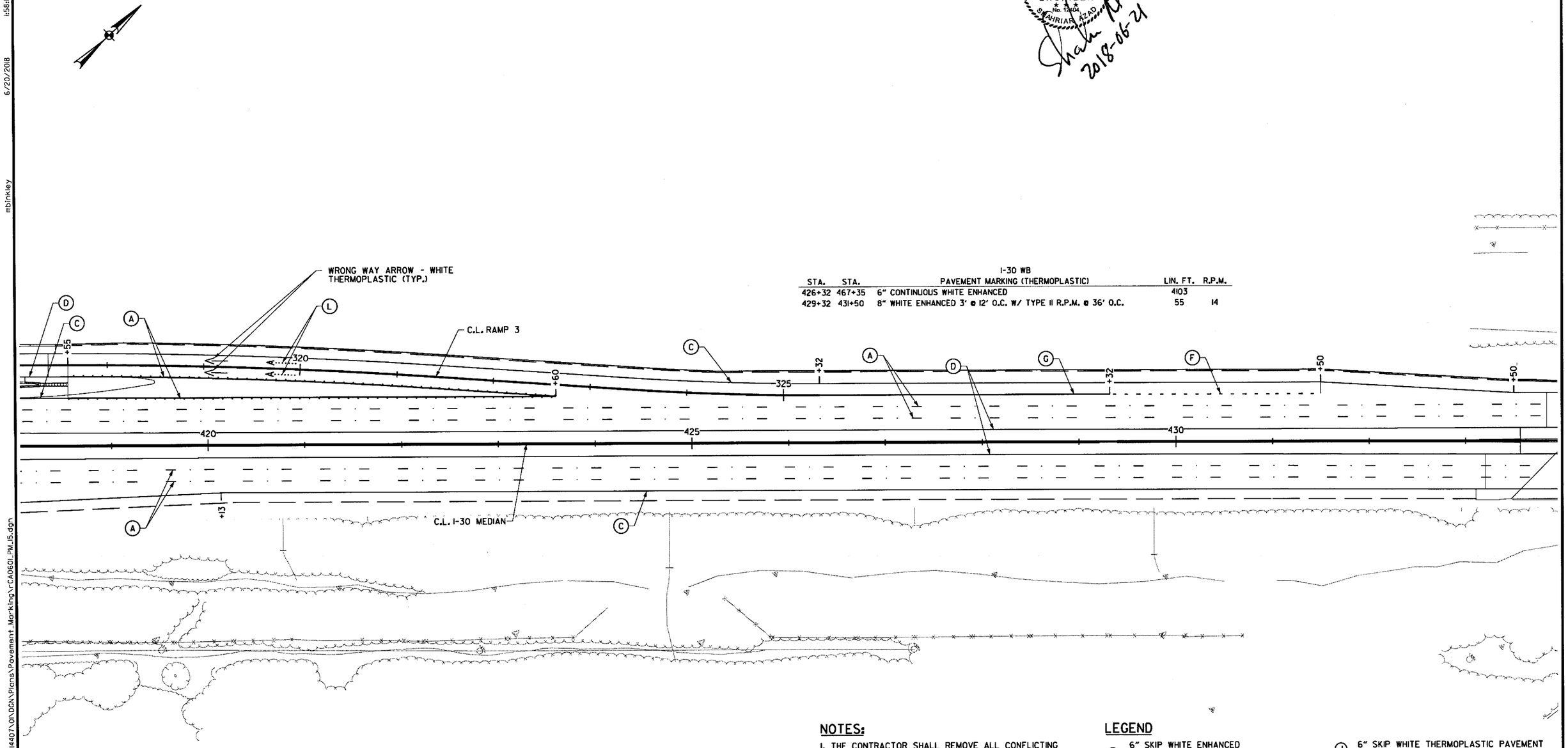
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	567	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12604
SHAHRIAR AZAD
2018-06-21



I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
426+32	467+35	6" CONTINUOUS WHITE ENHANCED	4103	
429+32	431+50	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	55	14

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
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- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

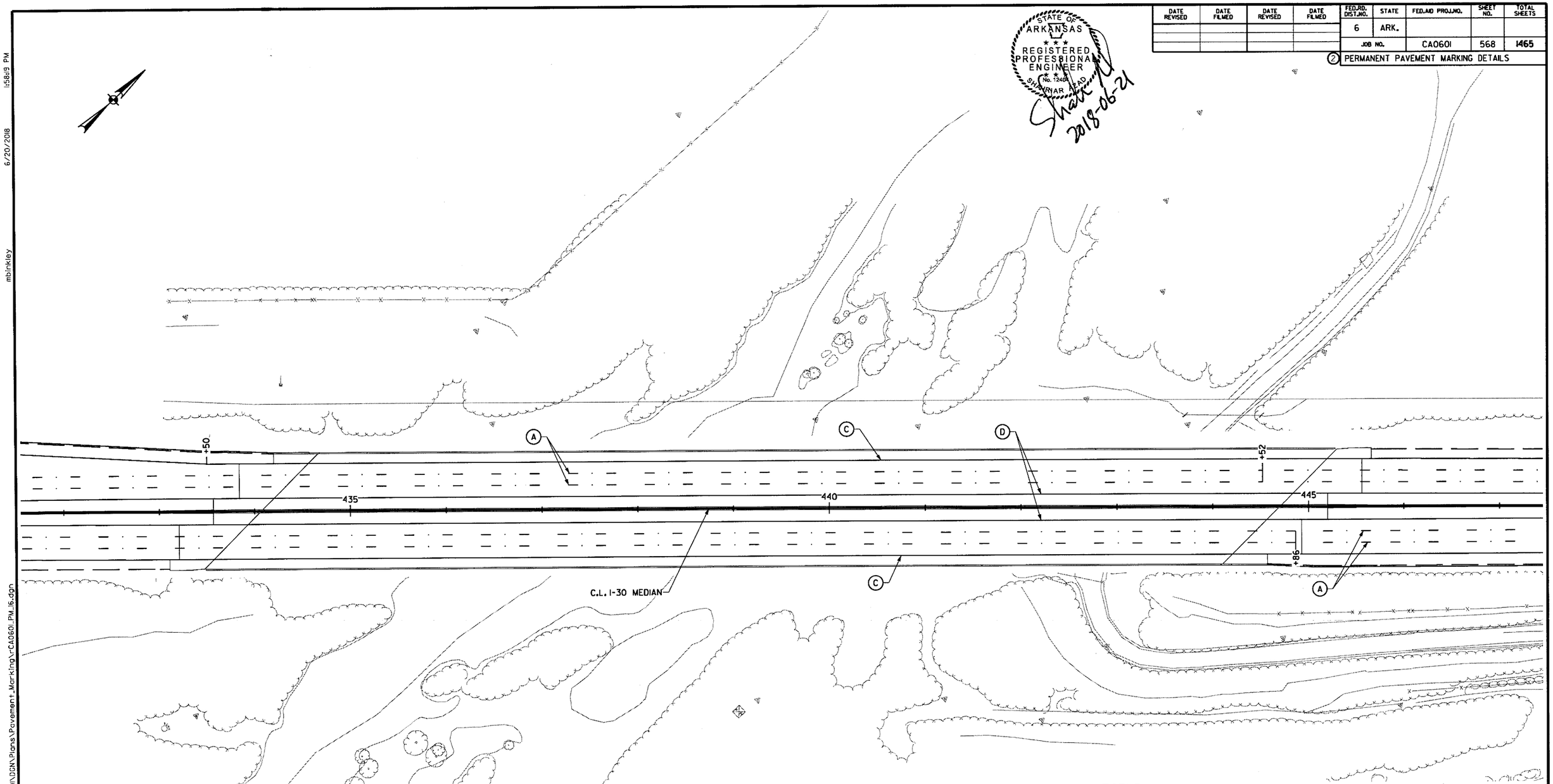
PERMANENT PAVEMENT MARKING DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	568	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahr 2018-06-21



NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
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- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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				6	ARK.			
				JOB NO.		CA0601	569	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

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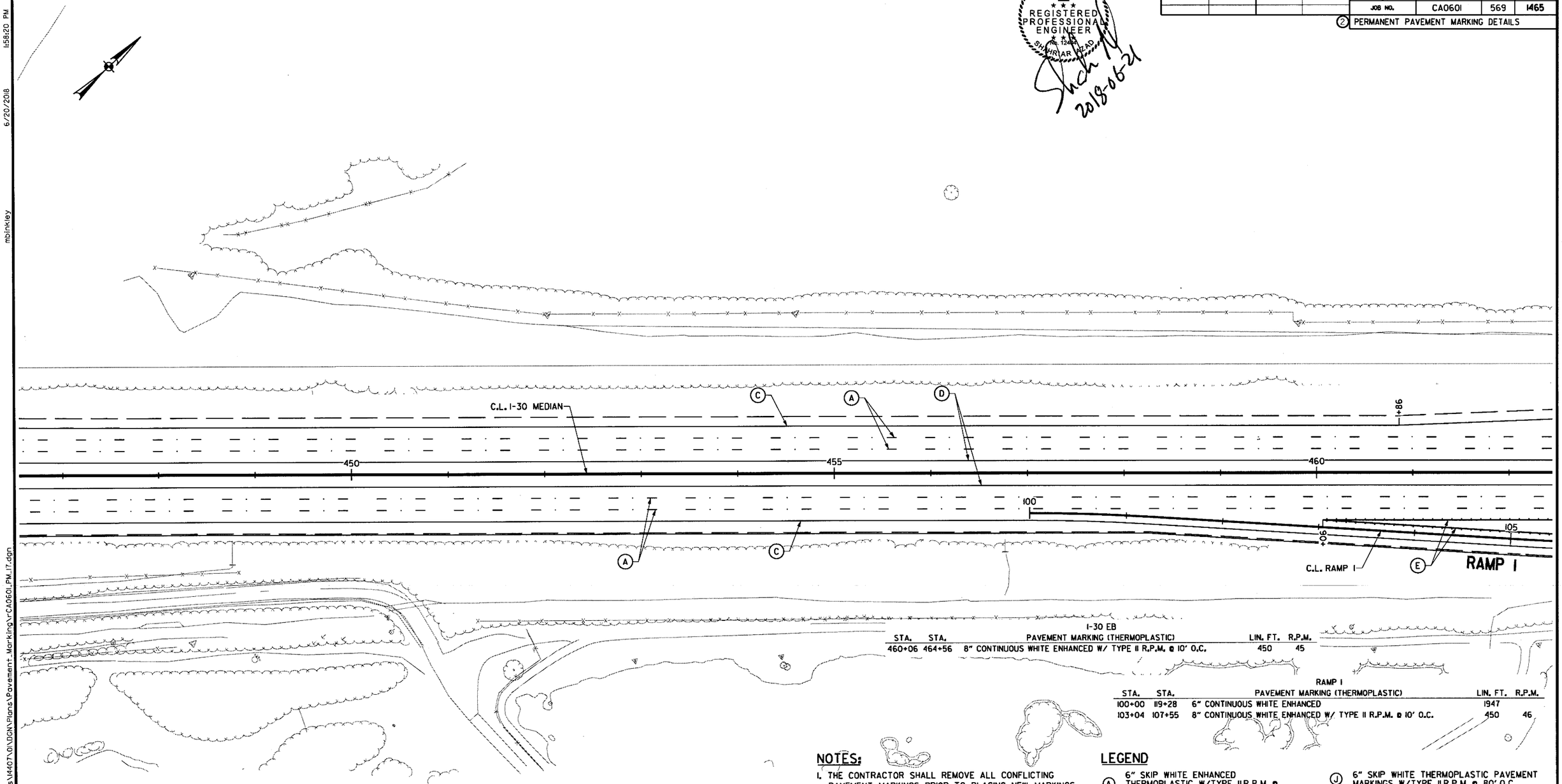
2018-06-21



I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
460+06	464+56	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	450	45

RAMP I

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
100+00	119+28	6" CONTINUOUS WHITE ENHANCED	1947	
103+04	107+55	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	450	46

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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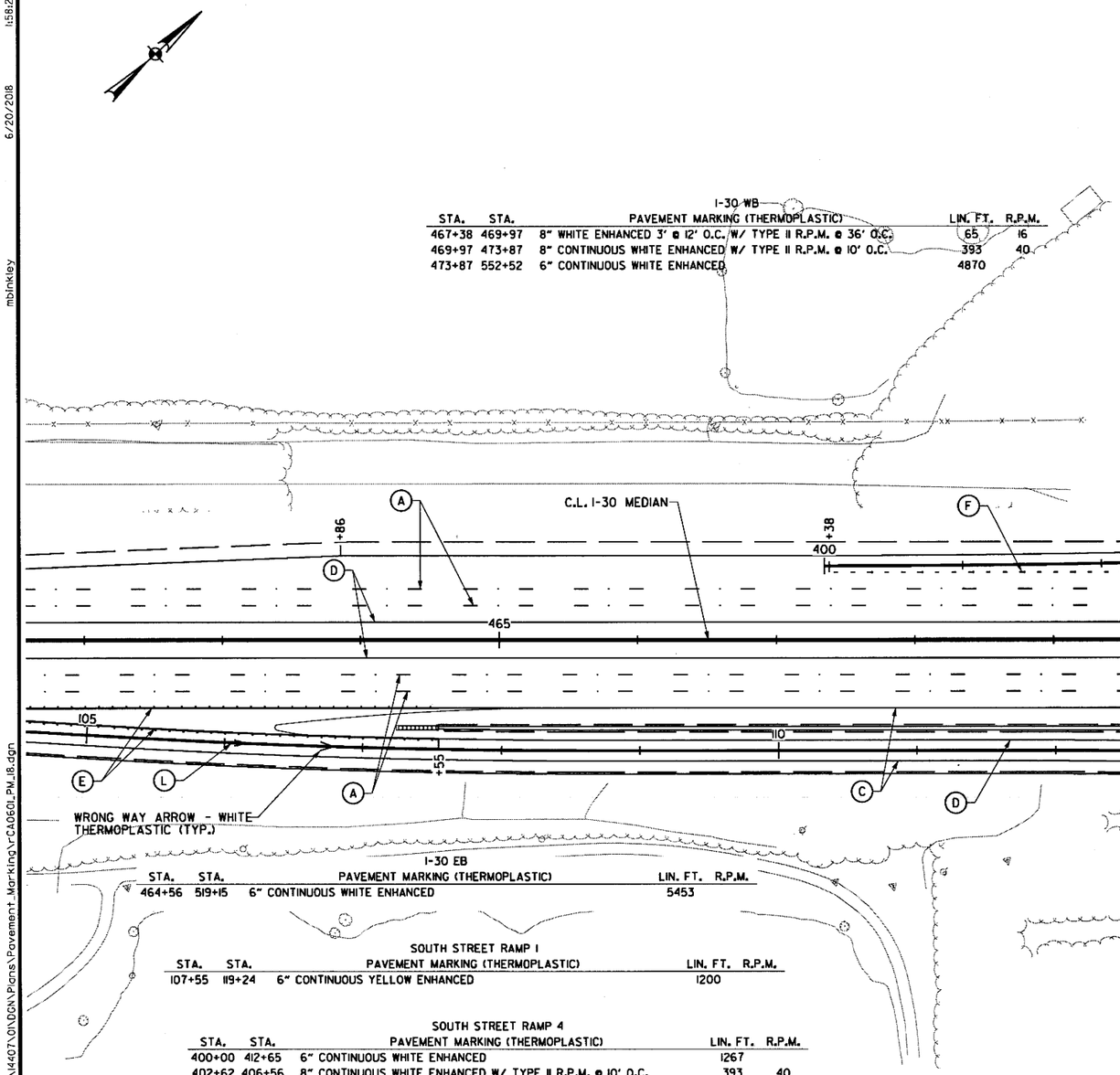
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR ADAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	570	1465

(2) PERMANENT PAVEMENT MARKING DETAILS



I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
467+38	469+97	8" WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	65	16
469+97	473+87	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	393	40
473+87	552+52	6" CONTINUOUS WHITE ENHANCED	4870	

I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
464+56	519+15	6" CONTINUOUS WHITE ENHANCED	5453	

SOUTH STREET RAMP 1

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
107+55	119+24	6" CONTINUOUS YELLOW ENHANCED	1200	

SOUTH STREET RAMP 4

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
400+00	412+65	6" CONTINUOUS WHITE ENHANCED	1267	
402+62	406+56	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	393	40
406+56	413+81	6" CONTINUOUS YELLOW ENHANCED	724	

FRONTAGE ROAD C

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
85+09	89+10	6" CONTINUOUS WHITE	131	
85+09	93+75	6" CONTINUOUS WHITE	909	
86+04	87+00	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	192	2
87+00		12" CONTINUOUS FOR STOP LINE	12	
87+47	96+00	6" CONTINUOUS WHITE	862	
87+70	95+57	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	1174	8
87+70		12" CONTINUOUS FOR STOP LINE	12	
86+80	87+00	10" CONTINUOUS WHITE R.P.P.M.	54	

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	571	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

HWY. 229

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
10+26	10+70	6" CONTINUOUS WHITE	42	
10+50	11+31	10" CONTINUOUS WHITE R.P.P.M.	219	
10+20	11+31	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	222	3
10+20		12" CONTINUOUS WHITE FOR STOP LINE	18	

FRONTAGE ROAD D

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
125+00	128+54	6" CONTINUOUS WHITE	349	
125+60	127+05	6" CONTINUOUS WHITE	147	
125+57	128+54	6" CONTINUOUS WHITE	206	
125+23	128+54	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	661	9

FRONTAGE ROAD C

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
94+52	109+16	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	2928	19

FAIRFIELD ROAD

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
5+90	7+76	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	372	3
7+24		12" CONTINUOUS WHITE FOR STOP LINE	44	

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
5. NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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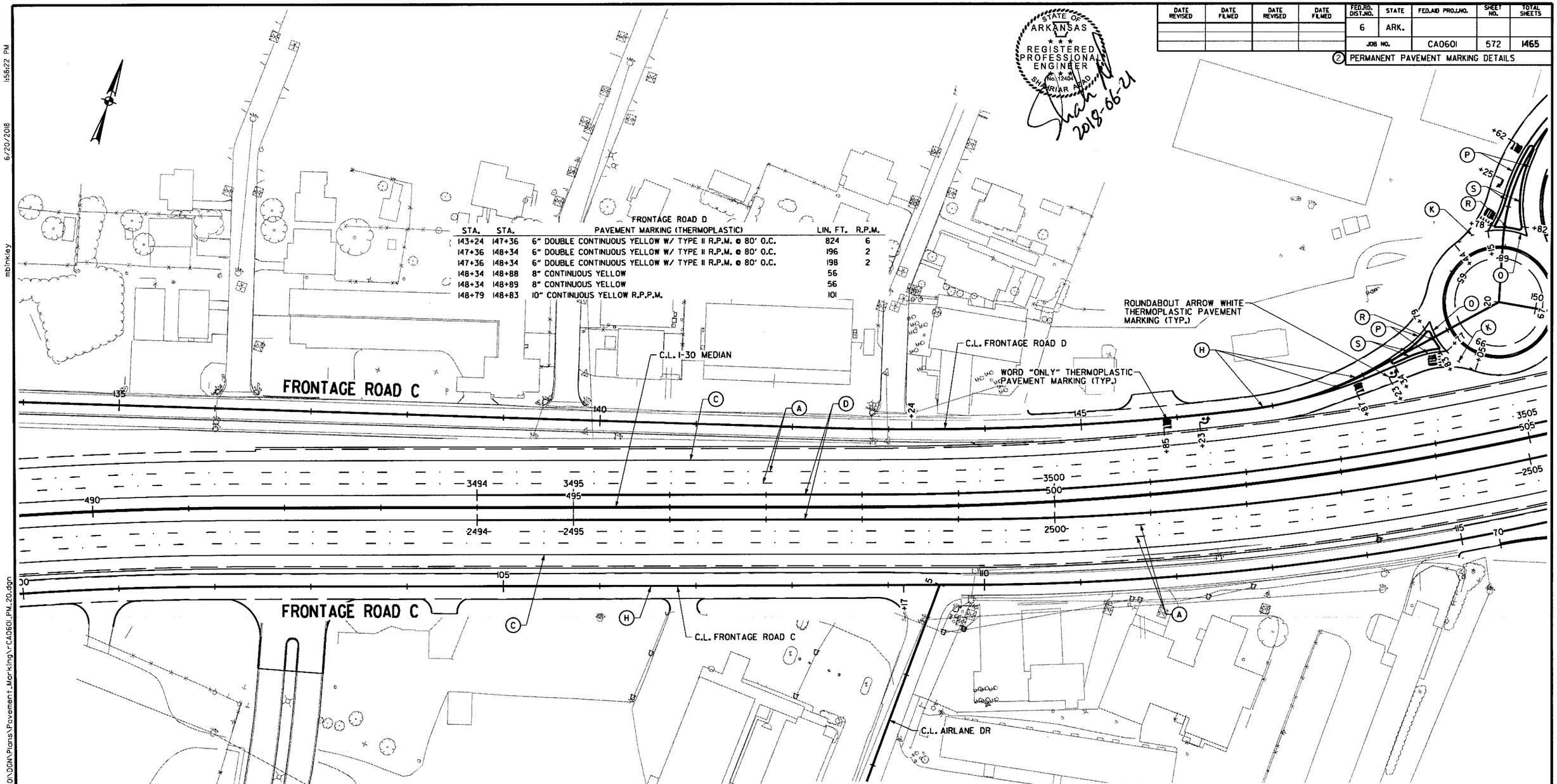
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	572	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
Shah 2018-06-21



FRONTAGE ROAD D

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
143+24	147+36	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	824	6
147+36	148+34	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	196	2
147+36	148+34	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	198	2
148+34	148+88	8" CONTINUOUS YELLOW	56	
148+34	148+89	8" CONTINUOUS YELLOW	56	
148+79	148+83	10" CONTINUOUS YELLOW R.P.P.M.	101	

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
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4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	573	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2018-06-21

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12" STOP LINE (TYP.)

YIELD LINE - WHITE THERMOPLASTIC PAVEMENT MARKINGS 12" BASE X 18" HEIGHT TRIANGLE 2' O.C. (TYP.)

BELL ST.

SEVIER ST.

8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKINGS @ 45 DEG. DIAGONAL @ 25' O.C.

WORD "YIELD" THERMOPLASTIC PAVEMENT MARKING (TYP.)

WORD "ONLY" THERMOPLASTIC PAVEMENT MARKING (TYP.)

8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKINGS @ 45 DEG. DIAGONAL @ 25' O.C.

TURN ARROW WHITE THERMOPLASTIC PAVEMENT MARKING (TYP.)

C.L. FRONTAGE ROAD D

FRONTAGE ROAD D

WB I-30

EB I-30

RAMP 2

FRONTAGE ROAD C

C.L. FRONTAGE ROAD C

MATCH LINE STA. 33+00

BRIDGE 07414

SOUTH ST.

4" CONTINUOUS AND DOTTED YELLOW THERMOPLASTIC PAVEMENT MARKINGS

12" CROSSWALK STRIPES 10' WIDE - PLACED 4' O.C. (TYP.)

8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKINGS @ 45 DEG. DIAGONAL @ 25' O.C.

MATCH LINE STA. 33+00

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS



ROUNDABOUT

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
65+49	65+76	8" CONTINUOUS WHITE	36	
67+83	68+15	8" CONTINUOUS WHITE	42	
65+56	65+71	10" CONTINUOUS WHITE R.P.P.M.	25	
67+89	68+10	10" CONTINUOUS WHITE R.P.P.M.	32	
65+77	66+05	6" DOTTED WHITE (2' @ 8' O.C.)	8	
67+12	67+49	6" DOTTED WHITE (2' @ 8' O.C.)	12	
68+15	68+44	6" DOTTED WHITE (2' @ 8' O.C.)	9	

SOUTH STREET

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
20+78	27+82	10" CONTINUOUS YELLOW R.P.P.M.	181	
20+72	21+66	8" CONTINUOUS YELLOW	91	
20+73	12+65	8" CONTINUOUS YELLOW	98	
21+66	22+58	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	187	2
21+65	22+58	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	192	2
22+58	23+61	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	213	2
23+81	26+00	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	462	3
23+81	26+00	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	452	3
23+81	26+00	8" CONTINUOUS YELLOW @ 45 DEG. DIAGONAL @ 25' O.C.	74	
20+05	25+48	8" CONTINUOUS WHITE	566	
20+11	23+85	10" CONTINUOUS WHITE R.P.P.M.	419	
20+11	23+85	10" CONTINUOUS YELLOW R.P.P.M.	379	
20+13	23+85	8" CONTINUOUS YELLOW	372	
23+85	25+48	8" CONTINUOUS WHITE	146	
23+38	23+61	8" CONTINUOUS WHITE	26	
24+32	24+91	8" CONTINUOUS WHITE	113	
23+87	24+91	8" CONTINUOUS WHITE	126	
25+48	26+57	6" CONTINUOUS WHITE	103	
24+91	26+57	6" CONTINUOUS WHITE	177	
23+49	23+60	10" CONTINUOUS WHITE R.P.P.M.	14	
23+91	23+94	10" CONTINUOUS WHITE R.P.P.M.	97	
22+76	23+61	6" CONTINUOUS WHITE	82	
25+49	29+41	6" CONTINUOUS WHITE	1501	
26+62	28+92	8" CONTINUOUS WHITE @ 45 DEG. DIAGONAL @ 25' O.C.	57	
26+57	29+86	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	82	5
26+57	29+81	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	81	5
26+00	30+19	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	816	6
30+19	33+35	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	638	4
30+19	33+35	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	629	4
30+19	33+35	8" CONTINUOUS YELLOW @ 45 DEG. DIAGONAL @ 25' O.C.	99	
29+86	32+40	8" CONTINUOUS WHITE	262	
29+81	32+69	8" CONTINUOUS WHITE	279	
30+23	32+13	10" CONTINUOUS WHITE R.P.P.M.	200	
30+60	32+45	10" CONTINUOUS WHITE R.P.P.M.	179	
30+75	30+96	12" CONTINUOUS WHITE FOR CROSSWALK	70	
32+25	32+43	12" CONTINUOUS WHITE FOR CROSSWALK	60	
33+35	37+45	6" CONTINUOUS YELLOW	410	
33+35	37+45	6" CONTINUOUS YELLOW	410	
33+35	37+45	6" SKIP YELLOW W/ TYPE II R.P.M. @ 80' O.C.	102	1
33+35	37+45	6" SKIP YELLOW W/ TYPE II R.P.M. @ 80' O.C.	102	1

FRONTAGE ROAD D

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
151+21	151+95	8" CONTINUOUS WHITE	72	
151+22	151+95	8" CONTINUOUS WHITE	72	
151+95	153+70	6" CONTINUOUS WHITE	173	
153+70	156+83	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	78	4
157+32	157+97	6" CONTINUOUS WHITE	65	
157+40		12" CONTINUOUS WHITE FOR STOP LINE	16	

FRONTAGE ROAD C

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
114+94	122+92	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	1596	10
116+32	117+80	8" CONTINUOUS WHITE	151	
116+70	117+78	10" CONTINUOUS WHITE R.P.P.M.	117	
117+98	119+15	8" CONTINUOUS WHITE	117	
118+03	118+87	10" CONTINUOUS WHITE R.P.P.M.	93	
119+15	122+01	8" DOTTED WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	72	16
122+01	122+94	8" CONTINUOUS WHITE	93	
122+30	122+84	10" CONTINUOUS WHITE R.P.P.M.	64	

SOUTH STREET RAMP-A

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
70+91	71+29	8" CONTINUOUS WHITE	39	
71+29	73+07	8" CONTINUOUS YELLOW	181	
73+07	73+66	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	117	1
73+66	73+99	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	66	1
73+99	74+36	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	75	1
74+36	76+64	8" CONTINUOUS YELLOW	228	
76+64	76+93	8" CONTINUOUS WHITE	29	
71+29	72+18	10" CONTINUOUS YELLOW R.P.P.M.	288	
74+36	76+64	10" CONTINUOUS YELLOW R.P.P.M.	234	
72+18	73+09	8" CONTINUOUS YELLOW	104	
72+18		12" CONTINUOUS WHITE FOR STOP LINE	20	
73+09	73+66	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	116	1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAWNAR A. ZOLLO
2018-06-21

SOUTH STREET RAMP-B

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
80+52	81+90	8" CONTINUOUS WHITE	157	
80+70	81+89	10" CONTINUOUS WHITE R.P.P.M.	149	
81+80	83+18	8" DOTTED WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	34	8
83+18	85+01	8" CONTINUOUS WHITE	193	
83+65	84+79	10" CONTINUOUS WHITE R.P.P.M.	126	

SOUTH STREET RAMP-C

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
90+20	90+45	8" CONTINUOUS WHITE	29	
90+45	91+45	8" CONTINUOUS YELLOW	119	
91+45	91+91	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	105	1
92+23	92+65	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	93	1
92+65	99+77	8" CONTINUOUS YELLOW	133	
93+77	93+98	8" CONTINUOUS WHITE	25	
92+65	93+77	10" CONTINUOUS YELLOW R.P.P.M.	138	

SOUTH STREET RAMP-D

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
95+22	96+55	8" CONTINUOUS WHITE	145	
95+57	96+57	10" CONTINUOUS WHITE R.P.P.M.	116	
96+57	96+92	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	80	1
97+56	98+87	8" CONTINUOUS WHITE	143	
97+56	98+24	8" CONTINUOUS WHITE	123	
98+22	98+61	10" CONTINUOUS WHITE R.P.P.M.	195	

LEANDER ST.

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
61+41	61+86	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	90	1
61+86	62+20	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	69	1
62+20	62+74	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	107	1
62+74	63+96	8" CONTINUOUS YELLOW	122	
63+82	64+00	10" CONTINUOUS YELLOW R.P.P.M.	234	
62+66	63+93	8" CONTINUOUS WHITE	138	
63+06	63+88	10" CONTINUOUS WHITE R.P.P.M.	92	
63+90		12" CONTINUOUS WHITE FOR STOP LINE	15	

BELL ST.

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
40+19	40+76	8" CONTINUOUS YELLOW	69	
40+22	40+76	8" CONTINUOUS YELLOW	57	
40+22	40+55	8" CONTINUOUS WHITE	33	
40+25	40+27	10" CONTINUOUS YELLOW R.P.P.M.	115	
40+25	40+48	10" CONTINUOUS WHITE R.P.P.M.	26	
40+75	41+21	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	92	1
40+76	41+21	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	93	1
41+21	41+52	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	62	1
41+52		12" CONTINUOUS WHITE FOR STOP LINE	26	

SOUTH STREET RAMP 2

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
201+56	212+61	6" CONTINUOUS WHITE ENHANCED	1106	
200+15	201+29	8" CONTINUOUS WHITE	113	
201+29	203+28	6" CONTINUOUS WHITE ENHANCED	200	
200+05	200+55	6" CONTINUOUS YELLOW	50	
200+60	207+26	6" CONTINUOUS YELLOW ENHANCED	666	
200+62	201+56	6" CONTINUOUS WHITE	113	
200+21	201+04	10" CONTINUOUS WHITE R.P.P.M.	84	

SEVIER STREET

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
56+89	57+67	8" CONTINUOUS YELLOW	78	
56+89	57+20	8" CONTINUOUS WHITE	58	
57+11	57+45	10" CONTINUOUS YELLOW R.P.P.M.	34	
57+11	57+45	10" CONTINUOUS WHITE R.P.P.M.	74	
57+20	57+67	8" CONTINUOUS WHITE	64	
56+61	56+84	6" CONTINUOUS WHITE	105	

NOTES:

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4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	574	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

PERMANENT PAVEMENT MARKING DETAILS

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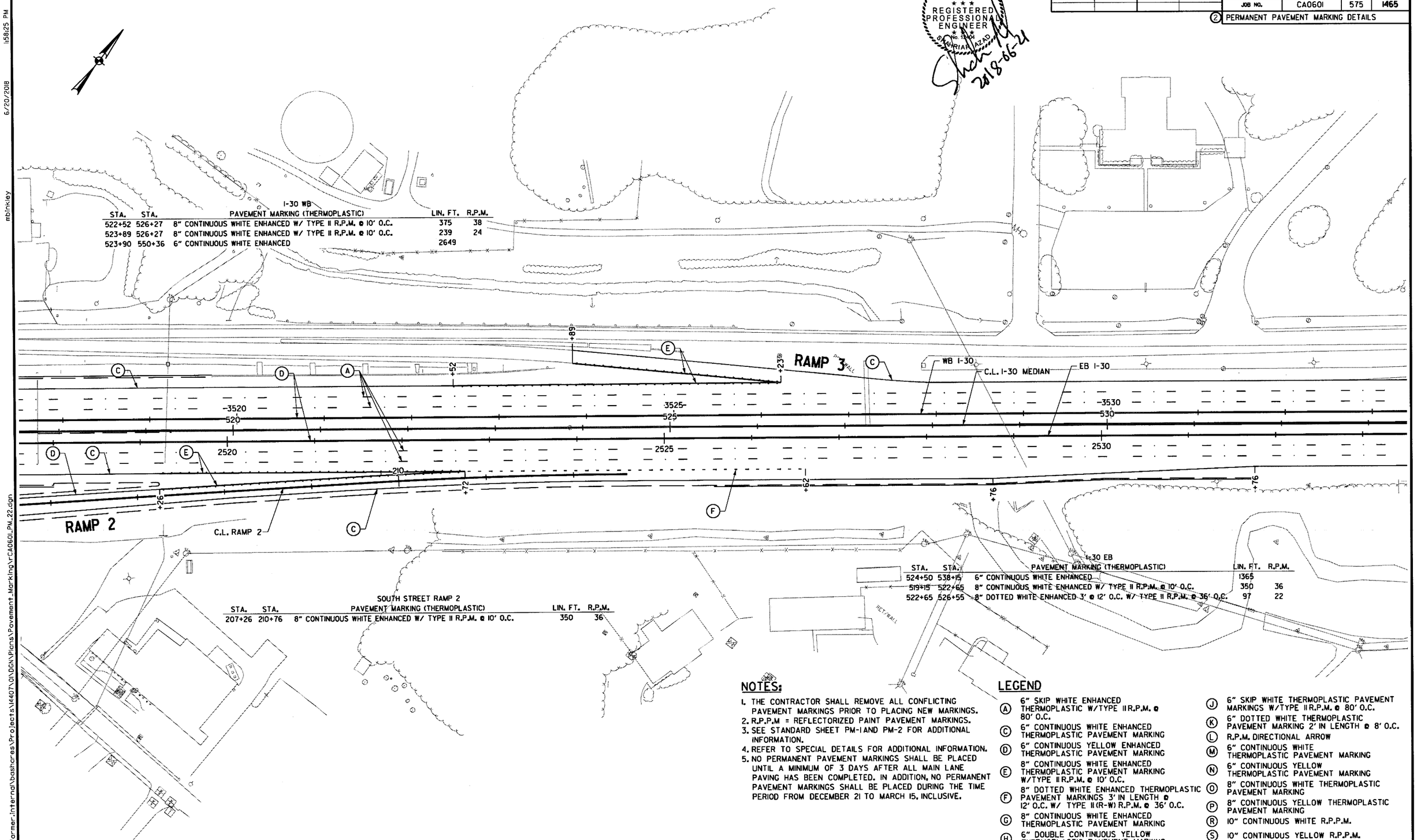
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	575	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shah 2018-06-21



I-30 WB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
522+52	526+27	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	375	38
523+89	526+27	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	239	24
523+90	550+36	6" CONTINUOUS WHITE ENHANCED	2649	

SOUTH STREET RAMP 2

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
207+26	210+76	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	350	36

I-30 EB

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
524+50	538+15	6" CONTINUOUS WHITE ENHANCED	1365	
519+15	522+65	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	350	36
522+65	526+55	8" DOTTED WHITE ENHANCED 3' @ 12' O.C. W/ TYPE II R.P.M. @ 36' O.C.	97	22

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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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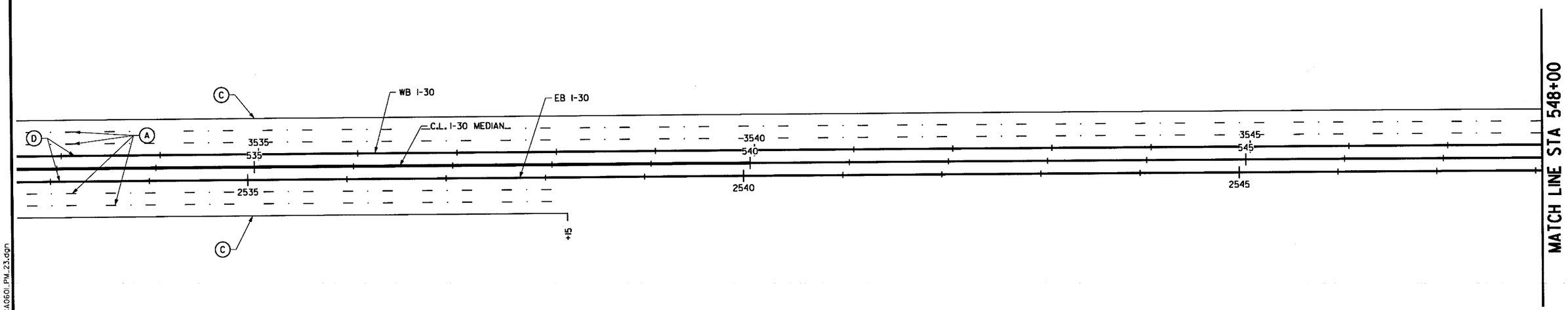
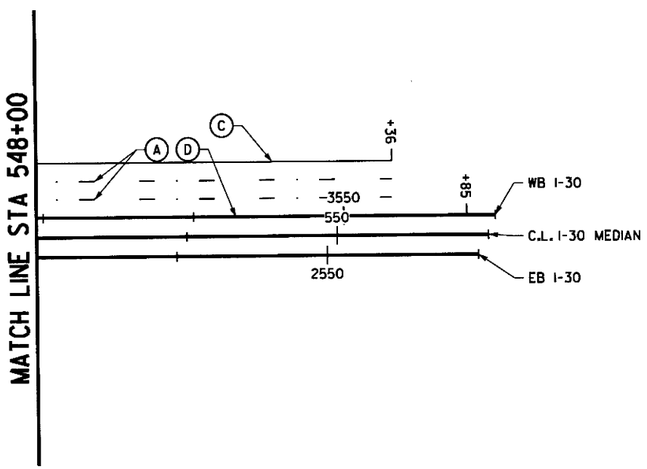
				6	ARK.			
				JOB NO.		CA0601	576	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahriar Azad
2018-06-21





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LEGEND

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- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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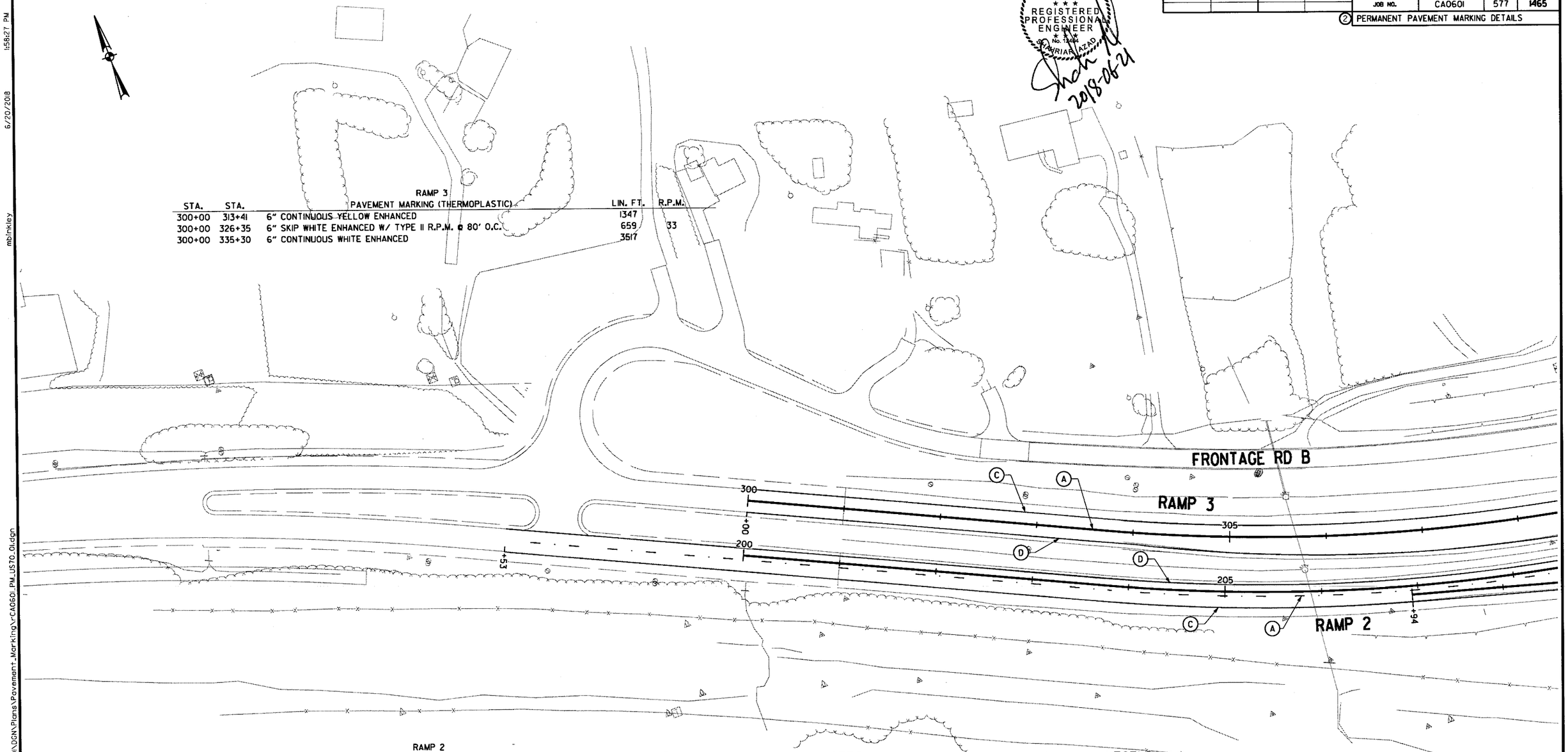
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	577	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



RAMP 3

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
300+00	313+41	6" CONTINUOUS YELLOW ENHANCED	1347	
300+00	326+35	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	659	33
300+00	335+30	6" CONTINUOUS WHITE ENHANCED	3517	

RAMP 2

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
197+53	206+94	6" CONTINUOUS WHITE ENHANCED	944	
197+53	217+18	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	492	25
197+53	248+65	6" CONTINUOUS YELLOW ENHANCED	5108	

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- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II(R-W) R.P.M. @ 36' O.C.
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- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
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- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	578	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

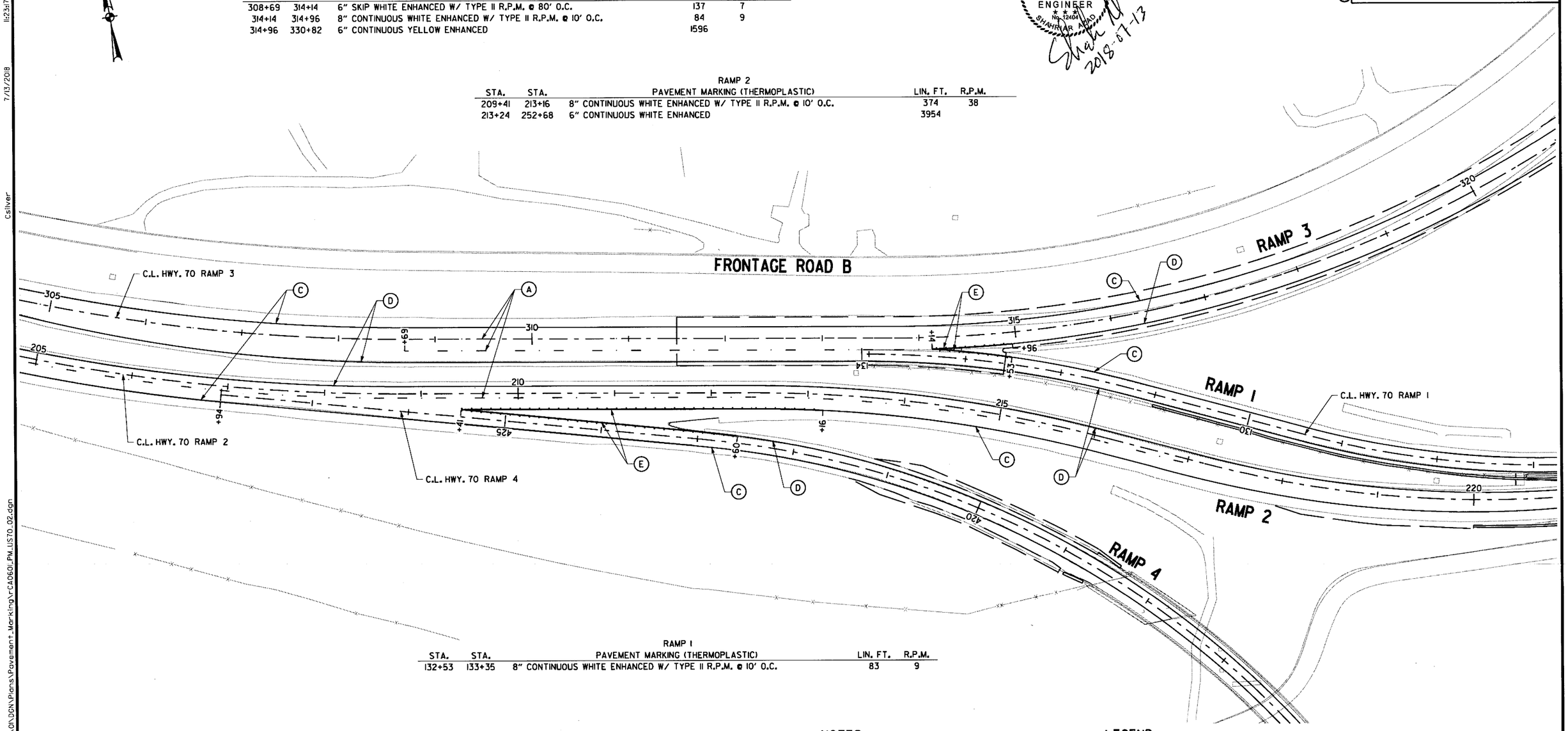
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
2018-07-13

RAMP 3

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
308+69	314+14	6" SKIP WHITE ENHANCED W/ TYPE II R.P.M. @ 80' O.C.	137	7
314+14	314+96	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	84	9
314+96	330+82	6" CONTINUOUS YELLOW ENHANCED	1596	

RAMP 2

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
209+41	213+16	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	374	38
213+24	252+68	6" CONTINUOUS WHITE ENHANCED	3954	



RAMP 1

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
132+53	133+35	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	83	9

RAMP 4

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
416+00	427+94	6" CONTINUOUS WHITE ENHANCED	1193	
416+00	422+60	6" CONTINUOUS YELLOW ENHANCED	661	
422+60	425+46	8" CONTINUOUS WHITE ENHANCED W/ TYPE II R.P.M. @ 10' O.C.	287	29

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LEGEND

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- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	579	1465

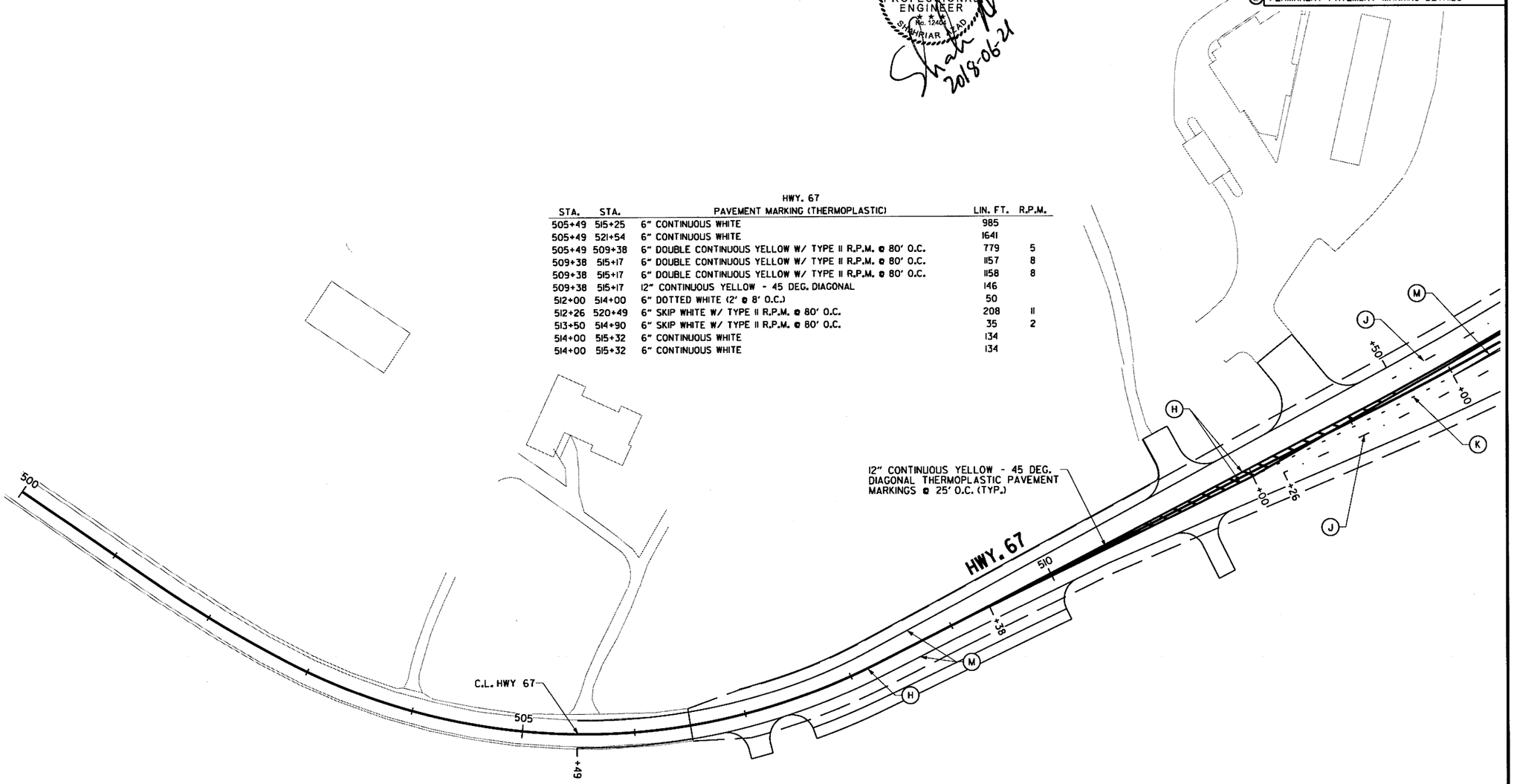
(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shahriar 2018-06-21

HWY. 67

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
505+49	515+25	6" CONTINUOUS WHITE	985	
505+49	521+54	6" CONTINUOUS WHITE	1641	
505+49	509+38	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	779	5
509+38	515+17	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	1157	8
509+38	515+17	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	1158	8
509+38	515+17	12" CONTINUOUS YELLOW - 45 DEG. DIAGONAL	146	
512+00	514+00	6" DOTTED WHITE (2' @ 8' O.C.)	50	
512+26	520+49	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	208	11
513+50	514+90	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	35	2
514+00	515+32	6" CONTINUOUS WHITE	134	
514+00	515+32	6" CONTINUOUS WHITE	134	



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LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
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PERMANENT PAVEMENT MARKING DETAILS

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				6	ARK.			
				JOB NO.		CA0601	580	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SUNHRM ATA
2018-06-21

RAMP 1

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
116+76	117+92	8" CONTINUOUS WHITE ENHANCED	116	
116+76	117+54	8" CONTINUOUS WHITE ENHANCED	104	
117+49	117+67	10" CONTINUOUS WHITE R.P.P.M.	109	

RAMP 2

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
200+70	200+98	8" CONTINUOUS WHITE	37	
200+71	200+87	10" CONTINUOUS WHITE R.P.P.M.	21	
200+86	202+74	6" DOTTED WHITE (2' @ 8' O.C.)	73	

FRONTAGE ROAD A

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
44+26	44+68	8" CONTINUOUS WHITE	40	
44+39	44+52	10" CONTINUOUS WHITE R.P.P.M.	11	
44+58		12" CONTINUOUS WHITE FOR STOP LINE	25	
43+39	44+35	8" CONTINUOUS WHITE @ 10' O.C. (TYP.)	61	

HWY. 67

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
514+61	517+60	6" CONTINUOUS WHITE	303	
515+53	515+79	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	59	1
515+53	515+79	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	50	1
515+57	520+74	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	129	7
515+57	516+35	8" CONTINUOUS WHITE	78	
515+59	516+35	8" CONTINUOUS WHITE	84	
515+65	515+66	10" CONTINUOUS WHITE R.P.P.M.	59	
515+79	515+79	6" CONTINUOUS YELLOW	1038	
515+79	515+79	10" CONTINUOUS YELLOW R.P.P.M.	1027	
515+88	519+99	6" CONTINUOUS WHITE	513	
515+88	516+18	6" CONTINUOUS WHITE	121	
516+50	521+30	6" CONTINUOUS WHITE	495	
517+60	521+45	8" CONTINUOUS WHITE	398	
517+60	521+49	8" CONTINUOUS WHITE	398	
519+98	520+74	8" CONTINUOUS WHITE	75	
520+11	520+55	10" CONTINUOUS WHITE R.P.P.M.	51	
520+49		12" CONTINUOUS WHITE FOR STOP LINE	22	
520+73	522+44	6" DOTTED WHITE (2' @ 8' O.C.)	53	
521+30	522+37	6" DOTTED WHITE (2' @ 8' O.C.)	34	
521+30		12" CONTINUOUS WHITE FOR STOP LINE	24	
521+41	521+44	10" CONTINUOUS WHITE R.P.P.M.	198	
521+20	521+84	6" CONTINUOUS YELLOW	69	
521+20	522+44	8" CONTINUOUS WHITE	124	
521+84	522+44	8" CONTINUOUS WHITE	65	
521+43	521+75	10" CONTINUOUS WHITE R.P.P.M.	72	
521+43	521+75	10" CONTINUOUS YELLOW R.P.P.M.	33	
521+02	524+60	6" CONTINUOUS WHITE	358	
521+26	529+67	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	211	11
521+26		12" CONTINUOUS WHITE FOR STOP LINE	22	
522+52		12" CONTINUOUS WHITE FOR STOP LINE	22	
522+52	525+02	6" CONTINUOUS WHITE	250	
522+44	525+02	6" CONTINUOUS WHITE	258	
522+52	529+51	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	1403	9
522+44	529+94	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	187	10
522+09	529+15	6" CONTINUOUS WHITE	709	
524+60	525+42	8" CONTINUOUS WHITE	82	
524+61	525+42	8" CONTINUOUS WHITE	87	
524+67	529+79	6" CONTINUOUS WHITE	556	
525+42	527+15	6" CONTINUOUS WHITE	173	
526+52	528+46	6" CONTINUOUS WHITE	193	
526+52	529+94	6" CONTINUOUS WHITE	341	
526+52	529+51	6" CONTINUOUS WHITE	299	

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
2. R.P.P.M = REFLECTORIZED PAINT PAVEMENT MARKINGS.
3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
5. NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II (R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

\\bridgefarmer-internal\bashares\Projects\1407101\DGN\Plans\Pavement_Marking\r-CA0601_PM_US67_02.dgn
6/20/2018 1:58:30 PM
mbinkley

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6/20/2018
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\\bridgeformer.internal\basharesv\Projects\14407\ONDGN\Plans\Pavement Marking\rCA0601_PM_US67_03.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	581	1465

(2) PERMANENT PAVEMENT MARKING DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 13404
2018-06-21

HWY. 67

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
528+46	529+23	8" CONTINUOUS WHITE	81	
528+46	529+94	8" CONTINUOUS WHITE	147	
529+94	530+24	6" CONTINUOUS WHITE	30	
528+94	529+79	8" CONTINUOUS WHITE @ 10' O.C. (TYP.)	58	
529+27	529+85	6" DOTTED WHITE (2' @ 8' O.C.)	22	
529+51		12" CONTINUOUS WHITE FOR STOP LINE	22	
529+82	530+33	8" CONTINUOUS WHITE	63	
529+94		12" CONTINUOUS WHITE FOR STOP LINE	22	
529+98	530+27	10" CONTINUOUS WHITE R.P.P.M.	30	
530+73	532+14	8" CONTINUOUS WHITE	132	
530+68	532+03	8" CONTINUOUS WHITE	149	
530+82	530+88	10" CONTINUOUS WHITE R.P.P.M.	98	
530+78	531+39	8" CONTINUOUS WHITE	60	
528+94	529+79	6" CONTINUOUS WHITE	130	
529+67	530+44	6" DOTTED WHITE (2' @ 8' O.C.)	31	
529+51	530+58	6" DOTTED WHITE (2' @ 8' O.C.)	37	
532+03	535+00	6" CONTINUOUS WHITE	297	
531+03		12" CONTINUOUS WHITE FOR STOP LINE	22	
531+04	535+00	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	99	5
530+78	534+50	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	93	5
530+64	543+64	6" CONTINUOUS WHITE	1344	
530+89	531+27	10" CONTINUOUS WHITE R.P.P.M.	37	
530+72	537+39	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	1342	9
530+72	537+39	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	1333	9
537+39	543+64	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	1250	8
531+33	543+64	6" CONTINUOUS WHITE	1249	

RAMP 3

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
300+35	301+83	8" CONTINUOUS WHITE ENHANCED	147	
300+41	301+83	8" CONTINUOUS WHITE ENHANCED	156	
300+46	300+50	10" CONTINUOUS WHITE R.P.P.M.	150	

FRONTAGE ROAD B

STA.	STA.	PAVEMENT MARKING (THERMOPLASTIC)	LIN. FT.	R.P.M.
73+12	76+03	6" DOTTED WHITE (2' @ 8' O.C.)	71	
73+92	76+82	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	574	4
73+92	76+82	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	579	4
76+03	79+37	6" CONTINUOUS WHITE	309	
76+17	79+37	6" SKIP WHITE W/ TYPE II R.P.M. @ 80' O.C.	81	5
76+82	77+11	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	57	1
77+00	78+54	6" CONTINUOUS WHITE	153	
77+10	77+99	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	178	1
77+10	78+00	6" DOUBLE CONTINUOUS YELLOW W/ TYPE II R.P.M. @ 80' O.C.	177	1
77+99	79+43	6" CONTINUOUS YELLOW	148	
78+00	79+43	6" CONTINUOUS YELLOW	145	
78+00	79+28	10" CONTINUOUS WHITE R.P.P.M.	264	
78+54	79+51	8" CONTINUOUS WHITE	100	
78+54	79+62	8" CONTINUOUS WHITE	115	
79+15	79+69	8" CONTINUOUS WHITE	54	
79+18		12" CONTINUOUS WHITE FOR STOP LINE	24	
79+31	79+54	10" CONTINUOUS WHITE R.P.P.M.	24	
79+37		12" CONTINUOUS WHITE FOR STOP LINE	14	
79+51	79+55	10" CONTINUOUS WHITE R.P.P.M.	114	

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PAVEMENT MARKINGS PRIOR TO PLACING NEW MARKINGS.
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3. SEE STANDARD SHEET PM-1 AND PM-2 FOR ADDITIONAL INFORMATION.
4. REFER TO SPECIAL DETAILS FOR ADDITIONAL INFORMATION.
5. NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED UNTIL A MINIMUM OF 3 DAYS AFTER ALL MAIN LANE PAVING HAS BEEN COMPLETED. IN ADDITION, NO PERMANENT PAVEMENT MARKINGS SHALL BE PLACED DURING THE TIME PERIOD FROM DECEMBER 21 TO MARCH 15, INCLUSIVE.

LEGEND

- (A) 6" SKIP WHITE ENHANCED THERMOPLASTIC W/TYPE II R.P.M. @ 80' O.C.
- (C) 6" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (D) 6" CONTINUOUS YELLOW ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (E) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING W/TYPE II R.P.M. @ 10' O.C.
- (F) 8" DOTTED WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKINGS 3' IN LENGTH @ 12' O.C. W/ TYPE II(R-W) R.P.M. @ 36' O.C.
- (G) 8" CONTINUOUS WHITE ENHANCED THERMOPLASTIC PAVEMENT MARKING
- (H) 6" DOUBLE CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (J) 6" SKIP WHITE THERMOPLASTIC PAVEMENT MARKINGS W/TYPE II R.P.M. @ 80' O.C.
- (K) 6" DOTTED WHITE THERMOPLASTIC PAVEMENT MARKING 2' IN LENGTH @ 8' O.C.
- (L) R.P.M. DIRECTIONAL ARROW
- (M) 6" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (N) 6" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (O) 8" CONTINUOUS WHITE THERMOPLASTIC PAVEMENT MARKING
- (P) 8" CONTINUOUS YELLOW THERMOPLASTIC PAVEMENT MARKING
- (R) 10" CONTINUOUS WHITE R.P.P.M.
- (S) 10" CONTINUOUS YELLOW R.P.P.M.

PERMANENT PAVEMENT MARKING DETAILS

10:42:58 AM
8/9/2018
mblinkley

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12441
SAMUEL J. [illegible]
2018-08-09

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	582	1465

(2) QUANTITIES

ADVANCE WARNING SIGNS

SIGN NUMBER	DESCRIPTION	SIGN SIZE	STAGE 1	STAGE 1A	STAGE 2	STAGE 2A	STAGE 3	STAGE 3A	STAGE 3B	STAGE 3C	STAGE 4	STAGE 4A	STAGE 4B	STAGE 4C	STAGE 4D	STAGE 5	MAXIMUM NUMBER REQUIRED	TOTAL SIGNS REQUIRED		CONSTRUCTION PROJECT INFORMATION SIGN UPDATE
			EACH															NO.	SQ. FT.	EACH
W20-1	ROAD WORK 1 MI.	48"x48"	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	80.0	
W20-1	ROAD WORK 1/2 MI.	48"x48"	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	80.0	
W20-1	ROAD WORK 1500 FT.	48"x48"	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	160.0	
W20-1	ROAD WORK 1000 FT.	48"x48"	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	80.0	
W20-1	ROAD WORK 500 FT.	48"x48"	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	80.0	
W20-1	ROAD WORK AHEAD	48"x48"	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	96.0	
W20-5	LEFT LANE CLOSED AHEAD	48"x48"					1	1	1	1	1	1	1	1	1	1	1	1	16.0	
W20-5	LEFT LANE CLOSED 1 MI.	48"x48"					1	1	1	1	1	1	1	1	1	1	1	1	16.0	
W20-5	LEFT LANE CLOSED 1/2 MI.	48"x48"					1	1	1	1	1	1	1	1	1	1	1	1	16.0	
W20-5	LEFT LANE CLOSED 1500 FT	48"x48"					1	1	1	1	1	1	1	1	1	1	1	1	16.0	
G20-2	END ROAD WORK	48"x24"	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	32.0	
G20-1	ROAD WORK NEXT xx MILES	60"x24"	4	4	5	4	5	5	5	5	5	5	5	5	5	5	5	5	50.0	
R11-2	ROAD CLOSED	48"x30"	1	5	16	16	11	13	11	11	6	6	3	6	2		20	20	200.0	
R11-2R	RAMP CLOSED	48"x30"					4	5	5	5	6	2					6	6	60.0	
R11-4	ROAD CLOSED TO THRU TRAFFIC	60"x30"	1				2	2	2	2	2	2					2	2	25.0	
M1-1	INTERSTATE ROUTE MARKER	36"x36"					3	8	4	4	7	4	4	4	4		8	8	72.0	
M3-2	CARDINAL DIRECTION EAST	12"x24"						4	2	2	3	2	2	2	2		4	4	8.0	
M3-4	CARDINAL DIRECTION WEST	12"x24"					3	4	2	2	4	2	2	2	2		4	4	8.0	
M4-8	DETOUR SIGN	12"x24"				3	2										3	3	6.0	
M5-1L	ADVANCE LEFT TURN	15"x21"							1	1	2						2	2	4.4	
M5-1R	ADVANCE RIGHT TURN	15"x21"				1	1	1	1	1	1						1	1	2.2	
M6-1L	LEFT TURN	15"x21"					2	3	1	1	1	1	1	1	1		3	3	6.6	
M6-1R	RIGHT TURN	15"x21"						1				2	2	3	3		3	3	6.6	
M6-2L	DIRECTIONAL LEFT	15"x21"					1	1			1						1	1	2.2	
M6-2R	DIRECTIONAL RIGHT	15"x21"						1	1	1	1	1	1				1	1	2.2	
M6-3	THRU ARROW	15"x21"				2	2	2			1						2	2	4.4	
R1-1	STOP SIGN	36"x36"		3	2	1	12	14	11	11	16	18	16	3	6		18	18	162.0	
R1-2	YIELD SIGN	36"x36"x36"					6	7	8	8	6	7	9	1	1		9	9	35.1	
R2-1	SPEED LIMIT (60MPH)	48"x60"	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	140.0	
R2-1	SPEED LIMIT (70MPH)	48"x60"	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	80.0	
R2-5A	REDUCE SPEED AHEAD	48"x60"	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	100.0	
R3-2	NO LEFT TURN	24"x24"		1													1	1	4.0	
R5-1	DO NOT ENTER	36" x 36"		1			1	2	2	2	2	2	2	2	2		2	2	18.0	
R5-1a	WRONG WAY	36"X24"					1										1	1	6.0	
R3-33	RIGHT LANE MUST EXIT	78"x36"			1											1	1	1	19.5	
R55-1	FINES DOUBLE IN WORK ZONE	36"x60"	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	75.0	
W1-1L	HORIZONTAL ALIGN LEFT	30"x30"					1										1	1	6.3	
W1-4aL	REVERSE CURVE LEFT	48"x48"			3	3						1	4	3	3		4	4	64.0	
W1-4aR	REVERSE CURVE RIGHT	48"x48"			1	1	1	1	1	1	1	1	3	3	3		3	3	48.0	
W1-6	LARGE ARROW	48"x24"		4			4	3	3	3	3	3	3	3	3	3	4	4	32.0	
W1-8	CHEVRONS	18"x24"			10			11	11	11							11	11	33.0	
W3-1a	STOP AHEAD SIGN	36"X36"					1										1	1	9.0	
W3-2a	YIELD AHEAD SIGN	36"X36"					1	1	1	1	1						1	1	9.0	
W4-1	MERGING TRAFFIC	48"x48"			1		2	1	1	1	3	2					3	3	48.0	
W4-2L	LANE ENDS MERGE RIGHT	36"X36"		2	2		2	2	2	3	2	2	1	1	1	1	3	3	27.0	
W4-2R	LANE ENDS MERGE LEFT	36"X36"	1		1	1	1	1	1		1	1	1				1	1	9.0	
W4-3R	ADDED LANE	48"x48"					1	1	1	1	1	1					1	1	16.0	
W9-1L	LEFT LANE ENDS	36"X36"		2	2		2	2	2	3	1	1					3	3	27.0	
W9-1R	RIGHT LANE ENDS	30"x30"	1		1	1	1	1	1								1	1	6.3	
W9-7R	RIGHT LANE EXIT ONLY AHEAD	96"x52"														4	4	4	138.7	
W13-1	SPEED LIMIT (XX MPH)	24"x24"			4	4	1	1	1	1	1	1	4				4	4	16.0	
W20-3	ROAD CLOSED (AHEAD)	48"x48"	1														1	1	16.0	
• W21-5a	RIGHT SHOULDER CLOSED	48"x48"	8	5	2	3	2										12	12	192.0	
• W21-5a	LEFT SHOULDER CLOSED	48"x48"	2	3	1		1	1	1	1	1	1					7	7	112.0	
W24-1L	DOUBLE REVERSE CURVE	36"x36"				1	1	1	1	1	1	1					1	1	9.0	
W24-1R	DOUBLE REVERSE CURVE	36"x36"				1	1	1	1	1	2	2					2	2	18.0	
SPECIAL	SEVIER ST DETOUR	18"x54"				3	2										3	3	20.3	
SPECIAL	DETOUR I-30 EAST	72"x108"					3	3	3	3	3						3	3	162.0	
SPECIAL	DETOUR 70 WEST	66"x108"					5	5	5	5	5						5	5	247.5	
SPECIAL	I-30 EB	36"x30"	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	30.0	
SPECIAL	CONSTRUCTION PROJECT INFORMATION	96"x48"	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	96.0	
	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE																			10
SPECIAL	SAFETY OF STREAM TRAFFIC SIGN DETAIL A	60"x36"	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15.0	
SPECIAL	SAFETY OF STREAM TRAFFIC SIGN DETAIL B	48"x48"	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16.0	
SPECIAL	SAFETY OF STREAM TRAFFIC SIGN DETAIL C	60"x36"	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15.0	
SPECIAL	ADV. EXIT SIGNS	108"x54"	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	243.0	
SPECIAL	EXIT GORE SIGNS	60"x90"	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	225.0	
																	0			
TOTALS:																			3675.3	10

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
• 4 ADDITIONAL SIGNS INCLUDED IN THE TOTAL TO BE USED IF AND WHERE DISRECTED BY THE ENGINEER.

S:\14407\01\DGN\Plans\Quantities\r-CA0601_qty_01.dgn

QUANTITIES

2:59:12 PM
11/26/2018
Csilver

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.			
11-26-18				JOB NO.		CA0601	583	1465

② QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9404
SHAHRIAR AZAD
2018-11-29

ADVANCE WARNING DEVICES

DESCRIPTION	STAGE 1	STAGE 1A	STAGE 2	STAGE 2A	STAGE 3	STAGE 3A	STAGE 3B	STAGE 3C	STAGE 4	STAGE 4A	STAGE 4B	STAGE 4C	STAGE 4D	STAGE 5	MAXIMUM NUMBER REQUIRED	PORTABLE CHANGEABLE MESSAGE SIGN	ADVANCE WARNING ARROW PANEL	TRAFFIC DRUMS	BARRICADES (TYPE III)		FURNISHING & INSTALLING PRECAST CONC. BARRIER	RELOCATING PRECAST CONCRETE BARRIER	TEMPORARY IMPACT ATTENUATION BARRIER	TEMP. IMPACT ATTEN. BARR. (REPAIR)	TEMP. IMPACT ATTEN. BARR. (RELOCATION)
																			RIGHT	LEFT					
	LIN. FT. - EACH															WEEKS	DAYS	EACH	LIN. FT.					EACH	
PORTABLE CHANGEABLE MESSAGE SIGN	3	3	3	3	6	6	6	6	6	3	3	3	3	3	6	1120									
ADVANCE WARNING ARROW PANEL	3	3	6	6	7	7	7	7	7	7	7	6	6	6	7		9149								
TRAFFIC DRUMS	264	584	767	598	1230	1230	1218	1073	916	1085	674	673	605	116	1230			1230							
• TYPE III BARRICADE-RT. (16')	1	5	7	8	12	15	12	12	11	8	3	2	2		17				272						
• TYPE III BARRICADE-LT. (16')			5	4	1	1	2	2	1						7					112					
FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	23386		42672		20062										86120						86120				
RELOCATING PRECAST CONCRETE BARRIER		23386	23386	11978	47098	17760	19520	2200	53607	9240	3300	1820	700	25420	239415							239415			
TEMPORARY IMPACT ATTENUATION BARRIER (FURNISH)	16		2												18								18		
TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	16	12	18	14	16	12	9	7	10	7	9	6	6	10	152									152	
TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)		15	14	8	16	7	8	9	10	6	4	1		10	108										108
TOTALS:																1120	9149	1230	272	112	86120	239415	18	152	108

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
• 2 ADDITIONAL BARRICADES INCLUDED IN THE TOTAL TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

CONSTRUCTION PAVEMENT MARKINGS

DESCRIPTION	STAGE 1	STAGE 1A	STAGE 2	STAGE 2A	STAGE 3	STAGE 3A	STAGE 3B	STAGE 3C	STAGE 4	STAGE 4A	STAGE 4B	STAGE 4C	STAGE 4D	STAGE 5	REMOVAL OF PERMANENT PAVEMENT MARKINGS	CONSTRUCTION PAVEMENT MARKINGS	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS
	LIN. FT. - EACH														LIN. FT.		
REMOVAL OF PERMANENT PAVEMENT MARKINGS	26846	11497	64743		42487	1028	9810		9013	420	685				166529		
CONSTRUCTION PAVEMENT MARKINGS		2380			19367	6308	11487	1440		1688						42670	
REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	26846	18387	107274	19436	190990	99069	127587	4711	266693	49780	27203	33718	3243	4353			979290
TOTALS:															166529	42670	979290

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

PERMANENT PAVEMENT MARKINGS

DESCRIPTION	FINAL	RAISED PAVEMENT MARKERS		THERMOPLASTIC PAVEMENT MARKING									REFLECTORIZED PAINT PAVEMENT MARKING		ENHANCED THERMOPLASTIC PAVEMENT MARKING		
		TYPE II		6"		8"		12"		YIELD LINE	WORDS	ARROWS	10"		6"		8"
		(WHITE/RED)	(YEL/YEL)	WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW				WHITE	YELLOW	WHITE	YELLOW	WHITE
	LIN. FT.-EACH	EACH		LIN. FT.							EACH		LIN. FT.				
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED)	3390	3390															
RAISED PAVEMENT MARKERS TYPE II (YEL/YEL)	304		304														
THERMOPLASTIC PAVEMENT MARKING WHITE (6")	29352			29352													
THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	36482				36482												
THERMOPLASTIC PAVEMENT MARKING WHITE (8")	9641					9641											
THERMOPLASTIC PAVEMENT MARKING YELLOW (8")	1937						1937										
THERMOPLASTIC PAVEMENT MARKING WHITE (12")	584							584									
THERMOPLASTIC PAVEMENT MARKING YELLOW (12")	146								146								
THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)	146									146							
THERMOPLASTIC PAVEMENT MARKING WORDS	53										53						
THERMOPLASTIC PAVEMENT MARKING ARROWS	69											69					
REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")	3613												3613				
REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")	2764													2764			
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")	90046														90046		
ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	88456															88456	
ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")	16600																16600
TOTALS:		3390	304	29352	36482	9641	1937	584	146	146	53	69	3613	2764	90046	88456	16600

NOTE: THIS IS A HIGH TRAFFIC VOLUME ROAD AS DEFINED IN SECTION 604.03, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
09-07-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	584	1465

(2) QUANTITIES

AUTOMATED WORK ZONE INFORMATION SYSTEM

LOCATION/DESCRIPTION	AWIS MOBILIZATION	AWIS OPERATION	DEVICE RELOCATION	PORTABLE CAMERA TRAILER	FURNISH AND INSTALL		
					PUBLIC NOTIFICATION SYSTEM	VARIABLE MESSAGE SIGN	VEHICLE DETECTION SYSTEM
	LUMP SUM	MONTH	EACH				
ENTIRE PROJECT	1.00	36	15	10	3	6	22
TOTALS:	**1.00**	**36**	**15**	**10**	**3**	**6**	**22**

NOTE: QUANTITIES ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECIFICATIONS.
REFER TO "AUTOMATED WORK ZONE INFORMATION SYSTEM" SPECIAL PROVISION.

MOBILE SPEED NOTIFICATION SYSTEM

STATION	STATION	LOCATION/DESCRIPTION	MOBILE SPEED NOTIFICATION SYSTEM
			EACH
ENTIRE PROJECT		AS DIRECTED BY THE ENGINEER	2
TOTAL:			**2**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECIFICATIONS.

EROSION CONTROL

STATION	STATION	LOCATION	PERMANENT EROSION CONTROL					TEMPORARY EROSION CONTROL										
			SEEDING	LIME	MULCH COVER	WATER	SECOND SEEDING APPLICATION	TEMPORARY SEEDING	MULCH COVER	WATER	SAND BAG DITCH CHECKS (E-5)	ROCK DITCH CHECKS (E-6)	DROP INLET SILT FENCE (E-7)	SILT FENCE (E-11)	CURB INLET PROTECTION (E-15)	SEDIMENT BASIN (E-14)	OBLITERATION OF SEDIMENT BASIN	*SEDIMENT REMOVAL & DISPOSAL
			ACRE	TON	ACRE	M.GAL.	ACRE	ACRE	ACRE	M.GAL.	BAG	CU.YD.	LIN. FT.	LIN. FT.	EACH	CU.YD.	CU.YD.	CU. YD.
ENTIRE	PROJECT	ENTIRE PROJECT	72.63	145.26	72.63	7408.3	72.63	56.47	56.47	1152.0								
ENTIRE	PROJECT	STAGE 1									1056	12	992	8999	24			422
ENTIRE	PROJECT	STAGE 2									638		5984	8045	21			549
ENTIRE	PROJECT	STAGE 3									396	6	2592	9271	19			841
ENTIRE	PROJECT	STAGE 4									616		928	3621	8			672
ENTIRE	PROJECT	STAGE 5											32	1496				77
*ENTIRE PROJECT TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.			20.00	40.00	20.00	2040.0	20.00	20.00	20.00	408.0	220	15				1500	1500	1500
TOTALS:			**92.63**	**185.26**	**92.63**	**9448.3**	**92.63**	**76.47**	**76.47**	**1560.0**	**2926**	**33**	**10528**	**31432**	**72**	**1500**	**1500**	**4061**

BASIS OF ESTIMATE:
LIME .....2 TONS / ACRE OF SEEDING
WATER.....102.0 M.G. / ACRE OF SEEDING
WATER.....20.4 M.G. / ACRE OF TEMPORARY SEEDING
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING
SAND BAG DITCH CHECKS.....22 BAGS / LOCATION
ROCK DITCH CHECKS.....3 CU.YD./LOCATION

NOTE: THE TEMPORARY EROSION CONTROL DEVICES SHOWN ABOVE AND ON THE PLANS SHALL BE INSTALLED IN SUCH A SEQUENCE AS TO DETER EROSION AND SEDIMENTATION ON U.S. WATERWAYS AS EXPLAINED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT.

*QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

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QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.			
				JOB NO.		CA0601	585	1465
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARMAR ALI
2018-09-06

SELECTED PIPE BEDDING

LOCATION	SELECTED PIPE BEDDING
	CU.YD.
ENTIRE PROJECT TO BE USED IF	
AND WHERE DIRECTED BY THE	2630
ENGINEER	
TOTAL:	**2630**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

CLEARING AND GRUBBING

STATION	STATION	LOCATION	CLEARING	GRUBBING
			STATION	
222+10	238+83	I-30 LEFT	17	17
229+25	246+76	I-30 RIGHT	18	18
250+70	256+19	I-30 RIGHT	6	6
6+38	14+91	FRONTAGE RD. A LEFT	9	9
106+45	111+06	HWY. 70 RAMP 1 LEFT	5	5
105+96	112+65	HWY. 70 RAMP 1 RIGHT	7	7
200+96	203+54	HWY. 70 RAMP 2 RIGHT	3	3
259+53	266+40	I-30 RIGHT	7	7
332+66	332+95	I-30 RIGHT	1	1
346+56	347+04	I-30 RIGHT	1	1
365+03	366+26	I-30 RIGHT	2	2
371+69	372+48	I-30 LEFT	1	1
372+68	373+78	I-30 RIGHT	2	2
66+29	78+59	FRONTAGE RD. B LEFT	13	13
66+29	78+59	FRONTAGE RD. B RIGHT	13	13
376+51	479+56	I-30 LEFT	104	104
382+86	480+56	I-30 RIGHT	98	98
506+50	512+48	HWY. 67 LEFT	6	6
506+50	521+52	HWY. 67 RIGHT	16	16
524+59	542+00	HWY. 67 LEFT	18	18
507+09	508+89	I-30 LEFT	2	2
508+33	509+08	I-30 RIGHT	1	1
509+93	510+82	I-30 RIGHT	1	1
TOTALS:			**351**	**351**

HIGH PERFORMANCE PAVEMENT REPAIR

DESCRIPTION	BAG
ENTIRE PROJECT - TO BE USED IF AND WHERE	4000
DIRECTED BY THE ENGINEER	
TOTAL:	**4000**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

JOINT SUPPORT

BRIDGE LOCATION	WIDTH OF PAVEMENT	CLASS A CONCRETE - ROADWAY	* REINFORCING STEEL FOR PAVEMENT (BARS)
	FT.	CU. YD.	LBS.
BEGIN EB BRIDGE OVER HWY. 70	54	15.00	586
END EB BRIDGE OVER HWY. 70	56	15.55	608
BEGIN WB BRIDGE OVER HWY. 70	40	13.33	521
END WB BRIDGE OVER HWY. 70	40	13.33	521
BEGIN EB BRIDGE OVER HWY. 67	59	16.39	640
END EB BRIDGE OVER HWY. 67	59	16.39	640
BEGIN WB BRIDGE OVER HWY. 67	72	24.00	938
END WB BRIDGE OVER HWY. 67	82	27.33	1068
BEGIN EB BRIDGE OVER RELIEF	71	19.72	771
END EB BRIDGE OVER RELIEF	71	19.72	771
BEGIN WB BRIDGE OVER RELIEF	61	20.33	794
END WB BRIDGE OVER RELIEF	61	20.33	794
BEGIN RAMP BRIDGE OVER RELIEF	38	12.67	495
END RAMP BRIDGE OVER RELIEF	38	12.67	495
BEGIN EB BRIDGE OVER RIVER	59	16.39	640
END EB BRIDGE OVER RIVER	61	16.94	662
BEGIN WB BRIDGE OVER RIVER	65	21.66	846
END WB BRIDGE OVER RIVER	59	19.66	768
TOTALS:		**321.41**	**12558**

* NOTE: SHOWN FOR INFORMATION ONLY

PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

STATION	LOCATION	WIDTH	LENGTH	TON
		FEET		
332+78 LT.	FRONTAGE ROAD B	8.50	19.53	9
332+78 RT.	FRONTAGE ROAD A	8.50	21.61	10
364+85 LT.	FRONTAGE ROAD B (REMOVAL)	9.08	19.90	10
364+98 RT.	FRONTAGE ROAD A (REMOVAL)	9.08	21.51	11
364+94 LT.	FRONTAGE ROAD B	10.83	19.90	12
365+09 RT.	FRONTAGE ROAD A	10.83	21.51	13
372+25 LT.	FRONTAGE ROAD B	12.00	22.12	15
373+09 RT.	FRONTAGE ROAD A	12.00	23.46	15
115+63	FRONTAGE ROAD C	7.92	23.18	10
118+92	FRONTAGE ROAD C	7.92	24.08	10
71+66	SOUTH STREET RAMP A	7.92	22.82	10
98+16 LT.	SOUTH STREET RAMP D	7.92	15.13	7
98+72	SOUTH STREET RAMP D	7.92	23.46	10
71+66	SOUTH STREET RAMP A	7.92	22.82	10
98+16 LT.	SOUTH STREET RAMP D	7.92	15.13	7
98+72	SOUTH STREET RAMP D	7.92	23.46	10
158+12	SEVIER STREET	7.92	66.92	29
158+12	SEVIER STREET DWY.	7.92	50.54	22
TOTAL:				**220**

AVG. DEPTH = 9"

PAVEMENT REPAIR OVER CULVERTS (CONCRETE)

STATION	LOCATION	WIDTH	LENGTH	CU. YD.
		FEET		
519+22 RT.	I-30 MAIN LANES	7.92	3.33	1.1
519+33 LT.	I-30 MAIN LANES	7.92	3.33	1.1
TOTAL:				**2.2**

AVG. DEPTH = 14"

P.C.C. PAVEMENT PATCHING OF EXISTING ROADWAY

LOCATION	R&D OF CONCRETE PAVEMENT FOR PATCHING	P.C.C. PAVEMENT PATCHING (8" U.T.)
	SQ. YD.	SQ. YD.
ENTIRE PROJECT - TO BE USED IF AND WHERE	3800	3800
DIRECTED BY THE ENGINEER		
TOTALS:	**3800**	**3800**

NOTE: QUANTITIES ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECS.

ACHM PATCHING OF EXISTING ROADWAY

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	95
DIRECTED BY THE ENGINEER	
TOTAL:	**95**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

ACHM PATCHING OF EXISTING SHOULDERS

DESCRIPTION	TON
ENTIRE PROJECT - TO BE USED IF AND WHERE	31
DIRECTED BY THE ENGINEER	
TOTAL:	**31**

NOTE: QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC

LOCATION	TON	TACK COAT
		GALLON
ENTIRE PROJECT - TO BE USED IF AND WHERE	126	252
DIRECTED BY THE ENGINEER		
TOTALS:	**126**	**252**

BASIS OF ESTIMATE:
ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC...25 TON/MILE
TACK COAT FOR MAINTENANCE OF TRAFFIC.....50 GAL./MILE

FENCING

STATION	STATION	LOCATION	WIRE FENCE (TYPE A)	* 4' CHAIN LINK FENCE	* 4'-0" GATES	* 12'-0" GATES	* 16'-0" GATES
			LIN. FT.		EACH		
270+94	337+00	I-30 LT.	6653				2
336+68	355+50	I-30 RT.	1930				2
342+50	363+38	I-30 LT.	2105				2
367+50	397+74	I-30 LT.	3012				2
114+40	116+96	HWY. 67 RAMP 1 RT.	272				
204+41	205+30	HWY. 67 RAMP 2 RT.	90				
205+93	206+66	HWY. 67 RAMP 2 RT.	75				
302+56	305+68	HWY. 67 RAMP 3 LT.	282				
478+26	491+70	I-30 LT.	1421			1	
146+64	149+05	FRONTAGE RD. D LT.	251				
20+50	23+51	SOUTH ST. LT.	411				
24+50	26+30	SOUTH ST. LT.	264				
60+20	63+48	LEANDER ST. RT.	407				
201+04	210+46	SOUTH ST. RAMP 2 RT.	966				1
516+00	520+36	HWY. 67 RT.	470				
516+00	519+78	HWY. 67 LT.	362				
526+47	529+09	HWY. 67 LT.	387				
531+74	540+50	HWY. 67 RT.	940			1	
531+48	533+50	HWY. 67 LT.	205				
77+00	78+52	FRONTAGE RD. B LT.	177				
30+13	30+13	SOUTH ST. LT.		200	1		
TOTALS:			**20680**	**200**	**1**	**2**	**9**

* DENOTES ALTERNATE BID ITEM.

QUANTITIES

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CONCRETE DITCH PAVING (BOX 1 OF 4)

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
220+93.10	222+50.60	LEFT - R.M.L.	157.50	3.85	67.38	64.27	0.81
229+00.00	245+26.47	MEDIAN	1626.47	20.89	3775.22	9.62	0.12
249+65.55	275+00.00	MEDIAN	2534.45	9.84	2771.00		
121+41.55	125+05.17	RIGHT - HWY. 70 - RAMP 1	363.62	11.72	473.51	16.05	0.20
218+99.53	222+72.64	RIGHT - HWY. 70 - RAMP 2	386.40	6.02	258.46	86.09	1.08
225+57.05	234+55.45	RIGHT - HWY. 70 - RAMP 2	898.40	14.28	1425.46		
235+89.75	237+00.00	LEFT - HWY. 70 - RAMP 2	110.63	4.00	49.17	50.95	0.64
244+88.05	252+67.32	RIGHT - HWY. 70 - RAMP 2	779.27	14.70	1272.81	210.92	2.66
322+00.00	329+34.76	LEFT - HWY. 70 - RAMP 3	719.75	4.00	319.89	321.71	4.05
277+24.37	278+00.00	RIGHT - R.M.L.	75.46	17.51	146.81	18.66	0.24
281+00.00	284+00.00	RIGHT - R.M.L.	400.20	4.00	177.87	177.87	2.24
285+00.00	285+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
285+50.00	285+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
286+00.00	286+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
286+50.00	286+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
287+00.00	287+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
287+50.00	287+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
288+00.00	288+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
288+50.00	288+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
289+00.00	289+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
289+50.00	289+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
290+00.00	290+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
290+50.00	290+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
291+00.00	291+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
292+00.00	292+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
292+50.00	292+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
293+00.00	293+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
293+50.00	293+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
294+00.00	294+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
294+50.00	294+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
295+00.00	295+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
295+50.00	295+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
296+00.00	296+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
296+50.00	296+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
297+00.00	297+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
297+50.00	297+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
298+00.00	298+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
298+50.00	298+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
299+00.00	299+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
299+50.00	299+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
300+00.00	301+00.00	RIGHT - R.M.L.	100.00	4.00	44.44	44.44	0.56
300+00.00	300+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
300+75.00	300+75.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
301+00.00	302+00.00	RIGHT - R.M.L.	100.00	4.00	44.44	44.44	0.56
301+25.00	301+25.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
301+75.00	301+75.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
302+25.00	302+25.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
302+75.00	302+75.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
303+25.00	303+25.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
303+75.00	303+75.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
304+25.00	304+25.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
304+75.00	304+75.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
305+25.00	305+25.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
305+75.00	305+75.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
306+25.00	306+25.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
306+75.00	306+75.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
307+25.00	307+25.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
307+75.00	307+75.00	RIGHT - R.M.L.	10.00	7.00	7.78	6.89	0.09
308+25.00	308+25.00	RIGHT - R.M.L.	10.00	7.00	7.78	6.89	0.09
308+75.00	308+75.00	RIGHT - R.M.L.	10.00	7.00	7.78	6.89	0.09
307+15.00	314+00.00	LEFT - L.M.L.	685.00	4.00	304.44	304.44	3.84
309+50.00	315+00.00	RIGHT - R.M.L.	550.00	4.00	244.44	244.44	3.08
314+83.00	314+93.00	RIGHT - R.M.L.	12.00	2.00	2.67	5.33	0.07
315+00.00	316+00.00	RIGHT - R.M.L.	100.00	4.00	44.44	44.44	0.56
316+42.00	316+42.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
316+92.00	316+92.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
317+42.00	317+42.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
317+92.00	317+92.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
318+42.00	318+42.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
318+92.00	319+10.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
319+42.00	319+60.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
319+92.00	320+10.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
320+42.00	320+60.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
320+92.00	321+10.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
321+42.00	321+60.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
321+92.00	322+10.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
322+42.00	322+60.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
322+92.00	322+92.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
324+00.00	324+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
324+50.00	324+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
325+00.00	325+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
325+50.00	325+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
326+00.00	326+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
326+50.00	326+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
327+00.00	327+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
327+50.00	327+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
328+10.00	328+10.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
328+50.00	328+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
329+00.00	329+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
329+50.00	329+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
330+00.00	330+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
330+50.00	330+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
331+00.00	331+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
SUBTOTALS (BOX 1 OF 4)½					12297.70	2508.22	31.93

CONCRETE DITCH PAVING (BOX 2 OF 4)

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
331+50.00	331+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
332+00.00	332+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
332+50.00	332+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
333+00.00	333+00.00	RIGHT - R.M.L.	5.00	7.00	3.89	1.73	0.02
333+50.00	333+50.00	RIGHT - R.M.L.	3.30	7.00	2.57	1.14	0.01
334+00.00	334+00.00	RIGHT - R.M.L.	1.78	7.00	1.38	0.61	0.01
100+06.00	105+40.00	RIGHT - INSPECTION STATION - RAMP 1	533.00	4.00	236.89	236.89	2.99
325+00.00	337+35.34	LEFT - L.M.L.	1228.07	4.05	552.63	549.04	6.92
400+00.00	405+14.94	LEFT - INSPECTION STATION - RAMP 4	514.94	4.32	247.17	114.43	1.44
403+17.63	405+50.00	RIGHT - INSPECTION STATION - RAMP 4	232.37	8.49	219.20	51.64	0.65
405+14.94	405+64.95	LEFT - INSPECTION STATION - RAMP 4	50.01	4.00	22.23	22.23	0.28
205+60.00	208+00.00	RIGHT - INSPECTION STATION - RAMP 2	240.00	4.09	109.07	106.67	1.34
350+00.00	361+00.00	LEFT - L.M.L.	1100.00	4.00	488.89	488.89	6.16
357+28.85	361+00.00	RIGHT - R.M.L.	371.15	6.44	265.58	164.96	2.08
361+20.00	361+20.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
361+70.00	361+70.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
362+20.00	362+20.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
362+70.00	362+70.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
363+20.00	363+20.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
363+70.00	363+70.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
364+20.00	364+20.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
364+70.00	364+70.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
365+20.00	365+20.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
365+70.00	365+70.00	RIGHT - R.M.L.	10.00	7.00	7.78	9.33	0.12
366+20.00	366+20.00	RIGHT - R.M.L.	12.00	7.00	9.33	10.22	0.13
366+70.00	366+70.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
367+20.00	367+20.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
368+00.00	370+00.00	LEFT - L.M.L.	200.00	4.00	88.89	88.89	1.12
305+33.66	308+14.39	LEFT - INSPECTION STATION - RAMP 3	281.73	4.10	127.89	62.38	0.79
308+14.39	308+69.92	LEFT - INSPECTION STATION - RAMP 3	55.53	4.00	24.68	24.68	0.31
368+06.00	368+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
368+56.00	368+56.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
369+06.00	369+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
369+56.00	369+56.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
370+06.00	370+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
370+56.00	370+56.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
371+06.00	371+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
371+56.00	371+56.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
372+06.00	372+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
372+56.00	372+56.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
373+06.00	373+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
373+56.00	373+56.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
374+00.00	375+00.00	LEFT - L.M.L.	100.00	4.00	44.44	44.44	0.56
374+06.00	374+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
374+56.00	374+56.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
375+06.00	375+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
375+56.00	375+56.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
376+06.00	376+06.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
376+56.00	376+56.00	RIGHT - R.M.L.	9.50	7.00	7.39	4.25	0.05
373+00.00	391+25.00	RIGHT - R.M.L.	1847.93	4.60	944.50	811.11	10.22
377+00.00	380+00.00	LEFT - L.M.L.	376.75	4.67	155.67	133.33	1.68
108+81.69	109+24.96	LEFT - HWY. 67 - RAMP 1	43.27	1.29	6.20	19.23	0.24
110+94.75	117+65.84	LEFT - HWY. 67 - RAMP 1	671.09	4.40	328.09	298.26	3.76
114+50.00	116+50.00	RIGHT - HWY. 67 - RAMP 1	200.50	4.00	89.11	90.38	1.14
117+65.84	117+77.18	LEFT - HWY. 67 - RAMP 1	11.34	10.02	12.63	5.04	0.06
31+60.00	38+00.00	RIGHT - FRONTAGE RD. A	644.70	4.00	286.53	177.78	2.24
40+50.00	43+50.00	RIGHT - FRONTAGE RD. A	281.91	4.00	125.29	133.33	1.68
55+00.00	56+50.00	LEFT - FRONTAGE RD. B	152.04	4.00	67.57	67.57	0.85
59+00.00	59+50.00	LEFT - FRONTAGE RD. B	50.00	4.00	22.22	22.22	0.28
60+50.00	61+50.00	LEFT - FRONTAGE RD. B	102.35	4.00	45.49	45.49	0.57
59+73.79	69+95.67	RIGHT - FRONTAGE RD. B	1004.18	4.00	446.30	224.93	2.83
62+50.00	66+50.00	LEFT - FRONTAGE RD. B	374.36	4.00	166.38	166.38	2.10
68+00.00	69+50.00	LEFT - FRONTAGE RD. B	150.19	4.00	66.75	66.75	0.84
71+00.00	72+00.00	RIGHT - FRONTAGE RD. B	101.33	4.00	45.04	45.04	0.57
72+50.00	74+08.68	LEFT - FRONTAGE RD. B	185.58	4.00	82.48	82.48	1.04
75+00.00	76+00.00	LEFT - FRONTAGE RD. B	115.17	4.00	51.19	51.19	0.64
76+00.00	79+00.00	RIGHT - FRONTAGE RD. B	276.78	4.00	123.01	123.01	1.55
302+50.00	303+50.00	RIGHT - HWY. 67 - RAMP 3	103.33	4.00	45.92	45.92	0.58
409+50.00	410+50.00	LEFT - HWY. 67 - RAMP 4	68.75	4.00	30.56	30.56	0.39
506+00.00	517+50.00	RIGHT - HWY. 67 - RAMP 5	1155.46	4.00	513.54	513.54	6.47
511+00.00	518+50.00	LEFT - HWY. 67 - RAMP 5	733.15	4.00	325.84	325.84	4.11
390+83.89	396+57.59	LEFT - L.M.L.	573.70	4.00	251.16	254.98	3.21
390+50.00	390+50.00	LEFT - L.M.L.	10.00	7.00	7.78	9.33	0.12
391+00.00	391+00.00	LEFT - L.M.L.	5.47	7.00	4.25	1.89	0.02
391+50.00	391+50.00	LEFT - L.M.L.	7.20	7.00	5.60	2.49	0.03
392+00.00	392+00.00	LEFT - L.M.L.	9.02	7.00	7.02	3.12	0.04
392+50.00	392+50.00	LEFT - L.M.L.	10.94	7.00	8.51	3.78	0.05
393+00.00	393+00.00	LEFT - L.M.L.	12.95	7.00	10.07	4.48	0.06
393+50.00	393+50.00	LEFT - L.M.L.	10.00	7.00	7.78	9.33	0.12
394+00.00	394+00.00	LEFT - L.M.L.	10.00	7.00	7.78	9.33	0.12
394+50.00	394+50.00	LEFT - L.M.L.	10.00	7.00	7.78	9.33	0.12
SUBTOTALS (BOX 2 OF 4)½					7084.70	6108.15	77.09

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	586	1465
				②		QUANTITIES		

QUANTITIES

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8/3/2018
mblnkley

CONCRETE DITCH PAVING (BOX 3 OF 4)

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
395+00.00	395+00.00	LEFT - L.M.L.	10.00	7.00	7.78	9.33	0.12
395+50.00	395+50.00	LEFT - L.M.L.	10.00	7.00	7.78	9.33	0.12
396+00.00	396+00.00	LEFT - L.M.L.	10.00	7.00	7.78	9.33	0.12
508+00.00	509+00.00	LEFT - HWY. 67	100.00	4.00	44.44	44.44	0.56
510+00.00	511+16.13	LEFT - HWY. 67	116.13	4.00	51.61	51.61	0.65
511+64.09	512+40.53	LEFT - HWY. 67	76.44	4.00	33.97	33.97	0.43
513+09.89	515+06.66	LEFT - HWY. 67	197.29	4.13	90.53	127.41	1.61
517+00.00	519+00.00	LEFT - HWY. 67	195.61	4.00	86.94	88.89	1.12
522+37.05	526+00.00	RIGHT - HWY. 67	785.93	4.00	349.30	349.30	4.40
521+77.00	523+61.60	HWY. 67 - LEFT	217.18	4.00	96.52	96.52	1.22
522+55.00	526+00.00	HWY. 67 - RIGHT	345.00	7.07	271.02	153.78	1.94
401+58.43	404+00.00	LEFT - L.M.L.	241.57	5.26	141.18	107.36	1.35
405+73.89	409+09.82	LEFT - L.M.L.	335.93	5.30	197.83	149.30	1.88
410+43.47	412+37.36	LEFT - L.M.L.	193.89	2.63	56.66	86.17	1.09
418+50.00	418+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
419+00.00	419+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
419+50.00	419+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
420+00.00	420+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
420+50.00	420+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
421+00.00	421+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
421+50.00	421+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
422+00.00	422+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
422+50.00	422+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
423+00.00	423+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
423+50.00	423+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
424+00.00	424+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
424+50.00	424+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
425+00.00	425+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
425+50.00	425+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
426+00.00	426+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
426+50.00	426+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
427+00.00	427+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
427+50.00	427+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
428+10.00	428+10.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
428+50.00	428+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
429+00.00	429+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
429+50.00	429+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
430+00.00	430+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
430+50.00	430+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
431+00.00	431+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
431+50.00	431+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
432+00.00	432+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
432+50.00	432+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
433+00.00	433+00.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
433+50.00	433+50.00	LEFT - L.M.L.	15.00	7.00	11.67	11.56	0.15
445+00.00	445+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
445+50.00	445+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
446+00.00	446+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
446+50.00	446+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
447+00.00	447+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
447+50.00	447+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
448+00.00	448+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
448+50.00	448+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
449+00.00	449+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
449+50.00	449+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
450+00.00	450+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
450+50.00	450+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
451+00.00	451+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
451+50.00	451+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
452+00.00	452+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
452+50.00	452+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
453+00.00	453+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
453+50.00	453+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
454+00.00	454+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
454+50.00	454+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
455+00.00	455+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
455+50.00	455+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
456+00.00	456+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
456+50.00	456+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
457+50.00	457+50.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
87+43.96	88+26.08	LEFT - FRONTAGE RD. C	82.12	30.76	281.67	36.50	0.46
88+00.00	89+00.00	RIGHT - FRONTAGE RD. C	92.24	4.00	41.00	45.00	0.57
487+07.98	491+00.00	LEFT - L.M.L.	392.02	4.00	174.23	174.23	2.20
101+50.00	101+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
102+00.00	102+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
102+50.00	102+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
103+00.00	103+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
103+50.00	103+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
104+00.00	104+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
104+50.00	104+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
105+00.00	105+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
105+50.00	105+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
106+00.00	106+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
106+50.00	106+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
107+00.00	107+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
107+50.00	107+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
SUBTOTALS (BOX 3 OF 4)½					2745.47	2370.11	30.19

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN R. WILLIAMS
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	587	1465

② QUANTITIES

CONCRETE DITCH PAVING (BOX 4 OF 4)

STATION	STATION	LOCATION	LENGTH	"W"	CONC. DITCH PAVING (TYPE B)	SOLID SODDING	WATER
			LIN. FT.	FEET	SQ. YD.	SQ. YD.	M. GAL.
108+00.00	108+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
108+50.00	108+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
109+00.00	109+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
109+50.00	109+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
110+00.00	110+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
110+50.00	110+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
111+00.00	111+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
111+50.00	111+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
112+50.00	112+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
113+00.00	113+00.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
113+50.00	113+50.00	RIGHT - SOUTH ST. - RAMP 1	15.00	7.00	11.67	11.56	0.15
113+90.00	118+00.00	RIGHT - SOUTH ST. - RAMP 1	410.00	25.65	1168.50	182.22	2.30
412+00.00	412+50.00	LEFT - SOUTH ST. - RAMP 4	51.07	4.00	22.70	22.70	0.29
21+50.00	24+00.00	RIGHT - SOUTH ST.	143.08	4.00	63.59	63.59	0.80
29+50.00	30+00.00	RIGHT - SOUTH ST.	55.12	4.00	24.50	24.50	0.31
200+44.72	207+26.00	LEFT - SOUTH ST. - RAMP 2	681.28	15.67	1186.18	302.79	3.82
119+61.16	121+30.32	RIGHT - FRONTAGE RD. C	169.16	4.00	75.18	75.18	0.95
151+50.00	154+95.20	LEFT - FRONTAGE RD. D	334.59	4.00	148.71	117.34	1.48
2513+32.16	2514+47.29	RIGHT - R.M.L.	115.13	7.41	94.79	51.17	0.64
2516+99.02	2517+99.12	RIGHT - R.M.L.	100.10	17.01	189.19	44.49	0.56
2519+30.88	2525+56.71	RIGHT - R.M.L.	625.83	12.71	883.81	278.15	3.50
2525+85.00	2525+85.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
2526+35.00	2526+35.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
2526+85.00	2526+85.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
2527+35.00	2527+35.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
2527+85.00	2527+85.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
2528+35.00	2528+35.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
2529+00.00	2529+00.00	RIGHT - R.M.L.	15.00	7.00	11.67	11.56	0.15
2529+44.00	2530+04.00	RIGHT - R.M.L.	61.50	4.00	27.33	18.25	0.23
SUBTOTALS (BOX 4 OF 4)½					4094.54	1388.46	17.58
SUBTOTALS (BOX 3 OF 4)½					2745.47	2370.11	30.19
SUBTOTALS (BOX 2 OF 4)½					7084.70	6108.15	77.09
SUBTOTALS (BOX 1 OF 4)½					12297.70	2508.22	31.93
TOTALS:					26222.41	12374.94	156.79

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING.

MAILBOXES

LOCATION	MAILBOXES	MAILBOX SUPPORTS (SINGLE)
	EACH	
ENTIRE PROJECT	6	6
TOTALS:	6	6

DRIVEWAYS & TURNOUTS

STATION	SIDE	LOCATION	WIDTH	••MODIFIED CURB		PORTLAND CEMENT CONCRETE DRIVEWAY	ACHM SURFACE COURSE (1/2") 220 LBS. PER SQ. YD. (PG 64-22)		AGGREGATE BASE COURSE (CLASS 7)	SIDE DRAINS		STANDARD DRAWINGS
										18"	24"	
			FEET	STATION	STATION	SQ. YD.	SQ. YD.	TON	TON	LIN. FT.		
507+05	RT.	HWY. 67	20				41.98	4.62	17.14			
508+73	RT.	HWY. 67	250				792.40	87.16	323.56			
511+31	LT.	HWY. 67	16				123.71	13.61	50.51	48		PCC-1, PCM-1, PCP-1, PCP-2
511+40	RT.	HWY. 67	16				74.95	8.24	30.60			
512+69	LT.	HWY. 67	40			227.67				70		PCC-1, PCM-1, PCP-1, PCP-2, DR-1
70+25	RT.	FRONTAGE ROAD B	40				136.68	15.03	55.81		60	PCC-1, PCM-1, PCP-1, PCP-2
39+94	RT.	FRONTAGE ROAD A	40			140.39				126		PCC-1, PCM-1, PCP-1, PCP-2, DR-1
89+64	RT.	FRONTAGE ROAD C	40				169.31	18.62	69.13			
100+80	RT.	FRONTAGE ROAD C	25				94.67	10.41	38.66			
106+88	RT.	FRONTAGE ROAD C	28				48.21	5.30	19.69			
72+57	RT.	SOUTH STREET RAMP A	18				61.60	6.78	25.15	28		PCC-1, PCM-1, PCP-1, PCP-2
73+92	RT.	SOUTH STREET RAMP A	24				76.15	8.38	31.09	28		PCC-1, PCM-1, PCP-1, PCP-2
77+05	RT.	SOUTH STREET RAMP A	16				54.48	5.99	22.25	28		PCC-1, PCM-1, PCP-1, PCP-2
145+77	LT.	FRONTAGE ROAD D	42				85.00	9.35	34.71			
5+00	RT.	CUL-DE-SAC	20				42.06	4.63	17.17			
4+67	RT.	CUL-DE-SAC	22				158.46	17.43	64.70			
33+58	LT.	SOUTH STREET	16	33+36	33+80	48.86						DR-1
• ENTIRE PROJECT TEMPORARY DRIVES							500.00	55.00	204.17			
TOTALS:						416.92	2459.66	270.55	1004.34	328	60	

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
•QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.
••FOR INFORMATION ONLY

THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, WILL BE ALLOWED TO SUBSTITUTE A HIGHER PERFORMANCE GRADE ASPHALT SURFACE COURSE FOR DRIVEWAYS AND MINOR SIDE STREET CONSTRUCTION AT NO ADDITIONAL COST TO THE DEPARTMENT.

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QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	587A	1465

② QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR NILI
2018-08-07

SUBGRADE IMPROVEMENTS - I-30 MAIN LANES (BOX 1 OF 5)

STATION BEGIN	STATION END	LENGTH	CONDITION	L.M.L.	R.M.L.	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
		FT	CUT / FILL	FT.			S.F.	FT	CU. YD.		
	221+25.12		CUT	10.00		15.00		1.50			
221+25.12	222+00.00	74.88	CUT	13.00		18.00		1.50	68.64		
222+00.00	223+00.00	100.00	CUT	17.00		22.00		1.50	111.11		
223+00.00	224+00.00	100.00	CUT	21.00		26.00		1.50	133.33		
224+00.00	225+00.00	100.00	CUT	22.00		27.00		1.50	147.22		
225+00.00	226+00.00	100.00	CUT	22.00		27.00		1.50	150.00		
226+00.00	227+00.00	100.00	CUT	22.00		27.00		1.50	150.00		
227+00.00	228+00.00	100.00	CUT	52.00	40.00	112.00		1.50	386.11		
228+00.00	229+00.00	100.00	CUT	52.00	40.00	112.00		1.50	622.22		
229+00.00	230+00.00	100.00	CUT	52.00	40.00	112.00		1.50	622.22		
230+00.00	231+00.00	100.00	CUT	51.00	40.00	111.00		1.50	619.44		
231+00.00	232+00.00	100.00	CUT	52.00	40.00	112.00		1.50	619.44		
232+00.00	233+00.00	100.00	CUT	58.00	40.00	118.00		1.50	638.89		
233+00.00	234+00.00	100.00	CUT	66.00	40.00	126.00		1.50	677.78		
234+00.00	235+00.00	100.00	CUT	40.00	40.00	100.00		1.50	627.78		
235+00.00	236+00.00	100.00	CUT	40.00	40.00	100.00		1.50	555.56		
236+00.00	237+00.00	100.00	CUT	40.00	40.00	100.00		1.50	555.56		
237+00.00	238+00.00	100.00	CUT	40.00	44.00	104.00		1.50	566.67		
238+00.00	239+00.00	100.00	CUT	40.00	44.00	104.00		1.50	577.78		
239+00.00	240+00.00	100.00	CUT	40.00	44.00	104.00		1.50	577.78		
240+00.00	241+00.00	100.00	CUT	40.00	44.00	104.00		1.50	577.78		
241+00.00	242+00.00	100.00	FILL				380.00	1.50	992.59		
242+00.00	243+00.00	100.00	FILL				507.00	1.50	1642.59		
243+00.00	244+00.00	100.00	FILL				659.00	1.50	2159.26		
244+00.00	245+00.00	100.00	FILL				784.00	1.50	2672.22		
*	250+00.00		FILL					2.00			
* 250+00.00	251+00.00	100.00	FILL					2.00			
* 251+00.00	252+00.00	100.00	FILL					2.00			
* 252+00.00	253+00.00	100.00	FILL					2.00			
* 253+00.00	254+00.00	100.00	FILL					2.00			
* 254+00.00	255+00.00	100.00	FILL					2.00			
* 255+00.00	256+00.00	100.00	FILL					2.00			
* 256+00.00	257+00.00	100.00	FILL					2.00			
* 257+00.00	258+00.00	100.00	FILL					2.00			
* 258+00.00	259+00.00	100.00	FILL					2.00			
* 259+00.00	260+00.00	100.00	FILL					2.00			
* 260+00.00	261+00.00	100.00	FILL					2.00			
* 261+00.00	262+00.00	100.00	FILL					2.00			
* 262+00.00	263+00.00	100.00	FILL					2.00			
* 263+00.00	264+00.00	100.00	FILL					2.00			
* 264+00.00	265+00.00	100.00	FILL					2.00			
* 265+00.00	266+00.00	100.00	FILL					2.00			
266+00.00	267+00.00	100.00	CUT	58.00	43.00	121.00		2.00		448.15	448.15
267+00.00	268+00.00	100.00	CUT	58.00	43.00	121.00		2.00		896.30	896.30
268+00.00	269+00.00	100.00	CUT	58.00	43.00	121.00		2.00		896.30	896.30
269+00.00	270+00.00	100.00	CUT	58.00	43.00	121.00		2.00		896.30	896.30
270+00.00	271+00.00	100.00	CUT	58.00	43.00	121.00		2.00		896.30	896.30
271+00.00	272+00.00	100.00	CUT	58.00	43.00	121.00		2.00		896.30	896.30
272+00.00	273+00.00	100.00	CUT	58.00	64.00	142.00		1.50	394.44	448.15	448.15
273+00.00	274+00.00	100.00	CUT	58.00	64.00	142.00		1.50	788.89		
274+00.00	275+00.00	100.00	CUT	58.00	58.00	136.00		1.50	772.22		
275+00.00	276+00.00	100.00	CUT	58.00	58.00	136.00		1.50	755.56		
276+00.00	277+00.00	100.00	CUT	57.00	57.00	124.00		1.50	722.22		
277+00.00	278+00.00	100.00	CUT	58.00	57.00	125.00		1.50	691.67		
278+00.00	279+00.00	100.00	CUT	57.00	57.00	124.00		1.50	691.67		
279+00.00	280+00.00	100.00	CUT	59.00	57.00	126.00		1.50	694.44		
280+00.00	281+00.00	100.00	CUT	59.00	57.00	126.00		1.50	700.00		
281+00.00	282+00.00	100.00	CUT	59.00	57.00	126.00		1.50	700.00		
282+00.00	283+00.00	100.00	CUT	59.00	57.00	126.00		2.00	350.00	466.67	466.67
283+00.00	284+00.00	100.00	CUT	59.00	57.00	126.00		2.00		933.33	933.33
284+00.00	285+00.00	100.00	CUT	59.00	58.00	127.00		2.00		937.04	937.04
285+00.00	286+00.00	100.00	CUT	59.00	60.00	129.00		2.00		948.15	948.15
286+00.00	287+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
SUBTOTALS:									**23713.08**	**9618.55**	**9618.55**

SUBGRADE IMPROVEMENTS - I-30 MAIN LANES (BOX 2 OF 5)

STATION BEGIN	STATION END	LENGTH	CONDITION	L.M.L.	R.M.L.	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
		FT	CUT / FILL	FT.			S.F.	FT	CU. YD.		
287+00.00	288+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
288+00.00	289+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
289+00.00	290+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
290+00.00	291+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
291+00.00	292+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
292+00.00	293+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
293+00.00	294+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
294+00.00	295+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
295+00.00	296+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
296+00.00	297+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
297+00.00	298+00.00	100.00	CUT	59.00	60.00	129.00		1.50	358.33	477.78	477.78
298+00.00	299+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
299+00.00	300+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
300+00.00	301+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
301+00.00	302+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
302+00.00	303+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
303+00.00	304+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
304+00.00	305+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
305+00.00	306+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
306+00.00	307+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
307+00.00	308+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
308+00.00	309+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
309+00.00	310+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
310+00.00	311+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
311+00.00	312+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
312+00.00	313+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
313+00.00	314+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
314+00.00	315+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
315+00.00	316+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
316+00.00	317+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
317+00.00	318+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
318+00.00	319+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
319+00.00	320+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
320+00.00	321+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
321+00.00	322+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
322+00.00	323+00.00	100.00	CUT	59.00	60.00	129.00		2.00	358.33	477.78	477.78
323+00.00	324+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
324+00.00	325+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
325+00.00	326+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
326+00.00	327+00.00	100.00	CUT	59.00	60.00	129.00		1.50	358.33	477.78	477.78
327+00.00	328+00.00	100.00	CUT	59.00	60.00	129.00		1.50	716.67		
328+00.00	329+00.00	100.00	CUT	59.00	63.00	132.00		1.50	725.00		
329+00.00	330+00.00	100.00	CUT	61.00	67.00	138.00		1.50	750.00		
330+00.00	331+00.00	100.00	CUT	61.00	67.00	138.00		1.50	766.67		
331+00.00	332+00.00	100.00	CUT	61.00	67.00	138.00		1.50	766.67		
332+00.00	333+00.00	100.00	CUT	65.00	72.00	147.00		1.50	791.67		
333+00.00	334+00.00	100.00	CUT	65.00	72.00	147.00		1.50	816.67		
334+00.00	335+00.00	100.00	CUT	65.00	72.00	147.00		1.50	816.67		
335+00.00	336+00.00	100.00	CUT	65.00	72.00	147.00		1.50	816.67		
336+00.00	337+00.00	100.00	CUT	65.00	72.00	147.00		1.50	816.67		
337+00.00	338+00.00	100.00	CUT	74.00	72.00	156.00		1.50	841.67		
338+00.00	339+00.00	100.00	CUT	74.00	57.00	141.00		1.50	825.00		
339+00.00	340+00.00	100.00	CUT	74.00	57.00	141.00		1.50	783.33		
340+00.00	341+00.00	100.00	CUT	57.00	57.00	124.00		1.50	736.11		
341+00.00	342+00.00	100.00	CUT	57.00	57.00	124.00		1.50	688.89		
342+00.00	343+00.00	100.00	CUT	57.00	57.00	124.00		1.50	688.89		
SUBTOTALS:									**30622.32**	**13855.62**	**13855.62**

BASIS OF ESTIMATE FOR SUBGRADE IMPROVEMENTS:
A. 18" SOIL STABILIZATION WAS ASSUMED FOR MINIMAL IMPROVEMENTS
B. UNCLASSIFIED EXCAVATION AND COMPACTED EMBANKMENT WAS ASSUMED FOR 2' IMPROVEMENTS.

*FOR FILL CONDITION, NO ADDITIONAL UNCLASSSIFIED EXCAVATATION AND COMPACTED EMBACKMENT QUANTITIES WERE ESTIMATED. REFER TO SUBGRADE IMPROVEMNT SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	587B	1465
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZIZ
2018-08-07

SUBGRADE IMPROVEMENTS - I-30 MAIN LANES (BOX 3 OF 5)

STATION		LENGTH	CONDITION	L.M.L.	R.M.L.	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT	CUT / FILL	FT.			S.F.	FT	CU. YD.		
343+00.00	344+00.00	100.00	CUT	57.00	57.00	124.00		1.50	688.89		
344+00.00	345+00.00	100.00	CUT	57.00	57.00	124.00		1.50	688.89		
345+00.00	346+00.00	100.00	CUT	57.00	57.00	124.00		1.50	688.89		
346+00.00	347+00.00	100.00	CUT	57.00	57.00	124.00		1.50	688.89		
347+00.00	348+00.00	100.00	CUT	57.00	57.00	124.00		2.00	344.44	459.26	459.26
348+00.00	349+00.00	100.00	CUT	57.00	57.00	124.00		2.00		918.52	918.52
349+00.00	350+00.00	100.00	CUT	57.00	57.00	124.00		2.00		918.52	918.52
350+00.00	351+00.00	100.00	CUT	57.00	57.00	124.00		2.00		918.52	918.52
351+00.00	352+00.00	100.00	CUT	57.00	57.00	124.00		2.00		918.52	918.52
352+00.00	353+00.00	100.00	CUT	57.00	57.00	124.00		1.50	344.44	459.26	459.26
353+00.00	354+00.00	100.00	CUT	57.00	74.00	141.00		1.50	736.11		
354+00.00	355+00.00	100.00	CUT	57.00	74.00	141.00		1.50	783.33		
355+00.00	356+00.00	100.00	CUT	57.00	74.00	141.00		1.50	783.33		
356+00.00	357+00.00	100.00	CUT	57.00	74.00	141.00		1.50	783.33		
357+00.00	358+00.00	100.00	CUT	57.00	67.00	134.00		1.50	763.89		
358+00.00	359+00.00	100.00	CUT	57.00	67.00	134.00		1.50	744.44		
359+00.00	360+00.00	100.00	CUT	57.00	67.00	134.00		1.50	744.44		
360+00.00	361+00.00	100.00	CUT	57.00	67.00	134.00		1.50	744.44		
361+00.00	362+00.00	100.00	CUT	57.00	67.00	134.00		1.50	744.44		
362+00.00	363+00.00	100.00	CUT	57.00	67.00	134.00		1.50	744.44		
363+00.00	364+00.00	100.00	CUT	72.00	67.00	149.00		1.50	786.11		
364+00.00	365+00.00	100.00	CUT	72.00	67.00	149.00		1.50	827.78		
365+00.00	366+00.00	100.00	CUT	72.00	63.00	145.00		1.50	816.67		
366+00.00	367+00.00	100.00	CUT	72.00	63.00	145.00		1.50	805.56		
367+00.00	368+00.00	100.00	CUT	72.00	59.00	141.00		1.50	794.44		
368+00.00	369+00.00	100.00	CUT	72.00	59.00	141.00		1.50	783.33		
369+00.00	370+00.00	100.00	CUT	72.00	59.00	141.00		1.50	783.33		
370+00.00	371+00.00	100.00	CUT	69.00	59.00	138.00		1.50	775.00		
371+00.00	372+00.00	100.00	CUT	69.00	59.00	138.00		1.50	766.67		
372+00.00	373+00.00	100.00	CUT	69.00	59.00	138.00		1.50	766.67		
373+00.00	374+00.00	100.00	CUT	69.00	59.00	138.00		1.50	766.67		
374+00.00	375+00.00	100.00	CUT	69.00	59.00	138.00		1.50	766.67		
375+00.00	376+00.00	100.00	CUT	69.00	59.00	138.00		1.50	766.67		
376+00.00	377+00.00	100.00	CUT	69.00	59.00	138.00		1.50	766.67		
377+00.00	378+00.00	100.00	CUT	69.00	72.00	151.00		1.50	802.78		
378+00.00	379+00.00	100.00	CUT	69.00	72.00	151.00		1.50	838.89		
379+00.00	380+00.00	100.00	CUT	73.00	72.00	155.00		1.50	850.00		
380+00.00	381+00.00	100.00	CUT	73.00	72.00	155.00		1.50	861.11		
381+00.00	382+00.00	100.00	CUT	73.00	72.00	155.00		1.50	861.11		
382+00.00	383+00.00	100.00	CUT	63.00	72.00	145.00		1.50	833.33		
383+00.00	384+00.00	100.00	CUT	63.00	72.00	145.00		1.50	805.56		
384+00.00	385+00.00	100.00	CUT	63.00	72.00	145.00		1.50	805.56		
385+00.00	386+00.00	100.00	CUT	70.00	72.00	152.00		1.50	825.00		
386+00.00	387+00.00	100.00	CUT	70.00	60.00	140.00		1.50	811.11		
387+00.00	388+00.00	100.00	CUT	70.00	60.00	140.00		1.50	777.78		
388+00.00	389+00.00	100.00	CUT	70.00	60.00	140.00		1.50	777.78		
389+00.00	390+00.00	100.00	CUT	71.00	61.00	142.00		1.50	783.33		
390+00.00	391+00.00	100.00	CUT	71.00	61.00	142.00		1.50	788.89		
391+00.00	392+00.00	100.00	CUT	71.00	61.00	142.00		1.50	788.89		
392+00.00	393+00.00	100.00	CUT	71.00	52.00	133.00		1.50	763.89		
393+00.00	394+00.00	100.00	CUT	71.00	52.00	133.00		1.50	738.89		
394+00.00	395+00.00	100.00	FILL				416.00	1.50	1139.81		
395+00.00	396+00.00	100.00	FILL				320.00	1.50	1362.96		
	398+00.00		FILL				360.00	1.50			
398+00.00	399+00.00	100.00	FILL				633.00	1.50	1838.89		
399+00.00	400+00.00	100.00	FILL				465.00	1.50	2033.33		
400+00.00	401+00.00	100.00	FILL				450.00	1.50	1694.44		
401+00.00	402+00.00	100.00	FILL				433.00	1.50	1635.19		
402+00.00	403+00.00	100.00	FILL				484.00	1.50	1698.15		
403+00.00	404+00.00	100.00	FILL				536.00	1.50	1888.89		
404+00.00	405+00.00	100.00	CUT	59.00	76.00	145.00		1.50	1395.37		
405+00.00	406+00.00	100.00	CUT	59.00	76.00	145.00		1.50	805.56		
406+00.00	407+00.00	100.00	CUT	57.00	76.00	143.00		1.50	800.00		
407+00.00	408+00.00	100.00	CUT	55.00	76.00	141.00		1.50	788.89		
SUBTOTALS:									**52784.25**	**4592.60**	**4592.60**

SUBGRADE IMPROVEMENTS - I-30 MAIN LANES (BOX 4 OF 5)

STATION		LENGTH	CONDITION	L.M.L.	R.M.L.	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT	CUT / FILL	FT.			S.F.	FT	CU. YD.		
408+00.00	409+00.00	100.00	CUT	55.00	76.00	141.00		1.50	783.33		
409+00.00	410+00.00	100.00	CUT	55.00	57.00	122.00		1.50	730.56		
410+00.00	411+00.00	100.00	CUT	55.00	57.00	122.00		1.50	677.78		
	416+00.00		CUT			10.00		1.50			
416+00.00	417+00.00	100.00	CUT		55.00	65.00		1.50	208.33		
417+00.00	418+00.00	100.00	CUT	83.00	55.00	148.00		1.50	591.67		
418+00.00	419+00.00	100.00	CUT	83.00	55.00	148.00		1.50	822.22		
419+00.00	420+00.00	100.00	CUT	83.00	55.00	148.00		1.50	822.22		
420+00.00	421+00.00	100.00	CUT	83.00	57.00	150.00		1.50	827.78		
421+00.00	422+00.00	100.00	CUT	83.00	57.00	150.00		1.50	833.33		
422+00.00	423+00.00	100.00	CUT	83.00	57.00	150.00		2.00	416.67	555.56	555.56
423+00.00	424+00.00	100.00	CUT	83.00	57.00	150.00		2.00		1111.11	1111.11
424+00.00	425+00.00	100.00	CUT	83.00	57.00	150.00		2.00		1111.11	1111.11
425+00.00	426+00.00	100.00	CUT	83.00	57.00	150.00		2.00		1111.11	1111.11
426+00.00	427+00.00	100.00	CUT	71.00	57.00	138.00		2.00		1066.67	1066.67
427+00.00	428+00.00	100.00	CUT	71.00	57.00	138.00		2.00		1022.22	1022.22
428+00.00	429+00.00	100.00	CUT	71.00	57.00	138.00		2.00		1022.22	1022.22
429+00.00	430+00.00	100.00	CUT	71.00	57.00	138.00		2.00		1022.22	1022.22
430+00.00	431+00.00	100.00	CUT	71.00	57.00	138.00		2.00		1022.22	1022.22
431+00.00	432+00.00	100.00	CUT	65.00	57.00	132.00		2.00		1000.00	1000.00
432+00.00	433+00.00	100.00	CUT	65.00	40.00	115.00		2.00		914.81	914.81
433+00.00	434+00.00	100.00	CUT	30.00		40.00		2.00		574.07	574.07
	445+00.00		CUT			10.00		2.00			
445+00.00	446+00.00	100.00	CUT	50.00	59.00	119.00		2.00		440.74	440.74
446+00.00	447+00.00	100.00	CUT	50.00	59.00	119.00		2.00		881.48	881.48
447+00.00	448+00.00	100.00	CUT	57.00	60.00	127.00		2.00		911.11	911.11
448+00.00	449+00.00	100.00	CUT	57.00	60.00	127.00		1.50	352.78	470.37	470.37
449+00.00	450+00.00	100.00	CUT	57.00	60.00	127.00		1.50	705.56		
450+00.00	451+00.00	100.00	CUT	57.00	60.00	127.00		1.50	705.56		
451+00.00	452+00.00	100.00	CUT	57.00	60.00	127.00		1.50	705.56		
452+00.00	453+00.00	100.00	CUT	57.00	60.00	127.00		1.50	705.56		
453+00.00	454+00.00	100.00	CUT	57.00	60.00	127.00		1.50	705.56		
454+00.00	455+00.00	100.00	CUT	57.00	60.00	127.00		1.50	705.56		
455+00.00	456+00.00	100.00	CUT	57.00	60.00	127.00		1.50	705.56		
456+00.00	457+00.00	100.00	CUT	57.00	60.00	127.00		1.50	705.56		
457+00.00	458+00.00	100.00	CUT	57.00	75.00	142.00		1.50	747.22		
458+00.00	459+00.00	100.00	CUT	57.00	75.00	142.00		1.50	788.89		
459+00.00	460+00.00	100.00	CUT	57.00	75.00	142.00		1.50	788.89		
460+00.00	461+00.00	100.00	CUT	63.00	75.00	148.00		1.50	805.56		
461+00.00	462+00.00	100.00	CUT	63.00	75.00	148.00		1.50	822.22		
462+00.00	463+00.00	100.00	CUT	63.00	75.00	148.00		1.50	822.22		
463+00.00	464+00.00	100.00	CUT	69.00	75.00	154.00		1.50	838.89		
464+00.00	465+00.00	100.00	CUT	69.00	59.00	138.00		1.50	811.11		
465+00.00	466+00.00	100.00	CUT	69.00	59.00	138.00		1.50	766.67		
466+00.00	467+00.00	100.00	CUT	69.00	59.00	138.00		1.50	766.67		
467+00.00	468+00.00	100.00	CUT	73.00	59.00	142.00		1.50	777.78		
468+00.00	469+00.00	100.00	CUT	73.00	59.00	142.00		1.50	788.89		
469+00.00	470+00.00	100.00	CUT	73.00	59.00	142.00		1.50	788.89		
SUBTOTALS:									**23025.05**	**14237.02**	**14237.02**

BASIS OF ESTIMATE FOR SUBGRADE IMPROVEMENTS:
A. 18" SOIL STABILIZATION WAS ASSUMED FOR MINIMAL IMPROVEMENTS
B. UNCLASSIFIED EXCAVATION AND COMPACTED EMBANKMENT WAS ASSUMED FOR 2' IMPROVEMENTS.

*FOR FILL CONDITION, NO ADDITIONAL UNCLASSSIFIED EXCAVATATION AND COMPACTED EMBACKMENT QUANTITIES WERE ESTIMATED. REFER TO SUBGRADE IMPROVEMNT SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

QUANTITIES

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	587C	1465
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRAM AZADI
2018-08-07

SUBGRADE IMPROVEMENTS - I-30 MAIN LANES (BOX 5 OF 5)

STATION		LENGTH	CONDITION	L.M.L.	R.M.L.	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT	CUT / FILL	FT.			S.F.	FT	CU. YD.		
470+00.00	471+00.00	100.00	CUT	73.00	59.00	142.00		1.50	788.89		
471+00.00	472+00.00	100.00	CUT	73.00	60.00	143.00		1.50	791.67		
472+00.00	473+00.00	100.00	CUT	73.00	60.00	143.00		1.50	794.44		
473+00.00	474+00.00	100.00	CUT	58.00	60.00	128.00		1.50	752.78		
474+00.00	475+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
475+00.00	476+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
476+00.00	477+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
477+00.00	478+00.00	100.00	CUT	58.00	60.00	128.00		2.00	355.56	474.07	474.07
478+00.00	479+00.00	100.00	CUT	58.00	60.00	128.00		2.00		948.15	948.15
479+00.00	480+00.00	100.00	CUT	58.00	60.00	128.00		2.00		948.15	948.15
480+00.00	481+00.00	100.00	CUT	58.00	60.00	128.00		2.00		948.15	948.15
481+00.00	482+00.00	100.00	CUT	58.00	60.00	128.00		2.00		948.15	948.15
482+00.00	483+00.00	100.00	CUT	58.00	60.00	128.00		1.50	355.56	474.07	474.07
483+00.00	484+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
484+00.00	485+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
485+00.00	486+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
486+00.00	487+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
487+00.00	488+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
488+00.00	489+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
489+00.00	490+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
490+00.00	491+00.00	100.00	CUT	58.00	60.00	128.00		1.50	711.11		
491+00.00	492+00.00	100.00	CUT	60.00	60.00	130.00		1.50	716.67		
492+00.00	493+00.00	100.00	CUT	60.00	60.00	130.00		1.50	722.22		
493+00.00	494+00.00	100.00	CUT	60.00	60.00	130.00		1.50	722.22		
494+00.00	495+00.00	100.00	CUT	60.00	60.00	130.00		1.50	722.22		
495+00.00	496+00.00	100.00	CUT	60.00	60.00	130.00		1.50	722.22		
496+00.00	497+00.00	100.00	CUT	60.00	60.00	130.00		1.50	722.22		
497+00.00	498+00.00	100.00	CUT	60.00	60.00	130.00		1.50	722.22		
498+00.00	499+00.00	100.00	CUT	60.00	60.00	130.00		1.50	722.22		
499+00.00	500+00.00	100.00	CUT	60.00	68.00	138.00		1.50	744.44		
500+00.00	501+00.00	100.00	CUT	60.00	68.00	138.00		1.50	766.67		
501+00.00	502+00.00	100.00	CUT	60.00	68.00	138.00		1.50	766.67		
502+00.00	503+00.00	100.00	CUT	60.00	68.00	138.00		1.50	766.67		
503+00.00	504+00.00	100.00	CUT	60.00	68.00	138.00		1.50	766.67		
504+00.00	505+00.00	100.00	CUT	60.00	68.00	138.00		1.50	766.67		
505+00.00	506+00.00	100.00	CUT	60.00	68.00	138.00		1.50	766.67		
506+00.00	507+00.00	100.00	CUT	59.00	68.00	137.00		1.50	763.89		
507+00.00	508+00.00	100.00	CUT	58.00	63.00	131.00		1.50	744.44		
508+00.00	509+00.00	100.00	CUT	58.00	63.00	131.00		1.50	727.78		
509+00.00	510+00.00	100.00	CUT	58.00	63.00	131.00		1.50	727.78		
510+00.00	511+00.00	100.00	CUT	58.00	63.00	131.00		1.50	727.78		
511+00.00	512+00.00	100.00	CUT	59.00	60.00	129.00		1.50	722.22		
512+00.00	513+00.00	100.00	CUT	59.00	60.00	129.00		2.00	358.33	477.78	477.78
513+00.00	514+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
514+00.00	515+00.00	100.00	CUT	59.00	60.00	129.00		2.00		955.56	955.56
515+00.00	516+00.00	100.00	CUT	59.00	60.00	129.00				477.78	477.78
SUBTOTALS (BOX 5 OF 5)									**27550.00**	**7607.42**	**7607.42**
SUBTOTALS (BOX 4 OF 5)									**23025.05**	**14237.02**	**14237.02**
SUBTOTALS (BOX 3 OF 5)									**52784.25**	**4592.60**	**4592.60**
SUBTOTALS (BOX 2 OF 5)									**30622.32**	**13855.62**	**13855.62**
SUBTOTALS (BOX 1OF 5)									**23713.08**	**9618.55**	**9618.55**
TOTALS:									**157694.70**	**49911.21**	**49911.21**

BASIS OF ESTIMATE FOR SUBGRADE IMPROVEMENTS:
A. 18" SOIL STABILIZATION WAS ASSUMED FOR MINIMAL IMPROVEMENTS
B. UNCLASSIFIED EXCAVATION AND COMPACTED EMBANKMENT WAS ASSUMED FOR 2' IMPROVEMENTS.

*FOR FILL CONDITION, NO ADDITIONAL UNCLASSSIFIED EXCAVATATION AND COMPACTED EMBACKMENT QUANTITIES WERE ESTIMATED. REFER TO SUBGRADE IMPROVEMNT SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

SUBGRADE IMPROVEMENTS - HWY. 70 RAMP 1

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
*	106+00.00		FILL				2.00			
* 106+00.00	107+00.00	100.00	FILL				2.00			
* 107+00.00	108+00.00	100.00	FILL				2.00			
* 108+00.00	109+00.00	100.00	FILL				2.00			
* 109+00.00	110+00.00	100.00	FILL				2.00			
* 110+00.00	111+00.00	100.00	FILL				2.00			
111+00.00	112+00.00	100.00	CUT	25.34	35.34		2.00		130.89	130.89
112+00.00	113+00.00	100.00	CUT	25.34	35.34		2.00		261.78	261.78
113+00.00	114+00.00	100.00	CUT	26.44	36.44		2.00		265.85	265.85
114+00.00	115+00.00	100.00	CUT	26.44	31.44		2.00		251.41	251.41
115+00.00	116+00.00	100.00	CUT	26.44	31.44		2.00		232.89	232.89
116+00.00	117+00.00	100.00	CUT	26.19	31.19		2.00		231.96	231.96
117+00.00	118+00.00	100.00	CUT	26.19	31.19		2.00		231.04	231.04
118+00.00	119+00.00	100.00	CUT	26.19	31.19		2.00		231.04	231.04
119+00.00	120+00.00	100.00	CUT	26.19	31.19		2.00		231.04	231.04
120+00.00	121+00.00	100.00	CUT	26.19	31.19		2.00		231.04	231.04
121+00.00	122+00.00	100.00	CUT	26.19	31.19		2.00		231.04	231.04
122+00.00	123+00.00	100.00	CUT	28.00	33.00		2.00		237.74	237.74
123+00.00	124+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
124+00.00	125+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
TOTALS:									**3256.60**	**3256.60**

SUBGRADE IMPROVEMENTS - HWY. 70 RAMP 2

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	223+00.00		CUT	28.00	33.00		2.00			
223+00.00	224+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
224+00.00	225+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
225+00.00	226+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
226+00.00	227+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
227+00.00	228+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
228+00.00	229+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
229+00.00	230+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
230+00.00	231+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
231+00.00	232+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
232+00.00	233+00.00	100.00	CUT	28.00	33.00		2.00		244.44	244.44
233+00.00	234+00.00	100.00	CUT	28.00	38.00		2.00		262.96	262.96
234+00.00	235+00.00	100.00	CUT	27.10	37.10		2.00		278.15	278.15
235+00.00	236+00.00	100.00	CUT	26.90	36.90		2.00		274.07	274.07
236+00.00	237+00.00	100.00	CUT	26.90	36.90		2.00		273.33	273.33
237+00.00	238+00.00	100.00	CUT	26.90	36.90		2.00		273.33	273.33
238+00.00	239+00.00	100.00	CUT	26.90	36.90		2.00		273.33	273.33
239+00.00	240+00.00	100.00	CUT	26.90	36.90		2.00		273.33	273.33
240+00.00	241+00.00	100.00	CUT	25.50	35.50		2.00		268.15	268.15
241+00.00	242+00.00	100.00	CUT	25.50	35.50		2.00		262.96	262.96
242+00.00	243+00.00	100.00	CUT	25.50	35.50		2.00		262.96	262.96
243+00.00	244+00.00	100.00	CUT	25.50	35.50		2.00		262.96	262.96
244+00.00	245+00.00	100.00	CUT	25.50	35.50		2.00		262.96	262.96
245+00.00	246+00.00	100.00	CUT	25.50	35.50		2.00		262.96	262.96
246+00.00	247+00.00	100.00	CUT	25.50	35.50		2.00		262.96	262.96
247+00.00	248+00.00	100.00	CUT	25.50	35.50		2.00		262.96	262.96
248+00.00	249+00.00	100.00	CUT	39.90	49.90		2.00		316.3	316.3
249+00.00	250+00.00	100.00	CUT	29.90	39.90		2.00		332.59	332.59
TOTALS:									**7110.66**	**7110.66**

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	587D	1465
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZADI
2019-08-07

SUBGRADE IMPROVEMENTS - HWY. 70 RAMP 3										
STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	312+00.00		CUT	50.92	60.92		1.50			
312+00.00	313+00.00	100.00	CUT	50.92	60.92		1.50	338.44		
313+00.00	314+00.00	100.00	CUT	50.92	60.92		1.50	338.44		
314+00.00	315+00.00	100.00	CUT	38.00	48.00		1.50	302.56		
315+00.00	316+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
316+00.00	317+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
317+00.00	318+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
318+00.00	319+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
319+00.00	320+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
320+00.00	321+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
321+00.00	322+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
322+00.00	323+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
323+00.00	324+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
324+00.00	325+00.00	100.00	CUT	38.00	48.00		1.50	266.67		
325+00.00	326+00.00	100.00	FILL			289.86	1.50	670.11		
326+00.00	327+00.00	100.00	FILL			293.16	1.50	1079.67		
327+00.00	328+00.00	100.00	FILL			271.77	1.50	1046.17		
328+00.00	329+00.00	100.00	FILL			268.66	1.50	1000.80		
329+00.00	330+00.00	100.00	FILL			240.68	1.50	943.22		
TOTAL:								**8386.11**		

SUBGRADE IMPROVEMENTS - HWY. 67 RAMP 1										
STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	116+50.00		CUT	53.00	63.00		2.00			
116+50.00	117+00.00	50.00	CUT	53.00	63.00		2.00		233.33	233.33
117+00.00	117+50.00	50.00	CUT	53.00	63.00		2.00		233.33	233.33
TOTALS:									**466.66**	**466.66**

SUBGRADE IMPROVEMENTS - HWY. 67 RAMP 2										
STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	202+50.00		FILL			168.14	1.50			
202+50.00	203+00.00	50.00	FILL			162.80	1.50	306.43		
203+00.00	203+50.00	50.00	FILL			158.82	1.50	297.80		
SUBTOTAL:								**604.23**		
	209+50.00		FILL			131.68	1.50			
209+50.00	210+00.00	50.00	FILL			130.32	1.50	242.59		
210+00.00	210+50.00	50.00	FILL			131.07	1.50	242.03		
TOTAL:								**1088.85**		

SUBGRADE IMPROVEMENTS - HWY. 67 RAMP 3										
STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
300+00.00	300+50.00		CUT	150.00	160.00		2.00			
300+50.00	301+00.00	50.00	CUT	100.00	110.00		2.00		500.00	500.00
* 301+00.00	301+50.00	50.00	FILL				2.00		203.70	203.70
* 301+50.00	302+00.00	50.00	FILL				2.00			
* 302+00.00	302+50.00	50.00	FILL				2.00			
* 302+50.00	303+00.00	50.00	FILL				2.00			
* 303+00.00	303+50.00	50.00	FILL				2.00			
* 303+50.00	304+00.00	50.00	FILL				2.00			
* 304+00.00	304+50.00	50.00	FILL				2.00			
* 304+50.00	305+00.00	50.00	FILL				2.00			
* 305+00.00	305+50.00	50.00	FILL				2.00			
* 305+50.00	306+00.00	50.00	FILL				2.00			
TOTALS:									**703.70**	**703.70**

SUBGRADE IMPROVEMENTS - HWY. 67 RAMP 4										
STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	406+00.00		FILL			276.08	1.50			
406+00.00	406+50.00	50.00	FILL			309.37	1.50	542.08		
406+50.00	407+00.00	50.00	FILL			331.60	1.50	593.49		
407+00.00	407+50.00	50.00	FILL			343.31	1.50	624.92		
TOTAL:								**1760.49**		

SUBGRADE IMPROVEMENTS - HWY. 67 RAMP 5										
STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	505+50.00		CUT	25.01	35.01		1.50			
505+50.00	506+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
506+00.00	506+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
506+50.00	507+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
507+00.00	507+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
507+50.00	508+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
508+00.00	508+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
508+50.00	509+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
509+00.00	509+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
509+50.00	510+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
510+00.00	510+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
510+50.00	511+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
511+00.00	511+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
511+50.00	512+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
512+00.00	512+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
512+50.00	513+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
513+00.00	513+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
513+50.00	514+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
514+00.00	514+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
514+50.00	515+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
515+00.00	515+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
515+50.00	516+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
516+00.00	516+50.00	50.00	CUT	25.01	35.01		1.50	97.26		
516+50.00	517+00.00	50.00	CUT	25.01	35.01		1.50	97.26		
TOTAL:								**583.56**		

SUBGRADE IMPROVEMENTS - INSPECTION STATION RAMP 3										
STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	304+50.00		CUT	27.00	37.00		1.50			
304+50.00	305+00.00	50.00	CUT	27.00	37.00		1.50	102.78		
305+00.00	305+50.00	50.00	CUT	28.30	38.30		1.50	104.58		
TOTAL:								**207.36**		

NOTES:
BASIS OF ESTIMATE FOR SUBGRADE IMPROVEMENTS:
A. 18" SOIL STABILIZATION WAS ASSUMED FOR MINIMAL IMPROVEMENTS
B. UNCLASSIFIED EXCAVATION AND COMPACTED EMBANKMENT WAS ASSUMED FOR 2' IMPROVEMENTS.

*FOR FILL CONDITION, NO ADDITIONAL UNCLASSSIFIED EXCAVATATION AND COMPACTED EMBACKMENT QUANTITIES WERE ESTIMATED. REFER TO SUBGRADE IMPROVEMNT SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASAD
2019-08-07

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	587E	1465
				(2) QUANTITIES				

SUBGRADE IMPROVEMENTS - SOUTH ST. RAMP 1

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	116+00.00		CUT	27.00	37.00		1.50			
116+00.00	116+50.00	50.00	CUT	27.00	37.00		1.50	102.78		
116+50.00	117+00.00	50.00	CUT	25.00	35.00		1.50	100.00		
TOTAL:								**202.78**		

SUBGRADE IMPROVEMENTS - SOUTH ST. RAMP 2

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	201+00.00		CUT	18.81	28.81		1.50			
201+00.00	201+50.00	50.00	CUT	18.81	28.81		1.50	80.04		
201+50.00	202+00.00	50.00	CUT	34.03	44.03		1.50	101.18		
202+00.00	202+50.00	50.00	CUT	34.03	44.03		1.50	122.31		
202+50.00	203+00.00	50.00	CUT	34.03	44.03		1.50	122.31		
203+00.00	203+50.00	50.00	CUT	32.54	42.54		1.50	120.24		
203+50.00	204+00.00	50.00	CUT	32.54	42.54		1.50	118.17		
204+00.00	204+50.00	50.00	CUT	32.54	42.54		1.50	118.17		
204+50.00	205+00.00	50.00	CUT	28.78	38.78		1.50	112.94		
205+00.00	205+50.00	50.00	CUT	28.78	38.78		1.50	107.72		
205+50.00	206+00.00	50.00	CUT	28.78	38.78		1.50	107.72		
206+00.00	206+50.00	50.00	CUT	28.78	38.78		1.50	107.72		
206+50.00	207+00.00	50.00	CUT	27.02	37.02		1.50	105.28		
207+00.00	207+50.00	50.00	CUT	22.09	27.09		1.50	89.05		
207+50.00	208+00.00	50.00	CUT	21.15	26.15		1.50	73.95		
208+00.00	208+50.00	50.00	CUT	21.00	26.00		1.50	72.44		
TOTAL:								**1559.24**		

SUBGRADE IMPROVEMENTS - SOUTH ST. RAMP 4

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	407+50.00		CUT	25.00	35.00		1.50			
407+50.00	408+00.00	50.00	CUT	25.00	35.00		1.50	97.22		
408+00.00	408+50.00	50.00	CUT	25.00	35.00		1.50	97.22		
TOTAL:								**194.44**		

SUBGRADE IMPROVEMENTS - SOUTH ST. RAMP C & LEANDER ST.

SOUTH ST. RAMP C.

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	90+00.00		CUT	32.39	37.39		1.50			
90+00.00	91+00.00	100.00	CUT	32.39	37.39		1.50	207.74		
91+00.00	92+00.00	100.00	CUT	41.89	46.89		1.50	234.13		
92+00.00	93+00.00	100.00	CUT	35.30	40.30		1.50	242.20		
93+00.00	93+50.00	50.00	CUT	35.30	40.30		1.50	111.94		
SUBTOTAL:								**796.01**		

LEANDER ST.

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	62+75.00		CUT	21.00	26.00		1.50			
62+75.00	63+00.00	25.00	CUT	35.00	40.00		1.50	45.83		
63+00.00	64+00.00	100.00	CUT	22.60	27.60		1.50	187.78		
SUBTOTAL:								**233.61**		
TOTAL:								**1029.62**		

SUBGRADE IMPROVEMENTS - SOUTH ST.

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	23+00.00		CUT	133.34	143.34		2.00			
23+00.00	23+50.00	50.00	CUT	133.34	143.34		2.00		530.89	530.89
23+50.00	24+00.00	50.00	CUT	105.96	115.96		2.00		480.19	480.19
24+00.00	24+50.00	50.00	CUT	105.96	115.96		2.00		429.48	429.48
24+50.00	25+00.00	50.00	CUT	105.96	115.96		2.00		429.48	429.48
25+00.00	25+50.00	50.00	CUT	108.55	118.55		2.00		434.28	434.28
25+50.00	26+00.00	50.00	CUT	108.55	118.55		2.00		439.07	439.07
26+00.00	26+50.00	50.00	CUT	108.55	118.55		2.00		439.07	439.07
TOTALS:									**3182.46**	**3182.46**

SUBGRADE IMPROVEMENTS - FRONTAGE RD. D

STATION		LENGTH	CONDITION	PAVEMENT WIDTH	TOTAL WIDTH	CROSS SECTION AREA	IMPROVEMENT DEPTH	SOIL STABILIZATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
BEGIN	END	FT.	CUT / FILL	FT.	FT.	S.F.	FT.	CU. YD.		
	148+50.00		CUT	42.75	52.75		1.50			
148+50.00	149+50.00	100.00	CUT	58.35	68.35		1.50	336.41		
TOTAL:								**336.41**		

SUBGRADE IMPROVEMENTS - SUMMARY

LOCATION	SOIL STABILIZATION			UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT	STONE BACKFILL
	CU.YD.	TON / CU. YD.	TON	CU. YD.	CU. YD.	TON
I-30 MAIN LANES	157694.70	0.08	12615.58	49911.21	49911.21	
SOUTH ST.		0.08		3182.46	3182.46	
HWY. 67 RAMPS	3432.90	0.08	274.63	1170.36	1170.36	
HWY. 70 RAMPS	8386.11	0.08	670.89	10367.26	10367.26	
SOUTH ST. RAMPS	2986.08	0.08	238.89			
INSPECTION STATION RAMPS	207.36	0.08	16.59			
FRONTAGE RD.	336.41	0.08	26.91			
IF AND WHERE DIRECTED BY THE ENGINEER						20000.00
TOTALS			**13843.49**	**64631.29**	**64631.29**	**20000.00**

NOTES:
BASIS OF ESTIMATE FOR SUBGRADE IMPROVEMENTS:
A. 18" SOIL STABILIZATION WAS ASSUMED FOR MINIMAL IMPROVEMENTS
B. UNCLASSIFIED EXCAVATION AND COMPACTED EMBANKMENT WAS ASSUMED FOR 2' IMPROVEMENTS.

*FOR FILL CONDITION, NO ADDITIONAL UNCLASSSIFIED EXCAVATATION AND COMPACTED EMBACKMENT QUANTITIES WERE ESTIMATED. REFER TO SUBGRADE IMPROVEMNT SPECIAL DETAILS FOR ADDITIONAL INFORMATION.

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17444
SHAHRIAR ADIB
2018-11-29

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	588	1465

② QUANTITIES

BASE AND SURFACING FOR MOT (BOX 1 OF 3)

STATION	STATION	LOCATION	LENGTH	TRENCHING & SHOULDER PREP.	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT 0.05 GAL. / SQ. YD.				ACHM BASE COURSE (1 1/2")					ACHM BINDER COURSE (1")					ACHM SURFACE COURSE (1/2")								
			FEET	STATION	TON / STATION	TON	AVG. WID. FEET	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	TOTAL PG 76-22 TON
STAGE 1																													
261+12.91	262+84.08	MOT WIDENING I-30 WB	171.17	1.71	13.25	22.68	21.70	412.71	0.05	20.64	5.85	111.26	880.00		48.95	5.39	102.51	330.00		16.91	5.18	98.52	220.00	10.84	5.01	95.28	220.00	10.48	21.32
222+21.52	226+53.72	MOT WIDENING I-30 EB TEMP. RAMP	432.20	4.32	13.25	57.27	50.64	2431.85	0.05	121.59	13.08	628.13	880.00		276.38	12.62	606.04	330.00		100.00	12.41	595.96	220.00	65.56	12.24	587.79	220.00	64.66	130.22
226+53.72	233+75.94	MOT I-30 EB TEMP. RAMP	722.22		26.50	191.39	115.86	9297.38	0.05	464.87	29.80	2391.35	880.00		1052.19	28.88	2317.52	330.00		382.39	28.46	2283.82	220.00	251.22	28.13	2257.34	220.00	248.31	499.53
233+75.94	238+03.26	MOT WIDENING I-30 EB TEMP. RAMP	427.32	4.27	13.25	56.62	50.78	2411.03	0.05	120.55	13.12	622.94	880.00		274.09	12.66	601.10	330.00		99.18	12.45	591.13	220.00	65.02	12.28	583.05	220.00	64.14	129.16
272+29.03	295+94.78	MOT WIDENING I-30 WB	2365.75	23.66	13.25	313.46	52.91	13907.98	0.05	695.40	13.65	3588.05	880.00		1578.74	13.19	3467.14	330.00		572.08	12.98	3411.94	220.00	375.31	12.81	3367.25	220.00	370.40	745.71
273+03.57	302+47.09	MOT WIDENING I-30 EB	2943.52	29.44	13.25	390.02	42.90	14030.78	0.05	701.54	11.15	3646.69	880.00		1604.54	10.69	3496.25	330.00		576.88	10.48	3427.57	220.00	377.03	10.31	3371.97	220.00	370.92	747.95
371+99.19	375+79.68	MOT WIDENING FRTG. RD. B	570.60	5.71	13.25	75.60	35.93	2277.96	0.05	113.90	9.41	596.59	880.00	262.50		8.95	567.43	330.00	93.63		8.74	554.12	220.00	60.95	8.57	543.34	220.00	59.77	120.72
375+79.68	379+37.47	MOT WIDENING FRTG. RD. B TEMP. RAMP	380.49	3.80	13.25	50.41	53.23	2250.39	0.05	112.52	13.73	580.46	880.00	255.40		13.27	561.01	330.00	92.57		13.06	552.13	220.00	60.73	12.89	544.95	220.00	59.94	120.67
379+37.47	384+78.11	MOT FRTG. RD. B TEMP. RAMP	357.79		26.50	94.81	108.49	4312.96	0.05	215.65	27.96	1111.53	880.00	489.07		27.04	1074.96	330.00	177.37		26.62	1058.26	220.00	116.41	26.29	1045.14	220.00	114.97	231.38
406+91.04	411+85.69	MOT WIDENING HWY. 67 RAMP 3	494.65	4.95	13.25	65.54	44.48	2444.67	0.05	122.23	11.54	634.25	880.00		279.07	11.08	608.97	330.00		100.48	10.87	597.43	220.00	65.72	10.70	588.08	220.00	64.69	130.41
416+70.85	433+25.11	MOT WIDENING I-30 EB BETWEEN SALINE BRIDGES	1654.26	16.54	13.25	219.19	60.15	11055.97	0.05	552.80	15.46	2841.65	880.00		1250.33	15.00	2757.10	330.00		454.92	14.79	2718.50	220.00	299.04	14.62	2687.25	220.00	295.60	594.64
417+70.38	423+18.04	MOT WIDENING I-30 WB BETWEEN SALINE RIVER BRIDGES	547.66	5.48	13.25	72.56	22.49	1368.54	0.05	68.43	6.05	368.15	880.00		161.99	5.59	340.16	330.00		56.13	5.38	327.38	220.00	36.01	5.21	317.03	220.00	34.87	70.88
428+53.73	434+24.75	MOT WIDENING I-30 WB BETWEEN SALINE RIVER BRIDGES	571.02	5.71	13.25	75.66	20.72	1314.61	0.05	65.73	5.60	355.30	880.00		156.33	5.14	326.12	330.00		53.81	4.93	312.79	220.00	34.41	4.76	302.01	220.00	33.22	67.63
445+68.72	450+38.24	MOT WIDENING I-30 WB BETWEEN SALINE RIVER BRIDGES	469.52	4.70	13.25	62.21	18.84	982.86	0.05	49.14	5.13	267.63	880.00		117.76	4.67	243.63	330.00		40.20	4.46	232.67	220.00	25.59	4.29	223.80	220.00	24.62	50.21
454+33.85	462+43.89	MOT WIDENING I-30 EB	810.04	8.10	13.25	107.33	18.00	1620.08	0.05	81.00	4.92	442.82	880.00		194.84	4.46	401.42	330.00		66.23	4.25	382.52	220.00	42.08	4.08	367.22	220.00	40.39	82.47
475+20.06	517+75.36	MOT WIDENING I-30 WB NEAR SOUTH ST. RAMP 4	4255.30	42.55	13.25	563.83	60.09	28411.22	0.05	1420.56	15.45	7304.93	880.00		3214.17	14.99	7087.44	330.00		1169.43	14.78	6988.15	220.00	768.70	14.61	6907.77	220.00	759.85	1528.55
223+56.02	233+70.03	MOT WIDENNIG HWY. 70 RAMP 2	1014.01	10.14	13.25	134.36	22.94	2584.60	0.05	129.23	6.16	694.03	880.00		305.37	5.70	642.21	330.00		105.96	5.49	618.55	220.00	68.04	5.32	599.39	220.00	65.93	133.97
229+55.33	232+01.43	MOT WIDENING FRTG. RD. A-1 TEMP. RAMP	246.10		13.25	32.61	49.23	1346.17	0.05	67.31	12.73	348.09	880.00	153.16		12.27	335.52	330.00	55.36		12.06	329.77	220.00	36.27	11.89	325.13	220.00	35.76	72.03
232+01.43	234+14.93	MOT FRTG. RD. A-1 TEMP. RAMP	213.50		26.50	56.58	123.14	2921.15	0.05	146.06	31.62	750.10	880.00	330.04		30.70	728.27	330.00	120.16		30.28	718.31	220.00	79.01	29.95	710.48	220.00	78.15	157.16
234+14.93	240+33.54	MOT WIDENING FRTG. RD. A-1 TEMP. RAMP	618.61	6.19	13.25	81.97	74.00	5086.35	0.05	254.32	18.92	1300.46	880.00	572.20		18.46	1268.84	330.00	209.36		18.25	1254.40	220.00	137.98	18.08	1242.72	220.00	136.70	274.68
240+33.54	242+15.47	MOT FRTG. RD. A-1 TEMP. RAMP	181.93		26.50	48.21	124.16	2509.83	0.05	125.49	31.88	644.44	880.00	283.55		30.96	625.84	330.00	103.26		30.54	617.35	220.00	67.91	30.21	610.68	220.00	67.17	135.08
242+15.47	244+50.99	MOT WIDENING FRTG. RD. A-1 TEMP. RAMP	235.52		13.25	31.21	43.34	1134.16	0.05	56.71	11.26	294.66	880.00	129.65		10.80	282.62	330.00	46.63		10.59	277.13	220.00	30.48	10.42	272.68	220.00	29.99	60.47
303+39.61	311+13.53	MOT WIDENNIG HWY. 70 RAMP 3 TEMP. RAMP	773.92	7.74	13.25	102.54	37.81	3251.32	0.05	162.57	9.88	849.59	880.00		373.82	9.42	810.04	330.00		133.66	9.21	791.98	220.00	87.12	9.04	777.36	220.00	85.51	172.63
311+13.53	322+68.72	MOT HWY. 70 RAMP 3 TEMP. RAMP	1155.19		26.50	306.13	85.82	11015.38	0.05	550.77	22.29	2861.02	880.00		1258.85	21.37	2742.93	330.00		452.58	20.95	2689.03	220.00	295.79	20.62	2646.67	220.00	291.13	586.92
322+68.72	325+23.44	MOT WIDENNIG HWY. 70 RAMP 3 TEMP. RAMP	254.72	2.55	13.25	33.75	36.39	1029.92	0.05	51.50	9.52	269.44	880.00		118.55	9.06	256.42	330.00		42.31	8.85	250.47	220.00	27.55	8.68	245.66	220.00	27.02	54.57
506+50.15	514+19.30	MOT WIDENING HWY. 67 SB	769.15	7.69	7.28	55.99	15.41	1316.96	0.05	65.85	7.92	676.85	550.00	186.13							7.71	658.91	220.00	72.48	7.54	644.38	220.00	70.88	143.36
518+50.55	519+93.78	MOT WIDENING HWY. 67 SB	143.23	1.43	7.28	10.43	3.39	53.95	0.05	2.70	1.91	30.40	550.00	8.36							1.70	27.05	220.00	2.98	1.53	24.35	220.00	2.68	5.66
529+76.65	543+63.09	MOT WIDENING HWY. 67 NB	1386.44	13.86	7.28	100.93	16.18	2492.51	0.05	124.63	8.30	1278.61	550.00	351.62							8.09	1246.26	220.00	137.09	7.92	1220.07	220.00	134.21	271.30
30+60.72	30+81.30	MOT WIDENING SOUTH ST. SB	20.58	0.21	13.25	2.73	175.37	401.01	0.05	20.05	44.27	101.23	880.00	44.54		43.81	100.18	330.00	16.53		43.60	99.70	220.00	10.97	43.43	99.31	220.00	10.92	21.89
STAGE 1A																													
390+21.67	395+86.30	MOT WIDENING I-30 WB NEAR HWY. 67 RAMP 4	564.63	5.65	13.25	74.81	22.43	1407.18	0.05	70.36	6.03	378.30	880.00		166.45	5.57	349.44	330.00		57.66	5.36	336.27	220.00	36.99	5.19	325.60	220.00	35.82	72.81
399+32.81	408+88.63	MOT WIDENING I-30 WB NEAR HWY. 67 RAMP 3	955.82	9.56	13.25	126.65	20.93	2222.81	0.05	111.14	5.66	601.10	880.00		264.48	5.20	552.25	330.00		91.12	4.99	529.95	220.00	58.29	4.82	511.89	220.00	56.31	114.60
406+35.37	408+52.77	MOT WIDENING I-30 WB NEAR HWY. 67 RAMP 3	217.40	2.17	13.25	28.81	45.35	1095.45	0.05	54.77	11.76	284.07	880.00		124.99	11.30	272.96	330.00		45.04	11.09	267.89	220.00	29.47	10.92	263.78	220.00	29.02	58.49
478+42.35	494+00.00	MOT WIDENING I-30 WB INSIDE MEDIAN	1557.65	15.58	13.25	206.39	80.92	14005.00	0.05	700.25	20.65	3573.94	880.00		1572.53	20.19	3494.33	330.00		576.56	19.98	3457.98	220.00	380.38	19.81	3428.56	220.00	377.14	757.52
261+67.60	276+02.08	MOT WIDENING I-30 EB NEAR HWY. 70 RAMP 2	1434.48	14.34	13.25	190.07	46.57	7422.64	0.05	371.13	12.07	1923.80	880.00		846.47	11.61	1850.48	330.00		305.33	11.40	1817.01	220.00	199.87	11.23	1789.91	220.00	196.89	396.76
127+09.38	129+39.85	MOT WIDENNIG HWY. 70 RAMP 1	230.47	2.30	13.25	30.54	32.16	823.55	0.05	41.18	8.46	216.64	880.00		95.32	8.00	204.86	330.00		33.80	7.79	199.48	220.00	21.94	7.62	195.13	220.00	21.46	43.40
304+33.32	307+55.17	MOT WIDENNIG HWY. 70 RAMP 1 TEMP. RAMP	321.85	3.22	13.25	42.65	42.07	1504.47	0.05	75.22	10.94	391.23	880.00		172.14	10.48	374.78	330.00		61.84	10.27	367.27	220.00	40.40	10.10	361.19	220.00	39.73	80.13
207+66.68	208+25.14	MOT HWY. 70 RAMP 1 TEMP. RAMP	58.46		26.50	15.49	90.42	587.33	0.05	29.37	23.44	152.26	880.00		66.99	22.52	146.28	330.00		24.14	22.10	143.55	220.00	15.79	21.77	141.41	220.00	15.56	31.35
208+25.14	220+52.59	MOT WIDENNIG HWY. 70 RAMP 1 TEMP. RAMP	1227.45	12.27	13.25	162.64	32.95	4493.83	0.05	224.69	8.66	1181.08	880.00		519.68	8.20	1118.34	330.00		184.53	7.99	1089.70	220.00	119.87	7.82	1066.52	220.00	117.32	237.19
220+52.59	232+27.56	MOT WIDENNIG HWY. 70 RAMP 2	1174.97	11.75	13.25	155.68	41.02	5355.25	0.05	267.76	10.68	1394.30	880.00		613.49	10.22	1334.24	330.00		220.15	10.01	1306.83	220.00	143.75	9.84	1284.63	220.00	141.31	285.06
239+97.92	248+48.37	MOT WIDENNIG HWY. 70 RAMP 2	850.45	8.50	13.25	112.68	86.65	8187.94	0.05	409.40	22.09	2087.38	880.00		918.45	21.63	2043.91	330.00		337.25	21.42	2024.07	220.00	222.65	21.25	2008.01	220.00	220.88	443.53
514+73.89	517+64.80	MOT WIDENING HWY. 67 SB	290.91	2.91	7.28	21.18	9.11	294.47	0.05	14.72	4.77	154.18	550.00	42.40							4.56	147.39	220.00	16.21	4.39	141.90	220.00	15.61	31.82
520+22.83	521+64.83	MOT WIDENING HWY. 67 NB	142.00	1.42	7.28	10.34	21.37	337.17	0.05	16.86	10.90	171.98	550.00	47.29							10.69	168.66	220.00	18.55	10.52	165.98	220.00	18.26	36.81
520+52.93	521+61.79	MOT WIDENING HWY. 67 RAMP 1 AND RAMP 2	108.86	1.09	13.25	14.42	55.65	673.12	0.05	33.66	14.34	173.45	880.00	76.32		13.88	167.89	330.00		27.70	13.67	165.35	220.00	18.19	13.50	163.29	220.00	17.96	36.15
527+85.01	529+53.71	MOT WIDENING HWY. 67 NB	168.70	1.69	7.28	12.28	5.50	103.09	0.05	5.15	2.96	55.48	550.00	15.26							2.75	51.55	220.00	5.67	2.58	48.36	220.00	5.32	10.99
23+44.13	26+51.90	MOT WIDENING SOUTH ST. SB	307.77	3.08	13.25	40.78	58.72	2008.03	0.05	100.40	15.10	516.37	880.00	227.20		14.64	500.64	330.00	82.61		14.43	493.46	220.00	54.28	14.26	487.64	220.00	53.64	107.92
30+00.00	30+81.36	MOT WIDENING SOUTH ST. SB	81.36	0.81	13.25	10.78	78.89	713.17	0.05	35.66	20.15	182.16	880.00	80.15		19.69	178.00	330.00	29.37		19.48	176.10	220.00	19.37	19.31	174.56	220.00	19.20	38.57
31+40.48	31+70.97	MOT WIDENING SOUTH ST. SB	30.49		13.25	4.04	10.92	36.99	0.05	1.85	3.15	10.67	880.00	4.69		2.69	9.11	330.00	1.50		2.48	8.40	220.00	0.92	2.31	7.83	220.00	0.86	1.78
96+00.00	96+32.43	MOT WIDENING SOUTH ST. RAMP D	32.43		13.25	4.30	103.51	372.98	0.05	18.65	26.30	94.77	880.00	41.70		25.84	93.11	330.00	15.36		25.63	92.35	220.00	10.16	25.46	91.74	220.00	10.09	20.25
96+32.43	96+87.64	MOT WIDENING SOUTH ST. RAMP D	55.21	0.55	13.25	7.32	35.25	216.24	0.05	10.81	9.24	56.68	880.00	24.94		8.78	53.86	330.00	8.89		8.57	52.57	220.00	5.78	8.40	51.53	220.00	5.67	11.45
STAGE 2																													
217+95.88	230+24.36	MOT WIDENING I-30 WB NEAR HWY. 70 RAMP 4	1228.48	12.28	13.25	162.77	101.76	13890.01	0.05	694.50	25.86	3529.83	880.00		1553.13	25.40	3467.04	330.00		572.06	25.19	3438.38	220.00	378.22	25.02	3415.17	220.00	375.67	753.89
400+00.00	413+82.64	MOT WIDENING HWY. 70 RAMP 4	1382.64	13.83	13.25	183.20	66.83	10266.87	0.05	513.34	17.13	2631.62	880.00		1157.91	16.67	2560.96	330.00		422.56	16.46	2528.69	220.00	278.16	16.29	2502.58	220.00	275.28	553.44
268+28.89	274+39.10	MOT WIDENING I-30 EB	610.21	6.10	13.25	80.85	80.66	5468.84	0.05	273.44	20.59	1396.02	880.00		614.25	20.13	1364.84	330.00		225.20	19.92	1350.60	220.00	148.57	19.75	1339.07	220.00	147.30	295.87
274+72.29	277+29.08	MOT WIDENING I-30 EB	256.79	2.57	13.25	34.02	48.11	1372.69	0.05	68.63	12.45	355.23	880.00		156.30	11.99	342.10	330.00		56.45	11.78	336.11	220.00	36.97	11.61	331.26	220.00	36.44	73.41
288+52.75	323+50.00	MOT WIDENING I-30 WB ON PERM.	3497.25		13.25	463.39	10.00	3885.83	0.05	194.29	2.92	1134.66	880.00		499.25	2.46	955.92	330.00		157.73	2.25	874.31	220.00	96.17	2.08	808.25	220.00	88.91	185.08
304+82.00	305+08.00	MOT LEAVE-OUT FOR OH SIGN FOUNDATION	26.00				40.00	115.56	0.05	5.78	10.00	28.89	880.00		12.71	10.00	28.89	330.00		4.77	10.00	28.89	220.00	3.18	10.00	28.89	220.00	3.18	6.36
323+50.00	329+00.00	MOT WIDENING I-30 WB ON PERM.	550.00		13.25	72.88	17.45	1066.39	0.05	53.32	4.79	292.72	880.00		128.80	4.33	264.61	330.00		43.66	4.12	251.78	220.00	27.70	3.95	241.39	220.00	26.55	54.25
329+00.00	395+84.76	MOT WIDENING I-30 WB ON PERM.	6684.76		13.25	885.73	9.99	7420.08	0.05	371.00	2.92	2168.83	880.00		954.29	2.46	1827.17	330.00		301.48	2.25	1671.19	220.00	183.83	2.08	1544.92	220.00	169.94	353.77
369+20.00	369+46.00	MOT LEAVE-OUT FOR OH SIGN FOUNDATION	26.00				40.00	115.56	0.05	5.78	10.00	28.89	880.00		12.71	10.00	28.89	330.00		4.77	10.00	28.89	220.00	3.18	10.00	28.89	220.00	3.18	6.36
398+62.82	411+49.02	MOT WIDENING I-30 WB ON PERM.	1286.20		13.25	170.42	9.96	1423.39	0.05	71.17	2.91	415.87	880.00		182.98	2.45	350.13	330.00		57.77	2.24	320.12	220.00	35.21	2.07	295.83	220.00	32.54	67.75
SUBTOTALS (BOX 1 OF 3)				**347.83**		**6812.76**		**233358.94**		**11667.96**		**61898.11**		**3945.20**	**22899.29**		**56984.13**		**1167.68**	**8234.72**		**58121.40**		**6393.34**		**57128.46**		**6284.13**	**12677.47**

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24014
SHAHRIAR NOSHIN
2018-11-29

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	589	1465

② QUANTITIES

BASE AND SURFACING FOR MOT (BOX 2 OF 3)

STATION	STATION	LOCATION	LENGTH	TRENCHING & SHOULDER PREP.	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT 0.05 GAL. / SQ. YD.				ACHM BASE COURSE (1 1/2")					ACHM BINDER COURSE (1")					ACHM SURFACE COURSE (1/2")								
					TON / STATION	TON	AVG. WID.	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET	STATION			FEET				FEET			TON	TON	FEET			TON	TON	FEET			TON	FEET			TON	TON
STAGE 2																													
417+61.07	433+83.98	MOT WIDENING I-30 WB ON PERM.	1622.91		13.25	215.04	10.04	1810.45	0.05	90.52	2.93	528.35	880.00		232.47	2.47	445.40	330.00		73.49	2.26	407.53	220.00	44.83	2.09	376.88	220.00	41.46	86.29
429+17.00	429+43.00	MOT LEAVE-OUT FOR OH SIGN FOUNDATION	26.00				64.00	184.89	0.05	9.24	16.00	46.22	880.00		20.34	16.00	46.22	330.00		7.63	16.00	46.22	220.00	5.08	16.00	46.22	220.00	5.08	10.16
431+20.67	433+00.00	MOT WIDENING I-30 MEDIAN ON PERM.	179.33				18.02	359.06	0.05	17.95	4.93	98.23	880.00		43.22	4.47	89.07	330.00		14.70	4.26	84.88	220.00	9.34	4.09	81.50	220.00	8.97	18.31
445+56.07	460+00.00	MOT WIDENING I-30 WB ON PERM.	1443.93		13.25	191.32	10.00	1604.37	0.05	80.22	2.92	468.48	880.00		206.13	2.46	394.67	330.00		65.12	2.25	360.98	220.00	39.71	2.08	333.71	220.00	36.71	76.42
460+00.00	462+50.00	MOT WIDENING I-30 WB ON PERM.	250.00		13.25	33.13	17.98	499.44	0.05	24.97	4.92	136.67	880.00		60.13	4.46	123.89	330.00		20.44	4.25	118.06	220.00	12.99	4.08	113.33	220.00	12.47	25.46
462+50.00	473+50.00	MOT WIDENING I-30 WB ON PERM.	1100.00		13.25	145.75	11.04	1349.33	0.05	67.47	3.18	388.67	880.00		171.01	2.72	332.44	330.00		54.85	2.51	306.78	220.00	33.75	2.34	286.00	220.00	31.46	65.21
473+50.00	478+42.35	MOT WIDENING I-30 WB ON PERM.	492.35	4.92	13.25	65.24	85.06	4653.25	0.05	232.66	21.69	1186.56	880.00		522.09	21.23	1161.40	330.00		191.63	21.02	1149.91	220.00	126.49	20.85	1140.61	220.00	125.47	251.96
494+00.00	495+00.00	MOT WIDENING I-30 WB ON PERM.	100.00				114.72	1274.67	0.05	63.73	29.10	323.33	880.00		142.27	28.64	318.22	330.00		52.51	28.43	315.89	220.00	34.75	28.26	314.00	220.00	34.54	69.29
495+00.00	498+00.00	MOT WIDENING I-30 WB ON PERM.	300.00		13.25	39.75	19.81	660.33	0.05	33.02	5.38	179.33	880.00		78.91	4.92	164.00	330.00		27.06	4.71	157.00	220.00	17.27	4.54	151.33	220.00	16.65	33.92
509+07.59	509+74.27	MOT WIDENING I-30 WB UNDER SOUTH ST. BRIDGE	66.68		13.25	8.84	30.67	227.23	0.05	11.36	8.09	59.94	880.00		26.37	7.63	56.53	330.00		9.33	7.42	54.97	220.00	6.05	7.25	53.71	220.00	5.91	11.96
514+00.00	517+75.31	MOT WIDENING I-30 WB ON PERM.	375.31		13.25	49.73	10.00	417.01	0.05	20.85	2.92	121.77	880.00		53.58	2.46	102.58	330.00		16.93	2.25	93.83	220.00	10.32	2.08	86.74	220.00	9.54	19.86
358+01.25	365+40.75	MOT WIDENING I-30 EB ON PERM.	739.50	7.40	13.25	97.98	24.42	2006.51	0.05	100.33	6.53	536.55	880.00		236.08	6.07	498.75	330.00		82.29	5.86	481.50	220.00	52.97	5.69	467.53	220.00	51.43	104.40
365+00.00	366+00.00	MOT WIDENING I-30 EB ON PERM.	100.00		13.25	13.25	24.00	266.67	0.05	13.33	6.42	71.33	880.00		31.39	5.96	66.22	330.00		10.93	5.75	63.89	220.00	7.03	5.58	62.00	220.00	6.82	13.85
416+93.35	420+00.00	MOT WIDENING I-30 EB ON PREM. NEAR RELIEF BRIDGE	306.65		13.25	40.63	70.74	2410.27	0.05	120.51	18.11	617.05	880.00		271.50	17.65	601.37	330.00		99.23	17.44	594.22	220.00	65.36	17.27	588.43	220.00	64.73	130.09
420+00.00	421+08.10	MOT WIDENING I-30 EB ON PREM. NEAR RELIEF BRIDGE	108.10		13.25	14.32	8.03	96.45	0.05	4.82	2.43	29.19	880.00		12.84	1.97	23.66	330.00		3.90	1.76	21.14	220.00	2.33	1.59	19.10	220.00	2.10	4.43
454+60.00	459+89.98	MOT WIDENING TEMP. RAMP	529.98	5.30	13.25	70.22	28.60	1684.16	0.05	84.21	7.57	445.77	880.00		196.14	7.11	418.68	330.00		69.08	6.90	406.32	220.00	44.70	6.73	396.31	220.00	43.59	88.29
517+47.70	518+09.00	MOT WIDENING HWY. 67 NB	61.30	0.61	7.28	4.46	39.62	269.86	0.05	13.49	20.02	136.36	550.00	37.50							19.81	134.93	220.00	14.84	19.64	133.77	220.00	14.71	29.55
518+96.92	520+07.89	MOT WIDENING HWY. 67 NB	110.97	1.11	7.28	8.08	40.82	503.31	0.05	25.17	20.62	254.24	550.00	69.92							20.41	251.66	220.00	27.68	20.24	249.56	220.00	27.45	55.13
200+30.39	206+44.33	MOT WIDENING HWY. 67 ON RAMP TO I-30	613.94	6.14	13.25	81.35	24.26	1654.91	0.05	82.75	6.49	442.72	880.00		194.80	6.03	411.34	330.00		67.87	5.82	397.01	220.00	43.67	5.65	385.42	220.00	42.40	86.07
528+91.91	531+08.48	MOT WIDENING HWY. 67 SB	216.57	2.17	7.28	15.77	31.36	754.63	0.05	37.73	15.89	382.37	550.00	105.15							15.68	377.31	220.00	41.50	15.51	373.22	220.00	41.05	82.55
146+49.78	148+33.01	MOT WIDENING FRTG. RD. D PERM.	183.23		13.25	24.28	62.95	1281.59	0.05	64.08	16.16	329.00	880.00	144.76		15.70	319.63	330.00	52.74		15.49	315.36	220.00	34.69	15.32	311.90	220.00	34.31	69.00
20+00.00	20+45.80	MOT WIDENING SOUTH ST. ROUNDABOUT	93.19		13.25	12.35	72.18	747.38	0.05	37.37	18.47	191.25	880.00	84.15		18.01	186.48	330.00	30.77		17.80	184.31	220.00	20.27	17.63	182.55	220.00	20.08	40.35
22+50.00	22+95.36	MOT WIDENING SOUTH ST. TO PERM.	45.36		13.25	6.01	53.50	269.64	0.05	13.48	13.80	69.55	880.00	30.60		13.34	67.23	330.00	11.09		13.13	66.18	220.00	7.28	12.96	65.32	220.00	7.19	14.47
53+62.94	54+29.54	MOT FRTG. RD. B TEMP. DRIVEWAY	66.60		2.25	1.50	22.82	168.87	0.05	8.44	5.71	42.25	880.00	18.59		5.71	42.25	330.00	6.97		5.71	42.25	220.00	4.65	5.71	42.25	220.00	4.65	9.30
331+55.00	334+05.00	MOT FRTG. RD. CULVERT CONSTRUCTION LT.	250.00		13.25	33.13	26.00	722.22	0.05	36.11	6.92	192.22	880.00	84.58		6.46	179.44	330.00	29.61		6.25	173.61	220.00	19.10	6.08	168.89	220.00	18.58	37.68
331+55.00	334+05.00	MOT FRTG. RD. CULVERT CONSTRUCTION RT.	250.00		13.25	33.13	26.00	722.22	0.05	36.11	6.92	192.22	880.00	84.58		6.46	179.44	330.00	29.61		6.25	173.61	220.00	19.10	6.08	168.89	220.00	18.58	37.68
363+70.00	366+20.00	MOT FRTG. RD. CULVERT CONSTRUCTION LT.	250.00		13.25	33.13	26.00	722.22	0.05	36.11	6.92	192.22	880.00	84.58		6.46	179.44	330.00	29.61		6.25	173.61	220.00	19.10	6.08	168.89	220.00	18.58	37.68
363+70.00	366+20.00	MOT FRTG. RD. CULVERT CONSTRUCTION RT.	250.00		13.25	33.13	26.00	722.22	0.05	36.11	6.92	192.22	880.00	84.58		6.46	179.44	330.00	29.61		6.25	173.61	220.00	19.10	6.08	168.89	220.00	18.58	37.68
RAMPS WITH ASSOCIATED WIDENING																													
340+85.06	343+02.15	MOT WIDENING TEMP. RAMP 4	217.09	2.17	13.25	28.76	33.62	810.95	0.05	40.55	8.83	212.99	880.00		93.72	8.37	201.89	330.00		33.31	8.16	196.83	220.00	21.65	7.99	192.73	220.00	21.20	42.85
344+44.84	346+18.85	MOT WIDENING TEMP. RAMP 4	174.01	1.74	13.25	23.06	39.54	764.48	0.05	38.22	10.31	199.34	880.00		87.71	9.85	190.44	330.00		31.42	9.64	186.38	220.00	20.50	9.47	183.10	220.00	20.14	40.64
343+02.15	344+44.84	MOT TEMP. RAMP 4	151.26		26.50	40.08	80.00	1344.53	0.05	67.23	20.84	350.25	880.00		154.11	19.92	334.79	330.00		55.24	19.50	327.73	220.00	36.05	19.17	322.18	220.00	35.44	71.49
482+85.44	483+15.49	MOT DRIVEWAY FRTG. RD. C	66.73		26.50	17.68	124.01	919.47	0.05	45.97	31.84	236.08	880.00	103.88		30.92	229.25	330.00	37.83		30.50	226.14	220.00	24.88	30.17	223.69	220.00	24.61	49.49
21+37.98	21+67.77	MOT TEMP. RAMP TO ROUNDABOUT	20.25		26.50	5.37	70.17	157.88	0.05	7.89	18.38	41.36	880.00	18.20		17.46	39.29	330.00	6.48		17.04	38.34	220.00	4.22	16.71	37.60	220.00	4.14	8.36
STAGE 2A																													
482+33.08	484+87.25	MOT WIDENING TEMP. DRIVEWAY	254.17	2.54	13.25	33.68	43.03	1215.22	0.05	60.76	11.18	315.74	880.00	138.93		10.72	302.74	330.00	49.95		10.51	296.81	220.00	32.65	10.34	292.01	220.00	32.12	64.77
491+82.47	492+48.96	MOT WIDENING TEMP. I-30 EB	66.49		13.25	8.81	59.09	436.54	0.05	21.83	15.20	112.29	880.00		49.41	14.74	108.90	330.00		17.97	14.53	107.34	220.00	11.81	14.36	106.09	220.00	11.67	23.48
495+82.86	499+29.72	MOT WIDENING TEMP. EB RAMP	346.86		13.25	45.96	35.10	1352.75	0.05	67.64	9.20	354.57	880.00		156.01	8.74	336.84	330.00		55.58	8.53	328.75	220.00	36.16	8.36	322.19	220.00	35.44	71.60
498+00.00	514+00.00	MOT WIDENING I-30 WB ON PERM.	1600.00		13.25	212.00	9.96	1770.67	0.05	88.53	2.91	517.33	880.00		227.63	2.45	435.56	330.00		71.87	2.24	398.22	220.00	43.80	2.07	368.00	220.00	40.48	84.28
300+95.59	301+46.00	MOT WIDENING NEAR HWY. 67 RAMP 3	50.41		13.25	6.68	197.99	1108.96	0.05	55.45	49.92	279.61	880.00		123.03	49.46	277.03	330.00		45.71	49.25	275.85	220.00	30.34	49.08	274.90	220.00	30.24	60.58
507+20.32	507+51.68	MOT WIDENING HWY. 67 NB	31.36		7.28	2.28	5.35	18.64	0.05	0.93	2.89	10.07	550.00	2.77							2.68	9.34	220.00	1.03	2.51	8.75	220.00	0.96	1.99
509+99.03	511+16.40	MOT WIDENING HWY. 67 NB	117.37		7.28	8.54	8.88	115.81	0.05	5.79	4.66	60.77	550.00	16.71							4.45	58.03	220.00	6.38	4.28	55.82	220.00	6.14	12.52
509+78.55	511+50.00	MOT WIDENING HWY. 67 NB ON PERM.	171.45		7.28	12.48	17.59	335.09	0.05	16.75	9.01	171.64	550.00	47.20							8.80	167.64	220.00	18.44	8.63	164.40	220.00	18.08	36.52
RAMPS WITH ASSOCIATED WIDENING																													
304+24.94	304+81.43	MOT HWY. 67 RAMP 3 TEMP. RAMP	56.49	0.56	26.50	14.97	123.60	775.80	0.05	38.79	31.74	199.22	880.00		87.66	30.82	193.45	330.00		31.92	30.40	190.81	220.00	20.99	30.07	188.74	220.00	20.76	41.75
304+81.43	306+21.99	MOT WIDENING HWY. 67 RAMP 3 TEMP. RAMP	140.56	1.41	13.25	18.62	37.82	590.66	0.05	29.53	9.50	148.37	880.00		65.28	9.04	141.18	330.00		23.29	8.83	137.90	220.00	15.17	8.66	135.25	220.00	14.88	30.05
STAGE 3																													
304+82.00	305+08.00	MOT LEAVE-OUT FOR OH SIGN FOUNDATION	26.00				24.00	69.33	0.05	3.47	6.00	17.33	880.00		7.63	6.00	17.33	330.00		2.86	6.00	17.33	220.00	1.91	6.00	17.33	220.00	1.91	3.82
369+20.00	369+46.00	MOT LEAVE-OUT FOR OH SIGN FOUNDATION	26.00				24.00	69.33	0.05	3.47	6.00	17.33	880.00		7.63	6.00	17.33	330.00		2.86	6.00	17.33	220.00	1.91	6.00	17.33	220.00	1.91	3.82
42+83.19	43+00.02	MOT WIDENING HWY. 67 FRTG. RD. A	16.83		7.28	1.23	32.82	61.37	0.05	3.07	16.62	31.08	550.00	8.55							16.41	30.69	220.00	3.38	16.24	30.37	220.00	3.34	6.72
522+44.73	525+30.00	MOT WIDENING HWY. 67 ON PERM.	285.27		7.28	20.77	24.92	789.88	0.05	39.49	12.67	401.60	550.00	110.44							12.46	394.94	220.00	43.44	12.29	389.55	220.00	42.85	86.29
525+30.00	526+15.45	MOT WIDENING HWY. 67 ON PERM.	85.45		7.28	6.22	39.26	372.75	0.05	18.64	19.84	188.37	550.00	51.80							19.63	186.38	220.00	20.50	19.46	184.76	220.00	20.32	40.82
150+75.00	151+50.98	MOT WIDENING FRTG. RD. D ON PERM.	75.98		13.25	10.07	48.43	408.86	0.05	20.44	12.53	105.78	880.00	46.54		12.07	101.90	330.00	16.81		11.86	100.12	220.00	11.01	11.69	98.69	220.00	10.86	21.87
RAMPS WITH ASSOCIATED WIDENING																													
104+02.82	105+08.48	MOT WIDENING HWY. 70 RAMP 1 TEMP. RAMP	105.66		13.25	14.00	42.73	501.65	0.05	25.08	11.11	130.43	880.00		57.39	10.65	125.03	330.00		20.63	10.44	122.57	220.00	13.48	10.27	120.57	220.00	13.26	26.74
105+08.48	116+33.68	MOT HWY. 70 RAMP 1 TEMP. RAMP	514.29		26.50	136.29	88.00	5028.61	0.05	251.43	22.84	1305.15	880.00		574.27	21.92	1252.58	330.00		206.68	21.50	1228.58	220.00	135.14	21.17	1209.72	220.00	133.07	268.21
116+33.68	117+19.62	MOT WIDENING HWY. 70 RAMP 1 TEMP. RAMP	85.94	0.86	13.25	11.39	43.94	419.58	0.05	20.98	11.41	108.95	880.00		47.94	10.95	104.56	330.00		17.25	10.74	102.56	220.00	11.28	10.57	100.93	220.00	11.10	22.38
235+55.21	237+55.84	MOT WIDENING HWY. 70 RAMP 2 TEMP. RAMP	200.63	2.01	13.25	26.58	41.83	932.48	0.05	46.62	10.88	242.54	880.00		106.72	10.42	232.28	330.00		38.33	10.21	227.60	220.00	25.04	10.04	223.81	220.00	24.62	49.66
237+55.84	238+89.96	MOT HWY. 70 RAMP 2 TEMP. RAMP	139.05		26.50	36.85	88.00	1359.60	0.05	67.98	22.84	352.88	880.00		155.27	21.92	338.66	330.00		55.88	21.50	332.18	220.00	36.54	21.17	327.08	220.00	35.98	72.52
238+89.96	240+48.59	MOT WIDENING HWY. 70 RAMP 2 TEMP. RAMP	158.63		13.25	21.02	38.82	684.22	0.05	34.21	10.13	178.55	880.00		78.56	9.67	170.44	330.00		28.12	9.46	166.74	220.00	18.34	9.29	163.74	220.00	18.01	36.35
117+13.27	117+39.26	MOT HWY. 67 RAMP 1 TEMP. RAMP	34.14		26.50	9.05	114.01	432.48	0.05	21.62	29.84	113.19	880.00		49.80	28.92	109.70	330.00		18.10	28.50	108.11	220.00	11.89	28.17	106.86	220.00	11.75	23.64
117+22.78	117+91.99	MOT HWY. 67 RAMP 1 TEMP. RAMP	55.32		26.50	14.66	139.72	858.81	0.05	42.94	35.77	219.87	880.00		96.74	34.85	214.21	330.00		35.34	34.43	211.63	220.00	23.28	34.10	209.60	220.00	23.06	46.34
200+44.69	201+43.84	MOT WIDENING SOUTH ST. RAMP 2 TEMP. RAMP	99.15	0.99	13.25	13.14	41.90	461.60	0.05	23.08	10.90	120.08	880.00		52.84	10.44	115.01	330.00		18.98	10.23	112.70	220.00	12.40	10.06	110.83	220.00	12.19	24.59
201+43.84	201+71.70	MOT SOUTH ST. RAMP 2 TEMP. RAMP	27.86		26.50	7.38	83.83	259.50	0.05	12.98	21.79	67.45	880.00		29.68	20.87	64.60	330.00		10.66	20.45	63.30	220.00	6.96	20.12	62.28	220.00	6.85	13.81
201+71.70	202+12.90	MOT WIDENING SOUTH ST. RAMP 2 TEMP. RAMP	41.20	0.41	13.25	5.46	35.50	162.51	0.05	8.13	9.30	42.57	880.00		18.73	8.84	40.47	330.00		6.68	8.63	39.51	220.00	4.35	8.46	38.73	220.00	4.26	8.61
SUBTOTALS (BOX 2 OF 3)				40.34		2084.60		52633.17		2631.63		14706.84		1374.01	4827.03		12283.25		331.08	1695.67		13534.95		1488.87		13224.58		1454.73	2943.60

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	590	1465
				②		QUANTITIES		

BASE AND SURFACING FOR MOT (BOX 3 OF 3)

STATION	STATION	LOCATION	LENGTH	TRENCHING & SHOULDER PREP.	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT 0.05 GAL. / SQ. YD.				ACHM BASE COURSE (1 1/2")					ACHM BINDER COURSE (1")					ACHM SURFACE COURSE (1/2")								
			FEET	STATION	TON / STATION	TON	AVG. WID. FEET	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 70-22 TON	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	AVG. WID. FEET	SQ.YD.	POUND / SQ.YD.	PG 76-22 TON	TOTAL PG 76-22 TON
STAGE 3B																													
203+78.66	216+02.59	MOT WIDENING HWY. 70 RAMP 2/HWY. 70 RAMP 4	1223.93	12.24	13.25	162.17	38.12	5184.02	0.05	259.20	9.95	1353.12	880.00		595.37	9.49	1290.57	330.00		212.94	9.28	1262.01	220.00	138.82	9.11	1238.89	220.00	136.28	275.10
209+44.98	220+43.80	MOT WIDENING HWY. 70 RAMP 2	1098.82	10.99	13.25	145.59	42.79	5224.28	0.05	261.21	11.12	1357.65	880.00		597.37	10.66	1301.49	330.00		214.75	10.45	1275.85	220.00	140.34	10.28	1255.10	220.00	138.06	278.40
220+43.80	222+30.36	MOT WIDENING AND TRANSITION HWY. 70 RAMP 2	186.56	1.87			79.62	1650.43	0.05	82.52	20.33	421.42	880.00		185.42	19.87	411.88	330.00		67.96	19.66	407.53	VAR.	44.83	19.49	404.01	220.00	44.44	89.27
222+30.36	230+04.79	MOT WIDENING HWY. 70 RAMP 2	774.43				42.01	3614.87	0.05	180.74	10.93	940.50	880.00		413.82	10.47	900.92	330.00		148.65	10.26	882.85	220.00	97.11	10.09	868.22	220.00	95.50	192.61
261+43.93	262+83.98	MOT WIDENING HWY. 70 RAMP 3 TEMP. RAMP	140.05	1.40	13.25	18.56	48.30	751.60	0.05	37.58	12.50	194.51	880.00		85.58	12.04	187.36	330.00		30.91	11.83	184.09	220.00	20.25	11.66	181.44	220.00	19.96	40.21
262+83.98	268+35.24	MOT HWY. 70 RAMP 3 TEMP. RAMP	551.26		26.50	146.08	92.25	5650.42	0.05	282.52	23.90	1463.90	880.00		644.12	22.98	1407.55	330.00		232.25	22.56	1381.83	220.00	152.00	22.23	1361.61	220.00	149.78	301.78
268+35.24	269+74.36	MOT WIDENING HWY. 70 RAMP 3 TEMP. RAMP	139.12		13.25	18.43	46.71	722.03	0.05	36.10	12.10	187.04	880.00		82.30	11.64	179.93	330.00		29.69	11.43	176.68	220.00	19.43	11.26	174.05	220.00	19.15	38.58
502+83.25	504+44.99	MOT WIDENING FROM FRTG. RD. D TO I-30 WB	161.74		26.50	42.86	16.17	290.59	0.05	14.53	4.88	87.70	880.00		38.59	3.96	71.17	330.00		11.74	3.54	63.62	220.00	7.00	3.21	57.69	220.00	6.35	13.35
503+51.05	503+96.42	MOT FRTG. RD. D TO ROUNDABOUT TEMP. RAMP	52.00		26.50	13.78	64.00	369.78	0.05	18.49	16.84	97.30	880.00	42.81		15.92	91.98	330.00	15.18		15.50	89.56	220.00	9.85	15.17	87.65	220.00	9.64	19.49
504+08.80	504+72.31	MOT FRTG. RD. D TO ROUNDABOUT TEMP. RAMP	64.00		26.50	16.96	64.00	455.11	0.05	22.76	16.84	119.75	880.00	52.69		15.92	113.21	330.00	18.68		15.50	110.22	220.00	12.12	15.17	107.88	220.00	11.87	23.99
STAGE 3C																													
220+43.80	222+30.36	MOT TRANSITION HWY. 70 RAMP 2	186.56				83.63	1733.56	0.05	86.68											20.66	428.26	220.00	47.11	20.49	424.73	220.00	46.72	93.83
STAGE 4																													
309+49.71	311+49.71	MOT TRANSITION HWY. 70 RAMP 3	200.00				56.50	1255.56	0.05	62.78																			
410+89.27	414+50.76	MOT WIDENING HWY. 70 RAMP 4	361.49	3.61	13.25	47.90	19.69	790.86	0.05	39.54	5.35	214.89	880.00		94.55	4.89	196.41	330.00		32.41	28.25	627.78	VAR.	34.53	28.08	624.00	220.00	68.64	103.17
418+69.01	423+32.07	MOT WIDENING HWY. 70 RAMP 4	463.06	4.63	13.25	61.36	23.81	1225.05	0.05	61.25	6.38	328.26	880.00		144.43	5.92	304.59	330.00		50.26	4.68	187.97	220.00	20.68	4.51	181.15	220.00	19.93	40.61
479+80.58	480+89.60	MOT WIDENING I-30 WB	109.02		13.25	14.45	58.25	705.60	0.05	35.28	14.98	181.46	880.00		79.84	14.52	175.89	330.00		29.02	5.71	293.79	220.00	32.32	5.54	285.04	220.00	31.35	63.67
480+89.60	482+38.00	MOT WIDENING I-30 WB	148.40		13.25	19.66	40.06	660.54	0.05	33.03	10.44	172.14	880.00		75.74	9.98	164.56	330.00		27.15	14.31	173.34	220.00	19.07	14.14	171.28	220.00	18.84	37.91
																					9.77	161.10	220.00	17.72	9.60	158.29	220.00	17.41	35.13
STAGE 4A																													
309+49.71	311+49.71	MOT TRANSITION HWY. 70 RAMP 3	200.00				44.50	988.89	0.05	49.44											22.25	494.44	VAR.	27.19	22.08	490.67	220.00	53.97	81.16
521+09.96	522+44.73	MOT WIDENING HWY. 67 SB	134.77	1.35	7.28	9.81	24.82	371.67	0.05	18.58	12.62	188.98	550.00	51.97							12.41	185.83	220.00	20.44	12.24	183.29	220.00	20.16	40.60
522+44.73	523+81.54	MOT WIDENING HWY. 67 SB	136.81		7.28	9.96	47.88	727.83	0.05	36.39	24.15	367.11	550.00	100.96							23.94	363.91	220.00	40.03	23.77	361.33	220.00	39.75	79.78
STAGE 4B																													
115+01.94	115+43.66	MOT WIDENING HWY. 67 RAMP 1 TEMP. RAMP	41.72		13.25	5.53	35.94	166.60	0.05	8.33	9.41	43.62	880.00		19.19	8.95	41.49	330.00		6.85	8.74	40.51	220.00	4.46	8.57	39.73	220.00	4.37	8.83
115+43.66	116+74.07	MOT HWY. 67 RAMP 1 TEMP. RAMP	198.33		26.50	52.56	88.00	1939.23	0.05	96.96	22.84	503.32	880.00		221.46	21.92	483.04	330.00		79.70	21.50	473.79	220.00	52.12	21.17	466.52	220.00	51.32	103.44
518+36.98	518+63.20	MOT WIDENING HWY. 67 RAMP 1 TEMP. RAMP	26.22		13.25	3.47	25.04	72.95	0.05	3.65	6.68	19.46	880.00		8.56	6.22	18.12	330.00		2.99	6.01	17.51	220.00	1.93	5.84	17.01	220.00	1.87	3.80
STAGE 4C																													
117+22.78	118+32.77	MOT TRANSITION HWY. 67 RAMP 1	109.99				61.76	754.78	0.05	37.74						20.78	253.95	VAR.		55.87	20.36	248.82	VAR	27.37	20.03	244.79	220.00	26.93	54.30
SUBTOTALS (BOX 3 OF 3)				**36.09**		**789.13**		**35306.25**		**1765.30**		**8242.13**		**248.43**	**3286.34**		**7594.11**		**33.86**	**1233.14**		**9531.29**		**986.72**		**9384.37**		**1032.29**	**2019.01**
SUBTOTALS (BOX 2 OF 3)				**40.34**		**2084.60**		**52633.17**		**2631.63**		**14706.84**		**1374.01**	**4827.03**		**12283.25**		**331.08**	**1695.67**		**13534.95**		**1488.87**		**13224.58**		**1454.73**	**2943.60**
SUBTOTALS (BOX 1 OF 3)				**347.83**		**6812.76**		**233358.94**		**11667.96**		**61898.11**		**3945.20**	**22899.29**		**56984.13**		**1167.68**	**8234.72**		**58121.40**		**6393.34**		**57128.46**		**6284.13**	**12677.47**
TOTALS				**424.26**		**9686.49**		**321298.36**		**16064.89**		**84847.08**		**5567.64**	**31012.66**		**76861.49**		**1532.62**	**11163.53**		**81187.64**		**8868.93**		**79737.41**		**8771.15**	**17640.08**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	591	1465

② QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAM
2018-08-03

RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS

STATION	STATION	LOCATION	• RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS
			LIN.FT.
3227+55	3245+02	WB I-30 - INSIDE SHLD.	1747
3221+30	3232+59	WB I-30 - OUTSIDE SHLD.	1129
3232+59	3244+89	WB I-30 - OUTSIDE SHLD.	1230
3249+93	3285+00	WB I-30 - INSIDE SHLD.	3507
3249+82	3259+71	WB I-30 - OUTSIDE SHLD.	989
3259+71	3285+00	WB I-30 - OUTSIDE SHLD.	2529
284+83	395+66	WB I-30 - INSIDE SHLD.	11083
284+83	340+55	WB I-30 - OUTSIDE SHLD.	5572
340+55	365+60	WB I-30 - OUTSIDE SHLD.	2505
365+60	381+52	WB I-30 - OUTSIDE SHLD.	1592
381+52	396+28	WB I-30 - OUTSIDE SHLD.	1476
398+13	411+19	WB I-30 - INSIDE SHLD.	1306
398+69	401+59	WB I-30 - OUTSIDE SHLD.	290
401+59	411+82	WB I-30 - OUTSIDE SHLD.	1023
417+52	433+57	WB I-30 - INSIDE SHLD.	1605
418+42	434+20	WB I-30 - OUTSIDE SHLD.	1578
445+20	494+00	WB I-30 - INSIDE SHLD.	4880
445+66	473+87	WB I-30 - OUTSIDE SHLD.	2821
473+87	494+00	WB I-30 - OUTSIDE SHLD.	2013
3494+00	3517+71	WB I-30 - OUTSIDE SHLD.	2371
3494+00	3517+71	WB I-30 - INSIDE SHLD.	2371
2227+38	2245+09	EB I-30 - INSIDE SHLD.	1771
2227+38	2245+25	EB I-30 - OUTSIDE SHLD.	1787
2250+01	2285+00	EB I-30 - INSIDE SHLD.	3499
2250+18	2256+16	EB I-30 - OUTSIDE SHLD.	598
2256+16	2275+24	EB I-30 - OUTSIDE SHLD.	1908
2275+24	2285+00	EB I-30 - OUTSIDE SHLD.	976
285+17	395+66	EB I-30 - INSIDE SHLD.	11049
285+17	336+40	EB I-30 - OUTSIDE SHLD.	5123
336+40	354+02	EB I-30 - OUTSIDE SHLD.	1762
354+02	386+33	EB I-30 - OUTSIDE SHLD.	3231
386+33	395+29	EB I-30 - OUTSIDE SHLD.	896
398+13	411+19	EB I-30 - INSIDE SHLD.	1306
397+58	404+15	EB I-30 - OUTSIDE SHLD.	657
404+15	410+62	EB I-30 - OUTSIDE SHLD.	647
417+52	433+57	EB I-30 - INSIDE SHLD.	1605
416+77	433+11	EB I-30 - OUTSIDE SHLD.	1634
445+20	494+00	EB I-30 - INSIDE SHLD.	4880
444+57	464+56	EB I-30 - OUTSIDE SHLD.	1999
464+56	494+00	EB I-30 - OUTSIDE SHLD.	2944
2494+00	2517+82	EB I-30 - INSIDE SHLD.	2382
2494+00	2519+21	EB I-30 - OUTSIDE SHLD.	2521
2519+21	2531+76	EB I-30 - OUTSIDE SHLD.	1255
TOTAL:			108047

• QUANTITY ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.
TO BE USED IF AND WHERE DIRECTED BY THE ENGINEER.

CONCRETE PAVEMENT - RIGHT MAIN LANES

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)				ACHM SURFACE COURSE (3/8") 110 LBS. PER SQ. YD.			TACK COAT 0.05 GAL. PER SQ. YD.			PORTLAND CEMENT CONCRETE PAVEMENT	
				TON/ STATION	TON	AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	PG 76-22	AVG. WID.	SQ. YD.	GAL.	AVG. WID.	14" U.T.
			FEET			FEET	SQ. YD.	TON	TON	FEET		TON	FEET			FEET	SQ. YD.
2227+37.96	2229+68.22	R.M.L.	230.26	239.00	550.32	30.00	767.53	16.12	252.52	30.00	767.53	42.21	30.00	767.53	38.38	40.00	1023.38
2229+68.22	2236+77.74	R.M.L.	709.52	346.50	2458.49	30.00	2365.07	49.67	778.11	30.00	2365.07	130.08	30.00	2365.07	118.25	40.00	3153.42
2236+77.74	2237+68.05	R.M.L.	90.31	329.50	297.57	30.00	301.03	6.32	99.04	30.00	301.03	16.56	30.00	301.03	15.05	40.00	401.38
2237+68.05	2240+27.74	R.M.L.	259.69	184.75	479.78	38.00	1096.47	23.03	360.74	38.00	1096.47	60.31	38.00	1096.47	54.82	44.00	1269.60
2240+27.74	2245+24.69	R.M.L.	496.95	180.50	896.99	42.00	2319.10	48.70	762.98	42.00	2319.10	127.55	42.00	2319.10	115.96	48.08	2654.82
2250+00.88	2251+87.43	R.M.L.	186.55	170.25	317.60	46.00	953.48	20.02	313.69	46.00	953.48	52.44	46.00	953.48	47.67	50.74	1051.73
2251+87.43	2255+43.85	R.M.L.	356.42	246.00	876.79	58.39	2312.37	48.56	760.77	58.39	2312.37	127.18	58.39	2312.37	115.62	62.30	2467.22
2255+43.85	2256+67.35	R.M.L.	123.50	306.50	378.53	70.41	966.18	20.29	317.87	70.41	966.18	53.14	70.41	966.18	48.31	74.27	1019.15
2256+67.35	2272+98.84	R.M.L.	1631.49	213.50	3483.23	36.77	6665.54	139.98	2192.96	36.77	6665.54	366.60	36.77	6665.54	333.28	42.95	7785.83
2272+98.84	2274+96.01	R.M.L.	197.17	48.00	94.64	62.00	1358.28	28.52	446.87	62.00	1358.28	74.71	62.00	1358.28	67.91	64.29	1408.45
2274+96.01	2276+32.48	R.M.L.	136.47	15.25	20.81	53.71	814.42	17.10	267.95	53.71	814.42	44.79	53.71	814.42	40.72	58.10	880.99
2276+32.48	2281+03.27	R.M.L.	470.79	125.75	592.02	40.25	2105.48	44.22	692.70	40.25	2105.48	115.80	40.25	2105.48	105.27	44.97	2352.38
2811+20.00	2841+00.00	R.M.L.	280.00	89.00	249.20	69.96	2176.53	45.71	716.08	69.96	2176.53	119.71	69.96	2176.53	108.83	78.10	2429.78
2841+00.00	3281+27.74	R.M.L.	4427.74	64.25	2844.82	61.53	30270.98	635.69	9959.15	61.53	30270.98	1664.90	61.53	30270.98	1513.55	61.00	30010.24
3281+27.74	3291+54.19	R.M.L.	126.45	61.00	77.13	66.26	930.95	19.55	306.28	66.26	930.95	51.20	66.26	930.95	46.55	66.26	930.95
3291+54.19	3321+74.41	R.M.L.	320.22	61.00	195.33	70.38	2504.12	52.59	823.86	70.38	2504.12	137.73	70.38	2504.12	125.21	70.38	2504.12
3321+74.41	3381+13.63	R.M.L.	539.22	78.75	424.64	71.53	4285.60	90.00	1409.96	71.53	4285.60	235.71	71.53	4285.60	214.28	74.35	4454.56
3381+13.63	3531+99.95	R.M.L.	1586.32	89.00	1411.82	53.00	9341.66	196.17	3073.41	53.00	9341.66	513.79	53.00	9341.66	467.08	59.00	10399.21
3531+99.95	3571+28.85	R.M.L.	328.90	84.50	277.92	75.09	2744.12	57.63	902.82	75.09	2744.12	150.93	75.09	2744.12	137.21	76.89	2809.90
3571+28.85	3651+82.20	R.M.L.	853.35	61.75	526.94	69.53	6592.60	138.44	2168.97	69.53	6592.60	362.59	69.53	6592.60	329.63	69.53	6592.60
3651+82.20	3671+82.20	R.M.L.	200.00	62.50	125.00	65.00	1444.44	30.33	475.22	65.00	1444.44	79.44	65.00	1444.44	72.22	65.00	1444.44
3671+82.20	3771+58.75	R.M.L.	976.55	64.50	629.87	62.77	6810.89	143.03	2240.78	62.77	6810.89	374.60	62.77	6810.89	340.54	60.07	6517.93
3771+58.75	3863+33.32	R.M.L.	874.57	51.50	450.40	75.55	7341.53	154.17	2415.36	75.55	7341.53	403.78	75.55	7341.53	367.08	71.61	6958.66
3863+33.32	3891+15.00	R.M.L.	281.68	57.50	161.97	63.74	1994.92	41.89	656.33	63.74	1994.92	109.72	63.74	1994.92	99.75	59.78	1870.98
3891+15.00	3921+05.00	R.M.L.	290.00	93.50	271.15	61.00	1965.56	41.28	646.67	61.00	1965.56	108.11	61.00	1965.56	98.28	61.00	1965.56
3921+05.00	3951+65.76	R.M.L.	360.76	51.75	186.69	56.06	2247.13	47.19	739.31	56.06	2247.13	123.59	56.06	2247.13	112.36	56.06	2247.13
3971+57.90	4001+50.05	R.M.L.	292.15	141.25	412.66	55.79	1811.01	38.03	595.82	55.79	1811.01	99.61	55.79	1811.01	90.55	55.79	1811.01
4001+50.05	4041+12.88	R.M.L.	362.83	169.50	615.00	52.87	2131.42	44.76	701.24	52.87	2131.42	117.23	52.87	2131.42	106.57	58.93	2375.73
4041+12.88	4091+03.14	R.M.L.	490.26	158.50	777.06	70.67	3849.63	80.84	1266.53	70.67	3849.63	211.73	70.67	3849.63	192.48	76.23	4152.50
4091+03.14	4111+18.90	R.M.L.	215.76	166.25	358.70	53.24	1276.34	26.80	419.92	53.24	1276.34	70.20	53.24	1276.34	63.82	57.04	1367.44
4161+76.90	4201+25.10	R.M.L.	348.20	111.75	389.11	49.75	1924.77	40.42	633.25	49.75	1924.77	105.86	49.75	1924.77	96.24	55.54	2148.78
4201+25.10	4331+06.67	R.M.L.	1281.57	89.00	1140.60	52.68	7501.46	157.53	2467.98	52.68	7501.46	412.58	52.68	7501.46	375.07	58.68	8355.84
4331+06.67	4331+56.67	R.M.L.	50.00	84.50	42.25	21.74	120.78	2.54	39.74	21.74	120.78	6.64	21.74	120.78	6.04	22.22	123.44
4441+56.69	4451+70.04	R.M.L.	113.35	61.50	69.71	44.51	560.58	11.77	184.43	44.51	560.58	30.83	44.51	560.58	28.03	42.45	534.63
4451+70.04	4471+75.04	R.M.L.	205.00	61.50	126.08	64.37	1466.21	30.79	482.38	64.37	1466.21	80.64	64.37	1466.21	73.31	60.79	1384.66
4471+75.04	4571+02.36	R.M.L.	927.32	61.50	570.30	62.27	6416.02	134.74	2110.87	62.27	6416.02	352.88	62.27	6416.02	320.80	62.27	6416.02
4571+02.36	4641+56.03	R.M.L.	753.67	62.50	471.04	76.40	6397.82	134.35	2104.88	76.40	6397.82	351.88	76.40	6397.82	319.89	76.39	6396.98
4641+56.03	4711+75.00	R.M.L.	718.97	66.75	479.91	60.17	4806.71	100.94	1581.41	60.17	4806.71	264.37	60.17	4806.71	240.34	60.17	4806.71
4711+75.00	4941+00.00	R.M.L.	2225.00	48.75	1084.69	59.81	14786.36	310.51	4864.71	59.81	14786.36	813.25	59.81	14786.36	739.32	59.81	14786.36
2494+00.00	2496+60.00	R.M.L.	260.00	36.25	94.25	59.76	1726.40	36.25	567.99	59.76	1726.40	94.95	59.76	1726.40	86.32	59.76	1726.40
2496+60.00	2499+35.21	R.M.L.	275.21	53.50	147.24	61.16	1870.20	39.27	615.29	61.16	1870.20	102.86	61.16	1870.20	93.51	59.22	1810.88
2499+35.21	2507+43.57	R.M.L.	808.36	70.00	565.85	67.56	6068.09	127.43	1996.40	67.56	6068.09	333.74	67.56	6068.09	303.40	67.56	6068.09
2507+43.57	2511+22.63	R.M.L.	379.06	42.25	160.15	62.72	2641.63	55.47	869.10	62.72	2641.63	145.29	62.72	2641.63	132.08	62.72	2641.63
2511+22.63	2517+81.94	R.M.L.	659.31	28.75	189.55	62.53	4580.74	96.20	1507.06	62.53	4580.74	251.94	62.53	4580.74	229.04	61.41	4498.69
2517+81.94	2519+35.95	R.M.L. (INSIDE SHOULDER)	154.01			11.26	192.68	4.05	63.39	11.26	192.68	10.60	11.26	192.68	9.63	11.00	188.23
2517+81.94	2519+19.24	R.M.L.	137.30	47.00	64.53	19.11	291.53	6.12	95.91	19.11	291.53	16.03	19.11	291.53	14.58	19.11	291.53
2519+19.24	2524+57.15	R.M.L.	537.91	112.25	603.80	32.12	1919.74	40.31	631.59	32.12	1919.74	105.59	32.12	1919.74	95.99	36.11	2158.21
2524+57.15	2531+75.78	R.M.L.	718.63	69.00	495.85	15.78	1260.00	26.46	414.54	15.78	1260.00	69.30	15.78	1260.00	63.00	16.34	1304.71
TOTALS:					27137.98		176276.10	3701.78	57994.83		176276.10	9695.17		176276.10	8813.82		181952.88

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULISIFED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2018-07-20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	592	1465
				②		QUANTITIES		

CONCRETE PAVEMENT - LEFT MAIN LANES

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)			ACHM SURFACE COURSE (3/8") 80 LBS. PER SQ. YD.			TACK COAT 0.05 GAL. PER SQ. YD.			PORTLAND CEMENT CONCRETE PAVEMENT	
				TON/ STATION	TON	AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	PG 76-22	AVG. WID.	SQ. YD.	GAL.	AVG. WID.	14" U.T.
			FEET			FEET	SQ. YD.	TON	TON	FEET		TON	FEET			FEET	SQ. YD.
3221+30.29	3227+55.17	L.M.L.	624.88	92.75	579.58	13.12	910.94	19.13	299.70	13.12	910.94	50.10	13.12	910.94	45.55	19.12	1327.52
3227+55.17	3231+17.29	L.M.L.	362.12	238.75	864.56	41.87	1684.66	35.38	554.25	41.87	1684.66	92.66	41.87	1684.66	84.23	51.85	2086.21
3231+17.29	3234+28.69	L.M.L.	311.40	189.75	590.88	48.39	1674.29	35.16	550.85	48.39	1674.29	92.09	48.39	1674.29	83.71	56.44	1952.82
3234+28.69	3238+26.81	L.M.L.	398.12	220.50	877.85	30.00	1327.07	27.87	436.60	30.00	1327.07	72.99	30.00	1327.07	66.35	40.00	1769.42
3238+26.81	3241+76.81	L.M.L.	350.00	222.50	778.75	30.00	1166.67	24.50	383.83	30.00	1166.67	64.17	30.00	1166.67	58.33	40.00	1555.56
3241+76.81	3245+01.64	L.M.L.	324.83	179.50	583.07	29.20	1053.89	22.13	346.73	29.20	1053.89	57.96	29.20	1053.89	52.69	38.97	1406.51
3249+82.19	3252+08.10	L.M.L.	225.91	351.00	792.94	29.00	727.93	15.29	239.49	29.00	727.93	40.04	29.00	727.93	36.40	38.94	977.44
3252+08.10	3259+36.04	L.M.L.	727.94	341.00	2482.28	30.17	2440.22	51.24	802.83	30.17	2440.22	134.21	30.17	2440.22	122.01	40.76	3296.76
3259+36.04	3263+63.02	L.M.L.	426.98	363.25	1551.00	51.25	2431.41	51.06	799.93	51.25	2431.41	133.73	51.25	2431.41	121.57	65.34	3099.87
3263+63.02	3266+62.75	L.M.L.	299.73	421.00	1261.86	41.28	1374.76	28.87	452.30	41.28	1374.76	75.61	41.28	1374.76	68.74	58.43	1945.91
3266+62.75	3275+11.68	L.M.L.	848.93	390.25	3312.95	42.35	3994.69	83.89	1314.25	42.35	3994.69	219.71	42.35	3994.69	199.73	58.43	5511.44
3275+11.68	3278+08.82	L.M.L.	297.14	206.25	612.85	51.54	1701.62	35.73	559.83	51.54	1701.62	93.59	51.54	1701.62	85.08	57.91	1911.93
3278+08.82	3279+91.70	L.M.L.	182.88	140.25	256.49	68.39	1389.68	29.18	457.20	68.39	1389.68	76.43	68.39	1389.68	69.48	70.94	1441.50
281+40.00	329+94.23	L.M.L.	4854.23	89.00	4320.26	54.30	29287.19	615.03	9635.49	54.30	29287.19	1610.80	54.30	29287.19	1464.36	59.74	32221.30
329+94.23	332+13.57	L.M.L.	219.34	90.75	199.05	59.00	1437.90	30.20	473.07	59.00	1437.90	79.08	59.00	1437.90	71.90	63.00	1535.38
332+13.57	337+35.34	L.M.L.	521.77	95.50	498.29	63.22	3665.14	76.97	1205.83	63.22	3665.14	201.58	63.22	3665.14	183.26	66.93	3880.23
337+35.34	340+57.18	L.M.L.	321.84	76.75	247.01	77.20	2760.67	57.97	908.26	77.20	2760.67	151.84	77.20	2760.67	138.03	77.20	2760.67
340+57.18	363+86.14	L.M.L.	2328.96	89.00	2072.77	52.86	13678.76	287.25	4500.31	52.86	13678.76	752.33	52.86	13678.76	683.94	58.85	15228.81
363+86.14	369+34.01	L.M.L.	547.87	99.75	546.50	69.45	4227.73	88.78	1390.92	69.45	4227.73	232.53	69.45	4227.73	211.39	74.34	4525.41
369+34.01	378+57.46	L.M.L.	923.45	101.75	939.61	61.28	6287.67	132.04	2068.64	61.28	6287.67	345.82	61.28	6287.67	314.38	69.28	7108.51
378+57.46	381+53.61	L.M.L.	296.15	132.00	390.92	68.40	2250.74	47.27	740.50	68.40	2250.74	123.79	68.40	2250.74	112.54	73.47	2417.57
381+53.61	382+79.85	L.M.L.	126.24	83.75	105.73	51.42	721.25	15.15	237.29	51.42	721.25	39.67	51.42	721.25	36.06	57.36	804.57
382+79.85	385+79.85	L.M.L.	300.00	125.00	375.00	55.54	1851.33	38.88	609.09	55.54	1851.33	101.82	55.54	1851.33	92.57	63.29	2109.67
385+79.85	389+15.00	L.M.L.	335.15	125.00	418.94	61.31	2283.12	47.95	751.15	61.31	2283.12	125.57	61.31	2283.12	114.16	69.22	2577.68
389+15.00	395+15.76	L.M.L.	600.76	80.25	482.11	70.23	4687.93	98.45	1542.33	70.23	4687.93	257.84	70.23	4687.93	234.40	71.35	4762.69
395+15.76	396+28.02	L.M.L.	112.26	80.25	90.09	47.32	590.24	12.40	194.19	47.32	590.24	32.46	47.32	590.24	29.51	47.32	590.24
398+12.54	401+60.95	L.M.L.	348.41	134.25	467.74	68.11	2636.69	55.37	867.47	68.11	2636.69	145.02	68.11	2636.69	131.83	72.37	2801.60
401+60.95	407+00.00	L.M.L.	539.05	110.50	595.65	52.42	3139.67	65.93	1032.95	52.42	3139.67	172.68	52.42	3139.67	156.98	58.36	3495.44
407+00.00	411+82.20	L.M.L.	482.20	80.00	385.76	56.32	3017.50	63.37	992.76	56.32	3017.50	165.96	56.32	3017.50	150.88	56.31	3016.96
417+52.24	426+31.82	L.M.L.	879.58	70.00	615.71	85.14	8320.83	174.74	2737.55	85.14	8320.83	457.65	85.14	8320.83	416.04	85.14	8320.83
426+31.82	431+50.15	L.M.L.	518.33	75.75	392.63	73.00	4204.23	88.29	1383.19	73.00	4204.23	231.23	73.00	4204.23	210.21	72.75	4189.83
431+50.15	433+50.17	L.M.L.	200.02	75.75	151.52	69.39	1542.15	32.39	507.37	69.39	1542.15	84.82	69.39	1542.15	77.11	65.28	1450.81
433+50.17	434+20.01	L.M.L.	69.84	75.75	52.90	31.19	242.03	5.08	79.63	31.19	242.03	13.31	31.19	242.03	12.10	30.70	238.23
445+20.03	447+75.04	L.M.L.	255.01	89.00	226.96	45.56	1290.92	27.11	424.71	45.56	1290.92	71.00	45.56	1290.92	64.55	50.48	1430.32
447+75.04	460+85.68	L.M.L.	1310.64	89.00	1166.47	52.94	7709.48	161.90	2536.42	52.94	7709.48	424.02	52.94	7709.48	385.47	58.94	8583.24
460+85.68	463+85.68	L.M.L.	300.00	98.00	294.00	57.21	1907.00	40.05	627.40	57.21	1907.00	104.89	57.21	1907.00	95.35	64.71	2157.00
463+85.68	467+34.61	L.M.L.	348.93	98.00	341.95	64.09	2484.77	52.18	817.49	64.09	2484.77	136.66	64.09	2484.77	124.24	68.92	2672.03
467+34.61	473+89.17	L.M.L.	654.56	112.25	734.74	70.42	5121.57	107.55	1685.00	70.42	5121.57	281.69	70.42	5121.57	256.08	73.00	5309.21
473+89.17	491+70.00	L.M.L.	1780.83	190.00	3383.58	52.25	10338.71	217.11	3401.44	52.25	10338.71	568.63	52.25	10338.71	516.94	58.33	11541.76
491+70.00	494+00.00	L.M.L.	230.00	36.25	83.38	59.92	1531.29	32.16	503.79	59.92	1531.29	84.22	59.92	1531.29	76.56	59.92	1531.29
3494+00.00	3507+56.27	L.M.L.	1356.27	36.25	491.65	59.87	9022.21	189.47	2968.31	59.87	9022.21	496.22	59.87	9022.21	451.11	59.46	8960.42
3507+56.27	3511+35.82	L.M.L.	379.55	28.75	109.12	58.41	2463.28	51.73	810.42	58.41	2463.28	135.48	58.41	2463.28	123.16	58.41	2463.28
3511+35.82	3517+70.84	L.M.L.	635.02	31.25	198.44	61.42	4333.66	91.01	1425.77	61.42	4333.66	238.35	61.42	4333.66	216.68	59.10	4169.96
3517+70.84	3519+71.68	L.M.L.	200.84													2.00	44.63
TOTALS:					34923.54		164913.49	3463.21	54256.51		164913.49	9070.25		164913.49	8245.66		181182.46

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULISIFED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	593	1465
				②		QUANTITIES		

CONCRETE PAVEMENT - RAMPS

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)				ACHM SURFACE COURSE (3/8") 110 LBS. PER SQ. YD.			TACK COAT 0.05 GAL. PER SQ. YD.			PORTLAND CEMENT CONCRETE PAVEMENT		
				TON/ STATION	TON	AVG. WID.	PROCESSING	CEMENT	AGGREGATE	AVG. WID.	SQ. YD.	PG 76-22	AVG. WID.	SQ. YD.	GAL.	AVG. WID.	10" U.T.	14" U.T.
			FEET			FEET	SQ. YD.	TON	TON	FEET		TON	FEET			FEET	SQ. YD.	
106+46.34	108+25.60	HWY. 70 RAMP 1	179.26	233.75	419.02	19.00	378.44	7.95	124.51	19.00	378.44	20.81	19.00	378.44	18.92	25.00		497.94
108+25.60	113+34.54	HWY. 70 RAMP 1	508.94	342.25	1741.85	19.81	1120.23	23.52	368.56	19.81	1120.23	61.61	19.81	1120.23	56.01	25.34		1432.95
113+34.54	116+34.54	HWY. 70 RAMP 1	300.00	161.25	483.75	22.51	750.33	15.76	246.86	22.51	750.33	41.27	22.51	750.33	37.52	26.44		881.33
116+34.54	122+68.61	HWY. 70 RAMP 1	634.07	127.25	806.85	22.66	1596.45	33.53	525.23	22.66	1596.45	87.80	22.66	1596.45	79.82	26.19		1845.14
122+68.61	124+68.62	HWY. 70 RAMP 1	200.01			28.00	622.25	13.07	204.72	28.00	622.25	34.22	28.00	622.25	31.11	27.99		622.03
124+68.62	125+36.12	HWY. 70 RAMP 1	67.50	90.50	61.09	21.78	163.35	3.43	53.74	21.78	163.35	8.98	21.78	163.35	8.17	28.00		210.00
222+30.36	225+30.36	HWY. 70 RAMP 2	300.00			31.87	1062.33	22.31	349.51	31.87	1062.33	58.43	31.87	1062.33	53.12	28.00		933.33
225+30.36	231+58.70	HWY. 70 RAMP 2	628.34			31.89	2226.42	46.75	732.49	31.89	2226.42	122.45	31.89	2226.42	111.32	28.00		1954.84
231+58.70	234+58.70	HWY. 70 RAMP 2	300.00	9.75	29.25	30.18	1006.00	21.13	330.97	30.18	1006.00	55.33	30.18	1006.00	50.30	28.00		933.33
234+58.70	235+53.25	HWY. 70 RAMP 2	94.55	75.50	71.39	27.08	284.49	5.97	93.60	27.08	284.49	15.65	27.08	284.49	14.22	27.08		284.49
235+53.25	240+53.25	HWY. 70 RAMP 2	500.00	114.75	573.75	26.87	1492.78	31.35	491.12	26.87	1492.78	82.10	26.87	1492.78	74.64	26.87		1492.78
240+53.25	248+64.24	HWY. 70 RAMP 2	810.99	227.50	1845.00	22.78	2052.71	43.11	675.34	22.78	2052.71	112.90	22.78	2052.71	102.64	25.78		2323.04
311+49.71	314+49.71	HWY. 70 RAMP 3	300.00	220.00	660.00	40.93	1364.33	28.65	448.87	40.93	1364.33	75.04	40.93	1364.33	68.22	50.92		1697.33
314+49.71	314+87.46	HWY. 70 RAMP 3	37.75	279.00	105.32	51.21	214.80	4.51	70.67	51.21	214.80	11.81	51.21	214.80	10.74	61.09		256.24
314+87.46	324+74.58	HWY. 70 RAMP 3	987.12	302.00	2981.10	28.00	3071.04	64.49	1010.37	28.00	3071.04	168.91	28.00	3071.04	153.55	37.91		4157.97
324+74.58	327+14.58	HWY. 70 RAMP 3	240.00	254.00	609.60	27.21	725.60	15.24	238.72	27.21	725.60	39.91	27.21	725.60	36.28	35.85		956.00
327+14.58	329+14.53	HWY. 70 RAMP 3	199.95	215.00	429.89	19.76	439.00	9.22	144.43	19.76	439.00	24.15	19.76	439.00	21.95	25.77		572.52
329+14.53	330+19.71	HWY. 70 RAMP 3	105.18	192.00	201.95	19.00	222.05	4.66	73.05	19.00	222.05	12.21	19.00	222.05	11.10	25.00		292.17
403+95.86	404+24.82	HWY. 70 RAMP 4	28.96	179.50	51.98	19.00	61.14	1.28	20.12	19.00	61.14	3.36	19.00	61.14	3.06	25.00		80.44
404+24.82	407+74.82	HWY. 70 RAMP 4	350.00	290.75	1017.63	19.00	738.89	15.52	243.09	19.00	738.89	40.64	19.00	738.89	36.94	25.00		972.22
407+74.82	410+89.23	HWY. 70 RAMP 4	314.41	321.25	1010.04	19.00	663.75	13.94	218.38	19.00	663.75	36.51	19.00	663.75	33.19	25.00		873.36
103+68.25	104+00.00	INSPECTION STATION RAMP 1	31.75	163.50	51.91	26.33	92.89	1.95	30.56	26.33	92.89	5.11	26.33	92.89	4.64	28.34		99.98
104+00.00	104+52.56	INSPECTION STATION RAMP 1	52.56	173.50	91.19	19.00	110.96	2.33	36.51	19.00	110.96	6.10	19.00	110.96	5.55	25.00		146.00
104+52.56	105+85.00	INSPECTION STATION RAMP 1	132.44	173.50	229.78	20.48	301.37	6.33	99.15	20.48	301.37	16.58	20.48	301.37	15.07	26.27		386.58
203+45.00	204+10.40	INSPECTION STATION RAMP 2	65.40	234.00	153.04	21.11	153.40	3.22	50.47	21.11	153.40	8.44	21.11	153.40	7.67	27.12		197.07
204+10.40	204+71.46	INSPECTION STATION RAMP 2	61.06	234.00	142.88	19.00	128.90	2.71	42.41	19.00	128.90	7.09	19.00	128.90	6.45	25.00		169.61
302+60.00	304+00.00	INSPECTION STATION RAMP 3	140.00	174.25	243.95	20.53	319.36	6.71	105.07	20.53	319.36	17.56	20.53	319.36	15.97	26.72		415.64
304+00.00	306+26.08	INSPECTION STATION RAMP 3	226.08	141.25	319.34	26.33	661.41	13.89	217.60	26.33	661.41	36.38	26.33	661.41	33.07	28.33		711.65
403+19.63	405+14.94	INSPECTION STATION RAMP 4	195.31	136.00	265.62	26.33	571.39	12.00	187.99	26.33	571.39	31.43	26.33	571.39	28.57	28.33		614.79
405+14.94	405+63.50	INSPECTION STATION RAMP 4	48.56	180.50	87.65	19.00	102.52	2.15	33.73	19.00	102.52	5.64	19.00	102.52	5.13	25.00		134.89
405+63.50	406+00.00	INSPECTION STATION RAMP 4	36.50	180.50	65.88	18.85	76.45	1.61	25.15	18.85	76.45	4.20	18.85	76.45	3.82	23.12		93.76
108+81.69	111+65.41	HWY. 67 RAMP 1	283.72	48.50	137.60	22.87	720.96	15.14	237.20	22.87	720.96	39.65	22.87	720.96	36.05	22.87		720.96
111+65.41	113+65.46	HWY. 67 RAMP 1	200.05	81.50	163.04	31.77	706.18	14.83	232.33	31.77	706.18	38.84	31.77	706.18	35.31	31.77		706.18
113+65.46	114+40.00	HWY. 67 RAMP 1	74.54	81.50	60.75	46.33	383.72	8.06	126.24	46.33	383.72	21.10	46.33	383.72	19.19	46.33		383.72
114+40.00	116+36.70	HWY. 67 RAMP 1	196.70	113.75	223.75	39.00	852.37	17.90	280.43	39.00	852.37	46.88	39.00	852.37	42.62	43.00		939.79
116+36.70	117+67.02	HWY. 67 RAMP 1	130.32	113.75	148.24	44.78	648.41	13.62	213.33	44.78	648.41	35.66	44.78	648.41	32.42	52.50		760.20
200+41.12	202+82.07	HWY. 67 RAMP 2	240.95	218.75	527.08	43.82	1173.16	24.64	385.97	43.82	1173.16	64.52	43.82	1173.16	58.66	53.27		1426.16
202+82.07	204+84.79	HWY. 67 RAMP 2	202.72	192.25	389.73	31.44	708.17	14.87	232.99	31.44	708.17	38.95	31.44	708.17	35.41	37.23		838.59
204+84.79	208+76.54	HWY. 67 RAMP 2	391.75	152.00	595.46	27.77	1208.77	25.38	397.69	27.77	1208.77	66.48	27.77	1208.77	60.44	33.09		1440.33
300+55.31	301+91.50	HWY. 67 RAMP 3	136.19	131.00	178.41	76.63	1159.58	24.35	381.50	76.63	1159.58	63.78	76.63	1159.58	57.98	83.63		1265.51
301+91.50	303+51.71	HWY. 67 RAMP 3	160.21	273.75	438.57	64.14	1141.76	23.98	375.64	64.14	1141.76	62.80	64.14	1141.76	57.09	72.00		1281.68
303+51.71	306+50.12	HWY. 67 RAMP 3	298.41	384.75	1148.13	55.85	1851.80	38.89	609.24	55.85	1851.80	101.85	55.85	1851.80	92.59	63.60		2108.76
306+50.12	308+96.62	HWY. 67 RAMP 3	246.50	319.50	787.57	39.82	1090.63	22.90	358.82	39.82	1090.63	59.98	39.82	1090.63	54.53	45.63		1249.76
308+96.62	310+00.00	HWY. 67 RAMP 3	103.38	319.50	330.30	32.67	375.27	7.88	123.46	32.67	375.27	20.64	32.67	375.27	18.76	38.66		444.07
310+00.00	310+54.85	HWY. 67 RAMP 3	54.85	141.00	77.34	42.67	260.05	5.46	85.56	42.67	260.05	14.30	42.67	260.05	13.00	42.67		260.05
310+54.85	311+32.41	HWY. 67 RAMP 3	77.56	141.00	109.36	31.34	270.08	5.67	88.86	31.34	270.08	14.85	31.34	270.08	13.50	31.34		270.08
405+58.10	410+81.87	HWY. 67 RAMP 4	523.77	342.00	1791.29	19.00	1105.74	23.22	363.79	19.00	1105.74	60.82	19.00	1105.74	55.29	25.04		1457.24
502+94.99	518+59.27	HWY. 67 RAMP 5	1564.28	162.00	2534.13	19.00	3302.37	69.35	1086.48	19.00	3302.37	181.63	19.00	3302.37	165.12	25.00		4345.22
107+54.44	113+49.99	SOUTH STREET RAMP 1	595.55	62.75	373.71	30.67	2029.50	42.62	667.71	30.67	2029.50	111.62	30.67	2029.50	101.48	30.66		2028.84
113+49.99	114+44.07	SOUTH STREET RAMP 1	94.08	162.00	152.41	25.55	267.08	5.61	87.87	25.55	267.08	14.69	25.55	267.08	13.35	27.55		287.99
114+44.07	116+75.00	SOUTH STREET RAMP 1	230.93	147.50	340.62	25.00	641.47	13.47	211.04	25.00	641.47	35.28	25.00	641.47	32.07	27.00		692.79
116+75.00	117+89.61	SOUTH STREET RAMP 1	114.61	210.75	241.54	19.00	241.95	5.08	79.60	19.00	241.95	13.31	19.00	241.95	12.10	25.00		318.36
117+89.61	119+20.16	SOUTH STREET RAMP 1	130.55	259.75	339.10	30.37	440.53	9.25	144.93	30.37	440.53	24.23	30.37	440.53	22.03	35.50		514.95
200+44.72	201+56.05	SOUTH STREET RAMP 2	111.33	95.00	105.76	16.50	204.11	4.29	67.15	16.50	204.11	11.23	16.50	204.11	10.21	18.81		232.68
201+56.05	203+28.16	SOUTH STREET RAMP 2	172.11	115.25	198.36	28.02	535.84	11.25	176.29	28.02	535.84	29.47	28.02	535.84	26.79	34.03		650.77
203+28.16	204+88.10	SOUTH STREET RAMP 2	159.94	95.75	153.14	26.52	471.29	9.90	155.05	26.52	471.29	25.92	26.52	471.29	23.56	32.54		578.27
204+88.10	207+23.73	SOUTH STREET RAMP 2	235.63	120.25	283.35	22.79	596.67	12.53	196.30	22.79	596.67	32.82	22.79	596.67	29.83	28.78		753.49
406+57.54	411+82.63	SOUTH STREET RAMP 4	525.09	189.25	993.73	19.00	1108.52	23.28	364.70	19.00	1108.52	60.97	19.00	1108.52	55.43	25.00		1458.58
411+82.63	412+95.37	SOUTH STREET RAMP 4	112.74	178.50	201.24	23.44	293.63	6.17	96.60	23.44	293.63	16.15	23.44	293.63	14.68	31.71		397.22
412+95.37	413+56.20	SOUTH STREET RAMP 4	60.83	116.75	71.02	15.99	108.07	2.27	35.56	15.99	108.07	5.94	15.99	108.07	5.40	24.82		167.76
20+00.00		ROUNDABOUT	320.44	56.50	181.05											10.00	356.04	
TOTALS:					**28026.48**		**46672.71**	**980.15**	**15355.31**		**46672.71**	**2566.98**		**46672.71**	**2333.65**		**356.04**	**54219.42**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULISIFED ASPHALT RATES. REFER TO SS-400-I FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	594	1465
				②		QUANTITIES		

BASE AND SURFACING - FRONTAGE ROADS

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT 0.05 GAL. / SQ. YD.				TACK COAT 0.17 GAL. / SQ. YD.				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")								
				TON / STATION	TON	AVG. WID.	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			FEET				FEET				FEET			TON	FEET			TON	FEET			TON	TON
FRONTAGE ROADS																										
6+37.97	9+52.78	FRONTAGE RD. A - MAX SE	314.81	336.00	1057.76	110.93	3880.21	0.05	194.01					25.32	885.67	660.00	292.27	25.03	875.52	220.00	96.31	34.76	1215.87	220.00	133.75	230.06
9+52.78	11+72.78	FRONTAGE RD. A - SE TRANS.	220.00	301.50	663.30	125.21	3060.69	0.05	153.03					29.29	715.98	660.00	236.27	29.13	712.07	220.00	78.33	37.00	904.44	220.00	99.49	177.82
11+72.78	11+80.89	FRONTAGE RD. A	8.11	257.00	20.84	125.21	112.83	0.05	5.64					29.29	26.39	660.00	8.71	29.13	26.25	220.00	2.89	37.00	33.34	220.00	3.67	6.56
11+80.89	14+15.89	FRONTAGE RD. A - SE TRANS.	235.00	266.75	626.86	119.19	3112.18	0.05	155.61					27.66	722.23	660.00	238.34	26.84	700.82	220.00	77.09	36.53	953.84	220.00	104.92	182.01
14+15.89	14+91.00	FRONTAGE RD. A - MAX SE	75.11	276.75	207.87	95.27	795.08	0.05	39.75					22.07	184.19	660.00	60.78	21.74	181.43	220.00	19.96	28.89	241.10	220.00	26.52	46.48
31+60.00	31+65.64	FRONTAGE RD. A	5.64	158.00	8.91	33.22	20.82	0.05	1.04	19.78	12.40	0.17	2.11					2.43	1.52	220.00	0.17	30.29	18.98	220.00	2.09	2.26
31+65.64	33+65.64	FRONTAGE RD. A - SE TRANS.	200.00	161.00	322.00	36.25	805.56	0.05	40.28	19.99	444.22	0.17	75.52					3.94	87.56	220.00	9.63	31.81	706.89	220.00	77.76	87.39
33+65.64	36+07.36	FRONTAGE RD. A - MAX SE	241.72	207.50	501.57	63.47	1704.66	0.05	85.23	13.92	373.86	0.17	63.56	10.37	278.52	660.00	91.91	10.20	273.95	220.00	30.13	32.03	860.25	220.00	94.63	124.76
36+07.36	36+89.43	FRONTAGE RD. A - SE TRANS.	82.07	213.50	175.22	76.57	698.23	0.05	34.91	9.55	87.09	0.17	14.81	14.74	134.41	660.00	44.36	14.57	132.86	220.00	14.61	32.02	291.99	220.00	32.12	46.73
36+89.43	39+39.43	FRONTAGE RD. A - SE TRANS.	250.00	191.75	479.38	66.15	1837.50	0.05	91.88	12.98	360.56	0.17	61.30	11.31	314.17	660.00	103.68	11.14	309.44	220.00	34.04	31.89	885.83	220.00	97.44	131.48
39+39.43	40+80.00	FRONTAGE RD. A - MAX SE	140.57	158.00	222.10	51.08	797.81	0.05	39.89	18.91	295.35	0.17	50.21	6.16	96.21	660.00	31.75	5.95	92.93	220.00	10.22	32.31	504.65	220.00	55.51	65.73
40+80.00	41+01.32	FRONTAGE RD. A - MAX SE	21.32	410.25	87.47	51.15	121.17	0.05	6.06	22.78	53.96	0.17	9.17	4.22	10.00	660.00	3.30	4.06	9.62	220.00	1.06	38.15	90.37	220.00	9.94	11.00
41+01.32	41+50.22	FRONTAGE RD. A - SE TRANS.	48.90	410.25	200.61	47.83	259.88	0.05	12.99	22.75	123.61	0.17	21.01	2.88	15.65	660.00	5.16	2.72	14.78	220.00	1.63	38.85	211.09	220.00	23.22	24.85
41+50.22	43+51.32	FRONTAGE RD. A - SE TRANS.	201.10	510.75	1027.12	113.97	2546.60	0.05	127.33					24.61	549.90	660.00	181.47	24.27	542.30	220.00	59.65	39.98	893.33	220.00	98.27	157.92
43+51.32	44+58.28	FRONTAGE RD. A	106.96	395.50	423.03	206.15	2449.98	0.05	122.50					48.75	579.37	660.00	191.19	48.45	575.80	220.00	63.34	59.70	709.50	220.00	78.05	141.39
52+75.00	53+05.99	FRONTAGE RD. B	30.99	250.50	77.63	90.42	311.35	0.05	15.57					21.51	74.07	660.00	24.44	21.18	72.93	220.00	8.02	25.72	88.56	220.00	9.74	17.76
53+05.99	55+05.99	FRONTAGE RD. B - SE TRANS.	200.00	375.00	750.00	112.00	2488.89	0.05	124.44					24.33	540.67	660.00	178.42	24.00	533.33	220.00	58.67	38.84	863.11	220.00	94.94	153.61
55+05.99	56+50.56	FRONTAGE RD. B - MAX SE	144.57	413.25	597.44	113.91	1829.77	0.05	91.49					24.58	394.84	660.00	130.30	24.25	389.54	220.00	42.85	40.00	642.53	220.00	70.68	113.53
56+50.56	58+50.56	FRONTAGE RD. B - SE TRANS.	200.00	374.50	749.00	113.91	2531.33	0.05	126.57					24.58	546.22	660.00	180.25	24.25	538.89	220.00	59.28	40.00	888.89	220.00	97.78	157.06
58+50.56	60+79.17	FRONTAGE RD. B	228.61	344.25	786.99	113.91	2893.44	0.05	144.67					24.58	624.36	660.00	206.04	24.25	615.98	220.00	67.76	40.00	1016.04	220.00	111.76	179.52
60+79.17	63+29.17	FRONTAGE RD. B - SE TRANS.	250.00	431.50	1078.75	113.91	3164.17	0.05	158.21					24.58	682.78	660.00	225.32	24.25	673.61	220.00	74.10	40.00	1111.11	220.00	122.22	196.32
63+29.17	66+92.49	FRONTAGE RD. B - MAX SE	363.32	473.00	1718.50	113.91	4598.42	0.05	229.92					24.58	992.27	660.00	327.45	24.25	978.95	220.00	107.68	40.00	1614.76	220.00	177.62	285.30
66+92.49	69+42.49	FRONTAGE RD. B - SE TRANS.	250.00	457.50	1143.75	113.91	3164.17	0.05	158.21					24.58	682.78	660.00	225.32	24.25	673.61	220.00	74.10	40.00	1111.11	220.00	122.22	196.32
69+42.49	70+74.64	FRONTAGE RD. B	132.15	341.25	450.96	113.91	1672.58	0.05	83.63					24.58	360.92	660.00	119.10	24.25	356.07	220.00	39.17	40.00	587.33	220.00	64.61	103.78
70+74.64	73+24.64	FRONTAGE RD. B - SE TRANS.	250.00	430.25	1075.63	115.00	3194.44	0.05	159.72					24.85	690.28	660.00	227.79	24.52	681.11	220.00	74.92	40.28	1118.89	220.00	123.08	198.00
73+24.64	77+00.09	FRONTAGE RD. B - MAX SE	375.45	590.25	2216.09	191.99	8009.18	0.05	400.46					44.12	1840.54	660.00	607.38	43.79	1826.77	220.00	200.94	59.46	2480.47	220.00	272.85	473.79
77+00.09	78+58.35	FRONTAGE RD. B - SE TRANS.	158.26	642.25	1016.42	283.06	4977.45	0.05	248.87					67.77	1191.70	660.00	393.26	67.44	1185.89	220.00	130.45	79.58	1399.37	220.00	153.93	284.38
78+58.35	79+50.09	FRONTAGE RD. B - MAX SE	91.74	959.00	879.79	495.23	5048.04	0.05	252.40					126.32	1287.62	660.00	424.91	125.96	1283.95	220.00	141.23	116.13	1183.75	220.00	130.21	271.44
85+00.00	85+50.00	FRONTAGE RD. C	50.00							73.75	409.72	0.17	69.65									73.75	409.72	220.00	45.07	45.07
85+50.00	86+00.00	FRONTAGE RD. C	50.00	45.75	22.88					72.54	403.00	0.17	68.51									72.54	403.00	220.00	44.33	44.33
86+00.00	88+18.14	FRONTAGE RD. C - SE TRANS.	218.14	494.25	1078.16	143.85	3486.60	0.05	174.33					33.28	806.63	660.00	266.19	33.01	800.09	220.00	88.01	43.78	1061.13	220.00	116.72	204.73
88+18.14	89+95.60	FRONTAGE RD. C - MAX SE	177.46	225.50	400.17	154.02	3036.93	0.05	151.85					38.38	756.77	660.00	249.73	38.38	756.77	220.00	83.24	38.38	756.77	220.00	83.24	166.48
89+95.60	92+45.60	FRONTAGE RD. C - SE TRANS.	250.00	223.00	557.50	152.54	4237.22	0.05	211.86					38.01	1055.83	660.00	348.42	38.01	1055.83	220.00	116.14	38.01	1055.83	220.00	116.14	232.28
92+45.60	92+88.40	FRONTAGE RD. C	42.80	223.00	95.44	152.50	725.22	0.05	36.26					38.00	180.71	660.00	59.63	38.00	180.71	220.00	19.88	38.00	180.71	220.00	19.88	39.76
92+88.40	94+88.40	FRONTAGE RD. C - SE TRANS.	200.00	241.25	482.50	206.22	4582.67	0.05	229.13					51.43	1142.89	660.00	377.15	51.43	1142.89	220.00	125.72	51.43	1142.89	220.00	125.72	251.44
94+88.40	101+57.42	FRONTAGE RD. C - MAX SE	669.02	150.25	1005.20	100.02	7435.04	0.05	371.75					24.88	1849.47	660.00	610.33	24.88	1849.47	220.00	203.44	24.88	1849.47	220.00	203.44	406.88
101+57.42	103+57.42	FRONTAGE RD. C - SE TRANS.	200.00	150.25	300.50	99.02	2200.44	0.05	110.02					24.63	547.33	660.00	180.62	24.63	547.33	220.00	60.21	24.63	547.33	220.00	60.21	120.42
102+81.21		APPROACH ON RT.	74.21	184.50	136.92	278.64	2297.54	0.05	114.88					69.66	574.39	660.00	189.55	69.66	574.39	220.00	63.18	69.66	574.39	220.00	63.18	126.36
103+57.42	109+75.55	FRONTAGE RD. C	618.13	150.25	928.74	101.82	6993.11	0.05	349.66					25.33	1739.69	660.00	574.10	25.33	1739.69	220.00	191.37	25.33	1739.69	220.00	191.37	382.74
5+90.00	7+36.39	FAIRFIELD RD.	146.39	191.75	280.70	114.42	1861.10	0.05	93.06					28.48	463.24	660.00	152.87	28.48	463.24	220.00	50.96	28.48	463.24	220.00	50.96	101.92
109+75.55	114+93.66	FRONTAGE RD. C	518.11							24.12	1388.53	0.17	236.05									24.12	1388.53	220.00	152.74	152.74
114+93.66	115+93.66	FRONTAGE RD. C - SE TRANS.	100.00	38.00	38.00	31.61	351.22	0.05	17.56	22.67	251.89	0.17	42.82	2.11	23.44	660.00	7.74	2.11	23.44	220.00	2.58	24.78	275.33	220.00	30.29	32.87
115+93.66	118+40.67	FRONTAGE RD. C - MAX SE	247.01	45.75	113.01	45.74	1255.36	0.05	62.77	26.04	714.68	0.17	121.50	4.80	131.74	660.00	43.47	4.80	131.74	220.00	14.49	30.84	846.42	220.00	93.11	107.60
118+40.67	120+90.67	FRONTAGE RD. C - SE TRANS.	250.00	84.00	210.00	71.61	1989.17	0.05	99.46	25.31	703.06	0.17	119.52	11.45	318.06	660.00	104.96	11.45	318.06	220.00	34.99	36.76	1021.11	220.00	112.32	147.31
120+90.67	123+37.93	FRONTAGE RD. C	247.26	122.00	301.66	92.37	2537.71	0.05	126.89	14.99	411.83	0.17	70.01	19.22	528.04	660.00	174.25	19.22	528.04	220.00	58.08	34.21	939.86	220.00	103.38	161.46
125+00.00	143+85.00	FRONTAGE RD. D	1885.00							27.46	5751.34	0.17	977.73									27.46	5751.34	220.00	632.65	632.65
143+85.00	145+35.00	FRONTAGE RD. D (WIDENING)	150.00	45.25	67.88	49.39	823.17	0.05	41.16	20.57	342.83	0.17	58.28	7.08	118.00	660.00	38.94	7.08	118.00	220.00	12.98	27.65	460.83	220.00	50.69	63.67
145+35.00	148+34.29	FRONTAGE RD. D	299.29	161.50	483.35	113.82	3785.02	0.05	189.25					28.33	942.10	660.00	310.89	28.33	942.10	220.00	103.63	28.33	942.10	220.00	103.63	207.26
148+34.29	148+78.88	FRONTAGE RD. D	44.59	119.75	53.40	80.77	400.17	0.05	20.01					21.00	104.04	660.00	34.33	20.99	103.99	220.00	11.44	17.28	85.61	220.00	9.42	20.86
148+34.20	148+82.41	FRONTAGE RD. D	48.21	134.00	64.60	91.86	492.06	0.05	24.60					24.63	131.93	660.00	43.54	24.64	131.99	220.00	14.52	17.46	93.53	220.00	10.29	24.81
150+43.06	151+20.79	FRONTAGE RD. D	77.73	121.00	94.05	76.62	661.74	0.05	33.09					19.03	164.36	660.00	54.24	19.03	164.36	220.00	18.08	19.03	164.36	220.00	18.08	36.16
151+20.79	153+50.00	FRONTAGE RD. D	229.21	156.75	359.29	101.86	2594.15	0.05	129.71					25.34	645.35	660.00	212.97	25.34	645.35	220.00	70.99	25.34	645.35	220.00	70.99	141.98
153+50.00	154+50.00	FRONTAGE RD. D	100.00	37.75	37.75	29.73	330.33	0.05	16.52	19.43	215.89	0.17	36.70	2.45	27.22	660.00	8.98	2.45	27.22	220.00	2.99	21.88	243.11	220.00	26.74	29.73
154+50.00	156+88.36	FRONTAGE RD. D	238.36	18.00	42.90	5.26	139.31	0.05	6.97					1.19	31.52	660.00	10.40	1.19	31.52	220.00	3.47	1.19	31.52	220.00	3.47	6.94
TOTALS					**25719.59**		**118301.71**		**5915.10**		**12343.82**		**2098.46**		**26704.49**		**8812.47**		**26623.70**		**2928.62**		**45700.56**		**5027.08**	**7955.70**

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

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QUANTITIES

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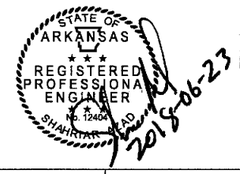
6/22/2018
mbinkley



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	595	1465
				②		QUANTITIES		

BASE AND SURFACING - CROSS STREETS

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT 0.05 GAL. / SQ. YD.				TACK COAT 0.07 GAL. / SQ. YD.				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	AVG. WID.	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			FEET				FEET				FEET			TON	FEET			TON	FEET			TON	TON
501+38.60	502+38.60	HIGHWAY 67 - OVERLAY TRANSITION	100.00							28.75	319.44	0.17	54.30									28.75	319.44	220.00	35.14	35.14
502+38.60	506+50.00	HIGHWAY 67 - OVERLAY	411.40							29.04	1327.45	0.17	225.67									29.04	1327.45	220.00	146.02	146.02
506+50.00	507+43.39	HIGHWAY 67 - SE TRANS. - NOTCH & WIDEN	93.39	390.00	364.22	59.29	615.23	0.05	30.76	23.55	244.37	0.17	41.54	1.39	14.42	660.00	4.76	16.51	171.32	220.00	18.85	39.50	409.88	220.00	45.09	63.94
507+43.39	508+75.00	HIGHWAY 67 - SE TRANS. - NOTCH & WIDEN	131.61	349.25	459.65	68.96	1008.43	0.05	50.42	23.78	347.74	0.17	59.12	1.97	28.81	660.00	9.51	20.55	300.51	220.00	33.06	43.97	642.99	220.00	70.73	103.79
508+75.00	509+93.39	HIGHWAY 67 - SE TRANS.	118.39	421.00	498.42	153.86	2023.94	0.05	101.20					29.10	382.79	660.00	126.32	47.64	626.68	220.00	68.93	47.52	625.10	220.00	68.76	137.69
509+93.39	514+43.39	HIGHWAY 67 - SE TRANS.	450.00	659.50	2967.75	239.82	11991.00	0.05	599.55					50.20	2510.00	660.00	828.30	69.56	3478.00	220.00	382.58	69.36	3468.00	220.00	381.48	764.06
514+43.39	516+72.50	HIGHWAY 67 - MAX SE	229.11	900.25	2062.56	381.57	9713.50	0.05	485.68					88.91	2263.35	660.00	746.91	103.82	2642.91	220.00	290.72	99.43	2531.16	220.00	278.43	569.15
516+72.50	520+16.49	NB HIGHWAY 67 - RIGHT TURN LANES	343.99	326.00	1121.41	109.57	4187.89	0.05	209.39					23.29	890.17	660.00	293.76	31.31	1196.70	220.00	131.64	31.18	1191.73	220.00	131.09	262.73
516+72.50	518+90.42	NB HIGHWAY 67 - MAX SE	217.92	199.50	434.75	123.68	2994.71	0.05	149.74					32.07	776.52	660.00	256.25	32.07	776.52	220.00	85.42	26.97	653.03	220.00	71.83	157.25
516+72.50	518+90.42	SB HIGHWAY 67 - MAX SE	217.92	375.75	818.83	148.03	3584.30	0.05	179.22					34.17	827.37	660.00	273.03	43.44	1051.83	220.00	115.70	35.75	865.63	220.00	95.22	210.92
518+90.42	520+79.98	NB HIGHWAY 67 - SE TRANS.	189.56	211.75	401.39	168.03	3539.09	0.05	176.95					43.86	923.79	660.00	304.85	43.86	923.79	220.00	101.62	35.95	757.19	220.00	83.29	184.91
518+90.42	522+14.56	SB HIGHWAY 67 - SE TRANS.	324.14	299.75	971.61	182.95	6589.05	0.05	329.45					44.45	1600.89	660.00	528.29	51.62	1859.12	220.00	204.50	41.93	1510.13	220.00	166.11	370.61
520+16.49	520+48.13	NB HIGHWAY 67 - RIGHT TURN LANES	31.64	267.75	84.72	116.14	408.30	0.05	20.42					24.98	87.82	660.00	28.98	32.90	115.66	220.00	12.72	32.78	115.24	220.00	12.68	25.40
520+79.98	524+90.49	NB HIGHWAY 67 - SE TRANS.	410.51	248.75	1021.14	182.17	8309.18	0.05	415.46					41.97	1914.34	660.00	631.73	50.59	2307.52	220.00	253.83	47.14	2150.16	220.00	236.52	490.35
522+14.56	522+94.43	SB HIGHWAY 67 - MAX SE	79.87	223.25	178.31	157.18	1394.89	0.05	69.74					33.31	295.61	660.00	97.55	45.03	399.62	220.00	43.96	45.03	399.62	220.00	43.96	87.92
522+94.43	526+00.00	SB HIGHWAY 67 - SE TRANS.	305.57	296.00	904.49	159.94	5430.32	0.05	271.52					36.44	1237.22	660.00	408.28	43.31	1470.47	220.00	161.75	43.25	1468.43	220.00	161.53	323.28
524+61.85	525+01.50	SB HIGHWAY 67 - RAMP 5 MAX SE	39.65	259.00	102.69	78.69	346.67	0.05	17.33					16.54	72.87	660.00	24.05	22.62	99.65	220.00	10.96	22.49	99.08	220.00	10.90	21.86
524+90.49	526+85.84	NB HIGHWAY 67	195.35	356.75	696.91	180.94	3927.40	0.05	196.37					40.94	888.63	660.00	293.25	49.33	1070.74	220.00	117.78	49.23	1068.56	220.00	117.54	235.32
525+01.50	527+00.00	SB HIGHWAY 67 - RAMP 5	198.50	184.00	365.24	64.78	1428.76	0.05	71.44					12.55	276.80	660.00	91.34	19.65	433.39	220.00	47.67	19.53	430.75	220.00	47.38	95.05
526+00.00	529+69.43	SB HIGHWAY 67 - SE TRANS.	369.43	415.25	1534.06	163.10	6694.89	0.05	334.74					37.58	1542.58	660.00	509.05	43.76	1796.25	220.00	197.59	43.68	1792.97	220.00	197.23	394.82
526+85.84	528+69.92	NB HIGHWAY 67 - RAMP 4	184.08	231.75	426.61	63.40	1296.74	0.05	64.84					12.16	248.71	660.00	82.07	19.36	395.98	220.00	43.56	19.22	393.11	220.00	43.24	86.80
526+85.84	529+69.43	NB HIGHWAY 67 - SE TRANS.	283.59	211.75	600.50	153.29	4830.17	0.05	241.51					38.19	1203.37	660.00	397.11	38.19	1203.37	220.00	132.37	38.22	1204.31	220.00	132.47	264.84
528+69.92	529+22.15	NB HIGHWAY 67 - RAMP 4 MAX SE	52.23	278.75	145.59	78.16	453.59	0.05	22.68					16.46	95.52	660.00	31.52	22.50	130.58	220.00	14.36	22.24	129.07	220.00	14.20	28.56
529+69.43	530+58.53	HIGHWAY 67 - MAX SE	89.10	523.00	465.99	379.70	3759.03	0.05	187.95					94.80	938.52	660.00	309.71	94.80	938.52	220.00	103.24	94.80	938.52	220.00	103.24	206.48
530+58.53	531+24.97	HIGHWAY 67 - SE TRANS.	66.44	492.75	327.38	453.73	3349.54	0.05	167.48					119.32	880.85	660.00	290.68	119.39	881.36	220.00	96.95	95.20	702.79	220.00	77.31	174.26
531+24.97	533+00.20	NB HIGHWAY 67 - SE TRANS.	175.23	378.75	663.68	161.48	3144.02	0.05	157.20					36.37	708.12	660.00	233.68	44.17	859.99	220.00	94.60	44.07	858.04	220.00	94.38	188.98
531+24.97	533+00.20	SB HIGHWAY 67 - SE TRANS.	175.23	445.50	780.65	217.00	4224.99	0.05	211.25					50.36	980.51	660.00	323.57	57.95	1128.29	220.00	124.11	57.83	1125.95	220.00	123.85	247.96
533+00.20	535+27.64	NB HIGHWAY 67 - MAX SE	227.44	301.25	685.16	134.69	3403.77	0.05	170.19					28.66	724.27	660.00	239.01	38.50	972.94	220.00	107.02	38.37	969.65	220.00	106.66	213.68
533+00.20	536+33.53	SB HIGHWAY 67 - SE TRANS.	333.33	378.25	1260.82	166.90	6181.42	0.05	309.07					37.35	1383.32	660.00	456.50	45.91	1700.35	220.00	187.04	45.79	1695.91	220.00	186.55	373.59
536+33.53	536+65.57	SB HIGHWAY 67 - MAX SE	32.04	319.75	102.45	119.76	426.35	0.05	21.32					24.91	88.68	660.00	29.26	34.78	123.82	220.00	13.62	34.66	123.39	220.00	13.57	27.19
535+27.64	536+65.57	NB HIGHWAY 67 - SE TRANS.	137.93	273.75	377.58	112.61	1725.81	0.05	86.29					23.14	354.63	660.00	117.03	32.98	505.44	220.00	55.60	32.85	503.44	220.00	55.38	110.98
536+65.57	537+00.00	HIGHWAY 67 - SE TRANS.	34.43	492.75	169.65	635.92	2432.75	0.05	121.64					61.77	236.30	660.00	77.98	256.53	981.37	220.00	107.95	255.35	976.86	220.00	107.45	215.40
537+00.00	538+27.64	HIGHWAY 67 - SE TRANS. - NOTCH & WIDEN	127.64	479.50	612.03	105.56	1497.08	0.05	74.85	19.21	272.44	0.17	46.31	52.53	744.99	660.00	245.85									
538+27.64	538+80.83	HIGHWAY 67 - MAX SE - NOTCH & WIDEN	53.19	466.25	248.00	189.65	1120.83	0.05	56.04	21.67	128.07	0.17	21.77	47.35	279.84	660.00	92.35	47.35	279.84	220.00	30.78	47.10	278.36	220.00	30.62	61.40
538+80.83	541+80.83	HIGHWAY 67 - SE TRANS. - NOTCH & WIDEN	300.00	405.25	1215.75	127.61	4253.67	0.05	212.68	21.80	726.67	0.17	123.53	24.73	824.33	660.00	272.03	38.95	1298.33	220.00	142.82	38.70	1290.00	220.00	141.90	284.72
541+80.83	542+00.00	HIGHWAY 67 - NOTCH & WIDEN	19.17	140.50	26.93	93.89	199.99	0.05	10.00	21.94	46.73	0.17	7.94	22.58	48.10	660.00	15.87	24.24	51.63	220.00	5.68	23.99	51.10	220.00	5.62	11.30
10+20.20	11+00.87	HIGHWAY 229	80.67			32.02	287.01	0.05	14.35					7.88	70.63	660.00	23.31	7.88	70.63	220.00	7.77	7.88	70.63	220.00	7.77	15.54
10+20.20	11+30.57	HIGHWAY 229	110.37							37.13	455.34	0.17	77.41									37.13	455.34	220.00	50.09	50.09
10+35.30	10+62.72	HIGHWAY 229	27.42							18.97	57.80	0.17	9.83					19.00	57.89	220.00	6.37	19.00	57.89	220.00	6.37	12.74
10+62.72	11+38.99	HIGHWAY 229	76.27							19.71	167.03	0.17	28.40									19.71	167.03	220.00	18.37	18.37
20+00.00		ROUNDABOUT	364.42	152.50	555.74	99.54	4030.49	0.05	201.52					24.76	1002.56	660.00	330.84	24.76	1002.56	220.00	110.28	24.76	1002.56	220.00	110.28	220.56
20+81.59	21+65.40	SOUTH ST.	83.81	142.00	119.01	95.34	887.83	0.05	44.39					25.14	234.11	660.00	77.26	25.14	234.11	220.00	25.75	19.42	180.84	220.00	19.89	45.64
20+85.85	21+67.41	SOUTH ST.	81.56	162.25	132.33	113.54	1028.92	0.05	51.45					30.56	276.94	660.00	91.39	30.56	276.94	220.00	30.46	21.36	193.57	220.00	21.29	51.75
20+20.94	23+85.49	SOUTH ST. - BYPASS LANE	364.55	160.00	583.28	111.77	4527.31	0.05	226.37					30.38	1230.56	660.00	406.08	30.38	1230.56	220.00	135.36	20.13	815.38	220.00	89.69	225.05
21+65.40	23+84.86	SOUTH ST.	219.46	276.25	606.26	199.22	4857.87	0.05	242.89					49.67	1211.18	660.00	399.69	49.67	1211.18	220.00	133.23	49.71	1212.15	220.00	133.34	266.57
23+84.86	25+08.16	SOUTH ST.	123.30	386.75	476.86	281.74	3859.84	0.05	192.99					70.31	963.25	660.00	317.87	70.31	963.25	220.00	105.96	70.31	963.25	220.00	105.96	211.92
25+08.16	26+61.13	SOUTH ST.	152.97	326.75	499.83	232.74	3955.80	0.05	197.79					58.06	986.83	660.00	325.65	58.06	986.83	220.00	108.55	58.06	986.83	220.00	108.55	217.10
29+11.29	30+60.48	SOUTH ST.	149.19	320.75	478.53	230.42	3819.60	0.05	190.98					57.48	952.83	660.00	314.43	57.48	952.83	220.00	104.81	57.48	952.83	220.00	104.81	209.62
30+60.48	32+12.68	SOUTH ST.	152.20	424.25	645.71	283.29	4790.75	0.05	239.54					82.35	1392.63	660.00	459.57	81.64	1380.62	220.00	151.87	36.45	616.41	220.00	67.81	219.68
32+12.68	33+00.00	SOUTH ST.	87.32	290.50	253.66	212.10	2057.84	0.05	102.89					52.90	513.25	660.00	169.37	52.90	513.25	220.00	56.46	52.90	513.25	220.00	56.46	112.92
33+00.00	33+80.00	SOUTH ST.	80.00	33.25	26.60	12.14	107.91	0.05	5.40					2.91	25.87	660.00	8.54	2.91	25.87	220.00	2.85	2.91	25.87	220.00	2.85	5.70
71+29.04	73+04.19	SOUTH ST. - RAMP A	175.15	160.25	280.68	106.96	2081.56	0.05	104.08	13.94	271.29	0.17	46.12	30.32	590.06	660.00	194.72	30.32	590.06	220.00	64.91	15.50	301.65	220.00	33.18	98.09
73+04.19	74+37.65	SOUTH ST. - RAMP A	133.46	18.00	24.02	18.86	279.67	0.05	13.98	14.92	221.25	0.17	37.61	0.72	10.68	660.00	3.52	0.72	10.68	220.00	1.17	16.20	240.23	220.00	26.43	27.60
74+37.65	76+64.58	SOUTH ST. - RAMP A	226.93	31.00	70.35	18.50	466.47	0.05	23.32	13.00	327.79	0.17	55.72	1.00	25.21	660.00	8.32	1.00	25.21	220.00	2.77	15.00	378.22	220.00	41.60	44.37
83+19.27	83+67.83	SOUTH ST. - RAMP B	48.56	101.75	49.41	68.22	368.08	0.05	18.40					16.93	91.35	660.00	30.15	16.93	91.35	220.00	10.05	16.93	91.35	220.00	10.05	20.10
83+67.83	84+78.87	SOUTH ST. - RAMP B	111.04	234.75	260.67	151.01	1863.13	0.05	93.16					44.47	548.66	660.00	181.06	44.47	548.66	220.00	60.35	17.10	210.98	220.00	23.21	83.56
84+78.87	85+25.53	SOUTH ST. - RAMP B	46.66	100.75	47.01	68.42	354.72	0.05	17.74					16.98	88.03	660.00	29.05	16.98	88.03	220.00	9.68	16.98	88.03	220.00	9.68	19.36
90+44.76	91+44.16	SOUTH ST. - RAMP C	99.40	289.50	287.76	195.67	2161.07	0.05	108.05					56.17	620.37	660.00	204.72	56.17	620.37	220.00	68.24	26.66	294.44	220.00	32.39	100.63
91+44.16	92+69.11	SOUTH ST. - RAMP C	124.95	154.75	193.36	110.22	1530.22	0.05	76.51					27.43	380.82	660.00	125.67	27.43	380.82	220.00	41.89	27.43	380.82	220.00	41.89	83.78
92+69.11	93+77.36	SOUTH ST. - RAMP C	108.25	303.00	328.00	215.97	2597.64	0.05	129.88					62.93	756.91	660.00	249.78	62.93	756.91	220.00	83.26	26.68	320.90	220.00	35.30	118.56
95+59.32	96+57.04	SOUTH ST. - RAMP D	97.72	246.00	240.39	163.97	1780.35	0.05	89.02	5.09	55.27	0.17	9.40	46.35	503.26	660.00	166.08	46.35	503.26	220.00	55.36	24.42	265.15	220.00	29.17	84.53
96+57.04	97+75.68	SOUTH ST. - RAMP D	118.64	29.75	35.30	36.84	485.63	0.05	24.28	25.26	332.98	0.17	56.61	2.79	36.78	660.00	12.14	2.79	36.78	220.00	4.05	27.97	368.71	220.00	40.56	44.61
97+75.68	98+61.26	SOUTH ST. - RAMP D	85.58	129.50	110.83	96.51	917.70	0.05	45.89	18.08	171.92	0.17	29.23	23.84	226.69	660.00	74.81	23.84	226.69	220.00	24.94	24.49	232.87	220.00	25.62	50.56
97+70.83	98+18.32	SOUTH ST. - RAMP D	47.49	364.75	173.22	248.56	1311.57	0.05	65.58	19.04	100.47	0.17	17.08	68.67	362.35	660.00	119.58	68.67	362.35	220.00	39.86	42.05	221.88	220.00	24.41	64.27
60+24.62	61+38.64	LEANDER ST.	114.02	324.25	369.71	194.27	2461.19	0.05	123.06					56.05	710.09	660.00	234.33	56.05	710.09	220.00	78.11	25.62	324.58	220.00	35.70	113.81
61+38.64	62+67.28	LEANDER ST.	128.64	76.50	98.41	49.58	708.66	0.05	35.43					12.27	175.38	660.00	57.88	12.27	175.38	220.00	19.29	12.27	175.38	220.00	19.29	38.58
61+38.64	63+08.57	LEANDER ST.	169.93	89.75	152.51	68.48	1292.98	0.05	64.65					17.01	321.17	660.00	105.99	17.01	321.17	220.00	35.33	16.95	320.03	220.00	35.20	70.53
63+08.57	63+85.97	LEANDER ST.	77.40	139.75	108.17	95.86	824.40	0.05	41.22					23.84	205.02	660.00	67.66	23.84	205.02	220.00	22.55	23.84	205.02	220.00	22.55	45.10
40+31.01	41+68.75	BELL ST.	137.74	334.50	460.74	229.98	3519.72	0.05	175.99					59.41	909.24	660.00	300.05	59.41	909.24	220.00	100.02	51.25	784.35	220.00	86.28	186.30
56+60.74	57+66.94	SEVIER ST.	106.20	169.50	180.01	125.55	1481.49	0.05	74.07					32.69	385.74	660.00	127.29	32.69	385.74	220.00	42.43	26.98	318.36	220.00	35.02	77.45
5+00.00	6+30.00	SEVIER ST.	130.00	357.50	464.75	247.54	3575.58	0.05	178.78					61.76	892.09	660.00	294.39	61.76	892.09	220.00	98.13	61.76	892.09	220.00	98.13	196.26
TOTALS					31410.03		180760.30		9038.02		5574.05		947.59		42974.58		14181.62		48918.91		5381.09		47695.91		5246.56	10627.65

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES

\\Bridgefarmer-Internal\Dashares\Projects\14407\DNGN\Plans\Quantities\r-CA0601-qty-14.dgn

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAAR AZAD
2013-07-13

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	596	1465
				②		QUANTITIES		

BASE AND SURFACING - RAMPS

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		TACK COAT 0.05 GAL. / SQ. YD.				TACK COAT 0.17 GAL. / SQ. YD.				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")							
				TON / STATION	TON	AVG. WID.	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	GAL. / SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22	TOTAL PG 76-22
			FEET			FEET				FEET				FEET			TON	FEET			TON	FEET			TON	TON
125+36.12	127+18.13	HIGHWAY 70 - RAMP 1 - NOTCH & WIDEN	182.01	36.00	65.52	58.81	1189.33	0.05	59.47	17.56	355.12	0.17	60.37	5.84	118.10	660.00	38.97	23.40	473.23	220.00	52.06	23.23	469.79	220.00	51.68	103.74
127+18.13	132+59.03	HIGHWAY 70 - RAMP 1	540.90	31.25	169.03	22.82	1371.48	0.05	68.57	22.98	1381.10	0.17	234.79					22.98	1381.10	220.00	151.92	22.65	1361.27	220.00	149.74	301.66
200+00.00	201+00.00	HIGHWAY 70 - RAMP 2 - TRANSITON	100.00	6.50	6.50	36.91	410.11	0.05	20.51	37.07	411.89	0.17	70.02					37.07	411.89	220.00	45.31	36.74	408.22	220.00	44.90	90.21
201+00.00	220+43.80	HIGHWAY 70 - RAMP 2	1943.80	22.75	442.21	41.36	8932.84	0.05	446.64	41.52	8967.40	0.17	1524.46					41.52	8967.40	220.00	986.41	41.19	8896.12	220.00	978.57	1964.98
220+43.80	222+30.36	HIGHWAY 70 - RAMP 2 - NOTCH & WIDEN	186.56	32.50	60.63	80.32	1664.94	0.05	83.25	33.15	687.16	0.17	116.82	3.38	70.06	660.00	23.12	36.53	757.23	220.00	83.30	36.53	757.23	220.00	83.30	166.60
300+00.00	301+00.00	HIGHWAY 70 - RAMP 3 - TRANSITON	100.00	7.00	7.00	37.99	422.11	0.05	21.11	38.15	423.89	0.17	72.06					38.15	423.89	220.00	46.63	37.82	420.22	220.00	46.22	92.85
301+00.00	311+49.71	HIGHWAY 70 - RAMP 3	1049.71	13.25	139.09	44.80	5225.22	0.05	261.26	44.96	5243.88	0.17	891.46					44.96	5243.88	220.00	576.83	44.63	5205.40	220.00	572.59	1149.42
410+89.25	413+51.52	HIGHWAY 70 - RAMP 4	262.27	5.25	13.77					27.78	809.54	0.17	137.62									27.78	809.54	220.00	89.05	89.05
413+51.52	414+51.52	HIGHWAY 70 - RAMP 4 - TRANSITION	100.00	2.75	2.75					33.06	367.33	0.17	62.45									33.06	367.33	220.00	40.41	40.41
418+32.93	420+32.93	HIGHWAY 70 - RAMP 4 - TRANSITION	200.00	4.50	9.00	27.70	615.56	0.05	30.78	27.86	619.11	0.17	105.25					27.86	619.11	220.00	68.10	27.53	611.78	220.00	67.30	135.40
420+32.93	422+97.42	HIGHWAY 70 - RAMP 4	264.49	6.75	17.85	26.09	766.73	0.05	38.34	26.25	771.43	0.17	131.14					26.25	771.43	220.00	84.86	25.92	761.73	220.00	83.79	168.65
TOTALS					933.35		20598.32		1029.93		20037.85		3406.44		188.16		62.09		19049.16		2095.42		20068.63		2207.55	4302.97

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

BASE AND SURFACING - GRADE RAISE

STATION	STATION	LOCATION	LENGTH	TACK COAT 0.05 GAL. / SQ. YD.			ACHM BASE COURSE (1 1/2")				ACHM BINDER COURSE (1")				ACHM SURFACE COURSE (1/2")			
				AVG. WID.	SQ.YD.	GALLON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 70-22	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 76-22
			FEET	FEET			FEET			TON	FEET			TON	FEET			TON
GRADE RAISE																		
32+60.00	33+65.64	FRONTAGE RD. A - SE TRANS.	105.64	VAR.	234.76	11.74									VAR.	234.76	VAR.	25.82
33+65.64	36+07.36	FRONTAGE RD. A - MAX SE	241.72	VAR.	470.31	23.52					VAR.	67.14	VAR.	7.39	VAR.	403.17	VAR.	44.35
36+07.36	36+89.43	FRONTAGE RD. A - SE TRANS.	82.07	VAR.	162.32	8.12					VAR.	75.69	VAR.	12.49	VAR.	86.63	VAR.	9.53
36+89.43	39+39.43	FRONTAGE RD. A - SE TRANS.	250.00	VAR.	603.31	30.17					VAR.	213.35	VAR.	33.58	VAR.	389.96	VAR.	42.90
39+39.43	40+80.00	FRONTAGE RD. A - MAX SE	140.57	VAR.	85.90	4.30									VAR.	85.90	VAR.	9.45
40+80.00	41+01.32	FRONTAGE RD. A - MAX SE	21.32	VAR.	27.24	1.36									VAR.	27.24	VAR.	3.00
41+01.32	41+50.22	FRONTAGE RD. A - SE TRANS.	48.90	VAR.	65.74	3.29									VAR.	65.74	VAR.	7.23
85+50.00	86+00.00	FRONTAGE RD. C	50.00	VAR.	138.88	6.94					VAR.	44.44	VAR.	7.33	VAR.	94.44	VAR.	10.39
116+00.00	118+40.67	FRONTAGE RD. C - MAX SE	240.67	VAR.	603.02	30.15					VAR.	160.45	VAR.	17.65	VAR.	442.57	VAR.	48.68
118+40.67	120+90.67	FRONTAGE RD. C - SE TRANS.	250.00	VAR.	1049.30	52.47					VAR.	467.86	VAR.	86.63	VAR.	581.44	VAR.	63.96
120+90.67	123+37.93	FRONTAGE RD. C	247.26	VAR.	544.72	27.24					VAR.	138.47	VAR.	15.23	VAR.	406.25	VAR.	44.69
144+35.00	145+35.00	FRONTAGE RD. D (WIDENING)	100.00	VAR.	128.34	6.42					VAR.	41.67	VAR.	6.88	VAR.	86.67	VAR.	9.53
507+43.39	508+75.00	HIGHWAY 67 - SE TRANS. - NOTCH & WIDEN	131.61	VAR.	686.12	34.31					VAR.	343.06	VAR.	56.60	VAR.	343.06	VAR.	37.74
537+00.00	538+27.64	HIGHWAY 67 - SE TRANS. - NOTCH & WIDEN	127.64	VAR.	1308.72	65.44	VAR.	218.12	VAR.	215.94								
538+27.64	538+80.83	HIGHWAY 67 - MAX SE - NOTCH & WIDEN	53.19	VAR.	425.47	21.27	VAR.	127.77	VAR.	70.27								
538+80.63	541+80.83	HIGHWAY 67 - SE TRANS. - NOTCH & WIDEN	300.20	VAR.	1239.44	61.97	VAR.	11.11	VAR.	3.67	VAR.	321.73	VAR.	106.17	VAR.	573.76	VAR.	63.11
71+29.04	73+04.19	SOUTH ST. RAMP A	175.15	VAR.	426.31	21.32					VAR.	107.52	VAR.	17.74	VAR.	318.79	VAR.	35.07
73+04.19	74+37.65	SOUTH ST. RAMP A	133.46	VAR.	496.77	24.84					VAR.	189.81	VAR.	10.44	VAR.	306.96	VAR.	33.77
74+37.65	76+64.58	SOUTH ST. RAMP A	226.93	VAR.	781.64	39.08					VAR.	390.82	VAR.	42.99	VAR.	390.82	VAR.	42.99
95+59.32	96+57.04	SOUTH ST. RAMP D	97.72	VAR.	66.67	3.33									VAR.	66.67	VAR.	7.33
96+57.04	97+75.68	SOUTH ST. RAMP D	118.64	VAR.	235.96	11.80									VAR.	235.96	VAR.	25.96
97+75.68	98+61.26	SOUTH ST. RAMP D	85.58	VAR.	95.09	4.75									VAR.	95.09	VAR.	10.46
97+70.83	98+18.32	SOUTH ST. RAMP D	47.49	VAR.	105.01	5.25					VAR.	41.69	VAR.	6.88	VAR.	63.32	VAR.	6.97
TOTALS:					9981.04	499.08		357.00		289.88		2603.70		428.00		5299.20		582.93

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	597	1465

② QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12404
2018-11-26

BASE AND SURFACING - GUARDRAIL WIDENING

STATION	STATION	LOCATION	LENGTH	AGGREGATE BASE COURSE (CLASS 7)		ACHM SURFACE COURSE (1/2")			
				TON / STATION	TON	AVG. WID.	SQ.YD.	POUND / SQ.YD.	PG 64-22
			FEET			FEET			TON
2222+48.02	2237+70.56	LT. OF EB I-30	1587.51	VAR.	1099.28	6.22	1097.15	220.00	120.69
2242+76.54	2245+48.90	RT. OF EB I-30	312.36	VAR.	99.14	4.50	156.18	220.00	17.18
3249+48.49	3252+18.29	LT. OF WB I-30	315.30	VAR.	266.58	4.54	159.05	220.00	17.50
3249+63.04	3252+35.61	RT. OF WB I-30	312.65	VAR.	36.70	4.72	163.97	220.00	18.04
2250+16.12	2251+91.96	RT. OF EB I-30	214.19	VAR.	65.00	4.44	105.67	220.00	11.62
111+38.32	112+52.33	LT. OF HWY. 70 RAMP 1	202.70	VAR.	387.53	5.99	134.91	220.00	14.84
120+29.39	122+04.99	RT. OF HWY. 70 RAMP 1	217.78	VAR.	118.15	5.31	128.49	220.00	14.13
202+45.92	218+33.99	RT. OF HWY. 70 RAMP 2	212.02	VAR.	152.87	5.60	131.92	220.00	14.51
245+27.32	247+02.50	RT. OF HWY. 70 RAMP 2	208.67	VAR.	29.74	5.36	124.27	220.00	13.67
418+92.56	421+19.07	LT. OF HWY. 70 RAMP 4	256.74	VAR.	203.91	5.32	151.76	220.00	16.69
418+44.88	420+63.71	RT. OF HWY. 70 RAMP 4	277.77	VAR.	313.54	5.44	167.90	220.00	18.47
3262+39.79	3265+10.71	LT. OF WB I-30	359.89	VAR.	664.05	5.00	199.94	220.00	21.99
281+81.25	284+00.00	RT. OF EB I-30	262.40	VAR.	56.37	5.16	150.44	220.00	16.55
304+69.75	307+44.75	LT. OF WB I-30	360.10	VAR.	88.19	5.00	200.06	220.00	22.01
319+70.50	322+45.50	LT. OF WB I-30	360.10	VAR.	88.19	5.00	200.06	220.00	22.01
405+14.25	407+33.00	LT. OF INSPECTION STATION RAMP 4	262.61	VAR.	56.41	5.81	169.53	220.00	18.65
349+70.00	352+45.00	LT. OF WB I-30	360.10	VAR.	88.19	3.76	150.44	220.00	16.55
204+01.50	206+20.25	RT. OF INSPECTINON STATION RAMP 2	262.35	VAR.	85.91	9.35	272.55	220.00	29.98
367+49.50	371+68.25	LT. OF INSPECTION STATION RAMP 3	462.52	VAR.	86.68	3.89	199.91	220.00	21.99
378+10.50	380+85.00	LT. OF HWY. 67 RAMP 5	360.37	VAR.	56.38	3.30	132.14	220.00	14.54
201+94.75	204+10.50	RT. OF HWY. 67 RAMP 2	260.62	VAR.	56.44	8.32	240.93	220.00	26.50
403+59.50	405+30.00	LT. OF HWY. 67 RAMP 4	197.31	VAR.	40.54	6.73	147.54	220.00	16.23
403+27.75	407+00.50	LT. OF WB I-30	212.70	VAR.	78.31	6.24	147.47	220.00	16.22
408+73.75	410+88.50	RT. OF EB I-30	263.00	VAR.	56.39	5.31	155.17	220.00	17.07
428+67.00	433+35.75	RT. OF EB I-30	287.42	VAR.	60.10	9.02	288.06	220.00	31.69
445+41.00	447+85.25	LT. OF WB I-30	287.42	VAR.	60.10	7.55	241.11	220.00	26.52
451+70.00	454+45.00	LT. OF WB I-30	361.67	VAR.	130.74	5.01	201.33	220.00	22.15
113+49.50	117+93.25	LT. OF SOUTH ST. RAMP 1	487.38	VAR.	93.94	2.72	147.30	220.00	16.20
481+73.00	483+70.00	LT. OF WB I-30	287.91	VAR.	87.49	4.61	147.47	220.00	16.22
2523+38.50	2525+57.25	RT. OF EB I-30	262.45	VAR.	46.30	5.32	155.14	220.00	17.07
25+83.75	26+52.50	LT. OF SOUTH ST.	86.87	VAR.	22.28	29.84	288.02	220.00	31.68
528+36.75	78+26.50	SW CORNER OF HWY. 67 N. INTERSECTION	387.27	VAR.	80.55	5.60	240.97	220.00	26.51
523+59.25	517+71.00	LT. OF HWY. 67 & HWY. 67 RAMP 5	148.22	VAR.	44.70	8.96	147.56	220.00	16.23
522+54.50	201+97.25	NE CORNER OF HWY. 67 S. INTERSECTION	180.00	VAR.	82.64	5.41	108.20	220.00	11.90
28+16.75	31+60.50	LT. OF FRTG. RD A	387.27	VAR.	74.92	3.44	148.02	220.00	16.28
40+80.00	42+37.00	LT. OF FRTG. RD A	227.63	VAR.	55.67	7.59	191.97	220.00	21.12
TOTALS:					5113.92		7192.60		791.20

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22

CONCRETE BASE

STATION	STATION	LOCATION	LENGTH	PORTLAND CEMENT CONCRETE BASE					
				AVG. WID.	6" U.T.	AVG. WID.	7" U.T.	AVG. WID.	8" U.T.
			FEET	FEET	SQ. YD.	FEET	SQ. YD.	FEET	SQ. YD.
31+60.00	31+65.64	FRONTAGE RD. A LT.	5.64	1.62	1.02			1.62	1.02
31+65.64	33+65.64	FRONTAGE RD. A LT.	200.00	1.44	32.00			1.44	32.00
12+21.69	14+21.69	FRONTAGE RD. B RT.	200.00	1.31	29.11			1.31	29.11
17+61.07	17+85.00	FRONTAGE RD. B RT.	23.93	1.35	3.59			1.35	3.59
17+85.00	18+07.13	FRONTAGE RD. B RT.	22.13	2.47	6.07			2.47	6.07
114+93.66	115+93.66	FRONTAGE RD. C LT.	100.00	1.13	12.56			3.62	40.22
114+93.66	115+93.66	FRONTAGE RD. C RT.	100.00	0.98	10.89			3.54	39.33
115+93.66	118+40.67	FRONTAGE RD. C LT.	247.01	1.26	34.58			3.75	102.92
115+93.66	116+64.33	FRONTAGE RD. C RT.	70.67					2.60	20.42
118+40.67	120+90.68	FRONTAGE RD. C LT.	250.01	1.70	47.22			4.19	116.39
119+00.55	119+20.94	FRONTAGE RD. C RT.	20.39	2.14	4.85			4.82	10.92
120+90.68	121+20.00	FRONTAGE RD. C LT.	29.32	3.12	10.16			5.62	18.31
71+29.04	73+04.19	SOUTH ST. RAMP A RT.	175.15	0.25	4.87			1.73	33.67
73+04.19	74+37.65	SOUTH ST. RAMP A RT.	133.46	0.72	10.68			1.63	24.17
74+37.65	76+64.58	SOUTH ST. RAMP A RT.	226.93	1.00	25.21			3.47	87.49
33+00.00	33+80.00	SOUTH ST. LT.	80.00	2.58	22.93			5.05	44.89
33+00.00	33+31.97	SOUTH ST. RT.	31.97	0.83	2.95			3.44	12.22
96+57.04	97+75.68	SOUTH ST. RAMP D RT.	118.64					2.04	26.89
97+75.68	98+61.26	SOUTH ST. RAMP D RT.	85.58					2.04	19.40
10+20.20	11+00.87	HWY. 229 LEFT	80.67	7.88	70.63			11.78	105.59
10+19.96	10+50.13	HWY. 229 RIGHT TURN	30.17					2.29	7.68
143+85.00	145+35.00	FRONTAGE RD. D LT.	150.00	3.81	63.50			5.35	89.17
143+85.00	145+35.00	FRONTAGE RD. D RT.	150.00	3.27	54.50			3.36	56.00
153+50.00	154+50.00	FRONTAGE RD. D LT.	100.00	2.38	26.44			4.86	54.00
153+50.00	154+50.00	FRONTAGE RD. D RT.	100.00	0.07	0.78			2.57	28.56
154+50.00	155+04.42	FRONTAGE RD. D LT.	54.42	1.18	7.14			3.73	22.55
154+50.00	156+88.36	FRONTAGE RD. D RT.	238.36	0.92	24.37			3.43	90.84
3517+70.94	3519+71.68	WB I-30 LT.	200.74			2.00	44.61		
TOTALS:					506.05		44.61		1123.42

COLD MILLING ASPHALT PAVEMENT

STATION	STATION	LOCATION	AVG. WIDTH	COLD MILLING ASPHALT PAVEMENT
			FEET	SQ. YD.
200+00.00	201+00.00	HWY. 70 RAMP 2	37.17	413.00
300+00.00	301+00.00	HWY. 70 RAMP 3	38.24	424.89
413+10.31	414+51.52	HWY. 70 RAMP 4	31.87	500.04
418+32.93	419+92.89	HWY. 70 RAMP 4	25.96	461.40
31+60.00	32+60.00	FRONTAGE RD. A	19.89	221.00
18+35.00	19+35.00	FRONTAGE RD. B	18.88	209.78
85+00.00	85+50.00	FRONTAGE RD. C	73.75	409.72
85+50.00	86+00.00	FRONTAGE RD. C	71.68	398.22
108+75.55	109+75.55	FRONTAGE RD. C	31.37	348.56
109+75.55	115+00.00	FRONTAGE RD. C	23.83	1388.63
115+00.00	116+00.00	FRONTAGE RD. C	22.74	252.67
125+00.00	143+85.00	FRONTAGE RD. D	27.46	5751.34
143+85.00	145+35.00	FRONTAGE RD. D	20.59	343.17
153+50.00	154+50.00	FRONTAGE RD. D	19.43	215.89
10+20.20	11+30.57	HWY. 229	37.13	455.34
10+62.72	11+38.99	HWY. 229	19.71	167.03
501+38.60	502+38.60	HWY. 67	23.57	261.89
541+00.00	542+00.00	HWY. 67	21.82	242.44
TOTAL:				12465.01

NOTE: AVERAGE MILLING DEPTH 1".

BASE AND SURFACING SUMMARY

LOCATION	AGGREGATE BASE COURSE (CLASS 7)	ACHM SURFACE COURSE (3/8")	ACHM SURFACE COURSE (1/2")		ACHM BINDER COURSE (1")	ACHM BASE COURSE (1 1/2")		CEMENT STABILIZED CRUSHED STONE BASE COURSE (6" COMP'D. DEPTH)			PORTLAND CEMENT CONCRETE PAVEMENT		TACK COAT
		PG 76-22	PG 64-22	PG 76-22	PG 70-22	PG 70-22	PG 76-22	PROCESSING	CEMENT	AGGREGATE	10" U.T.	14" U.T.	
	TON							SQ. YD.	TON	TON	SQ. YD.	SQ. YD.	GALLON
MAIN LANES & RAMPS	91021.35	21332.40		4302.97	62.09			387862.30	8145.14	127606.65	356.04	417354.76	23829.50
FRONTAGE ROADS & CROSS STREETS	57129.62			18583.35	22994.09								17999.17
GRADE RAISE				582.93	428.00	289.88							499.08
GUARDRAIL WIDENING	5113.92		791.20										
DRIVEWAYS & TURNOUTS	1004.34		270.55										
MAINTENANCE OF TRAFFIC	9686.49			17640.08	1532.62	5567.64	3102.66						16064.89
TOTALS:	163955.72	21332.40	1061.75	41109.33	25016.80	5857.52	3102.66	387862.30	8145.14	127606.65	356.04	417354.76	58392.64

BASIS OF ESTIMATE:
ACHM SURFACE COURSE (3/8").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM SURFACE COURSE (1/2").....94.9% MIN. AGGR.....5.1% ASPHALT BINDER
ACHM BINDER COURSE (1").....95.7% MIN. AGGR.....4.3% ASPHALT BINDER
ACHM BASE COURSE (1 1/2").....96.2% MIN. AGGR.....3.8% ASPHALT BINDER
MAXIMUM NUMBER OF GYRATIONS = 115 FOR PG 64-22
MAXIMUM NUMBER OF GYRATIONS = 160 FOR PG 70-22
MAXIMUM NUMBER OF GYRATIONS = 205 FOR PG 76-22
CEMENT STABILIZED CRUSHED STONE BASE COURSE = 94.0% AGGR. 6.0% CEMENT
TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSIFIED ASPHALT RATES. REFER TO SS-400-1 FOR THE RESIDUAL ASPHALT APPLICATION RATES.

QUANTITIES

6:48:07 PM
8/3/2018
mbinkley

CONCRETE COMBINATION CURB AND GUTTER

STATION	STATION	LOCATION	TYPE A (1' 6")	TYPE E-1 (2' 0")
			LIN. FT.	
507+00	511+27	HWY. 67 LT.	457	
529+27	530+26	HWY. 67 RT.	116	
88+01	89+42	FRONTAGE RD. C RT.	158	
89+88	93+60	FRONTAGE RD. C RT.	390	
94+27	100+66	FRONTAGE RD. C RT.	640	
100+93	102+47	FRONTAGE RD. C RT.	219	
102+73	102+85	FRONTAGE RD. C RT.	73	
103+12	106+73	FRONTAGE RD. C RT.	417	
107+02	109+15	FRONTAGE RD. C RT.	225	
88+01	109+76	FRONTAGE RD. C LT.	2171	
102+81.00		FRONTAGE RD. C APPROACH ON RT.	252	
5+90	7+62	FAIRFIELD RD. RT.	182	
5+90	7+68	FAIRFIELD RD. LT.	171	
10+20	10+50	HWY. 229 RT.	28	
10+23	11+01	HWY. 229 LT.	126	
143+85	143+89	FRONTAGE RD. D RT.	5	
144+45	145+55	FRONTAGE RD. D LT.	118	
145+98	149+03	FRONTAGE RD. D LT.	304	
147+16	156+88	FRONTAGE RD. D RT.	985	
150+63	155+04	FRONTAGE RD. D LT.	419	
20+11	23+33	SOUTH ST. LT.	358	
40+33	41+68	BELL ST. LT.	167	
40+62	41+66	BELL ST. RT.	117	
20+00		SOUTH ST. ROUNDABOUT		352
20+55	26+54	SOUTH ST. RT.	460	
24+07	26+62	SOUTH ST. LT.	290	
29+20	29+98	SOUTH ST. RT.	76	
29+10	30+21	SOUTH ST. LT.	103	
33+31	33+80	SOUTH ST. LT.	49	
114+94	123+29	FRONTAGE RD. C LT.	834	
114+94	115+39	FRONTAGE RD. C RT.	48	
119+38	121+78	FRONTAGE RD. C RT.	230	
200+36	200+45	SOUTH ST. RAMP 2	9	
70+00	72+47	SOUTH ST. RAMP A RT.	253	
72+66	73+79	SOUTH ST. RAMP A RT.	135	
74+04	76+97	SOUTH ST. RAMP A RT.	307	
77+14	77+88	SOUTH ST. RAMP A RT.	82	
80+00	85+26	SOUTH ST. RAMP B RT.	485	
90+00	94+05	SOUTH ST. RAMP C RT.	367	
95+46	99+09	SOUTH ST. RAMP D RT.	291	
5+00	07+00	SEVIER ST. CUL-DA-SAC	443	
TOTALS:			12560	352

INTEGRAL AND CONCRETE CURB

STATION	STATION	LOCATION	INTEGRAL CURB (TYPE A)	INTEGRAL CURB (TYPE B)
			LIN. FT.	
300+55	302+20	HWY. 67 RAMP 3 RT.		165
409+00	410+82	HWY. 67 RAMP 4 RT.		198
412+91	413+56	SOUTH ST. RAMP 4	72	
201+56	205+20	SOUTH ST. RAMP 2 RT.	360	
TOTALS:			432	363

CONCRETE WALKS

STATION	STATION	LOCATION	LENGTH	CONCRETE WALKS	SOLID SODDING	WATER
			LIN. FT.	SQ.YD.	SQ.YD.	M. GAL
40+56	41+59	BELL ST. RT.	110	61	41	0.52
41+47	41+59	BELL ST. LT.	18	10	9	0.11
24+18	26+32	SOUTH ST. LT.	258	143	82	1.03
26+32	26+61	SOUTH ST. LT.	29	22		
29+11	29+40	SOUTH ST. LT.	29	22		
29+40	30+65	SOUTH ST. LT.	127	71	42	0.53
31+05	32+17	SOUTH ST. LT.	104	58		
32+52	33+35	SOUTH ST. LT.	89	49	34	0.43
TOTALS:				436	208	2.62

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11400
SHAHRIAR AZAD
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	598	1465

(2) QUANTITIES

GUARDRAIL

STATION	STATION	LOCATION	GUARDRAIL (TYPE A)	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TYPE 2)	TERMINAL ANCHOR POST (TYPE I)
			LIN. FT.	EACH		
2222+48.02	2237+70.56	LT. OF EB I-30	1450	1	1	
2242+76.54	2245+48.90	RT. OF EB I-30	200	1	1	
3249+48.49	3252+18.29	LT. OF WB I-30	200	1	1	
3249+63.04	3252+35.61	RT. OF WB I-30	200	1	1	
2250+16.12	2251+91.96	RT. OF EB I-30	150	1		1
111+38.32	112+52.33	LT. OF HWY. 70 RAMP 1	50	1	1	
120+29.39	122+04.99	RT. OF HWY. 70 RAMP 1	100	1	1	
202+45.92	218+33.99	RT. OF HWY. 70 RAMP 2	150	1	1	
245+27.32	247+02.50	RT. OF HWY. 70 RAMP 2	100	1	1	
418+92.56	421+19.07	LT. OF HWY. 70 RAMP 4	150	1	1	
418+44.88	420+63.71	RT. OF HWY. 70 RAMP 4	150	1	1	
3262+39.79	3265+10.71	LT. OF WB I-30	225		1	1
281+81.25	284+00.00	RT. OF EB I-30	150	1	1	
304+69.75	307+44.75	LT. OF WB I-30	225		1	1
319+70.50	322+45.50	LT. OF WB I-30	225		1	1
405+14.25	407+33.00	LT. OF INSPECTION STATION RAMP 4	150	1	1	
349+70.00	352+45.00	LT. OF WB I-30	225		1	1
204+01.50	206+20.25	RT. OF INSPECTINON STATION RAMP 2	150	1	1	
367+49.50	371+68.25	LT. OF INSPECTION STATION RAMP 3	350	1	1	
378+10.50	380+85.00	LT. OF HWY. 67 RAMP 5	225		1	1
201+94.75	204+10.50	RT. OF HWY. 67 RAMP 2	150	1	1	
403+59.50	405+30.00	LT. OF HWY. 67 RAMP 4	100	1	1	
403+27.75	407+00.50	LT. OF WB I-30	350	1		1
408+73.75	410+88.50	RT. OF EB I-30	150	1	1	
428+67.00	433+35.75	RT. OF EB I-30	400	1	1	
445+41.00	447+85.25	LT. OF WB I-30	175	1	1	
451+70.00	454+45.00	LT. OF WB I-30	225		1	1
113+49.50	117+93.25	LT. OF SOUTH ST. RAMP 1	425	1		1
481+73.00	483+70.00	LT. OF WB I-30	150		1	1
2523+38.50	2525+57.25	RT. OF EB I-30	150	1	1	
25+83.75	26+52.50	RT. OF SOUTH ST.		1	1	
528+36.75	78+26.50	SW CORNER OF HWY. 67 N. INTERSECTION	175		1	1
523+59.25	517+71.00	LT. OF HWY. 67 & HWY. 67 RAMP 5	125	1		1
522+54.50	201+97.25	NE CORNER OF HWY. 67 S. INTERSECTION	125	1		1
28+16.75	31+60.50	LT. OF FRTG. RD A	275	1	1	
40+80.00	42+37.00	LT. OF FRTG. RD A	100	1	1	
TOTALS:			7900	28	31	13

CONCRETE ISLAND

STATION	LOCATION	CURB FACE TYPE	CONCRETE ISLAND
			SQ.YD.
515+79	LEFT OF HWY. 67	B	34
518+90	MEDIAN OF HWY. 67	C	720
520+32	LEFT OF HWY. 67	C	149
520+86	RIGHT OF HWY. 67	C	163
521+65	MEDIAN OF HWY. 67	C	55
530+12	LEFT OF HWY. 67	C	111
78+64	MEDIAN OF FRONTAGE RD. B	B	162
531+08	RIGHT OF HWY. 67	C	179
531+09	LEFT OF HWY. 67	B	74
86+90	LEFT OF FRONTAGE RD. C	B	19
117+14	RIGHT OF FRONTAGE RD. C	B	565
118+46	RIGHT OF FRONTAGE RD. C	C	407
63+41	LEFT OF LEANDER ST.	B	326
63+43	RIGHT OF LEANDER ST.	C	337
31+02	RIGHT OF SOUTH ST.	C	1073
31+53	LEFT OF SOUTH ST.	C	758
21+01	RIGHT OF SOUTH ST.	B	415
21+19	MEDIAN OF SOUTH ST.	B	136
24+12	LEFT OF SOUTH ST.	B	68
40+50	LEFT OF BELL ST.	B	58
148+52	MEDIAN OF FRONTAGE RD. D	C	57
57+28	SEVIER ST.	B	67
TOTALS:			5933

WIRE ROPE SAFETY FENCE

STATION	STATION	LOCATION	LENGTH	WRSF MAINTENANCE MATERIALS	WIRE ROPE SAFETY FENCE (POST REPAIR)	TEMPORARY TERMINAL ANCHOR FOR WRSF
			LIN. FT.	LUMP SUM	EACH	EACH
ENTIRE	PROJECT			1.00		
ENTIRE	PROJECT	AS DIRECTED BY ENGINEER			15	6
2220+88.02	2222+98.02	LEFT - R.M.L.	210			
TOTALS:			210	1.00	15	6

• QUANTITIES ARE ESTIMATED. SEE SECTION 104.03 OF THE STD. SPECIFICATIONS.

WHEELCHAIR RAMPS

STATION	LOCATION	TYPE 2	TYPE 3
		SQ.YD.	
41+54	BELL ST. LT.	10.9	
41+67	BELL ST. LT.		4.6
41+53	BELL ST. RT.	10.7	
41+66	BELL ST. RT.		4.0
30+75	SOUTH ST. LT.		6.4
30+96	SOUTH ST. LT.		6.4
32+25	SOUTH ST. LT.		6.4
32+42	SOUTH ST. LT.		6.4
TOTALS:		21.6	34.2

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-26

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	599	1465
				(2) QUANTITIES				

4" PIPE UNDERDRAIN

STATION	STATION	LOCATIONS	4" PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS
			LIN. FT.	EACH
229+00	245+24	I-30 MEDIAN	2464	8
249+66	275+40	I-30 MEDIAN	3894	12
275+40	395+66	I-30 MEDIAN	12222	50
398+13	411+18	I-30 MEDIAN	1329	7
417+53	433+57	I-30 MEDIAN	1632	8
445+20	517+75	I-30 MEDIAN	7375	31
284+70	291+50	I-30 R.M.L.	770	4
296+25	297+75	I-30 R.M.L.	180	2
300+40	308+80	I-30 R.M.L.	960	5
316+25	323+50	I-30 R.M.L.	815	4
361+30	367+70	I-30 R.M.L.	730	4
369+10	374+60	I-30 R.M.L.	640	4
220+44	223+84	HWY. 70 RAMP 2 LT.	500	3
7+86	11+42	FRONTAGE RD. A LT.	364	3
238+30	240+81	HWY. 70 RAMP 2 RT.	259	3
108+82	110+50	HWY. 67 RAMP 1	172	2
409+10	411+82	I-30 L.M.L. / HWY. 67 RAMP	472	3
317+46	325+37	HWY. 67 RAMP 3	983	5
426+32	433+70	I-30 L.M.L.	810	4
100+99	112+00	SOUTH ST. RAMP 1 RT.	1221	6
113+90	116+75	SOUTH ST. RAMP 1 RT.	313	3
107+54	113+50	SOUTH ST. RAMP 1 LT.	620	4
477+50	497+00	I-30 R.M.L.	1982	9
491+70	508+60	I-30 L.M.L.	1718	8
508+60	519+76	I-30 L.M.L.	1186	6
510+66	519+15	I-30 R.M.L.	865	5
525+50	531+69	I-30 R.M.L.	655	4
• ENTIRE PROJECT TO BE USED IF AND			2000	8
WHERE DIRECTED BY THE ENGINEER				
TOTALS:			47131	215

•NOTE: QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STD. SPECS.

UNDERDRAINS SHALL BE STUBBED INTO THE PROPOSED DROP INLET IF AND WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR THIS TO BE INCLUDED IN THE UNIT PRICE BID FOR 4" PIPE UNDERDRAIN.

CONCRETE BARRIER WALL (BOX 1 OF 2)

STATION	STATION	LOCATION	MEDIAN TYPE, MASH TL-4					MEDIAN TYPE				SIDE TYPE, MASH TL-4			SIDE TYPE			
			A	A-1	B	C	C-1	SP-1	SP-2	SP-3	SP-4	A	D	E	SP-1	SP-2	SP-3	SP-4
			LIN. FT.															
2237+68	2245+09	LEFT - I-30 EB	741															
2250+01	2250+51	LEFT - I-30 EB				50												
2250+51	2251+51	LEFT - I-30 EB									100							
2251+69	2252+69	LEFT - I-30 EB									100							
2252+69	2261+52	LEFT - I-30 EB	883															
2261+45	2262+45	LEFT - I-30 EB						100										
2262+62	2263+62	LEFT - I-30 EB						100										
2263+62	2264+41	LEFT - I-30 EB	79															
2264+41	2268+88	LEFT - I-30 EB				447												
2268+88	2270+34	LEFT - I-30 EB	146															
2270+34	2275+24	LEFT - I-30 EB				490												
275+40	277+05	I-30 MEDIAN				165												
277+05	282+88	I-30 MEDIAN			583													
282+88	303+86	I-30 MEDIAN	2098															
303+86	304+86	I-30 MEDIAN						100										
305+04	306+04	I-30 MEDIAN						100										
306+04	331+03	I-30 MEDIAN	2499															
331+03	332+03	I-30 MEDIAN						100										
332+21	333+21	I-30 MEDIAN						100										
333+21	368+24	I-30 MEDIAN	3503															
368+24	369+24	I-30 MEDIAN						100										
369+42	370+42	I-30 MEDIAN						100										
370+42	370+86	I-30 MEDIAN	44															
370+86	376+51	I-30 MEDIAN			565													
376+51	377+51	I-30 MEDIAN								100								
377+69	378+69	I-30 MEDIAN								100								
378+69	390+15	I-30 MEDIAN			1146													
390+15	395+16	I-30 MEDIAN				501												
395+16	395+66	I-30 MEDIAN					50											
398+13	398+63	I-30 MEDIAN					50											
398+63	407+81	I-30 MEDIAN				918												
407+81	410+18	I-30 MEDIAN			237													
410+18	410+69	I-30 MEDIAN				51												
410+69	411+19	I-30 MEDIAN					50											
417+52	418+02	I-30 MEDIAN			50													
418+02	419+25	I-30 MEDIAN			123													
419+25	428+21	I-30 MEDIAN	896															
428+21	429+21	I-30 MEDIAN						100										
429+39	430+39	I-30 MEDIAN						100										
430+39	431+21	I-30 MEDIAN	82															
431+21	433+07	I-30 MEDIAN			186													
433+07	433+57	I-30 MEDIAN			50													
445+20	445+70	I-30 MEDIAN			50													
445+70	447+56	I-30 MEDIAN			186													
447+56	463+60	I-30 MEDIAN	1604															
463+60	471+75	I-30 MEDIAN			815													
471+75	496+60	I-30 MEDIAN				2485												
496+60	499+35	I-30 MEDIAN			275													
499+35	508+11	I-30 MEDIAN				876												
508+11	509+11	I-30 MEDIAN							100									
509+66	510+66	I-30 MEDIAN							100									
510+66	512+20	I-30 MEDIAN				154												
512+20	517+75	I-30 MEDIAN			555													
519+18	519+28	I-30 MEDIAN			10													
• 529+00	531+24	I-30 MEDIAN			224													
• 531+36	534+22	I-30 MEDIAN	286															
• 534+34	537+03	I-30 MEDIAN	269															
• 537+15	540+00	I-30 MEDIAN	285															
112+50	112+75	HWY. 70 RAMP 1 LT.	25															
112+75	114+68	HWY. 70 RAMP 1 LT.				193												
114+68	127+18	HWY. 70 RAMP 1 LT.			1250													
127+18	131+00	HWY. 70 RAMP 1 LT.		382														
122+02	124+68	HWY. 70 RAMP 1 RT.															266	
SUBTOTALS (BOX 1 OF 2):			13440	382	6305	6330	150	1000	200	200	200						266	

• THE 12' OF BARRIER OVER TYPE SPECIAL DROP INLETS IS QUANTIFIED AS SPECIAL DROP INLET.

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	600	1465
				②	QUANTITIES			

CONCRETE BARRIER WALL (BOX 2 OF 2)

STATION	STATION	LOCATION	MEDIAN TYPE, MASH TL-4					MEDIAN TYPE				SIDE TYPE, MASH TL-4			SIDE TYPE			
			A	A-1	B	C	C-1	SP-1	SP-2	SP-3	SP-4	A	D	E	SP-1	SP-2	SP-3	SP-4
			LIN. FT.															
220+00	222+34	HWY. 70 RAMP 2 RT.				234												
222+34	223+34	HWY. 70 RAMP 2 RT.							100									
224+48	225+45	HWY. 70 RAMP 2 RT.							100									
225+45	238+30	HWY. 70 RAMP 2 RT.				1285												
238+30	240+00	HWY. 70 RAMP 2 RT.			170													
240+00	240+81	HWY. 70 RAMP 2 RT.	81															
247+00	249+22	HWY. 70 RAMP 2 RT.										222						
284+00	284+70	RIGHT - R.M.L.										70						
284+70	291+50	RIGHT - R.M.L.												680				
291+50	296+25	RIGHT - R.M.L.										475						
296+25	297+75	RIGHT - R.M.L.												150				
297+75	300+40	RIGHT - R.M.L.										265						
300+40	308+80	RIGHT - R.M.L.												840				
308+80	316+25	RIGHT - R.M.L.										745						
316+25	323+50	RIGHT - R.M.L.												725				
323+50	332+74	RIGHT - R.M.L.										930						
100+00	104+00	INSPECTION STATION RT.										400						
337+00	337+35	LEFT - L.M.L.										35						
400+00	405+15	INSPECTION STATION LT.										515						
206+20	208+00	INSPECTION STATION RT.										180						
357+29	361+30	RIGHT - R.M.L.										401						
304+00	308+14	INSPECTION STATION RT.										414						
361+30	367+70	RIGHT - R.M.L.												640				
367+70	369+10	RIGHT - R.M.L.										140						
369+10	374+60	RIGHT - R.M.L.												550				
374+60	378+18	RIGHT - R.M.L.										358						
521+65	523+60	HWY. 67 LT.																550
522+54	524+49	HWY. 67 RT.																358
100+60	103+12	HWY. 67 RAMP 1 RT.											252					
103+12	112+90	HWY. 67 RAMP 1 RT.														980		
112+90	114+40	HWY. 67 RAMP 1 RT.										151						
108+82	109+25	HWY. 67 RAMP 1 LT.										43						
109+25	110+95	HWY. 67 RAMP 1 LT.					170											
110+95	111+31	HWY. 67 RAMP 1 LT.											36					
111+31	117+75	HWY. 67 RAMP 1 LT.														644		
204+10	206+60	HWY. 67 RAMP 2 LT.										250						
31+60	40+80	FRONTAGE ROAD A LT.													931			
386+33	386+76	RIGHT - R.M.L.										43						
388+44	392+81	RIGHT - R.M.L.												441				
392+81	395+29	RIGHT - R.M.L.													252			
390+00	396+28	LEFT - L.M.L.										620						
397+58	398+08	RIGHT - R.M.L.										50						
398+08	400+50	RIGHT - R.M.L.										245						
398+68	399+57	LEFT - L.M.L.										89						
407+00	409+10	LEFT - L.M.L.										210						
409+10	410+43	LEFT - L.M.L.			133													
410+43	411+82	LEFT - L.M.L.										139						
306+50	308+19	HWY. 67 RAMP 3 RT.										177						
309+49	311+05	HWY. 67 RAMP 3 RT.										156						
310+00	311+32	HWY. 67 RAMP 3 LT.										132						
317+14	317+27	HWY. 67 RAMP 3 LT.										13						
317+46	325+37	HWY. 67 RAMP 3 LT.												791				
417+98	418+23	LEFT - L.M.L.										25						
426+32	433+70	LEFT - L.M.L.												739				
433+70	434+20	LEFT - L.M.L.										50						
444+57	458+00	RIGHT - R.M.L.										1343						
100+98	112+00	SOUTH ST. RAMP 1 RT.												1102				
112+00	113+90	SOUTH ST. RAMP 1 RT.										190						
113+90	116+75	SOUTH ST. RAMP 1 RT.												285				
107+54	113+50	SOUTH ST. RAMP 1 LT.										596						
464+56	477+50	RIGHT - R.M.L.										1285						
477+50	508+12	RIGHT - R.M.L.				3062												
508+12	509+12	RIGHT - R.M.L.							100									
509+66	510+66	RIGHT - R.M.L.							100									
510+66	517+93	RIGHT - R.M.L.				727												
491+70	508+10	LEFT - L.M.L.				1640												
508+10	509+10	LEFT - L.M.L.							100									
509+65	510+65	LEFT - L.M.L.							100									
510+65	519+76	LEFT - L.M.L.				911												
525+50	531+69	RIGHT - R.M.L.												619				
SUBTOTALS (BOX 2 OF 2)*			81		303	7859	170		600			10957	288	7562	1183	1624		908
SUBTOTALS (BOX 1 OF 2)*			13440	382	6305	6330	150	1000	200	200	200						266	
TOTALS*			13521	382	6608	14189	320	1000	800	200	200	10957	288	7562	1183	1624	266	908

• THE 12' OF BARRIER OVER TYPE SPECIAL DROP INLETS IS QUANTIFIED AS SPECIAL DROP INLET.

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZMI
2019-07-20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	601	1465
				②		QUANTITIES		

APPROACH GUTTERS AND SLABS

STATION	STATION	LOCATION	APPR. GUTTER (TYPE SP-1) CU.YD.	APPR. GUTTER (TYPE SP-2) CU.YD.	APPR. GUTTER (TYPE SP-3) CU.YD.	APPR. GUTTER (TYPE SP-4) CU.YD.	APPR. GUTTER (TYPE SP-5) CU.YD.	APPR. GUTTER (TYPE SP-6) CU.YD.	APPR. GUTTER (TYPE SP-7) CU.YD.	APPR. GUTTER (TYPE SP-8) CU.YD.	APPR. GUTTER (TYPE SP-9) CU.YD.	APPR. GUTTER (TYPE SP-10) CU.YD.	APPR. GUTTER (TYPE SP-11) CU.YD.	APPR. GUTTER (TYPE SP-12) CU.YD.	APPR. GUTTER (TYPE SP-13) CU.YD.	APPR. GUTTER (TYPE SP-14) CU.YD.	APPR. GUTTER (TYPE SP-15) CU.YD.	APPR. GUTTER (TYPE SP-16) CU.YD.	APPR. GUTTER (TYPE SP-17) CU.YD.	APPR. GUTTER (TYPE SP-18) CU.YD.	APPR. GUTTER (TYPE SP-19) CU.YD.	APPR. GUTTER (TYPE SP-20) CU.YD.	APPR. GUTTER (TYPE SP-21) CU.YD.	APPR. GUTTER (TYPE SP-22) CU.YD.	APPR. GUTTER (TYPE SP-23) CU.YD.	APPR. GUTTER (TYPE SP-24) CU.YD.	APPR. GUTTER (TYPE C) CU.YD.	APPR. SLABS CU.YD.	REINFORCING STEEL-RDWY. (GR. 60) POUND	AGGREGATE BASE CRS. (CLASS 7) TON	TEXTURED COATING FINISH SQ. YD.	ARCHITECTURAL FINISH SQ. FT.
244+89.26	245+29.40	LT. SHLD. BEGIN BRIDGE A OVER HWY. 70																									18.10		995	15.75		
244+92.90	245+38.13	BEGIN BRIDGE A OVER HWY. 70																										49.15	5775	31.25		
245+01.63	245+40.32	RT. SHLD. BEGIN BRIDGE A OVER HWY. 70																									11.55		630	9.75		
245+09.40	245+48.08	LT. SHLD. BEGIN BRIDGE B OVER HWY. 70	13.03																										1834	9.50		
245+11.58	245+61.19	BEGIN BRIDGE B OVER HWY. 67																										73.75	8620	49.75		
245+24.69	245+64.83	RT. SHLD. BEGIN BRIDGE B OVER HWY. 70																									18.10		995	16.00		
249+42.03	249+82.19	LT. SHLD. END BRIDGE A OVER HWY. 70																									18.10		995	16.50		
249+45.69	249+90.93	END BRIDGE A OVER HWY. 70																										49.15	5775	31.25		
249+54.43	249+93.11	RT. SHLD. END BRIDGE A OVER HWY. 67																									11.55		630	10.25		
249+62.19	250+00.88	LT. SHLD. END BRIDGE B OVER HWY. 70		17.03																									2519	10.50		
249+64.38	250+13.98	END BRIDGE B OVER HWY. 70																										73.75	8620	49.75		
249+77.48	250+17.62	RT. SHLD. END BRIDGE B OVER HWY. 67			23.58																								3811	16.50	13	83
396+27.98	396+73.46	LT. SHLD. BEGIN BRIDGE OVER HWY. 67				24.54																							3816	17.75	14	90
395+87.97	396+64.91	BEGIN BRIDGE A OVER HWY. 67																										152.52	19405	90.00		
395+65.76	396+24.55	MEDIAN SHLD. BEGIN BRIDGE A&B OVER HWY. 67					169.88																						9192	44.50		
395+36.94	396+02.17	BEGIN BRIDGE B OVER HWY. 67																										107.55	13355	58.75		
395+29.31	395+73.13	RT. SHLD. BEGIN BRIDGE B OVER HWY. 67						25.47																					4100	17.75	17	110
398+31.36	398+68.53	LT. SHLD. END BRIDGE A OVER HWY. 67							22.42																				3798	17.25	9	56
398+22.08	398+58.99	END BRIDGE A OVER HWY. 67																										176.53	22796	105.50		
397+75.95	398+12.54	MEDIAN SHLD. END BRIDGE A&B OVER HWY. 67								176.09																			9253	45.25		
397+52.34	397+88.75	END BRIDGE B OVER HWY. 67																										109.74	13342	60.25		
397+21.71	397+57.90	RT. SHLD. END BRIDGE B OVER HWY. 67									24.60																		3822	17.75	14	90
412+28.20	412+72.70	LT. SHLD. BEGIN BRIDGE C OVER SALINE RIVER RELIEF										21.72																	3559	14.75		
412+04.20	417+64.70	BEGIN BRIDGE C OVER SALINE RIVER RELIEF																										68.16	7855	37.00		
412+00.65	412+40.70	RT. SHLD. BEGIN BRIDGE C OVER SALINE RIVER RELIEF											12.03																1961	7.50		
411+82.20	412+28.70	LT. SHLD. BEGIN BRIDGE A OVER SALINE RIVER RELIEF												26.19															4271	18.50		
411+46.20	412+18.70	BEGIN BRIDGE A OVER SALINE RIVER RELIEF																										113.52	13782	63.75		
411+18.70	411+82.70	MEDIAN BEGIN BRIDGE A&B OVER SALINE RIVER RELIEF													158.66														10658	53.00		
410+71.56	411+55.37	BEGIN BRIDGE B OVER SALINE RIVER RELIEF																										167.24	20904	93.50		
410+61.83	411+07.67	RT. SHLD. BEGIN BRIDGE B OVER SALINE RIVER RELIEF																									18.10		995	17.50		
417+97.74	418+41.79	LT. SHLD. END BRIDGE C OVER SALINE RIVER RELIEF														19.56													3225	14.00		
417+73.74	418+34.24	END BRIDGE C OVER SALINE RIVER RELIEF																										68.16	7855	37.00		
417+69.74	418+10.14	RT. SHLD. END BRIDGE C OVER SALINE RIVER RELIEF															14.07												2285	8.50		
417+51.74	417+98.24	LT. SHLD. END BRIDGE A OVER SALINE RIVER RELIEF																24.39											3638	18.25		
417+15.74	417+88.24	END BRIDGE A OVER SALINE RIVER RELIEF																										113.52	13787	63.75		
416+88.40	417+52.24	MEDIAN END BRIDGE A&B OVER SALINE RIVER RELIEF																	131.89										9580	53.00		
416+40.40	417+24.90	END BRIDGE B OVER SALINE RIVER RELIEF																										169.46	21325	93.25		
416+30.40	416+76.90	RT. SHLD. END BRIDGE B OVER SALINE RIVER RELIEF																		26.19									4329	18.50		
434+20.01	434+66.51	LT. SHLD. BEGIN BRIDGE A OVER SALINE RIVER																			25.92								4259	18.50		
433+84.01	434+56.51	BEGIN BRIDGE A OVER SALINE RIVER																										113.51	13868	63.75		
433+56.67	434+20.51	MEDIAN BEGIN BRIDGE A&B OVER SALINE RIVER																				127.13							9789	53.00		
433+20.67	433+93.17	BEGIN BRIDGE B OVER SALINE RIVER																										113.51	13849	63.75		
433+10.67	433+57.17	RT. SHLD. BEGIN BRIDGE B OVER SALINE RIVER																									18.10		995	17.50		
445+19.53	445+66.03	LT. SHLD. END BRIDGE A OVER SALINE RIVER																									18.10		995	17.50		
444+83.53	445+56.03	END BRIDGE A OVER SALINE RIVER																										113.51	13879	63.75		
444+56.19	445+20.03	MEDIAN END BRIDGE A&B OVER SALINE RIVER																					127.13						9858	53.00		
444+20.19	444+92.69	END BRIDGE B OVER SALINE RIVER																										113.51	13852	63.75		
444+10.19	444+56.69	RT. SHLD. END BRIDGE B OVER SALINE RIVER																						26.10					4117	18.50		
418+56.65	418+95.23	END BRIDGE OVER HWY. 70 RAMP 4 LT.																							11.30				1498	9.25		
418+30.53	418+67.04	END BRIDGE OVER HWY. 70 RAMP 4 RT.																								16.50			2510	7.00		
TOTALS:			13.03	17.03	23.58	24.54	169.88	25.47	22.42	176.09	24.60	21.72	12.03	26.19	158.66	19.56	14.07	24.39	131.89	26.19	25.92	127.13	127.13	26.10	11.30	16.50	131.70	1946.24	363556	1802.50	67	429

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	602	1465

(2) QUANTITIES

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 1 OF 3)

STATION	STATION	DESCRIPTION	PIPE CULVERTS EACH	BOX CULVERTS EACH	JUNCTION BOXES EACH	DROP INLETS EACH
233+60	233+64	R.C. PIPE CULVERT 24" X 84'	1			
233+64		DROP INLET LT.				1
233+64	233+66	R.C. PIPE CULVERT 24" X 36'	1			
233+69	233+70	R.C. PIPE CULVERT 30" X 10'	1			
239+94		DROP INLET LT.				1
239+94		R.C. PIPE CULVERT 18" X 73'	1			
249+87		DROP INLET LT.				1
250+20		DROP INLET LT.				1
249+87	249+88	R.C. PIPE CULVERT 12" X 34'	1			
250+20	250+21	R.C. PIPE CULVERT 12" X 43'	1			
254+54		DROP INLET LT.				1
254+54	254+60	R.C. PIPE CULVERT 30" X81'	1			
254+66	254+66	R.C. PIPE CULVERT 30" X 12'	1			
254+60	254+61	R.C. PIPE CULVERT 30" X 11'	1			
254+60		DROP INLET LT.				1
254+54	254+76	R.C. PIPE CULVERT 30" X 88'	1			
254+75		DROP INLET LT.				1
259+11		DROP INLET LT.				1
259+20		DROP INLET LT.				1
259+07		DBL. R.C. BOX CULVERT 4' X 6' X 227'		1		
261+90		DROP INLET LT.				1
261+88	261+90	R.C. PIPE CULVERT 18" X 62'	1			
261+90	261+92	R.C. PIPE CULVERT 18" X 78'	1			
261+92		DROP INLET LT.				1
261+92	262+92	R.C. PIPE CULVERT 24" X 101'	1			
262+92		DROP INLET LT.				1
268+90		DROP INLET RT.				1
268+89	268+90	R.C. PIPE CULVERT 48" X 8'	1			
268+96	268+97	R.C. PIPE CULVERT 48" X 11'	1			
269+00		DROP INLET RT.				1
269+00	269+00	R.C. PIPE CULVERT 48" X 6'	1			
269+00	269+02	R.C. PIPE CULVERT 48" X 11'	1			
269+11	269+12	R.C. PIPE CULVERT 48" X 11'	1			
278+93		DROP INLET CNTR.				1
278+93	278+93	R.C. PIPE CULVERT 30" X 20'	1			
278+93		DROP INLET LT.				1
278+92	278+92	R.C. PIPE CULVERT 30" X 10'	1			
278+93		DROP INLET RT.				1
278+93	278+93	R.C. PIPE CULVERT 30" X 10'	1			
288+91		DROP INLET LT.				1
288+91	288+94	R.C. PIPE CULVERT 30" X 6'	1			
289+27	289+29	R.C. PIPE CULVERT 30" X 5'	1			
297+13		DROP INLET LT.				1
307+09		DROP INLET LT.				1
307+09	307+15	R.C. PIPE CULVERT 30" X 12'	1			
314+88		DROP INLET LT.				1
314+88		R.C. PIPE CULVERT 18" X 11'	1			
314+88		DROP INLET RT.				1
314+88		R.C. PIPE CULVERT 18" X 12'	1			
332+86		DROP INLET RT.				1
332+86		DROP INLET LT.				1
346+74		DROP INLET LT.				1
364+84		DROP INLET LT.				1
364+84		R.C. PIPE CULVERT 30" X 49'	1			
364+84		R.C. PIPE CULVERT 30" X 28'	1			
364+84		DROP INLET LT.				1
364+84		DROP INLET LT.				1
364+84		DROP INLET RT.				1
364+84	365+12	R.C. PIPE CULVERT 30" X 4'	1			
372+22		DROP INLET LT.				1
372+53		DROP INLET LT.				1
372+86		DROP INLET RT.				1
387+78		DROP INLET LT.				1
387+78		R.C. PIPE CULVERT 24" X 163'	1			
387+78		R.C. PIPE CULVERT 24" X 166'	1			
395+19		DROP INLET LT.				1
395+19	395+97	R.C. PIPE CULVERT 18" X 120'	1			
398+22	400+89	DBL. R.C. BOX CULVERT 10' X 6' X 463'		1		
403+76		DROP INLET LT.				1
403+76		R.C. PIPE CULVERT 18" X 112'	1			
SUBTOTALS (BOX 1 OF 3)₁			33	2		35

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 2 OF 3)

STATION	STATION	DESCRIPTION	PIPE CULVERTS EACH	BOX CULVERTS EACH	JUNCTION BOXES EACH	DROP INLETS EACH
305+44	305+52	R.C. PIPE CULVERT 18" X 79'	1			
409+77		R.C. PIPE CULVERT 18" X 118'	1			
409+77		DROP INLET LT.				1
410+40		R.C. PIPE CULVERT 18" X 79'	1			
410+75	411+89	R.C. PIPE CULVERT 12" X 243'	1			
416+62	417+82	R.C. PIPE CULVERT 12" X 249'	1			
420+77		DROP INLET LT.				1
420+77		R.C. PIPE CULVERT 18" X 115'	1			
429+77		DROP INLET LT.				1
429+77		R.C. PIPE CULVERT 18" X 123'	1			
448+77		DROP INLET LT.				1
448+77		R.C. PIPE CULVERT 18" X 100'	1			
456+77		DROP INLET LT.				1
456+77		R.C. PIPE CULVERT 18" X 89'	1			
464+76		DROP INLET LT.				1
464+76		R.C. PIPE CULVERT 18" X 78'	1			
471+75		DROP INLET LT.				1
471+75		R.C. PIPE CULVERT 18" X 90'	1			
477+59		DROP INLET LT.				1
477+59	477+69	R.C. PIPE CULVERT 24" X 61'	1			
477+69		DROP INLET LT.				1
477+69	477+81	R.C. PIPE CULVERT 24" X 76'	1			
89+26	89+78	C.M. PIPE CULVERT 24" X 50'	1			
478+38	481+59	R.C. PIPE CULVERT 30" X 326'	1			
481+59		DROP INLET LT.				1
381+59	485+24	R.C. PIPE CULVERT 24" X 365'	1			
485+24		DROP INLET LT.				1
485+24	485+37	R.C. PIPE CULVERT 24" X 57'	1			
485+24	492+84	R.C. PIPE CULVERT 18" X 756'	1			
485+37		DROP INLET LT.				1
485+37	485+51	R.C. PIPE CULVERT 24" X 69'	1			
492+84		DROP INLET RT.				1
492+84	492+85	R.C. PIPE CULVERT 18" X 56'	1			
492+85		DROP INLET LT.				1
501+64	501+64	R.C. PIPE CULVERT 24" X 123'	1			
501+64		JUNCTION BOX LT.			1	
501+64	501+64	R.C. PIPE CULVERT 24" X 5'	1			
501+64		DROP INLET LT.				1
501+64	504+74	R.C. PIPE CULVERT 24" X 303'	1			
504+74		JUNCTION BOX LT.			1	
504+74	504+74	R.C. PIPE CULVERT 24" X 61'	1			
504+74		DROP INLET RT.				2
504+74	504+74	R.C. PIPE CULVERT 24" X 64'	1			
504+74	115+63	R.C. PIPE CULVERT 18" X 35'	1			
504+74	507+54	R.C. PIPE CULVERT 18" X 278'	1			
504+74	506+58	R.C. PIPE CULVERT 18" X 179'	1			
506+58		JUNCTION BOX LT.			1	
506+58	507+16	R.C. PIPE CULVERT 18" X 81'	1			
507+54		DROP INLET RT.				1
507+54	508+15	R.C. PIPE CULVERT 18" X 142'	1			
513+50		DROP INLET LT.				1
513+50	514+56	R.C. PIPE CULVERT 24" X 171'	1			
514+56		DROP INLET RT.	1			
516+76		DROP INLET CNTR.				1
516+76	519+23	R.C. PIPE CULVERT 24" X 247'	1			
519+20		DROP INLET RT.				1
519+20		R.C. PIPE CULVERT 30" X 14'	1			
SUBTOTALS (BOX 2 OF 3)₂			34		3	21

REMOVAL AND DISPOSAL OF CULVERTS AND DROP INLETS (BOX 3 OF 3)

STATION	STATION	DESCRIPTION	PIPE CULVERTS EACH	BOX CULVERTS EACH	JUNCTION BOXES EACH	DROP INLETS EACH
157+45	158+68	C.M. PIPE CULVERT 18" X 123' (SOUTH ST. FRTG. RD. D)	1			
158+68		DROP INLET LT.(SOUTH ST. FRTG RD. D)				1
159+18		DROP INLET LT.(SOUTH ST. FRTG RD. D)				1
158+68	159+18	C.M. PIPE CULVERT 18' X 37' (SOUTH ST. FRTG. RD. D)	1			
31+76	32+22	C.M. PIPE CULVERT 18" X 41' (SOUTH ST.)	1			
32+22		DROP INLET (SOUTH ST.)				1
118+55		R.C. PIPE CULVERT 30" X 264' (SOUTH ST. RAMP 1)	1			
203+50		C.M. PIPE CULVERT 18" X 40' (SOUTH ST. RAMP 2)	1			
204+20		C.M. PIPE CULVERT 18" X 54' (SOUTH ST. RAMP 2)	1			
204+20		R.C. PIPE CULVERT 12" X 103' (SOUTH ST. RAMP 2)	1			
52+19	51+87	R.C. PIPE CULVERT 18" X 4' (SEVIER ST.)	1			
511+39		R.C. PIPE CULVERT 18" X 25' (HWY. 67)	1			
512+89		R.C. PIPE CULVERT 18" X 25' (HWY. 67)	1			
516+85		R.C. PIPE CULVERT 18" X 48' (HWY. 67)	1			
519+45		R.C. PIPE CULVERT 18" X 50' (HWY. 67)	1			
536+40		R.C. PIPE CULVERT 24" X 43' (HWY. 67)	1			
11+21		DBL. R.C. BOX CULVERT 4' X 6' X 85'		1		
39+58	40+26	R.C. PIPE CULVERT 18" X 51' (FRTG. RD. A)	1			
42+70		R.C. PIPE CULVERT 24" X 48' (FRTG. RD. A)	1			
201+37	201+53	R.C. PIPE CULVERT 18" X 82' (HWY. 67 RAMP 2)	1			
408+23		R.C. PIPE CULVERT 18" X 75' (HWY. 67 RAMP 4)	1			
511+56		DROP INLET RT. (HWY. 67 RAMP 5)				1
511+56	511+95	R.C. PIPE CULVERT 18" X 55' (HWY. 67 RAMP 5)	1			
514+86	515+70	R.C. PIPE CULVERT 18" X 82' (HWY. 67 RAMP 5)	1			
515+70		DROP INLET LT. (HWY. 67 RAMP 5)				1
515+70	516+09	R.C. PIPE CULVERT 18" X 36' (HWY. 67 RAMP 5)	1			
516+09		DROP INLET LT. (HWY. 67 RAMP 5)				1
516+09	516+87	R.C. PIPE CULVERT 18" X 76' (HWY. 67 RAMP 5)	1			
516+87		DROP INLET LT. (HWY. 67 RAMP 5)				1
516+87	517+19	R.C. PIPE CULVERT 18" X 30' (HWY. 67 RAMP 5)	1			
518+03		R.C. PIPE CULVERT 18" X 90' (HWY. 67 RAMP 5)	1			
107+36	108+27	R.C. PIPE CULVERT 36" X 77' (HWY. 70 RAMP 1)	1			
121+98		DROP INLET RT. (HWY. 70 RAMP 1)				1
121+98	122+00	R.C. PIPE CULVERT 18" X 21' (HWY. 70 RAMP 1)	1			
122+00		DROP INLET RT. (HWY. 70 RAMP 1)				1
122+00	122+01	R.C. PIPE CULVERT 24" X 13' (HWY. 70 RAMP 1)	1			
122+00	124+99	R.C. PIPE CULVERT 18" X 292' (HWY. 70 RAMP 1)	1			
124+99		DROP INLET RT. (HWY. 70 RAMP 1)				1
124+98	124+99	R.C. PIPE CULVERT 18" X 20' (HWY. 70 RAMP 1)	1			
124+98		DROP INLET LT. (HWY. 70 RAMP 1)				1
127+98		DROP INLET LT. (HWY. 70 RAMP 1)				1
SUBTOTALS (BOX 3 OF 3)₃			28	1		12
SUBTOTALS (BOX 2 OF 3)₂			34		3	21
SUBTOTALS (BOX 1 OF 3)₁			33	2		35
TOTALS₁			95	3	3	68

NOTE: QUANTITIES SHOWN ABOVE SHALL INCLUDE REMOVAL & DISPOSAL OF ALL HEADWALLS AND FLARED END SECTIONS IF APPLICABLE.

NOTE: REMOVAL OF EXISTING PIPE CULVERT WITHIN 4' OF EXISTING DROP INLETS TO BE REMOVED IS SUBSIDIARY TO REMOVAL OF DROP INLET.

NOTE: REMOVAL OF WINGWALL IS SUBSIDIARY TO OTHER REMOVAL ITEMS.

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	603	1465
				(2)		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12481
SHAHRIAR AZAD
2018-08-03

REMOVAL AND DISPOSAL OF ITEMS (BOX 1 OF 4)

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE MEDIAN BARRIER	PORTLAND CEMENT CONCRETE PAVEMENT	ASPHALT PAVEMENT	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	CONCRETE WALKS	CONCRETE BLOCK BUILDING	BUILDINGS	FOUNDATIONS	CONCRETE SLABS	OVERHEAD SIGN STRUCTURE	BILLBOARDS	SIGNS	SIGN FOUNDATIONS	PLANTERS	GUARDRAIL	LUMINAIRE POLE AND FOUNDATION	CANOPY	STEEL POSTS	CONCRETE DITCH PAVING	CONCRETE PIER PROTECTION	IMPACT ATTENUATION BARRIER	PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS	CRASH CUSHIONS
			LIN. FT.	LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	SQ. YD.	SQ. YD.	EACH	EACH	EACH	EACH	EACH	LIN. FT.	EACH	EACH	EACH	SQ. YD.	LIN. FT.	EACH	LIN. FT.	EACH	EACH
2242+24	2245+43	LT. OF EB I-30																		320									
2242+89	2245+59	RT. OF EB I-30																		270									
3249+61	3252+23	LT. OF WB I-30																		270									
3249+76	3252+91	RT. OF WB I-30																		322									
3261+76	3264+18	RT. OF WB I-30																		257									
218+57	232+14	LT. OF HWY. 70 RAMP 2																		1305									
220+62	222+61	RT. OF HWY. 70 RAMP 2																		203									
325+99	334+85	LT. OF HWY. 70 RAMP 3																		903									
418+65	420+69	LT. OF HWY. 70 RAMP 4																		204									
418+31	420+31	RT. OF HWY. 70 RAMP 4																		200									
392+25	395+44	LT. OF EB I-30																		319									
392+30	394+99	RT. OF EB I-30																		269									
393+02	396+33	LT. OF WB I-30																		319									
397+62	400+85	RT. OF EB I-30																		319									
398+55	401+74	RT. OF WB I-30																		319									
399+06	401+75	LT. OF WB I-30																		269									
408+35	411+54	LT. OF EB I-30																		319									
408+44	411+13	RT. OF EB I-30																		269									
417+04	420+23	RT. OF WB I-30																		319									
417+44	420+13	LT. OF WB I-30																		269									
430+82	433+51	RT. OF EB I-30																		269									
430+72	433+91	LT. OF EB I-30																		319									
445+42	448+12	LT. OF WB I-30																		269									
445+03	448+22	RT. OF WB I-30																		319									
2507+14	2510+64	LT. OF EB I-30																		350									
3508+38	3511+88	RT. OF WB I-30																		350									
2525+02	2526+86	RT. OF EB I-30																		194									
26+60	42+04	LT. OF FRONTAGE RD. A																		1572									
25+13	26+37	LT. OF SOUTH ST.																		128									
25+60	26+37	RT. OF SOUTH ST.																		74									
29+21	29+67	RT. OF SOUTH ST.																		45									
29+21	31+31	LT. OF SOUTH ST.																		199									
2220+88	2237+22	LT. OF EB I-30																						723					
3237+61	3245+06	RT. OF WB I-30																						330					
122+25	125+23	RT. OF HWY. 70 - RAMP 1																						313					
2253+32	2254+98	RT. OF EB I-30																						146					
2249+78	2275+30	LT. OF EB I-30																						1177					
3253+03	3262+08	RT. OF WB I-30																						420					
263+88	393+53	I-30 MEDIAN																						5780					
400+38	409+62	I-30 MEDIAN																						410					
418+90	432+00	I-30 MEDIAN																						582					
446+94	489+75	I-30 MEDIAN																						1915					
475+52	516+00	I-30 MEDIAN																						1816					
525+16	525+19	HWY. 67 RT.																						7					
26+26		SOUTH ST. RT.																						16					
26+26		SOUTH ST. LT.																						18					
29+34		SOUTH ST. RT.																						13					
29+34		SOUTH ST. LT.																						13					
222+59	223+83	RT. OF HWY. 70 RAMP 2																							125				
509+35	509+69	LT. OF WB I-30																							34				
509+35	509+69	I-30 MEDIAN																							68				
509+36	509+70	RT. OF EB I-30																							34				
509+30		RT. OF EB I-30																								1			
509+70		LT. OF WB I-30																								1			
516+25		I-30 MEDIAN																											1
516+26	517+75	I-30 MEDIAN			150																								
529+00	531+24	I-30 MEDIAN			224																								
531+36	534+22	I-30 MEDIAN			286																								
534+34	537+03	I-30 MEDIAN			269																								
537+15	540+00	I-30 MEDIAN			285																								
211+57	212+08	HWY. 70 RAMP 2 RT.	90																										
104+73		FRONTAGE ROAD C	11																										
520+23	521+82	HWY. 67	160																										
524+54	525+54	HWY. 67	98																										
525+92	527+52	HWY. 67	160																										
407+28	407+66	HWY. 67 RAMP 4	63																										
515+13	515+35	HWY. 67 RAMP 5	93																										
515+78	516+45	HWY. 67 RAMP 5	230																										
516+88	517+20	HWY. 67 RAMP 5	87																										
34+41		FRONTAGE ROAD A	28																										
34+99		FRONTAGE ROAD A	31																										
412+87	413+56	SOUTH ST RAMP 4	105																										
490+72	509+24	LT. OF WB I-30	2055																										
487+08	508+78	RT. OF EB I-30	2192																										
SUBTOTALS (BOX 1 OF 4)			**5403**		**1214**															**11332**				**13679**	**261**	**2**			**1**

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	604	1465
				②	QUANTITIES			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19601
SHAHRIAR AZAD
2018-08-03

REMOVAL AND DISPOSAL OF ITEMS (BOX 2 OF 4)

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE MEDIAN BARRIER	PORTLAND CEMENT CONCRETE PAVEMENT	ASPHALT PAVEMENT	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	CONCRETE WALKS	CONCRETE BLOCK BUILDING	BUILDINGS	FOUNDATIONS	CONCRETE SLABS	OVERHEAD SIGN STRUCTURE	BILLBOARDS	SIGNS	SIGN FOUNDATIONS	PLANTERS	GUARDRAIL	LUMINAIRE POLE AND FOUNDATION	CANOPY	STEEL POSTS	CONCRETE DITCH PAVING	CONCRETE PIER PROTECTION	IMPACT ATTENUATION BARRIER	PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS	CRASH CUSHIONS
			LIN. FT.	LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	SQ. YD.	SQ. YD.	EACH	EACH	EACH	EACH	EACH	LIN. FT.	EACH	EACH	EACH	SQ. YD.	LIN. FT.	EACH	LIN. FT.	EACH	EACH
125+02	125+84	FRONTAGE ROAD D	135																										
144+90	145+36	FRONTAGE ROAD D	45																										
146+91	147+21	FRONTAGE ROAD D	60																										
148+30	148+57	FRONTAGE ROAD D	60																										
23+17	23+76	SOUTH ST.	205																										
23+81	24+10	SOUTH ST.	183																										
30+33	30+81	SOUTH ST.	206																										
30+94	31+15	SOUTH ST.	95																										
31+36	31+75	SOUTH ST.	136																										
117+03	117+60	FRONTAGE ROAD C	177																										
117+74	117+89	FRONTAGE ROAD C	132																										
118+07	118+88	FRONTAGE ROAD C	324																										
410+42	413+56	SOUTH ST. RAMP 4 RT.		314																									
5+90	94+93	FAIRFIELD RD. LT.		217																									
5+90	95+18	FAIRFIELD RD. RT.		187																									
91+06	109+76	FRONTAGE ROAD C LT.		1897																									
102+22	102+45	FRONTAGE ROAD C RT.		107																									
102+72	102+85	FRONTAGE ROAD C RT.		74																									
103+12	103+51	FRONTAGE ROAD C RT.		113																									
114+94	120+12	FRONTAGE ROAD C LT.		518																									
32+16	33+50	SOUTH ST. LT.		140																									
33+66	33+80	SOUTH ST. LT.		20																									
70+37	77+88	SOUTH ST. RAMP A RT.		750																									
32+11	33+80	SOUTH ST.								82																			
220+54	232+19	HWY. 70 RAMP 2 LT.						642																					
87+27	87+49	FRONTAGE ROAD C LT.						23																					
150+65	151+02	FRONTAGE ROAD D						81																					
512+69		HWY. 67							128																				
40+00		FRONTAGE RD. A							226																				
33+58		SOUTH ST.							18																				
24+90		LT. OF SOUTH ST.									1			130															
25+27		LT. OF SOUTH ST.														1		2											
30+50		LT. OF SOUTH ST.									1		472																
262+42		I-30 WB													1														
480+30		RT. OF EB I-30															1	1											
481+70		RT. OF EB I-30														1		4											
483+30		RT. OF EB I-30														1		4											
485+50		RT. OF EB I-30										1	834																
487+55		RT. OF EB I-30															1	1											
493+90		RT. OF EB I-30																1											
493+95		RT. OF EB I-30																2											
497+40		RT. OF EB I-30															1	2	1										
498+85		RT. OF EB I-30																2											
498+90		RT. OF EB I-30																1											
498+95		RT. OF EB I-30															2	4											
502+40		LT. OF WB I-30																				1							
503+70		LT. OF WB I-30										1	162																
504+40		LT. OF WB I-30																1					1						
504+55		LT. OF WB I-30																1			1								
504+85		LT. OF WB I-30														1		1											
504+85		LT. OF WB I-30												225															
505+30		LT. OF WB I-30																					8						
SUBTOTALS (BOX 2 OF 4)			1758	4337				746	372	82	2	2	1468	355	1	4	5	27	1		1	1	9						

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	605	1465

(2) QUANTITIES

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAD
2018-08-03

REMOVAL AND DISPOSAL OF ITEMS (BOX 3 OF 4)

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE MEDIAN BARRIER	PORTLAND CEMENT CONCRETE PAVEMENT	ASPHALT PAVEMENT	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	CONCRETE WALKS	CONCRETE BLOCK BUILDING	BUILDINGS	FOUNDATIONS	CONCRETE SLABS	OVERHEAD SIGN STRUCTURE	BILLBOARDS	SIGNS	SIGN FOUNDATIONS	PLANTERS	GUARDRAIL	LUMINAIRE POLE AND FOUNDATION	CANOPY	STEEL POSTS	CONCRETE DITCH PAVING	CONCRETE PIER PROTECTION	IMPACT ATTENUATION BARRIER	PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS	CRASH CUSHIONS
			LIN. FT.	LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	SQ. YD.	SQ. YD.	EACH	EACH	EACH	EACH	EACH	LIN. FT.	EACH	EACH	EACH	SQ. YD.	LIN. FT.	EACH	LIN. FT.	EACH	EACH
227+43	245+22	I-30 EB				4823	4823																						
250+13	395+11	I-30 EB				43463	43463																						
398+10	411+21	I-30 EB				4895	4895																						
416+82	433+60	I-30 EB				4458	4458																						
444+92	517+79	I-30 EB				20523	20523																						
517+75	531+69	I-30 EB				2312	2312																						
221+25	227+50	I-30 WB				547	547																						
227+50	245+02	I-30 WB				6507	6507																						
249+97	395+73	I-30 WB				44298	44298																						
398+88	411+64	I-30 WB				3657	3657																						
417+37	434+00	I-30 WB				4362	4362																						
445+35	517+78	I-30 WB				20994	20994																						
517+76	519+76	I-30 WB				10	10																						
105+78	127+08	HWY. 70 - RAMP 1				2835	2835																						
220+54	248+47	HWY. 70 - RAMP 2				6907	6907																						
311+50	327+10	HWY. 70 - RAMP 3				4472	4472																						
407+56	410+89	HWY. 70 - RAMP 4				526	526																						
102+25	105+85	INSP. STATION RAMP 1				601	601																						
203+45	205+27	INSP. STATION RAMP 2				312	312																						
300+60	306+04	INSP. STATION RAMP 3				585	585																						
403+46	406+00	INSP. STATION RAMP 4				424	424																						
376+39	379+73	HWY. 67 - RAMP 1				448	448																						
200+00	206+89	HWY. 67 - RAMP 2				1576	1576																						
300+00	307+19	HWY. 67 - RAMP 3				1859	1859																						
390+69	398+98	HWY. 67 - FRTG. RD. B & HWY. 67 RAMP 4				3418	3418																						
390+69	398+98	SOUTH ST. - RAMP 1				216	216																						
200+00	209+53	SOUTH ST. - RAMP 2 & FRTG. RD. C				1984	1984																						
409+72	413+56	SOUTH ST. - RAMP 4				807	807																						
6+38	14+91	FRTG. RD. A-1				1956	1956																						
31+60	31+95	FRTG. RD. A				61	61																						
95+13	109+76	FRTG. RD. C				3781	3781																						
151+38	154+20	FRTG. RD. D				466	466																						
508+75	537+00	HWY. 67				6924	6924																						
23+88	26+23	SOUTH ST.				881	881																						
29+36	33+00	SOUTH ST.				1565	1565																						
40+00	41+69	BELL ST.				1064	1064																						
232+84	244+97	I-30 WB OUTSIDE SHLD.																									1303	5	
227+43	245+17	I-30 EB OUTIDE SHLD.																									1882	6	
250+02	252+58	I-30 WB INSIDE SHLD.																									274	1	
250+02	252+56	I-30 WB OUTSIDE SHLD.																									272	1	
250+22	252+62	I-30 EB INSIDE SHLD.																									258	1	
250+22	252+64	I-30 EB OUTSIDE SHLD.																									260	1	
252+58	273+25	I-30 WB INSIDE SHLD.																									2193	7	
252+64	273+16	I-30 EB OUTSIDE SHLD.																									2178	7	
273+25	322+06	I-30 WB INSIDE SHLD.																									5187	17	
273+28	322+06	I-30 WB OUTSIDE SHLD.																									5184	17	
273+20	322+06	I-30 EB INSIDE SHLD.																									5192	17	
273+16	322+06	I-30 EB OUTSIDE SHLD.																									5196	17	
322+06	348+72	I-30 WB OUTSIDE SHLD.																									2828	9	
322+06	348+72	I-30 EB INSIDE SHLD.																									2828	9	
348+72	381+00	I-30 WB INSIDE SHLD.																									3426	11	
348+72	381+00	I-30 WB OUTSIDE SHLD.																									3426	11	
SUBTOTALS (BOX 3 OF 4)						204517	204517																				41887	137	

QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	606	1465

(2) QUANTITIES

REMOVAL AND DISPOSAL OF ITEMS (BOX 4 OF 4)

STATION	STATION	LOCATION	CURB	CURB AND GUTTER	CONCRETE MEDIAN BARRIER	PORTLAND CEMENT CONCRETE PAVEMENT	ASPHALT PAVEMENT	CONCRETE ISLANDS	CONCRETE DRIVEWAYS	CONCRETE WALKS	CONCRETE BLOCK BUILDING	BUILDINGS	FOUNDATIONS	CONCRETE SLABS	OVERHEAD SIGN STRUCTURE	BILLBOARDS	SIGNS	SIGN FOUNDATIONS	PLANTERS	GUARDRAIL	LUMINAIRE POLE AND FOUNDATION	CANOPY	STEEL POSTS	CONCRETE DITCH PAVING	CONCRETE PIER PROTECTION	IMPACT ATTENUATION BARRIER	PIPE UNDERDRAINS	UNDERDRAIN OUTLET PROTECTORS	CRASH CUSHIONS
			LIN. FT.	LIN. FT.	LIN. FT.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	EACH	EACH	SQ. YD.	SQ. YD.	EACH	EACH	EACH	EACH	EACH	LIN. FT.	EACH	EACH	EACH	SQ. YD.	LIN. FT.	EACH	LIN. FT.	EACH	EACH
348+72	381+00	I-30 EB INSIDE SHLD.																									3426	11	
348+72	381+00	I-30 EB OUTSIDE SHLD.																									3426	11	
381+00	395+60	I-30 WB OUTSIDE SHLD.																									1550	5	
381+00	394+73	I-30 EB INSIDE SHLD.																									1463	5	
399+33	411+86	I-30 WB OUTSIDE SHLD.																									1343	5	
398+40	411+21	I-30 EB INSIDE SHLD.																									1371	5	
417+70	434+01	I-30 WB INSIDE SHLD.																									1739	6	
417+70	434+01	I-30 WB OUTSIDE SHLD.																									1739	6	
416+93	433+25	I-30 EB INSIDE SHLD.																									1740	6	
416+93	433+25	I-30 EB OUTSIDE SHLD.																									1740	6	
445+69	477+65	I-30 WB INSIDE SHLD.																									3394	11	
445+69	477+65	I-30 WB OUTSIDE SHLD.																									3394	11	
444+92	477+65	I-30 EB INSIDE SHLD.																									3471	11	
444+92	477+65	I-30 EB OUTSIDE SHLD.																									3471	11	
477+65	487+57	I-30 WB INSIDE SHLD.																									1064	4	
477+65	487+48	I-30 EB OUTSIDE SHLD.																									1055	4	
487+57	497+88	I-30 WB INSIDE SHLD.																									1103	4	
487+61	497+87	I-30 WB OUTSIDE SHLD.																									1098	4	
487+52	497+86	I-30 EB INSIDE SHLD.																									1106	4	
487+48	497+85	I-30 EB OUTSIDE SHLD.																									1109	4	
497+88	508+56	I-30 WB OUTSIDE SHLD.																									1140	4	
497+86	508+58	I-30 EB INSIDE SHLD.																									1144	4	
508+57	517+75	I-30 WB INSIDE SHLD.																									990	4	
508+56	517+75	I-30 WB OUTSIDE SHLD.																									991	4	
508+58	517+75	I-30 EB INSIDE SHLD.																									989	4	
508+59	517+75	I-30 EB OUTSIDE SHLD.																									988	4	
SUBTOTALS (BOX 4 OF 4)₂																											46044	158	
SUBTOTALS (BOX 3 OF 4)₂						204517	204517																				41887	137	
SUBTOTALS (BOX 2 OF 4)₂			1758	4337				746	372	82	2	2	1468	355	1	4	5	27	1		1	1	9						
SUBTOTALS (BOX 1 OF 4)₂			5403		1214															11332				13679	261	2			1
TOTALS₂			7161	4337	1214	204517	204517	746	372	82	2	2	1468	355	1	4	5	27	1	11332	1	1	9	13679	261	2	87931	295	1

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF ASPHALT PAVEMENT SHALL INCLUDE ONLY THE REMOVAL AND DISPOSAL OF ASPHALT PAVEMENT OVER EXISTING CONCRETE PAVEMENT.

NOTE: THE QUANTITY SHOWN ABOVE FOR THE REMOVAL AND DISPOSAL OF GUARDRAIL SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GUARDRAIL TERMINALS AND TERMINAL ANCHOR POSTS.

NOTE: REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE INCLUDES THE SIGNS, THE STEEL STRUCTURE AND THE CONCRETE FOUNDATIONS.

REMOVAL AND DISPOSAL OF FENCE

STATION	STATION	LOCATION	FENCE	PIPE FENCE	CHAIN LINK FENCE	ORNAMENTAL FENCE	BOARD FENCE	GATES
			LIN. FT.					EACH
245+70	245+70	I-30 RT.	189					
113+95	115+72	HWY. 70 LT. OF RAMP 1			201			
115+78	134+03	HWY. 70 LT. OF RAMP 1			1806			
6+84	8+85	FRONTAGE ROAD A		203				
8+87	10+93	FRONTAGE ROAD A		206				
11+48	12+24	FRONTAGE ROAD A		72				
372+50	373+15	I-30 RT.		65				
478+25		I-30 RT.						1
478+60		I-30 RT.						1
483+00	484+75	I-30 RT.			350			
483+25		I-30 RT.						2
484+75	489+85	I-30 RT.				500		
510+20		HWY. 67 RT.						1
510+20	520+75	HWY. 67 RT.	1200					
204+72	206+66	HWY. 67 RT. OF RAMP 2	226					
515+32		I-30 RT.			30			
515+48		I-30 RT.						2
515+62	516+20	I-30 RT.			58			
515+75		I-30 RT.		30				
516+37		I-30 RT.						1
516+55		I-30 RT.						1
516+68		I-30 RT.					30	
535+17	542+00	HWY. 67 LT.	680					
530+63	540+50	HWY. 67 RT.	987					
301+25	305+65	HWY. 67 RT. OF RAMP 3	450					
121+50	123+27	FRONTAGE ROAD C		182				
25+10	25+30	SOUTH ST. RT.					20	
29+10		SOUTH ST. LT.					200	
30+50	31+75	SOUTH ST. LT.			220			
31+18		SOUTH ST. LT.						2
200+99	203+71	SOUTH ST. RT. OF RAMP 2		262				
203+34	204+58	SOUTH ST. RT. OF RAMP 2			158			
203+36		SOUTH ST. RT. OF RAMP 2						2
204+40		SOUTH ST. RT. OF RAMP 2						2
TOTALS:			3732	1020	2823	500	250	15

REMOVAL AND DISPOSAL OF WRSF

STATION	STATION	LOCATION	WRSF
			LIN. FT.
2226+09	2236+15	LT. OF EB I-30	1003
3237+62	3245+06	RT. OF WB I-30	743
2249+75	2275+31	LT. OF EB I-30	2653
3253+03	3262+09	RT. OF WB I-30	946
3263+98	3275+12	RT. OF WB I-30	1150
263+54	393+53	I-30 MEDIAN	12999
400+26	409+62	I-30 MEDIAN	936
400+26	409+62	I-30 MEDIAN	936
400+26	409+62	I-30 MEDIAN	936
418+86	432+00	I-30 MEDIAN	1314
446+90	489+75	I-30 MEDIAN	4311
475+50	508+92	I-30 MEDIAN	3380
TOTALS:			31307

REMOVAL AND DISPOSAL OF APPROACH SLABS AND GUTTERS

STATION	STATION	LOCATION	APPROACH SLABS	APPROACH GUTTERS
			EACH	EACH
244+97	245+44	EXISTING WB BRIDGE OVER HWY. 70	1	2
245+17	245+70	EXISTING EB BRIDGE OVER HWY. 70	1	2
249+49	250+03	EXISTING WB BRIDGE OVER HWY. 70	1	2
249+75	250+21	EXISTING EB BRIDGE OVER HWY. 70	1	2
418+32	418+95	EXISTING HWY. 70 RAMP 4 BRIDGE		2
394+72	395+55	EXISTING EB BRIDGE OVER HWY. 67	1	2
395+59	396+35	EXISTING WB BRIDGE OVER HWY. 67	1	2
397+62	398+40	EXISTING EB BRIDGE OVER HWY. 67	1	2
398+33	399+33	EXISTING WB BRIDGE OVER HWY. 67	1	2
410+86	411+63	EXISTING EB BRIDGE OVER SALINE RIVER RELIEF	1	2
411+64	412+31	EXISTING WB BRIDGE OVER SALINE RIVER RELIEF	1	2
416+26	416+94	EXISTING EB BRIDGE OVER SALINE RIVER RELIEF	1	2
416+94	417+71	EXISTING WB BRIDGE OVER SALINE RIVER RELIEF	1	2
433+25	434+03	EXISTING EB BRIDGE OVER SALINE RIVER	1	2
434+01	434+69	EXISTING WB BRIDGE OVER SALINE RIVER	1	2
444+25	444+92	EXISTING EB BRIDGE OVER SALINE RIVER	1	2
444+93	445+69	EXISTING WB BRIDGE OVER SALINE RIVER	1	2
26+23	26+40	EXISTING SOUTH ST. BRIDGE OVER I-30	1	2
29+20	29+36	EXISTING SOUTH ST. BRIDGE OVER I-30	1	2
TOTALS:			18	38

QUANTITIES

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	607	1465
				②		QUANTITIES		

STRUCTURES (BOX 1 OF 4)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) LIN. FT.					(CLASS IV) LIN. FT.						(CLASS V) LIN. FT.				FLARED END SECTIONS FOR R.C. PIPE CULVERTS EACH						DROP INLETS TYPE EACH							EXT.	JUNCTION BOXES	MODIFYING DROP INLETS	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL. EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STEEL GRATE ASSEMBLY TYPE I		STD. DWG. NOS.
		18"	24"	30"	36"	48"	18"	24"	30"	36"	42"	48"	18"	24"	30"	48"	18"	24"	30"	36"	42"	48"	MO	RM	RM SP.	ST	TM	SPECIAL		8'	(TYPE ST)											24"	30"	
233+70 TO 235+66	CONSTRUCT LINE A													277									2																			FPC-9D, PCC-1
239+94 TO 344+82	CONSTRUCT LINE Z-1		8					43						92	4								1			1				1										1		G-1, FPC-9S, FPC-9D, PCC-1
239+94 TO 344+82	CONSTRUCT LINE B	545															1						3															5	0.06			FPC-9D, FES-1&2 PCC-1
127+98	CONSTRUCT LINE C (HWY. 70 RAMP 1)		4																							1																FPC-9S, PCC-1
120+43 TO 125+00	CONSTRUCT LINE D (HWY. 70 RAMP 1, HWY. 70 RAMP 2)	139	316				40							59				1					1			4												8	0.10			FPC-9S, FES-1&2, PCC-1
228+94 TO 228+96	CONSTRUCT LINE D-1 (HWY. 70 RAMP 1, HWY. 70 RAMP 2)		45																							1																FPC-9S, PCC-1
222+66	CONSTRUCT LINE D-4 (HWY. 70 RAMP 1, HWY. 70 RAMP 2)	44																					1																			FPC-9S, PCC-1
258+89 TO 259+58	CONSTRUCT LINE E-1												70										1																6	0.08			FPC-9D, PCC-1
254+60 TO 254+77	CONSTRUCT LINE Z-2 (HWY. 70 RAMP 1)			8														1																				13	0.16			FES-1&2, PCC-1
254+60 TO 254+77	CONSTRUCT LINE E			16					130									1					2																6	0.08			SPECIAL DETAILS, FPC-9S, FPC-9D, PCC-1
111+00	CONSTRUCT LINE Z-3				109														2																				34	0.43			FES-1&2, PCC-1
7+49 TO 15+02	CONSTRUCT LINE F (FRONTAGE ROAD A)		465					270																		7																FPC-9S, PCC-1
259+07	DBL. 4' x 6' x 6'-6" R.C. BOX CULVERT EXTENSION																																	2-4	6	7	17.76	1707	18	15	0.19		RCB-1, RCB-2, RCB-3, PBC-1, SPECIAL DETAILS
237+08	MODIFY DROP INLET (HWY. 70 RAMP 2)																																1										SPECIAL DETAILS
263+75 TO 264+00	CONSTRUCT LINE G		88															1					2																8	0.10			FPC-9D, FES-1&2, PCC-1
264+00 TO 264+25	CONSTRUCT LAT G-1		22																				1																				FPC-9D, PCC-1
268+89 TO 269+12	CONSTRUCT LINE Z-4					32							12										1			3							1										SPECIAL DETAILS, FPC-9S, FPC-9D, FES-1&2, PCC-1
278+92 TO 276+89	CONSTRUCT LINE MI-A-1						200																			1																FPC-9S, PCC-1
278+92 TO 281+96	CONSTRUCT LINE MI-A-2	204																								2																FPC-9S, PCC-1
278+93	CONSTRUCT LINE Z-5			36					16														2			2													6	0.08			SPECIAL DETAILS, FPC-9D, PCC-1
284+85 TO 290+94	CONSTRUCT LINE MI-B	612																								6																FPC-9S, PCC-1
288+91 TO 289+30	CONSTRUCT LINE Z-6			32																						2							1									1	G-1, FPC-9S, PCC-1
297+14 TO 293+07	CONSTRUCT LINE MI-C	397																								4																FPC-9S, PCC-1
297+02 TO 297+13	CONSTRUCT LINE Z-7			4											167									2		2													14	0.18			SPECIAL DETAILS, FPC-9S, PCC-1
299+03 TO 309+17	CONSTRUCT LINE MI-D, MI-D-7	1016																								10																FPC-9S, PCC-1
306+65 TO 307+58	CONSTRUCT LINE Z-8			16				4																		2																FPC-9S, PCC-1
314+88 TO 310+82	CONSTRUCT LINE MI-E	408																								4																FPC-9S, PCC-1
314+88	CONSTRUCT LINE Z-9	8					20						8										1			2																FPC-9D, PCC-1
SUBTOTALS (BOX 1 OF 4)		3373	948	112	109	32	264	313	146				12	78	428	171		1	2	2	2			18	2	54				2	2				17.76	1707	18	115	1.46	1	1	

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	608	1465
				(2)		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
10/17/2404
2018-08-03

STRUCTURES (BOX 2 OF 4)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	48"	(CLASS IV) 18"	24"	30"	36"	42"	48"	(CLASS V) 18"	24"	30"	36"	48"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	36"	42"	48"	DROP INLETS TYPE MO	RM	RM SP.	ST	TM	SPECIAL	EXT. 8'	JUNCTION BOXES (TYPE ST)	MODIFYING DROP INLETS	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL. EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STEEL GRATE ASSEMBLY TYPE I 24"	30"	STD. DWG. NOS.
		LIN. FT.																EACH						EACH										LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	EACH		
320+42 TO 317+42	CONSTRUCT LINE MI-F	334																								6																		FPC-9S, PCC-1
320+96 TO 331+39	CONSTRUCT LINE MI-G	1060																								12																		FPC-9S, PCC-1
332+78	CONSTRUCT LINE Z-10		66					59						150					2						2		2														21	0.26			SPECIAL DETAILS, FPC-9S, FPC-9D, FES-1&2, PCC-1
346+72 TO 336+14	CONSTRUCT LINE MI-I	1066																								12																		FPC-9S, PCC-1
346+07 TO 348+11	CONSTRUCT LINE H	168	28																						3				1															SPECIAL DETAILS, FPC-9D, PCC-1
346+04 TO 348+11	CONSTRUCT LINE I	169	19																						3				1															SPECIAL DETAILS, FPC-9D, PCC-1
346+82 TO 353+94	CONSTRUCT LINE MI-J	718																								10																		FPC-9S, PCC-1
364+94 TO 356+84	CONSTRUCT LINE MI-K	814																								9																		FPC-9S, PCC-1
364+94 TO 363+93	CONSTRUCT LINE J							97																	1																				SPECIAL DETAILS, FPC-9D, PCC-1
364+94	CONSTRUCT LINE Z-11					4						134				140						2		3			1														71	0.89			SPECIAL DETAILS, FPC-9D, FES-1&2, PCC-1
372+68 to 367+00	CONSTRUCT LINE MI-L	614																								8																		FPC-9S, PCC-1
372+74 TO 377+10	CONSTRUCT LINE MI-M	394					35																			3																		FPC-9S, PCC-1
372+32	CONSTRUCT INLET LT.																												1															FPC-9D
373+00	CONSTRUCT INLET RT.																												1															FPC-9D
113+75 TO 380+49	CONSTRUCT LINE K (I-30, HWY. 67 RAMP I)	297	844															1								8															8	0.10			FPC-9S, FES-1&2, PCC-1
521+12 TO 389+05	CONSTRUCT LINE L (I-30, HWY. 67 RAMP I, HWY. 67)	593		162											187				1				1	1		3															13	0.16			FPC-9S, FPC-9D, FES-1&2, PCC-1
520+51 TO 518+18	CONSTRUCT LINE L-1 (HWY. 67)	230																					1																						FPC-9D, PCC-1
517+96 TO 517+63	CONSTRUCT LINE M (HWY. 67 RAMP 5)	78												39				1						2														7.34			5	0.06			SPECIAL DETAILS, FES-1&2, PCC-1
404+19 TO 402+74	CONSTRUCT LINE N (HWY. 67 RAMP 4)	162																1								2															5	0.06			FPC-9S, FES-1&2, PCC-1
521+40 TO 522+43	CONSTRUCT LINE L-2 (HWY. 67)						139											1						1																	5	0.06			FPC-9D, FES-1&2, PCC-1
39+59 TO 40+28	CONSTRUCT DBL. RCP-1 (FRNTG. RD. A)													126																															FES-1&2, PCC-1
43+78 TO 44+10	CONSTRUCT LINE Z-12 (FRNTG. RD. A)								168										4																						28	0.35			FES-1&2, PCC-1
519+63 TO 520+90	CONSTRUCT LINE Z-13 (HWY. 67)			508															4																						28	0.35			FES-1&2, PCC-1
536+26 TO 536+30	CONSTRUCT LINE Z-14 (HWY. 67)											119										2																		58	0.73			FES-1&2, PCC-1
SUBTOTALS (BOX 2 OF 4)₂		6697	957	670		4	174	156	168			253	165	150	187	140	3	3	9			4	2	16		76	4											7.34			242	3.02			

QUANTITIES

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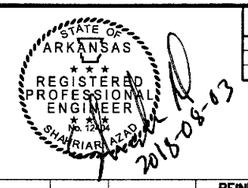

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				6	ARK.			
				JOB NO.		CA0601	609	1465

② QUANTITIES

STRUCTURES (BOX 3 OF 4)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	48"	(CLASS IV) 18"	24"	30"	36"	42"	48"	(CLASS V) 18"	24"	30"	48"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	36"	42"	48"	DROP INLETS TYPE MO	RM	RM SP.	ST	TM	SPECIAL	EXT. 8'	JUNCTION BOXES (TYPE ST)	MODIFYING DROP INLETS	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL. EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STEEL GRATE ASSEMBLY TYPE I 24"	30"	STD. DWG. NOS.
		LIN. FT.															EACH						EACH									LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	EACH		
408+50	CONSTRUCT LINE Z-15 (HWY 67 RAMP 4)			111															2																								FES-1&2, PCC-1
305+68 TO 305+11	CONSTRUCT LINE Z-16 (HWY 67 RAMP 3)														144				2																								FES-1&2, PCC-1
408+51 TO 398+23	CONSTRUCT LINE O	791	136	87											106				1							6																FPC-9S, FES-1&2, PCC-1
408+51TO 410+72	CONSTRUCT LINE O-1	215																								2																FPC-9S, PCC-1
208+50	CONSTRUCT LINE O-2						84										1									1																FPC-9S, PCC-1
410+40	CONSTRUCT LINE O-3	81															1									1																FPC-9S, PCC-1
420+00 TO 423+50	CONSTRUCT LINE MI-N	356											101				1									6																FPC-9S, FES-1&2, PCC-1
431+21 TO 427+00	CONSTRUCT LINE MI-P	423											118				1									5																FPC-9S, FES-1&2, PCC-1
431+21 TO 431+84	CONSTRUCT LINE MI-P-1	65																								2																FPC-9S, PCC-1
447+00 TO 451+00	CONSTRUCT LINE MI-Q	402											91				1									5																FPC-9S, FES-1&2, PCC-1
447+00TO 447+56	CONSTRUCT LINE MI-Q-1	58																								2																FPC-9S, PCC-1
461+11 TO 457+00	CONSTRUCT LINE MI-R	414											84				1									6																FPC-9S, FES-1&2, PCC-1
461+11 TO 467+00	CONSTRUCT LINE MI-R-5	584																								4																FPC-9S, PCC-1
465+27 TO 475+32	CONSTRUCT LINE P	394	197	440														1								6																FPC-9S, FES-1&2, PCC-1
469+26 TO 477+01	CONSTRUCT LINE P-1	637	52											93												6																FPC-9S, PCC-1
118+13 TO 118+78	CONSTRUCT LINE Z-17									318										6																						FES-1&2, PCC-1
477+30	CONSTRUCT LINE Z-18									296										4																						FES-1&2, PCC-1
407+10 TO 407+11	CONSTRUCT LINE Q (SOUTH ST. RAMP 4)						41										1									1																FPC-9D, FES-1&2, PCC-1
88+22 TO 93+02	CONSTRUCT LINE R (FRONTAGE ROAD C)	439															1								4																FPC-9M, FES-1&2, PCC-1
483+98 TO 107+13	CONSTRUCT LINE R-4, R-8, R-9 (FRONTAGE ROAD C)	1280					48																		10																FPC-9M, PCC-1
130+04	CONSTRUCT LINE T (FRONTAGE ROAD D)		34															1																						FES-1&2, PCC-1
477+24 TO 121+65	CONSTRUCT LINE S, S-1, S-2, S-3, S-4, S-5, S-6, S-7, S-8, S-10 (I -30, FRONTAGE ROAD C)	678	235						957	1212	713			64							1			4	2		26														SPECIAL DETAILS, FPC-9S, FPC-9D, FPC-9M, FES-1&2, PCC-1
115+63 TO 118+06	CONSTRUCT LINE S-9	352																					3	1																	SPECIAL DETAILS, FPC-9D, FPC-9M, PCC-1
372+70	CONSTRUCT 5' x 5' x 317'-7" R.C. BOX CULVERT																																5	5	318	179.49	17386	31	17	0.21			
SUBTOTALS (BOX 3 OF 4)₂		7169	654	638			173		957	1826	713		394	157	250		8	2	5	10	1		21	3		79										179.49	17386	31	253	3.16			

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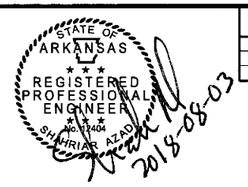

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				6	ARK.			
				JOB NO.		CA0601	610	1465
				②	QUANTITIES			

STRUCTURES (BOX 4 OF 4)

STATION	DESCRIPTION	REINFORCED CONCRETE PIPE CULVERT (CLASS III) 18"	24"	30"	36"	48"	(CLASS IV) 18"	24"	30"	36"	42"	48"	(CLASS V) 18"	24"	30"	48"	FLARED END SECTIONS FOR R.C. PIPE CULVERTS 18"	24"	30"	36"	42"	48"	DROP INLETS TYPE MO	RM	RM SP.	ST	TM	SPECIAL	EXT. 8'	JUNCTION BOXES (TYPE ST)	MODIFYING DROP INLETS	SPAN	HEIGHT	LENGTH	CLASS S CONCRETE-ROADWAY	REINF. STEEL-ROADWAY (GRADE 60)	UNCL. EXC. FOR STR.-ROADWAY	SOLID SODDING	WATER	STEEL GRATE ASSEMBLY TYPE I 24"	30"	STD. DWG. NOS.
		LIN. FT.															EACH						EACH									LIN. FT.			CU.YD.	POUND	CU.YD.	SQ.YD.	M.GAL.	EACH		
29+50	CONSTRUCT LINE S-11,LINE S-12 (SOUTH ST.)	75															2						2																10	0.13			FPC-9M,FES-1&2, PCC-1
487+00 TO 154+97	CONSTRUCT LINE U (FRONTAGE ROAD D, I-30)	765			553				425	589										1			2	1	1	9				1								23	0.29			SPECIAL DETAILS, FPC-9S, FPC-9D, FPC-9M FES-1&2,
502+92 TO 41+53	CONSTRUCT LINE U-1, U-1-1, U-1-2-1(FRONTAGE ROAD D, SOUTH ST., BELL ST.)	134	462					212															10	1														6	0.08			SPECIAL DETAILS, FPC-9D, FPC-9M, PCC-1
20+93 TO 26+00	CONSTRUCT LINE U-3, U-3-2, U-4-1, U-5-1, U-5-2, U-8 (SOUTH ST.)	340															5						7			1												25	0.32			FPC-9M,FPC-9S,FES-1&2, PCC-1
519+21 TO 510+02	CONSTRUCT LINE V	65	363	436									83												3	5				1													SPECIAL DETAILS, FPC-9D FPC-9S, PCC-1
516+75 TO 519+33	CONSTRUCT LINE V-1	248																								3																	SPECIAL DETAILS, FPC-9S, PCC-1
202+99 TO 32+09	CONSTRUCT LINE V-2, LAT V-2-3, V-2-4, V-3 (RAMP 2, RAMP B, SOUTH ST.)	646	200											48									12							1													FPC-9M,FES-1&2, PCC-1
5+64 TO 5+99	CONSTRUCT LINE Y (SEVIER ST.)	56															1							1														11	0.14			FPC-9D, FES-1&2, PCC-1
159+08 TO 156+75	CONSTRUCT LINE W (FRONTAGE ROAD D)	145					81						63											3							1								18	0.23			FPC-9D, FPC-9S, PCC-1
531+30.00	CONSTRUCT DROP INLET IN MEDIAN																												1													SPECIAL DETAILS
354+27.50	CONSTRUCT DROP INLET IN MEDIAN																												1													SPECIAL DETAILS
537+09.43	CONSTRUCT DROP INLET IN MEDIAN																												1													SPECIAL DETAILS
SUBTOTALS (BOX 4 OF 4)₂		2474	1025	436	553		81	212	425	589			146	48			8			1			33	6	4	18		3	1	3								93	1.19			
SUBTOTALS (BOX 3 OF 4)₂		7169	654	638			173		957	1826	713		394	157	250		8	2	5	10	1		21	3		79										179.49	17386	31	253	3.16			
SUBTOTALS (BOX 2 OF 4)₂		6697	957	670		4	174	156	168			253	165	150	187	140	3	3	9			4	2	16		76	4										7.34			242	3.02			
SUBTOTALS (BOX 1 OF 4)₂		3373	948	112	109	32	264	313	146			12	78	428	171		1	2	2	2				18	2	54				2	2						17.76	1707	18	115	1.46	1	1	
TOTALS (UNDER 20' SPAN)₂		19713	3584	1856	662	36	692	681	1696	2415	713	265	783	783	608	140	20	7	16	13	1	4	56	43	6	227	4	3	1	5	2						204.59	19093	49	703	8.83	1	1	
STRUCTURES OVER 20' - 0" SPAN																																												
260+00	DBL. 8' x 6' x 286'-2" R.C. BOX CULVERT																															2-8	6	286	542.51	89287	249	29	0.37			RCB-1, RCB-2, RCB-3, PBC-1, SPECIAL DETAILS
11+21 AND 11+32	DBL. 4' x 6' x 6'-4" R.C. BOX CULVERT EXTENSION AND DBL. 4' x 6' x 38'-6" R.C. BOX CULVERT EXTENSION AND NEW 10' x 6' x 116' R.C. BOX																															2-4, 2-4, 10	6	161	170.61	22259	86	27	0.34			RCB-1, RCB-2, RCB-3, PBC-1, SPECIAL DETAILS
399+78	TRIPLE 11' x 6' x 540' R.C. BOX CULVERT																															3-11	6	540	2863.87	403219	1301	34	0.43			RCB-1, RCB-2, RCB-3, PBC-1, SPECIAL DETAILS
74+25	TRIPLE 10' x 6' x 102'-4 1/2" R.C. BOX CULVERT																															3-10	6	102	299.34	48948	139	31	0.39			RCB-1, RCB-2, RCB-3, PBC-1, SPECIAL DETAILS
TOTALS (OVER 20' SPAN)₂																																			3876.33	563713	1775	121	1.53			
TOTALS₂		19713	3584	1856	662	36	692	681	1696	2415	713	265	783	783	608	140	20	7	16	13	1	4	56	43	6	227	4	3	1	5	2						4080.92	582806	1824	824	10.36	1	1	

BASIS OF ESTIMATE:
WATER.....12.6 GAL. / SQ. YD. OF SOLID SODDING

NOTE: NOTE: FOR R.C. PIPE CULVERT INSTALLATIONS USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED.

NOTE:
AT THE CONTRACTORS OPTION, HIGH EARLY STRENGTH CONCRETE (f'c = 3,500 PSI. MINIMUM) MAY BE USED AT NO ADDITIONAL COST TO THE DEPARTMENT IN ORDER TO EXPEDITE CONSTRUCTION OF TRIPLE 11' X 6' X 540' BOX CULVERT. WHEN HIGH EARLY STRENGTH IS USED, IT SHALL BE MADE WITH THE USE OF HIGH EARLY STRENGTH PORTLAND CEMENT COMPLYING WITH AASHTO M 85, TYPE III CEMENT, IN LIEU OF AASHTO M 85, TYPE I CEMENT. ALL CONCRETE USED FOR THE CONSTRUCTION OF TRIPLE 11' X 6' X 540' BOX CULVERT SHALL BE PAID FOR AS CLASS "S" CONCRETE. EXCAVATION AND BACKFILLING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 801.

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09-07-18				6	ARK.			
				JOB NO.		CA0601	611	1465
				②		QUANTITIES		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ARANDA
2018-09-06

DUMPED RIPRAP AND FILTER BLANKET

STATION	LOCATION	UNCLASSIFIED EXCAVATION	DUMPED RIPRAP	FILTER BLANKET
		CU. YD.	CU. YD.	SQ. YD.
260+00	OUTLET OF BOX CULVERT	350	275	
11+21	OUTLET OF BOX CULVERT	185	145	
332+78	OUTLET OF PIPE CULVERT	2	2	9
536+36	OUTLET OF PIPE CULVERT	12	12	30
346+78	OUTLET OF BOX CULVERT	261	105	
365+26	OUTLET OF PIPE CULVERT	75	46	
372+70	OUTLET OF BOX CULVERT	88	45	
399+62	OUTLET OF PIPE CULVERT	26	16	
75+26	OUTLET OF BOX CULVERT		197	394
399+78	OUTLET OF BOX CULVERT		165	331
TOTALS:		999	1008	764

NOTE: QUANTITIES ESTIMATED.
SEE SECTION 104.03 OF THE STANDARD SPECIFICATIONS
NOTE: FILTER BLANKET SHALL BE GEOTEXTILE FABRIC (TYPE 5).

CULVERT CLEAN OUT

STATION	LOCATION	EACH
233+65	I-30	1
233+71	I-30	1
118+87	HWY. 70 RAMP 1	1
253+66	I-30	1
253+84	I-30	1
257+33	I-30	1
258+55	I-30	1
268+95	I-30	1
278+92	I-30	1
288+90	I-30	1
297+13	I-30	1
307+82	I-30	1
314+88	I-30	1
320+82	I-30	1
346+77	I-30	1
400+46	I-30	1
424+76	I-30	1
519+21	I-30	1
TOTAL:		18

FLOWABLE SELECT MATERIAL

STATION	LOCATION	CU. YD.
297+13	I-30 - ABANDON R.C. PIPE	3
332+86	I-30 - ABANDON R.C. PIPE	3
364+84	I-30 - ABANDON R.C. PIPE	3
372+22	I-30 - ABANDON R.C. PIPE	4
52+19	SEVIER STREET - ABANDON C.M. PIPE	3
TOTAL:		16

DELINEATORS

LOCATION	TYPE-2		BARRIER WALL	
	WHITE	YELLOW	WHITE	YELLOW
	EACH			
HWY. 70 RAMP 1	50	28		132
HWY. 70 RAMP 3	32	30		
INSPECTION STATION RAMP 1	6	9	40	
INSPECTION STATION RAMP 3	6	11	42	
HWY. 67 RAMP 1	4	10	164	85
HWY. 67 RAMP 3	16	17	144	109
SOUTH ST. RAMP 1	5	9	157	109
TOTALS:	119	114	547	435

CRASH CUSHIONS

STATION	LOCATION	EACH
386+33	I-30 RT.	1
418+24	I-30 LT.	1
464+56	I-30 RT.	1
TOTAL:		3

TEMPORARY DRAINAGE

STATION	DESCRIPTION	TEMPORARY PIPE CULVERT		
		18"	24"	30"
		LIN. FT.		
233+47	STAGE 1 - MAIN LANES		293	
501+64	STAGE 1 - MAIN LANES		16	
504+74	STAGE 1 - MAIN LANES	8	8	
506+57	STAGE 1 - MAIN LANES	8		
485+37	STAGE 1A - MAIN LANES		16	
492+84	STAGE 1A - MAIN LANES		8	
288+80	STAGE 2 - MAIN LANES	48		
343+44	STAGE 2 - MAIN LANES	450		
372+65	STAGE 2 - MAIN LANES		8	
387+13	STAGE 2 - MAIN LANES		126	
464+74	STAGE 2 - MAIN LANES	16		
483+01	STAGE 2 - MAIN LANES	50		
494+78	STAGE 2 - MAIN LANES	415		
494+90	STAGE 2 - MAIN LANES	36		
516+86	STAGE 2 - HWY. 67	169		
530+29	STAGE 2 - HWY. 67	120		
148+35	STAGE 2 - FRTG. RD. D		28	
483+00	STAGE 2A - MAIN LANES	100		
492+15	STAGE 2A - MAIN LANES	85		
504+74	STAGE 2A - MAIN LANES	4		
507+87	STAGE 2A - MAIN LANES	4		
303+00	STAGE 2A - HWY. 67 RAMP	127		
513+51	STAGE 3 - MAIN LANES	105		
115+50	STAGE 3 - HWY. 70 RAMP 1		125	
201+54	STAGE 3 - HWY. 67 RAMP 2	70		
477+56	STAGE 3A - MAIN LANES			40
507+96	STAGE 3A - MAIN LANES		145	
263+47	STAGE 3B - MAIN LANES	112		
TOTALS:		1927	773	40

NOTE: TEMPORARY INLET IS SUBSIDIARY TO TEMPORARY CULVERTS.

ADDITIONAL SHORING

(SITE NO. __)	LOCATION / DESCRIPTION	SHORING (SITE NO. __)
		LUMP SUM
10	HWY. 70 INTERCHANGE AT RAMP 3	1.00
11	HWY. 67 INTERCHANGE AT RAMP 2	1.00
12	SUBGRADE IMPROVEMENT	1.00

EARTHWORK

STATION	STATION	LOCATION / DESCRIPTION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
ENTIRE	PROJECT	STAGE 1-MAIN LANES	3437	6566
		STAGE 1-HWY. 70 INTERCHANGE	3878	2596
		STAGE 2-INSPECTION STATION	138	40
		STAGE 1-HWY. 67	1070	2717
		STAGE 1-HWY. 67 INTERCHANGE	61	274
		STAGE 1-SOUTH ST.	419	3170
		STAGE 1-SOUTH ST. INTERCHANGE	451	118
		STAGE 1-FRONTAGE ROADS	742	754
ENTIRE	PROJECT	STAGE 2-MAIN LANES	30102	19268
		STAGE 2-HWY. 70 INTERCHANGE	212	2384
		STAGE 2-INSPECTION STATION	172	48
		STAGE 2-HWY. 67	66786	58201
		STAGE 2-HWY. 67 INTERCHANGE	981	9806
		STAGE 2-LEANDER ST.	930	55
		STAGE 2-SOUTH ST.	3099	4272
		STAGE 2-SOUTH ST. INTERCHANGE	336	179
		STAGE 2-FRONTAGE ROADS	38447	32588
		STAGE 2-BRIDGES OVER SALINE RIVER RELIEF	636	
ENTIRE	PROJECT	STAGE 3-MAIN LANES	109146	203851
		STAGE 3-HWY. 70 INTERCHANGE	30295	21460
		STAGE 3-INSPECTION STATION	2262	26
		STAGE 3-HWY. 67	3754	7663
		STAGE 3-HWY. 67 INTERCHANGE	49722	33411
		STAGE 3-SOUTH ST.	2346	1640
		STAGE 3-SOUTH ST. INTERCHANGE	7547	4575
		STAGE 3-FRONTAGE ROADS	6422	4262
		STAGE 3-BRIDGES OVER HWY. 70	425	
		STAGE 3-BRIDGES OVER SALINE RIVER RELIEF	912	
ENTIRE	PROJECT	STAGE 4-MAIN LANES	100646	36124
		STAGE 4-HWY. 70 INTERCHANGE	31463	12891
		STAGE 4-INSPECTION STATION	1963	89
		STAGE 4-HWY. 67	12274	5730
		STAGE 4-HWY. 67 INTERCHANGE	4286	25960
		STAGE 4-SOUTH ST.	433	1375
		STAGE 4-SOUTH ST. INTERCHANGE	4622	1807
		STAGE 4-FRONTAGE ROADS	2491	290
		STAGE 4-BRIDGES OVER SALINE RIVER RELIEF	140	
ENTIRE	PROJECT	STAGE 5-MAIN LANES	3430	2615
		STAGE 5-HWY. 70 INTERCHANGE	1986	2085
TOTALS:			528462	508890

EARTHWORK - PAVEMENT OBLITERATON

STATION	STATION	LOCATION	UNCLASSIFIED EXCAVATION	COMPACTED EMBANKMENT
			CU. YD.	
239+54	245+05	WB I-30	417	816
249+89	254+32	WB I-30	469	891
259+88	272+99	WB I-30	1308	2492
480+73	487+75	WB I-30	214	261
TOTALS:			2408	4460

NOTE: APPLIES TO REMOVAL OF EXISTING PAVEMENT BEYOND THE CONSTRUCTION LIMIT.

QUANTITIES

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Csilver
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR ASAD
12406
2018-11-29

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
11-26-18				6	ARK.			
				JOB NO.		CA0601	612	1465
				(2)		QUANTITIES		

RETAINING WALL

RETAINING WALL NAME	BEGIN	END	BASELINE	MSE WALL	SOIL NAIL WALL	SELECT GRANULAR BACKFILL	SELECTED MATERIAL (CLASS SM-1)	FLOWABLE SELECT MATERIAL	TEXTURED COATING FINISH
				SQ. FT.	SQ. FT.	CU. YD.	CU. YD.	CU. YD.	SQ. YD.
AA	5+14.00	7+90.00	RW_AA	4865		2729	542		842
BB	5+20.00	15+00.00	RW_BB		11637			72.00	1883
CC	1+00.80	7+40.40	RW_CC		9673				1582
DD	1+79.02	12+67.26	RW_DD	16302		7645	3378		2050
EE	0+33.18	5+71.85	RW_EE	8819		3910	2746		980
FF	0+34.90	1+99.47	RW_FF	1982		751			221
GG	0+34.51	2+04.16	RW_GG	1986		743			221
TOTALS:				33954	21310	15778	6666	72.00	7779

UNCLASSIFIED EXCAVATION QUANTIFIED UNDER THE CROSS SECTION TABULATED QUANTITIES.
* FOR SITE DESCRIPTION REFER TO SPECIAL PROVISION "SHORING".

NOTE: TEXTURED COATING FINISH SHALL BE APPLIED TO RETAINING WALL, CONCRETE BARRIER WALL & COPING IN ACCORDANCE WITH SPECIAL PROVISION "TEXTURED COATING FINISH"

SOIL LOG

STATION	OFFSET	LOCATION	DEPTH FEET	LIQUID LIMIT	PLASTICITY INDEX	AASHTO CLASSIFICATION	COLOR
250+00	55' RT.	MAIN LANES	0.5-1.5	22	3	A-1-b	DK. GRAY/BROWN
265+00	50' LT.	MAIN LANES	4.5-5.5	35	14	A-2-4	GRAY/REDDISH TAN/TAN
281+00	50' RT.	MAIN LANES	0.5-1.5	21	5	A-2-4	REDDISH TAN/BROWN
295+00	50' LT.	MAIN LANES	0.5-1.5	24	7	A-2-4	GRAY/REDDISH TAN/TAN
310+00	50' RT.	MAIN LANES	0.5-1.5	22	6	A-2-6	LT. GRAY/TAN/REDDISH BROWN
325+00	60' LT.	MAIN LANES	2.5-3.5	32	7	A-2-4	GRAY/BROWN/TAN
340+00	50' RT.	MAIN LANES	2.5-3.5	33	14	A-6	REDDISH TAN/GRAY/TAN
355+00	60' LT.	MAIN LANES	2.5-3.5	82	60	A-7-6	TAN/BROWN
370+00	50' RT.	MAIN LANES	0.5-1.5	NP	NP	A-2-4	REDDISH BROWN
384+30	65' LT.	MAIN LANES	2.5-3.0	34	9	SHALE	GRAY/REDDISH TAN/DK. GRAY
390+00	50' RT.	MAIN LANES	0.5-1.5	77	53	A-7-6	GRAY/BROWN
401+00	55' RT.	MAIN LANES	0.5-1.5	NP	NP	A-3	BROWN
408+20	60' RT.	MAIN LANES	2.5-3.5	NP	NP	A-2-4	REDDISH BROWN
425+00	60' LT.	MAIN LANES	0.5-1.5	NP	NP	A-2-4	REDDISH TAN
447+00	60' LT.	MAIN LANES	2.5-3.5	26	9	A-2-4	BROWN
450+00	55' RT.	MAIN LANES	2.5-3.5	20	4	A-2-4	TAN/GRAY
475+00	50' LT.	MAIN LANES	3.0-4.0	NP	NP	A-2-4	REDDISH BROWN
490+00	20' RT.	MAIN LANES	0.5-1.5	21	9	A-4	BROWN
495+00	60' LT.	MAIN LANES	2.5-3.5	20	6	A-4	GRAY/TAN
515+00	55' RT.	MAIN LANES	2.5-3.5	28	15	A-6	REDDISH BROWN

SOIL CHARACTERISTICS TABULATED ABOVE ARE REPRESENTATIVE AT THE LOCATION OF THE SAMPLE, AND FROM SURFACE INDICATIONS ARE TYPICAL FOR THE LIMITS SHOWN. THESE DATA ARE SHOWN FOR INFORMATION ONLY. THE STATE WILL NOT BE RESPONSIBLE FOR VARIATIONS IN THE SOIL CHARACTERISTICS AND/OR EXTENT OF SAME DIFFERING FROM THE ABOVE TABULATIONS.
NP - NON-PLASTIC

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.RD PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
9-28-2018				JOB NO.		CA0601	613	1465
				①		Bridge Quantities		59687

A&B7424, A&B7411, A-C7412, A&B7413, 07414

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-28

SCHEDULE OF BRIDGE QUANTITIES - JOB CA0601

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	SS & 802	SP, SS, & 802	803	804	804	SS & 805	SS & 805	SS & 805	SS & 805	806	806	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SS & 807	SS & 808	SS & 809	SS & 809	812	816	816	816	SP JOB CA0601										
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.) (2)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	CLASS S CONCRETE - BRIDGE	CLASS S(AE) CONCRETE - BRIDGE	CLASS I PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GR. 60)	EPOXY COATED REINFORCING STEEL (GR. 60)	STEEL PILING (HP 12x53) (1)	STEEL PILING (HP 14x89) (1)	STEEL PILING (HP 14x102) (1)	PILE ENCASEMENT	METAL BRIDGE RAILING (TYPE H)	TRANSITIONAL APPROACH RAILING	STRUCTURAL STEEL IN BEAM SPANS (M 270 - GR 50)	STRUCTURAL STEEL IN BEAM SPANS (M 270 - GR 50W)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M 270 - GR 50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M 270 - GR 50W)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS	ARMORED JOINT WITH NEOPRENE STRIP SEAL	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP	CONCRETE RIPRAP	SHORING (SITE NO.)	DRILLED SHAFT (48" DIA.)	PERMANENT STEEL CASING (54" DIA.)	CROSSHOLE SONIC LOGGING (48" DIA.)	DRILLED SHAFT (42" DIA.)	PERMANENT STEEL CASING (48" DIA.)	CROSSHOLE SONIC LOGGING (42" DIA.)	CORING DRILLED SHAFT	TEXTURED COATING FINISH	ARCHITECTURAL FINISH
			UNIT	LUMP SUM	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LB.	LB.	LB.	LB.	TON	CU. IN.	LIN. FT.	LIN. FT.	EA.	SQ. YD.	CU. YD.	CU. YD.	LUMP SUM	LIN. FT.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	EACH	LIN. FT.	SQ. YD.	SQ. FT.
A7424	I-30 BRIDGE A OVER HWY. 70	I-30 BRIDGE A OVER HWY. 70																																				
		END BENT 1			198	53.60		0.5	7,459		528									980		0.5	1,974.4		46		447	224								69	52
		BENT 2				56.76			11,443											345		0.2	3,753.8							75	51	1				25	155	881
		BENT 3				65.30			11,617											206		0.2	3,729.4	46						71	47	1				24	170	997
		BENT 4				108.18			15,633											300		0.2	2,632.5							80	56	1				27	210	271
		END BENT 5				36.66		0.3	4,928		200									980		0.5	1,755.9		46			5									49	21
		240'-0" CONT. PLATE GIRDER UNIT 1					353.13	25.8		84,694										369,266		184.7															187	720
		174'-0" CONT. PLATE GIRDER UNIT 2					256.07	18.7		63,056										217,583		108.8				1											137	522
		EXIST. BR. NO. A3251 (SITE NO. 1)		1																									1									
		TOTAL FOR BRIDGE A7424			198	320.50	609.20	45.3	51,080	147,750	728									589,660		295.1	13,846.0	46	92	1	447	224	5		226	154	3				76	977	3,464
B7424	I-30 BRIDGE B OVER HWY. 70	I-30 BRIDGE B OVER HWY. 70																																				
		END BENT 1			85	66.32		0.6	8,310		638									1,266		0.7	2,369.3		59		422	211								82	49
		BENT 2				84.43			18,045											414		0.3	4,504.5							80	48	1				20	246	1,558
		BENT 3				89.32			16,896											248		0.2	4,475.3	59						90	58	1				23	233	1,395
		BENT 4				115.34			19,648											362		0.2	3,290.7							102	70	1				26	267	372
		END BENT 5				43.69		0.4	5,741		228									1,265		0.7	2,106.2		59			3									60	21
		240'-0" CONT. PLATE GIRDER UNIT 1					432.49	32.2		105,394										448,556		224.3				1											183	720
		174'-0" CONT. PLATE GIRDER UNIT 2					313.21	23.3		76,376										264,829		132.5															134	522
		EXIST. BR. NO. B3251 (SITE NO. 2)		1																									1									
		TOTAL FOR BRIDGE B7424			85	399.10	745.70	56.5	68,640	181,770	866									716,940		358.9	16,746.0	59	118	1	422	211	3		272	176	3				69	1,205	4,637

(1) Quantities shown are for estimating and bidding purposes only. Actual quantities will be determined in the field. All steel piling shall be Grade 50 and are required to have approved driving points which will not be paid for directly but shall be considered subsidiary to the item "STEEL PILING (HP12X53)", "STEEL PILING (HP14X89)", and "STEEL PILING (HP14X102)".

(2) Concrete Riprap removal subsidiary to "Removal of Existing Bridge Structures".

SHEET 1 OF 4
SCHEDULE OF BRIDGE QUANTITIES
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/8/2018
CHECKED BY: STS DATE: 4/19/2018
DESIGNED BY: JH DATE: 4/8/2017
FILENAME: bca0601m_qi
SCALE: NONE

BRIDGE NO. A&B7424, A&B7411, A-C7412, A&B7413, 07414 DRAWING NO. 59687

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
9-28-2018				JOB NO.		CA0601	614	1465
				①		Bridge Quantities		59688

A&B7424, A&B7411, A-C7412, A&B7413, 07414

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-28

SCHEDULE OF BRIDGE QUANTITIES - JOB CA0601

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	SS & 802	SP, SS, & 802	803	804	804	SS & 805	SS & 805	SS & 805	SS & 805	806	806	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SS & 807	SS & 808	SS & 809	SS & 809	812	816	816	816	SP JOB CA0601										
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.) (2)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	CLASS S CONCRETE - BRIDGE	CLASS S(AE) CONCRETE - BRIDGE	CLASS I PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GR. 60)	EPOXY COATED REINFORCING STEEL (GR. 60)	STEEL PILING (HP 12x53) (1)	STEEL PILING (HP 14x89) (1)	STEEL PILING (HP 14x102) (1)	PILE ENCASEMENT	METAL BRIDGE RAILING (TYPE H)	TRANSITIONAL APPROACH RAILING	STRUCTURAL STEEL IN BEAM SPANS (M 270 - GR 50)	STRUCTURAL STEEL IN BEAM SPANS (M 270 - GR 50W)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M 270 - GR 50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M 270 - GR 50W)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS	ARMORED JOINT WITH NEOPRENE STRIP SEAL	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP	CONCRETE RIPRAP	SHORING (SITE NO.)	DRILLED SHAFT (48" DIA.)	PERMANENT STEEL CASING (54" DIA.)	CROSSHOLE SONIC LOGGING (48" DIA.)	DRILLED SHAFT (42" DIA.)	PERMANENT STEEL CASING (48" DIA.)	CROSSHOLE SONIC LOGGING (42" DIA.)	CORING DRILLED SHAFT	TEXTURED COATING FINISH	ARCHITECTURAL FINISH
			UNIT	LUMP SUM	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LB.	LB.	LB.	LB.	TON	CU. IN.	LIN. FT.	LIN. FT.	EA.	SQ. YD.	CU. YD.	CU. YD.	LUMP SUM	LIN. FT.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	EACH	LIN. FT.	SQ. YD.	SQ. FT.
A7411	I-30 BRIDGE A OVER HWY. 67	I-30 BRIDGE A OVER HWY. 67																																				
		END BENT 1				90.58		0.5	11,285		51	513									2,086			1.1	3,948.8		95				7								213	
		END BENT 2				98.92		0.5	12,195		52	486									2,244			1.2	4,713.2		103				3								227	
		148'-0" SIMPLE COMP. PLATE GDR. SPAN					342.30	26.7		83,840											463,020			231.6				1										92	712
		EXIST. BR. NO. B3092 (SITE NO. 3)		1																										1									
		TOTAL FOR BRIDGE A7411				189.50	342.30	27.7	23,480	83,840	103	999									467,350			233.9	8,662.0		198	1			10								532	712
B7411	I-30 BRIDGE B OVER HWY. 67	I-30 BRIDGE B OVER HWY. 67																																				
		END BENT 1				68.16		0.2	8,446			399									1,695			0.9	3,071.3		78												165	
		END BENT 2				77.74		0.4	9,604		50	371									1,728			0.9	3,666.7		80				6								174	
		148'-0" SIMPLE COMP. PLATE GDR. SPAN					280.40	21.7		66,870											355,497			177.8				1										90	694
		EXIST. BR. NO. A3092 (SITE NO. 4)		1																										1									
		TOTAL FOR BRIDGE B7411				145.90	280.40	22.3	18,050	66,870	50	770									358,920			179.6	6,738.0		158	1			6								429	694
A7412	I-30 BRIDGE A OVER SALINE RIVER RELIEF	I-30 BRIDGE A OVER SALINE RIVER RELIEF																																				
		END BENT 1				56.65		0.4	7,262		922										1,841				1,945.2		86		308	154									
		BENT 2				26.59			2,819			574		49							140				2,940.3														
		BENT 3				26.61			2,819			574		49							140				2,940.3														
		BENT 4				26.60			2,819			574		49							140				2,940.3														
		BENT 5				33.88			3,028			574		49							280				3,890.3	86													
		BENT 6				26.55			2,819			280		56							140				2,940.3														
		BENT 7				26.55			2,819			273		49							140				2,940.3														
		BENT 8				26.55			2,819			273		49							140				2,940.3														
		END BENT 9			982	56.32		0.4	7,076		532										1,841				1,945.7		86		255	128									
		265'-0" CONT. W-BEAM UNIT 1					495.05	39.1		130,634											366,454																		
		265'-0" CONT. W-BEAM UNIT 2					495.05	39.1		130,634											366,454							1												
		EXIST. BR. NO. B3093 (SITE NO. 5)		1																										1									
		TOTAL FOR BRIDGE A7412			982	306.30	990.10	79.0	34,280	261,268	1,454	3,122		350							737,710				25,423.0	86	172	1	563	282									
B7412	I-30 BRIDGE B OVER SALINE RIVER RELIEF	I-30 BRIDGE B OVER SALINE RIVER RELIEF																																				
		END BENT 1			73	66.55		0.4	8,843		838										2,234				2,500.9		103		627	314									
		BENT 2				31.60			3,497			765		63							180				3,527.7														
		BENT 3				31.60			3,497			765		72							180				3,527.7														
		BENT 4				31.59			3,497			765		63							180				3,527.7														
		BENT 5				40.64			3,666			765		63							360				5,001.8	103													
		BENT 6				31.51			3,497			387		81							180				3,527.7														
		BENT 7				31.41			3,497			378		63							186				3,527.7														
		BENT 8				31.54			3,497			378		63							187				3,527.7														
		END BENT 9			1,258	66.26		0.4	8,469		480										2,241				2,501.1		103		624	312									
		265'-0" CONT. W-BEAM UNIT 1					549.60	46.1		143,135											438,831							1												
		265'-0" CONT. W-BEAM UNIT 2					549.60	46.1		143,135											438,831																		
		EXIST. BR. NO. A3093 (SITE NO. 6)		1																										1									
		TOTAL FOR BRIDGE B7412			1,331	362.70	1,099.20	93.0	41,960	286,270	1,318	4,203		468							883,590				31,170.0	103	206	1	1,251	626									

(1) Quantities shown are for estimating and bidding purposes only. Actual quantities will be determined in the field. All steel piling shall be Grade 50 and are required to have approved driving points which will not be paid for directly but shall be considered subsidiary to the item "STEEL PILING (HP12X53)", "STEEL PILING (HP14X89)", and "STEEL PILING (HP14X102)".

(2) Concrete Riprap removal subsidiary to "Removal of Existing Bridge Structures".

SHEET 2 OF 4
SCHEDULE OF BRIDGE QUANTITIES
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/8/2016
CHECKED BY: STS DATE: 4/7/2017
DESIGNED BY: JH DATE: 4/7/2017
FILENAME: bca0601m_q2
SCALE: NONE

BRIDGE NO. A&B7424, A&B7411, A-C7412, A&B7413, 07414 DRAWING NO. 59688

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
9-28-2018				JOB NO.		CA0601	615	1465
				(1)		Bridge Quantities		59689

A&B7424, A&B7411, A-C7412, A&B7413, 07414

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-28

SCHEDULE OF BRIDGE QUANTITIES - JOB CA0601

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	SS & 802	SP, SS, & 802	803	804	804	SS & 805	SS & 805	SS & 805	SS & 805	806	806	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SS & 807	SS & 808	SS & 809	SS & 809	812	816	816	816	SP JOB CA0601										
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.) (2)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	CLASS S CONCRETE - BRIDGE	CLASS S(AE) CONCRETE - BRIDGE	CLASS 1 PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GR. 60)	EPOXY COATED REINFORCING STEEL (GR. 60)	STEEL PILING (HP 12x53) (1)	STEEL PILING (HP 14x89) (1)	STEEL PILING (HP 14x102) (1)	PILE ENCASEMENT	METAL BRIDGE RAILING (TYPE H)	TRANSITIONAL APPROACH RAILING	STRUCTURAL STEEL IN BEAM SPANS (M 270 - GR 50)	STRUCTURAL STEEL IN BEAM SPANS (M 270 - GR 50W)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M 270 - GR 50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M 270 - GR 50W)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS	ARMORED JOINT WITH NEOPRENE STRIP SEAL	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP	CONCRETE RIPRAP	SHORING (SITE NO.)	DRILLED SHAFT (48" DIA.)	PERMANENT STEEL CASING (54" DIA.)	CROSSHOLE SONIC LOGGING (48" DIA.)	DRILLED SHAFT (42" DIA.)	PERMANENT STEEL CASING (48" DIA.)	CROSSHOLE SONIC LOGGING (42" DIA.)	CORING DRILLED SHAFT	TEXTURED COATING FINISH	ARCHITECTURAL FINISH
			UNIT	LUMP SUM	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LB.	LB.	LB.	LB.	TON	CU. IN.	LIN. FT.	LIN. FT.	EA.	SQ. YD.	CU. YD.	CU. YD.	LUMP SUM	LIN. FT.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	EACH	LIN. FT.	SQ. YD.	SQ. FT.
C7412	I-30 BRIDGE C OVER SALINE RIVER RELIEF	I-30 BRIDGE C OVER SALINE RIVER RELIEF																																				
		END BENT 1			68	37.15		0.4	4,856		629								1,158				1,389.4		55		406	203											
		BENT 2				16.24			1,693			405		35					100				1,926.3																
		BENT 3				16.24			1,693			405		35					100				1,926.3																
		BENT 4				16.25			1,693			405		35					100				1,926.3																
		BENT 5				20.66			1,779			405		35					200				2,778.8	55															
		BENT 6				16.23			1,693			195		35					100				1,926.3																
		BENT 7				16.23			1,693			190		35					100				1,926.3																
		BENT 8				16.23			1,693			190		35					100				1,926.3																
		END BENT 9			360	37.87		0.4	4,857		359								1,158				1,390.0		55		522	261											
		265'-0" CONT. W-BEAM UNIT 1					329.40	26.1		102,179									239,527																				
		265'-0" CONT. W-BEAM UNIT 2					329.40	26.1		102,179									239,527							1													
		TOTAL FOR BRIDGE C7412			428	193.10	658.80	53.0	21,650	204,358	988	2,195		245					482,170				17,116.0	55	110	1	928	464											
A7413	I-30 BRIDGE A OVER SALINE RIVER	I-30 BRIDGE A OVER SALINE RIVER																																				
		END BENT 1			63	57.83		0.4	7,722		465								1,841				2,411.8		86		616	308											
		BENT 2				26.07			2,796				329	49					140				3,773.0																
		BENT 3				50.10			8,326										140				3,276.0													186	112	2	53
		BENT 4				50.10			8,326										140				3,773.0													224	151	2	64
		BENT 5				72.55			12,731										290				4,732.3	86												224	151	2	64
		BENT 6				50.74			8,401										176				3,012.2													224	151	2	64
		BENT 7				50.79			8,413										176				3,012.2													210	137	2	60
		BENT 8				73.32			12,905										290				4,732.3	86												214	140	2	61
		BENT 9				50.89			8,438										140				3,773.0													214	140	2	61
		BENT 10				50.93			8,438										140				3,276.0													193	119	2	55
		BENT 11				50.29			8,363										140				3,773.0													189	116	2	54
		BENT 12				72.11			12,665										290				4,732.3	86												179	105	2	51
		BENT 13				26.07			2,796				336	49					176				3,012.2																
		BENT 14				26.07			2,796				315	49					176				3,012.2																
		END BENT 15			50	58.24		0.4	8,134		445								1,841				2,320.5		86		596	298											
		280'-0" CONT. W-BEAM UNIT 1					521.89	41.3		140,118									475,050																				
		250'-0" CONT. PLATE GIRDER UNIT 2					469.01	36.8		125,655											400,147																			
		280'-0" CONT. W-BEAM UNIT 3					521.89	41.3		140,132									475,024																				
		250'-0" CONT. PLATE GIRDER UNIT 4					469.01	36.8		125,673											400,173							1												
		EXIST. BR. NO. B3094 (SITE NO. 7)		1																										1								
		TOTAL FOR BRIDGE A7413			113	766.10	1,981.80	157.0	121,250	531,578	910		980	147					956,170		800,320		52,622.0	258	172	1	1,212	606								2,057	1,322	20	587

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(2) Concrete Riprap removal subsidiary to "Removal of Existing Bridge Structures".

SHEET 3 OF 4
SCHEDULE OF BRIDGE QUANTITIES
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/8/2016
CHECKED BY: STS DATE: 4/7/2017
DESIGNED BY: JH DATE: 4/7/2017
FILENAME: bca0601m_q3
SCALE: NONE

BRIDGE NO. A&B7424, A&B7411, A-C7412, A&B7413, 07414 DRAWING NO. 59689

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RO. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
9-28-2018				JOB NO.		CA0601	616	1465
				①		Bridge Quantities		59690

A&B7424, A&B7411, A-C7412, A&B7413, 07414

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-28

SCHEDULE OF BRIDGE QUANTITIES - JOB CA0601

BRIDGE NO.	NAME PLATE TITLE	UNIT OF STRUCTURE	ITEM NO.	205	801	SS & 802	SP, SS, & 802	803	804	804	SS & 805	SS & 805	SS & 805	SS & 805	806	806	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SP, SS, & 807	SS & 807	SS & 808	SS & 809	SS & 809	812	816	816	816	SP JOB CA0601										
			ITEM	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO.) (2)	UNCLASSIFIED EXCAVATION FOR STRUCTURES - BRIDGE	CLASS S CONCRETE - BRIDGE	CLASS SAE) CONCRETE - BRIDGE	CLASS I PROTECTIVE SURFACE TREATMENT	REINFORCING STEEL - BRIDGE (GR. 60)	EPOXY COATED REINFORCING STEEL (GR. 60)	STEEL PILING (HP 12x53) (1)	STEEL PILING (HP 14x89) (1)	STEEL PILING (HP 14x102) (1)	PILE ENCASEMENT	METAL BRIDGE RAILING (TYPE H)	TRANSITIONAL APPROACH RAILING	STRUCTURAL STEEL IN BEAM SPANS (M 270 - GR 50)	STRUCTURAL STEEL IN BEAM SPANS (M 270 - GR 50W)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M 270 - GR 50)	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M 270 - GR 50W)	PAINTING STRUCTURAL STEEL	ELASTOMERIC BEARINGS	ARMORED JOINT WITH NEOPRENE STRIP SEAL	SILICONE JOINT SEALANT	BRIDGE NAME PLATE (TYPE D)	FILTER BLANKET	DUMPED RIPRAP	CONCRETE RIPRAP	SHORING (SITE NO.)	DRILLED SHAFT (48" DIA.)	PERMANENT STEEL CASING (54" DIA.)	CROSSHOLE SONIC LOGGING (48" DIA.)	DRILLED SHAFT (42" DIA.)	PERMANENT STEEL CASING (48" DIA.)	CROSSHOLE SONIC LOGGING (42" DIA.)	CORING DRILLED SHAFT	TEXTURED COATING FINISH	ARCHITECTURAL FINISH
			UNIT	LUMP SUM	CU. YD.	CU. YD.	CU. YD.	GAL.	LB.	LB.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LB.	LB.	LB.	LB.	TON	CU. IN.	LIN. FT.	LIN. FT.	EA.	SQ. YD.	CU. YD.	CU. YD.	LUMP SUM	LIN. FT.	LIN. FT.	EACH	LIN. FT.	LIN. FT.	EACH	LIN. FT.	SQ. YD.	SQ. FT.
B7413	I-30 BRIDGE B OVER SALINE RIVER	I-30 BRIDGE B OVER SALINE RIVER																																						
		END BENT 1			57	57.26		0.4	8,356		465							1,841					2,411.8		86		483	242											
		BENT 2				26.05			2,791				322	56				140					3,773.0																
		BENT 3				49.65			8,297									140					3,276.0																
		BENT 4				49.66			8,297									140					3,773.0																
		BENT 5				72.72			11,091									290					4,732.3	86															
		BENT 6				50.29			8,371									176					3,012.2																
		BENT 7				50.92			8,446									176					3,012.2																
		BENT 8				73.25			11,169									290					4,732.3	86															
		BENT 9				50.81			8,421									140					3,773.0																
		BENT 10				50.75			8,409									140					3,276.0																
		BENT 11				50.74			8,409									140					3,773.0																
		BENT 12				72.57			11,044									290					4,732.3	86															
		BENT 13				26.05			2,791				336	56				176					3,012.2																
		BENT 14				26.05			2,791				322	56				176					3,012.2																
		END BENT 15			80	58.83		0.4	8,277		445							1,841					2,320.5		86	1	850	425											
		280'-0" CONT. W-BEAM UNIT 1					517.86	41.3		135,138								474,795																					
		250'-0" CONT. PLATE GIRDER UNIT 2					474.49	36.8		124,181										399,941																				
		280'-0" CONT. W-BEAM UNIT 3					517.86	41.3		135,152								474,769																					
		250'-0" CONT. PLATE GIRDER UNIT 4					474.49	36.8		124,199										399,969																				
		EXIST. BR. NO. A3093 (SITE NO. 8)		1																																				
		TOTAL FOR BRIDGE B7413			137	765.60	1,984.70	157.0	116,960	518,670	910		980	168				955,660		799,910		52,622.0	258	172	1	1,333	667												
07414	SOUTH STREET BRIDGE OVER I-30	SOUTH STREET BRIDGE OVER I-30																																						
		END BENT 1				42.33		0.2	5,664		217				7	1	1,448				0.8	1,842.8		63				II											
		BENT 2				97.71			18,808								140				0.1	2,264.1									72	40	2				36	272	581
		BENT 3				103.94			18,927								140				0.1	2,264.1									78	46	2				39	290	601
		BENT 4				94.74			18,192								140				0.1	2,461.0									84	52	2				42	272	581
		END BENT 5				42.28		0.2	5,619		441				7	1	1,448				0.8	1,997.0		63				10										76	
		248'-0" CONT. W-BEAM UNIT					504.70	33.7		150,950					248		357,904				179.0				1													380	1,207
		EXIST. BR. NO. 3141R (SITE NO. 9)		1																																				
		TOTAL FOR BRIDGE 07414				381.00	504.70	34.1	67,210	150,950	658				262	2	361,220				180.9	10,829.0		126	1			21		234	138	6				117	1,365	2,970
		TOTAL FOR JOB CA0601			3,274	3,829.80	9,196.90	724.9	564,560	2,433,324	7,985	11,289	1,960	1,378	262	2	361,220	4,015,300	2,132,870	1,600,230	1,248.4	235,774.0	865	1,524	10	6,156	3,080	45		732	468	12	4,176	2,708	30	1,153	4,508	12,477

(1) Quantities shown are for estimating and bidding purposes only. Actual quantities will be determined in the field. All steel piling shall be Grade 50 and are required to have approved driving points which will not be paid for directly but shall be considered subsidiary to the item "STEEL PILING (HP12X53)", "STEEL PILING (HP14X89)", and "STEEL PILING (HP14X102)".

(2) Concrete Riprap removal subsidiary to "Removal of Existing Bridge Structures".

SHEET 4 OF 4
SCHEDULE OF BRIDGE QUANTITIES
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/8/2016
CHECKED BY: STS DATE: 4/7/2017
DESIGNED BY: JH DATE: 4/7/2017
FILENAME: bca0601m_q4
SCALE: NONE

BRIDGE NO. A&B7424, A&B7411, A-C7412, A&B7413, 07414 DRAWING NO. 59690

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SUMMARY OF QUANTITIES (BOX 1 OF 3)

ITEM NUMBER	ITEM	QUANTITY	UNIT
201	CLEARING	351	STATION
201	GRUBBING	351	STATION
202	REMOVAL AND DISPOSAL OF CURB	7161	LIN. FT.
202	REMOVAL AND DISPOSAL OF CURB AND GUTTER	4337	LIN. FT.
202	REMOVAL AND DISPOSAL OF FENCE	3732	LIN. FT.
202	REMOVAL AND DISPOSAL OF CHAIN LINK FENCE	2823	LIN. FT.
202	REMOVAL AND DISPOSAL OF BOARD FENCE	250	LIN. FT.
202	REMOVAL AND DISPOSAL OF ORNAMENTAL FENCE	500	LIN. FT.
202	REMOVAL AND DISPOSAL OF PIPE FENCE	1020	LIN. FT.
202	REMOVAL AND DISPOSAL OF GATES	15	EACH
202	REMOVAL AND DISPOSAL OF STEEL POSTS	9	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE SLABS	355	SQ. YD.
202	REMOVAL AND DISPOSAL OF ASPHALT PAVEMENT	204517	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE ISLANDS	746	SQ. YD.
202	REMOVAL AND DISPOSAL OF APPROACH SLABS	18	EACH
202	REMOVAL AND DISPOSAL OF APPROACH GUTTERS	38	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE DRIVEWAYS	372	SQ. YD.
202	REMOVAL AND DISPOSAL OF FOUNDATIONS	1468	SQ. YD.
202	REMOVAL AND DISPOSAL OF SIGN FOUNDATIONS	27	EACH
202	REMOVAL AND DISPOSAL OF JUNCTION BOXES	3	EACH
202	REMOVAL AND DISPOSAL OF DROP INLETS	68	EACH
202	REMOVAL AND DISPOSAL OF PIPE CULVERTS	95	EACH
202	REMOVAL AND DISPOSAL OF BOX CULVERTS	3	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE WALKS	82	SQ. YD.
202	REMOVAL AND DISPOSAL OF CONCRETE DITCH PAVING	13679	SQ. YD.
SP & 202	REMOVAL AND DISPOSAL OF WIRE ROPE SAFETY FENCE	31307	LIN. FT.
202	REMOVAL AND DISPOSAL OF GUARDRAIL	11332	LIN. FT.
202	REMOVAL AND DISPOSAL OF CONCRETE MEDIAN BARRIER	1214	LIN. FT.
202	REMOVAL AND DISPOSAL OF IMPACT ATTENUATION BARRIER	2	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE PIER PROTECTION	261	LIN. FT.
202	REMOVAL AND DISPOSAL OF LUMINAIRE POLE AND FOUNDATION	1	EACH
202	REMOVAL AND DISPOSAL OF OVERHEAD SIGN STRUCTURE	1	EACH
202	REMOVAL AND DISPOSAL OF BUILDINGS	2	EACH
202	REMOVAL AND DISPOSAL OF CONCRETE BLOCK BUILDING	2	EACH
202	REMOVAL AND DISPOSAL OF BILLBOARDS	4	EACH
202	REMOVAL AND DISPOSAL OF SIGNS	5	EACH
202	REMOVAL AND DISPOSAL OF PLANTERS	1	EACH
202	REMOVAL AND DISPOSAL OF PIPE UNDERDRAINS	87931	LIN. FT.
202	REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS	295	EACH
202	REMOVAL AND DISPOSAL OF CANOPY	1	EACH
202	REMOVAL AND DISPOSAL OF CRASH CUSHIONS	1	EACH
SP & 202	REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	204517	SQ. YD.
206	FLOWABLE SELECT MATERIAL	88	CU. YD.
207	STONE BACKFILL	20000	TON
210	UNCLASSIFIED EXCAVATION	596500	CU. YD.
SP	SELECT GRANULAR BACKFILL	15778	CU. YD.
210	COMPACTED EMBANKMENT	577981	CU. YD.
SP & 210	SOIL STABILIZATION	13843	TON
SP & 215	TRENCHING AND SHOULDER PREPARATION	424	STATION
302	SELECTED MATERIAL (CLASS SM-1)	6666	CU. YD.
SS & 303	AGGREGATE BASE COURSE (CLASS 7)	165758	TON
308	AGGREGATE IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	127607	TON
308	CEMENT IN CEMENT STABILIZED CRUSHED STONE BASE COURSE	8145	TON
308	PROCESSING CEMENT STABILIZED CRUSHED STONE BASE COURSE	387862	SQ. YD.
309	PORTLAND CEMENT CONCRETE BASE (6" UNIFORM THICKNESS)	506	SQ. YD.
309	PORTLAND CEMENT CONCRETE BASE (7" UNIFORM THICKNESS)	45	SQ. YD.
309	PORTLAND CEMENT CONCRETE BASE (8" UNIFORM THICKNESS)	1123	SQ. YD.
SS & 401	TACK COAT	58645	GAL.
SP, SS, & 405	MINERAL AGGREGATE IN ACHM BASE COURSE (1 1/2")	35469	TON
SP, SS, & 405	ASPHALT BINDER (PG 70-22) IN ACHM BASE COURSE (1 1/2")	223	TON
SP, SS, & 405	ASPHALT BINDER (PG 76-22) IN ACHM BASE COURSE (1 1/2")	1178	TON
SP, SS, & 406	MINERAL AGGREGATE IN ACHM BINDER COURSE (1")	34624	TON
SP, SS, & 406	ASPHALT BINDER (PG 70-22) IN ACHM BINDER COURSE (1")	1076	TON
SP, SS, & 406	ASPHALT BINDER (PG 76-22) IN ACHM BINDER COURSE (1")	480	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (3/8")	20244	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (3/8")	1088	TON
SP, SS, & 407	MINERAL AGGREGATE IN ACHM SURFACE COURSE (1/2")	40020	TON
SP, SS, & 407	ASPHALT BINDER (PG 64-22) IN ACHM SURFACE COURSE (1/2")	54	TON
SP, SS, & 407	ASPHALT BINDER (PG 76-22) IN ACHM SURFACE COURSE (1/2")	2097	TON
412	COLD MILLING ASPHALT PAVEMENT	12465	SQ. YD.
SP, SS, & 414	ASPHALT CONCRETE PATCHING FOR MAINTENANCE OF TRAFFIC	126	TON
SP, SS, & 415	ACHM PATCHING OF EXISTING ROADWAY	95	TON
SP	ACHM PATCHING OF EXISTING SHOULDERS	31	TON
SP	HIGH PERFORMANCE PAVEMENT REPAIR	4000	BAG
SP & 501	PORTLAND CEMENT CONCRETE PAVEMENT (10" UNIFORM THICKNESS)	356	SQ. YD.
SP & 501	PORTLAND CEMENT CONCRETE PAVEMENT (14" UNIFORM THICKNESS)	417355	SQ. YD.
504	APPROACH SLABS	1946.24	CU. YD.
504	APPROACH GUTTERS	1397.12	CU. YD.
SS & 505	PORTLAND CEMENT CONCRETE DRIVEWAY	416.92	SQ. YD.
507	REMOVAL AND DISPOSAL OF CONCRETE PAVEMENT FOR PATCHING	3800	SQ. YD.
507	PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (8" UNIFORM THICKNESS)	3800	SQ. YD.
601	MOBILIZATION	1.00	LUMP SUM
SP & 602	FURNISHING FIELD OFFICE	1	EACH
SP & 603	MAINTENANCE OF TRAFFIC	1.00	LUMP SUM
SP & 603	TRAFFIC CONTROL SUPERVISOR	1.00	LUMP SUM
603	18" TEMPORARY CULVERT	1927	LIN. FT.
603	24" TEMPORARY CULVERT	773	LIN. FT.
603	30" TEMPORARY CULVERT	40	LIN. FT.
SS & 604	SIGNS	3675	SQ. FT.
SP, SS, & 604	CONSTRUCTION PROJECT INFORMATION SIGN UPDATE	10	EACH
SS & 604	BARRICADES	384	LIN. FT.
SS & 604	TRAFFIC DRUMS	1230	EACH
604	FURNISHING AND INSTALLING PRECAST CONCRETE BARRIER	86120	LIN. FT.
SP	MOBILE SPEED NOTIFICATION SYSTEM	2	EACH
604	RELOCATING PRECAST CONCRETE BARRIER	239415	LIN. FT.
604	CONSTRUCTION PAVEMENT MARKINGS	42670	LIN. FT.
604	REMOVABLE CONSTRUCTION PAVEMENT MARKINGS	979290	LIN. FT.
604	REMOVAL OF PERMANENT PAVEMENT MARKINGS	166529	LIN. FT.
604	ADVANCE WARNING ARROW PANEL	9149	DAY
SP & 604	PORTABLE CHANGEABLE MESSAGE SIGN	1120	WEEK
SP	MOTORIST ASSISTANCE PATROL	1.00	LUMP SUM
SP	PORTABLE CAMERA TRAILER	10	EACH
SP	WRECKER SERVICE	1.00	LUMP SUM
SP	AWIS MOBILIZATION	1.00	LUMP SUM
SP	AWIS OPERATION	36	MONTH
SP	DEVICE RELOCATION	15	EACH
SP	FURNISH AND INSTALL PUBLIC NOTIFICATION SYSTEM	3	EACH
SP	FURNISH AND INSTALL VARIABLE MESSAGE SIGN	6	EACH
SP	FURNISH AND INSTALL VEHICLE DETECTION SYSTEM	22	EACH
SP, SS, & 605	CONCRETE DITCH PAVING (TYPE B)	26222	SQ. YD.
SP	CULVERT CLEAN OUT	18	EACH
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	19713	LIN. FT.
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	692	LIN. FT.
606	18" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	783	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	3584	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	681	LIN. FT.
606	24" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	783	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	1856	LIN. FT.
606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	1696	LIN. FT.
SP & 606	30" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	608	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	662	LIN. FT.
606	36" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	2415	LIN. FT.
606	42" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	713	LIN. FT.
606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS III)	36	LIN. FT.
606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS IV)	265	LIN. FT.
606	48" REINFORCED CONCRETE PIPE CULVERTS (CLASS V)	140	LIN. FT.
SP, SS, & 606	18" SIDE DRAIN	328	LIN. FT.
SP, SS, & 606	24" SIDE DRAIN	60	LIN. FT.
606	18" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	20	EACH
606	24" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	7	EACH
606	30" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	16	EACH
606	36" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	13	EACH
606	42" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	1	EACH
606	48" FLARED END SECTIONS FOR REINFORCED CONCRETE PIPE CULVERTS	4	EACH
606	SELECTED PIPE BEDDING	2630	CU. YD.
SS & 609	DROP INLETS (TYPE MO)	56	EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHANE C. MAR 13404
2018-11-29

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
09-07-18			
09-28-18			
11-26-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.		617	1465

JOB NO. CA0601

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES (BOX 2 OF 3)

ITEM NUMBER	ITEM		QUANTITY	UNIT
SS & 609	DROP INLETS (TYPE RM)		43	EACH
SS & 609	DROP INLETS (TYPE ST)		227	EACH
SS & 609	DROP INLETS (TYPE RM SPECIAL)		6	EACH
SS & 609	DROP INLETS (TYPE TM)		4	EACH
SS & 609	DROP INLETS (TYPE SPECIAL)		3	EACH
SS & 609	JUNCTION BOXES (TYPE ST)		5	EACH
SS & 609	DROP INLET EXTENSIONS (8')		1	EACH
SP	CURB INLET PROTECTION		72	EACH
SS & 611	UNDERDRAIN OUTLET PROTECTORS		215	EACH
SS & 611	4" PIPE UNDERDRAINS		47131	LIN. FT.
613	24" STEEL GRATE ASSEMBLY (TYPE I)		1	EACH
613	30" STEEL GRATE ASSEMBLY (TYPE I)		1	EACH
615	PAVEMENT REPAIR OVER CULVERTS (CONCRETE)		2.2	CU. YD.
615	PAVEMENT REPAIR OVER CULVERTS (ASPHALT)		220	TON
SS & 617	GUARDRAIL (TYPE A)		7900	LIN. FT.
SS & 617	TERMINAL ANCHOR POSTS (TYPE I)		13	EACH
SS & 617	GUARDRAIL TERMINAL (TYPE 2)		31	EACH
SS & 617	THRIE BEAM GUARDRAIL TERMINAL		28	EACH
SP	TEMPORARY TERMINAL ANCHOR FOR WIRE ROPE SAFETY FENCE		6	EACH
SP	WIRE ROPE SAFETY FENCE		210	LIN. FT.
SP	WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS		1.00	LUMP SUM
SP	WIRE ROPE SAFETY FENCE (POST REPAIR)		15	EACH
619	WIRE FENCE (TYPE A)		20680	LIN. FT.
* 619	4' STEEL CHAIN LINK FENCE	(ALTERNATE NO. 1)	200	LIN. FT.
* 619	4' ALUMINUM CHAIN LINK FENCE	(ALTERNATE NO. 2)	200	LIN. FT.
* 619	4' STEEL GATES	(ALTERNATE NO. 1)	1	EACH
* 619	4' ALUMINUM GATES	(ALTERNATE NO. 2)	1	EACH
* 619	12' STEEL GATES	(ALTERNATE NO. 1)	2	EACH
* 619	12' ALUMINUM GATES	(ALTERNATE NO. 2)	2	EACH
* 619	16' STEEL GATES	(ALTERNATE NO. 1)	9	EACH
* 619	16' ALUMINUM GATES	(ALTERNATE NO. 2)	9	EACH
620	LIME		185	TON
620	SEEDING		92.63	ACRE
SS & 620	MULCH COVER		169.10	ACRE
620	WATER		11178.1	M.GAL.
621	TEMPORARY SEEDING		76.47	ACRE
621	SILT FENCE		31432	LIN. FT.
621	SAND BAG DITCH CHECKS		2926	BAG
621	DROP INLET SILT FENCE		10528	LIN. FT.
621	SEDIMENT BASIN		1500	CU. YD.
621	OBLITERATION OF SEDIMENT BASIN		1500	CU. YD.
621	SEDIMENT REMOVAL AND DISPOSAL		4061	CU. YD.
621	ROCK DITCH CHECKS		33	CU. YD.
623	SECOND SEEDING APPLICATION		92.63	ACRE
624	SOLID SODDING		13407	SQ. YD.
631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-1)		1000	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-2)		800	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-3)		200	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE SP-4)		200	LIN. FT.
SP & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-1)		1183	LIN. FT.
SP & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-2)		1624	LIN. FT.
SP & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-3)		266	LIN. FT.
SP & 631	CONCRETE BARRIER WALL (SIDE TYPE SP-4)		908	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE A; MASH TL-4)		13521	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE B; MASH TL-4)		6608	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE C; MASH TL-4)		14189	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE A-1; MASH TL-4)		382	LIN. FT.
631	CONCRETE BARRIER WALL (MEDIAN TYPE C-1; MASH TL-4)		320	LIN. FT.
SP & 631	CONCRETE BARRIER WALL (SIDE TYPE A; MASH TL-4)		10957	LIN. FT.
SP & 631	CONCRETE BARRIER WALL (SIDE TYPE D; MASH TL-4)		288	LIN. FT.
SP & 631	CONCRETE BARRIER WALL (SIDE TYPE E; MASH TL-4)		7562	LIN. FT.
SS & 632	CONCRETE ISLAND		5933	SQ. YD.
SS & 633	CONCRETE WALKS		436	SQ. YD.
SS & 634	INTEGRAL CURB (TYPE A)		432	LIN. FT.
SS & 634	INTEGRAL CURB (TYPE B)		363	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE A) (1' 6")		12560	LIN. FT.
SS & 634	CONCRETE COMBINATION CURB AND GUTTER (TYPE E-1) (2' 0")		352	LIN. FT.
635	ROADWAY CONSTRUCTION CONTROL		1.00	LUMP SUM
637	MAILBOXES		6	EACH
637	MAILBOX SUPPORTS (SINGLE)		6	EACH
640	MODIFYING DROP INLETS		2	EACH
641	WHEELCHAIR RAMPS (TYPE 2)		22	SQ. YD.
641	WHEELCHAIR RAMPS (TYPE 3)		34	SQ. YD.
642	RUMBLE STRIPS IN PORTLAND CEMENT CONCRETE SHOULDERS		108047	LIN. FT.
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8 PHASES)		2	EACH
SP	ANTENNA SUPPORT (SHOE BASE, 60' HT.)		2	EACH
SP	TILT TOWER (40') WITH CAMERA		3	EACH
SP	LOCAL RADIO WITH ANTENNA		2	EACH
SP	ANTENNA CABLE (TYPE 6)		200	LIN. FT.
SP	CAMERA ASSEMBLY		13	EACH
SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)		31	EACH
SP	LOUVERS		1	EACH
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)		2251	LIN. FT.
708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)		671	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)		1031	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)		910	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)		430	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)		89	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/2 A.W.G., E.G.C.)		2771	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/8 A.W.G., E.G.C.)		1886	LIN. FT.
SP	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (3C/4 A.W.G., E.G.C.)		1721	LIN. FT.
SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES		1281	LIN. FT.
709	GALVANIZED STEEL CONDUIT (2")		73	LIN. FT.
710	NON-METALLIC CONDUIT (1")		24	LIN. FT.
710	NON-METALLIC CONDUIT (2")		5900	LIN. FT.
710	NON-METALLIC CONDUIT (3")		943	LIN. FT.
711	CONCRETE PULL BOX (TYPE 2)		7	EACH
711	CONCRETE PULL BOX (TYPE 2 HD)		38	EACH
SP	LIGHT POLE FOUNDATION		14	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')		2	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (58')		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (68')		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40'-50')		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (15'-15')		1	EACH
SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (18'-58')		1	EACH
SP	ROADWAY ILLUMINATION POLE RELOCATION		5	EACH
SP	LED LUMINAIRE ASSEMBLY		6	EACH
SP	LED ROADWAY ILLUMINATION POLE (7,030 LUMENS, COBRA HEAD, SHOE BASE, 30')		14	EACH
SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION		1	EACH
SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)		2	EACH
SP	PEDESTAL TYPE SERVICE POINT (100 AMP)		1	EACH
718	REFLECTORIZED PAINT PAVEMENT MARKING WHITE (10")		3613	LIN. FT.
718	REFLECTORIZED PAINT PAVEMENT MARKING YELLOW (10")		2764	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")		29352	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (8")		9641	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")		584	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")		36482	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (8")		1937	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (12")		146	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (YIELD LINE)		146	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING (WORDS)		53	EACH
719	THERMOPLASTIC PAVEMENT MARKING (ARROWS)		69	EACH
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (6")		90046	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING WHITE (8")		16600	LIN. FT.
SP	ENHANCED THERMOPLASTIC PAVEMENT MARKING YELLOW (6")		88456	LIN. FT.
721	RAISED PAVEMENT MARKERS (TYPE II)		3694	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-10)		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-11)		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-13)		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-15)		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-17)		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-18)		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-20)		1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-26)		1	EACH

*DENOTES ALTERNATE BID ITEMS.

SUMMARY OF QUANTITIES

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER
2018-10-09

DATE REVISED	DATE PLAED	DATE REVISED	DATE PLAED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.		618	1465
09-28-18				JOB NO.		CA0601		

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES (BOX 3 OF 3)

ITEM NUMBER	ITEM	QUANTITY	UNIT
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-27)	1	EACH
SP	STEEL BRIDGE MOUNTED SIGN STRUCTURE (BM-30-62-25)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-12)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-14)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-16)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-19)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-21)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-22)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-23)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-24)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-VMS2-30-EB)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-VMS3-30-EB)	1	EACH
SP, SS, & 725	GUIDE SIGN-ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	2764	SQ. FT.
SP, SS, & 725	GUIDE SIGN-OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	4189	SQ. FT.
SP, SS, & 726	STANDARD SIGN	3184	SQ. FT.
SP, SS, & 727	EXIT NUMBER PANEL (TYPE A)	428	SQ. FT.
SS & 728	DELINEATOR (TYPE 2)	233	EACH
SP	BARRIER WALL DELINEATOR	982	EACH
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	60	EACH
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	22863	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	41	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	59	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	31	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	8	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-3)	11	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4)	6	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-5)	15	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-7)	2	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER	18	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (REPAIR)	152	EACH
731	TEMPORARY IMPACT ATTENUATION BARRIER (RELOCATION)	108	EACH
732	CRASH CUSHION	3	EACH
SP & 733	VIDEO DETECTOR (CLR)	17	EACH
733	VIDEO CABLE	3201	LIN. FT.
733	VIDEO MONITOR (CLR)	2	EACH
SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	10	EACH
SP & 733	VIDEO EDGE CARD EXTENDER	1	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH
SP & 733	VEHICLE DETECTOR RACK (20 CHANNEL)	1	EACH
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	49	CU. YD.
SS & 802	CLASS A CONCRETE-ROADWAY	321.41	CU. YD.
SS & 802	CLASS S CONCRETE-ROADWAY	204.59	CU. YD.
SP	RETAINING WALL	33954	SQ. FT.
SP	ARCHITECTURAL FINISH	429	SQ. FT.
SP	SOIL NAIL WALL	21310	SQ. FT.
SP	TEXTURED COATING FINISH	7846	SQ. YD.
804	REINFORCING STEEL-ROADWAY (GRADE 60)	382649	POUND
816	FILTER BLANKET	764	SQ. YD.
816	DUMPED RIPRAP	1008	CU. YD.
SP	SHORING (SITE NO. 10)	1.00	LUMP SUM
SP	SHORING (SITE NO. 11)	1.00	LUMP SUM
SP	SHORING (SITE NO. 12)	1.00	LUMP SUM
SP	OVERHEAD VMS ASSEMBLY	3	EACH
	STRUCTURES OVER 20' SPAN		
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 1)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 2)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 3)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 4)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 5)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 6)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 7)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 8)	1.00	LUMP SUM
205	REMOVAL OF EXISTING BRIDGE STRUCTURE (SITE NO. 9)	1.00	LUMP SUM
636	BRIDGE CONSTRUCTION CONTROL	1.00	LUMP SUM
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-ROADWAY	1775	CU. YD.
801	UNCLASSIFIED EXCAVATION FOR STRUCTURES-BRIDGE	3274	CU. YD.
SS & 802	CLASS S CONCRETE-ROADWAY	3876.33	CU. YD.
SS & 802	CLASS S CONCRETE-BRIDGE	3829.80	CU. YD.
SP, SS, & 802	CLASS S(AE) CONCRETE-BRIDGE	9196.90	CU. YD.
SP	ARCHITECTURAL FINISH	12477	SQ. FT.
SP	TEXTURED COATING FINISH	4508	SQ. YD.
803	CLASS I PROTECTIVE SURFACE TREATMENT	724.9	GAL.
804	REINFORCING STEEL-ROADWAY (GRADE 60)	563713	POUND
804	REINFORCING STEEL-BRIDGE (GRADE 60)	564560	POUND
804	EPOXY COATED REINFORCING STEEL (GRADE 60)	2433324	POUND
SS & 805	STEEL PILING (HP 12X53)	7985	LIN. FT.
SS & 805	STEEL PILING (HP 14X89)	11289	LIN. FT.
SS & 805	STEEL PILING (HP 14X102)	1960	LIN. FT.
SP	CORING DRILLED SHAFT	1153	LIN. FT.
SP	DRILLED SHAFT (42" DIAMETER)	4176	LIN. FT.
SP	DRILLED SHAFT (48" DIAMETER)	732	LIN. FT.
SP	PERMANENT STEEL CASING (48" DIAMETER)	2708	LIN. FT.
SP	PERMANENT STEEL CASING (54" DIAMETER)	468	LIN. FT.
SS & 805	PILE ENCASEMENT	1378	LIN. FT.
SP	CROSSHOLE SONIC LOGGING (42" DIAMETER)	30	EACH
SP	CROSSHOLE SONIC LOGGING (48" DIAMETER)	12	EACH
806	METAL BRIDGE RAILING (TYPE H)	262	LIN. FT.
806	TRANSITIONAL APPROACH RAILING	2	EACH
SP, SS, & 807	STRUCTURAL STEEL IN BEAM SPANS (M270-GR50)	361220	POUND
SP, SS, & 807	STRUCTURAL STEEL IN BEAM SPANS (M270-GR50W)	4015300	POUND
SP, SS, & 807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50)	2132870	POUND
SP, SS, & 807	STRUCTURAL STEEL IN PLATE GIRDER SPANS (M270-GR50W)	1600230	POUND
SS & 807	PAINTING STRUCTURAL STEEL	1248.4	TON
SS & 808	ELASTOMERIC BEARINGS	235774.0	CU. IN.
SS & 809	ARMORED JOINT WITH NEOPRENE STRIP SEAL	865	LIN. FT.
SS & 809	SILICONE JOINT SEALANT	1524	LIN. FT.
812	BRIDGE NAME PLATE (TYPE D)	10	EACH
816	FILTER BLANKET	6156	SQ. YD.
816	DUMPED RIPRAP	3080	CU. YD.
816	CONCRETE RIPRAP	45	CU. YD.
SP	SHORING (SITE NO. 1)	1.00	LUMP SUM
SP	SHORING (SITE NO. 2)	1.00	LUMP SUM
SP	SHORING (SITE NO. 3)	1.00	LUMP SUM
SP	SHORING (SITE NO. 4)	1.00	LUMP SUM
SP	SHORING (SITE NO. 5)	1.00	LUMP SUM
SP	SHORING (SITE NO. 6)	1.00	LUMP SUM
SP	SHORING (SITE NO. 7)	1.00	LUMP SUM
SP	SHORING (SITE NO. 8)	1.00	LUMP SUM
SP	SHORING (SITE NO. 9)	1.00	LUMP SUM

REVISIONS

DATE	REVISION	SHEET NUMBER
09-07-18	REVISED FAP NO., INCLUDED ADDITIONAL SUPPLEMENTAL SPECIFICATIONS 110-1, 400-6, 800-1. REVISED QTY. FOR MOT DEVICES, AWIS, EARTHWORK. ADDED QTY. FOR HIGH PERFORMANCE PAVEMENT REPAIR. REMOVED NOTE 30 FROM TRAFFIC SIGNAL GEN. NOTES. REVISED LOCATION OF SUPPLEMENTAL SIGNAL HEADS, HEIGHT AND LOCATION OF ANTENNA POLES, AND LOCATION OF VIDEO DETECTORS. ADDED R10-11 SIGN TO SIGNAL PLANS. UPDATED WIRING DIAGRAMS, CHARTS, AND SIGNAL QTYS FOR PLAN CHANGES. REVISED EXCAVATION ON BRIDGE LAYOUTS (SITES 1,3,4,& 5) AND COLUMN HEIGHT DIMENSION FOR INTERMEDIATE BENT DETAILS (BR. NO. 07414). REVISED SP "AUTOMATED WORK ZONE INFORMATION SYSTEM", "LED ROADWAY ILLUMINATION POLE", "SYSTEM LOCAL CONTROLLER", "WIRE ROPE SAFETY FENCE (WRSF) SPECIFICATIONS", "WIRE ROPE SAFETY FENCE MAINTENANCE MATERIALS". ADDED SP FOR "DELAY IN RIGHT OF WAY OCCUPANCY", "HIGH PERFORMANCE PAVEMENT REPAIR", "LOUVERS FOR SIGNAL HEADS", "PORTABLE CAMERA TRAILERS", "SETTLEMENT AGREEMENTS".	1, 5, 583-585, 611, 613-619, 777, 779-784, 796, 868, 965-968, 1092, 1102
09-28-18	ADDED SUPPLEMENTAL SPECIFICATIONS 410-2, 600-2, 700-2, 723-1, 802-3, 808-1. ADDED PROPOSED VMS STRUCTURES TO "DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES" SHEETS. REVISED SP "ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM", "ELECTRICAL CONDUCTORS-IN-CONDUIT, COPPER", "LED ROADWAY ILLUMINATION POLE", "PEDESTAL TYPE SERVICE POINT", "ROADWAY ILLUMINATION POLE RELOCATION".	5, 613-619, 1121-1125
11-07-18	REVISED SP "DELAY IN RIGHT OF WAY OCCUPANCY", "MAINTENANCE OF TRAFFIC", "UTILITY ADJUSTMENTS"	619
11-26-18	ADDED SP "PCC PAVEMENT SURFACE SMOOTHNESS", "PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS (IRI)". REMOVED SP "PERCENT WITHIN LIMITS/PAVEMENT SMOOTHNESS". REVISED MAINTENANCE OF TRAFFIC STAGE I AND IA PLANS TO INCLUDE ADDITIONAL PRECAST CONCRETE BARRIER AND TEMP. PAVEMENT. ADDED TYPICAL SECTION FOR HWY. 67 TEMP. PAVEMENT WIDENING. REVISED QTYS FOR MOT CHANGES. REVISED WALL CC QUANTITIES TO REMOVE CLASS S CONCRETE-ROADWAY, REINFORCING STEEL-ROADWAY (GRADE 60).	5, 43, 249, 251-254, 259-266, 268, 269, 271-274, 276, 284-287, 583, 588-590, 597, 612, 617, 619

ARKANSAS REGISTERED PROFESSIONAL ENGINEER
2018-11-29

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
09-07-18		11-26-18	
09-28-18			
11-07-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.	CA0601	619	1465

SUMMARY OF QUANTITIES AND REVISIONS

SUMMARY OF QUANTITIES AND REVISIONS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	620	1465

② SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHNAWAR AHMED
2018-06-21

SURVEY CONTROL COORDINATES
Project Name: CA0601
Date: 7/11/2013
Coordinate System: Arkansas State Plane Coordinates
Based on AHTD GPS PTS : *100-101*
Projected to Ground Coordinates
Units: U.S. Survey Foot

COORDINATES LISTED BELOW ARE GROUND (Localized) COORDINATES !!!!

Point No.	Northing	SY	Easting	SX	Elevation	SZ	Feature Code	Point Description
1	1993154.2838	0.015	1106802.8098	0.014	445.69	0.004	CTL	5/8"REBAR/AHTD AL CAP*
2	1993032.0819	0.014	1107492.2003	0.013	460.32	0.004	CTL	5/8"REBAR/AHTD AL CAP*
3	1992942.4841	0.014	1108004.1124	0.012	439.86	0.003	CTL	5/8"REBAR/AHTD AL CAP*
4	1993139.5719	0.015	1108489.6137	0.013	435.55	0.003	CTL	5/8"REBAR/AHTD AL CAP*
5	1993598.8685	0.014	1108978.3993	0.013	407.93	0.003	CTL	5/8"REBAR/AHTD AL CAP*
6	1994072.4191	0.017	1109531.2220	0.013	418.12	0.003	CTL	5/8"REBAR/AHTD AL CAP*
7	1994232.7674	0.015	1110105.7320	0.013	417.04	0.003	CTL	5/8"REBAR/AHTD AL CAP*
8	1994332.6319	0.012	1110856.4195	0.010	436.54	0.003	CTL	5/8"REBAR/AHTD AL CAP*
9	1994377.3318	0.012	1111574.8449	0.011	437.14	0.003	CTL	5/8"REBAR/AHTD AL CAP*
10	1994419.2845	0.010	1112210.4969	0.009	432.35	0.002	CTL	5/8"REBAR/AHTD AL CAP*
11	1994462.0922	0.016	1112895.6721	0.015	423.24	0.002	CTL	5/8"REBAR/AHTD AL CAP*
12	1994499.8497	0.016	1113435.0480	0.014	403.39	0.002	CTL	5/8"REBAR/AHTD AL CAP*
13	1994543.0865	0.014	1114146.1679	0.012	392.18	0.003	CTL	5/8"REBAR/AHTD AL CAP*
14	1994585.5472	0.012	1114888.7618	0.011	365.74	0.003	CTL	5/8"REBAR/AHTD AL CAP*
15	1994657.2558	0.013	1115624.4983	0.011	388.35	0.002	CTL	5/8"REBAR/AHTD AL CAP*
16	1994742.0483	0.012	1116368.3263	0.011	395.15	0.002	CTL	5/8"REBAR/AHTD AL CAP*
17	1994879.8302	0.014	1116930.2276	0.013	395.34	0.002	CTL	5/8"REBAR/AHTD AL CAP*
18	1995057.0206	0.013	1117658.7416	0.012	369.54	0.002	CTL	5/8"REBAR/AHTD AL CAP*
19	1995302.8655	0.013	1118313.6559	0.011	385.49	0.003	CTL	5/8"REBAR/AHTD AL CAP*
20	1995627.2384	0.017	1119547.3155	0.016	372.34	0.002	CTL	5/8"REBAR/AHTD AL CAP*
21	1995737.2725	0.016	1120091.2506	0.014	349.64	0.002	CTL	5/8"REBAR/AHTD AL CAP*
22	1995915.3310	0.010	1120563.0251	0.013	363.99	0.002	CTL	5/8"REBAR/AHTD AL CAP*
23	1996053.2049	0.017	1121136.8931	0.015	358.98	0.003	CTL	5/8"REBAR/AHTD AL CAP*
24	1996306.3523	0.015	1121774.0512	0.014	333.90	0.003	CTL	5/8"REBAR/AHTD AL CAP*
25	1996653.4057	0.014	1122201.7628	0.013	303.28	0.002	CTL	5/8"REBAR/AHTD AL CAP*
26	1997050.5723	0.015	1122708.3835	0.013	294.78	0.002	CTL	5/8"REBAR/AHTD AL CAP*
27	1997292.8880	0.015	1123153.3563	0.013	292.26	0.002	CTL	5/8"REBAR/AHTD AL CAP*
28	1997592.2423	0.016	1123504.7179	0.014	293.87	0.002	CTL	5/8"REBAR/AHTD AL CAP*
29	1997986.6217	0.013	1123871.7056	0.011	293.73	0.002	CTL	5/8"REBAR/AHTD AL CAP*
30	1998662.9674	0.011	1124498.0231	0.010	293.55	0.002	CTL	5/8"REBAR/AHTD AL CAP*
31	1999231.8361	0.011	1125021.1238	0.009	294.32	0.002	CTL	5/8"REBAR/AHTD AL CAP*
32	2000032.3008	0.014	1125762.8217	0.013	293.63	0.003	CTL	5/8"REBAR/AHTD AL CAP*
33	2000624.2340	0.012	1126303.0976	0.010	291.61	0.003	CTL	5/8"REBAR/AHTD AL CAP*
34	2001072.1709	0.012	1126718.0004	0.010	291.00	0.003	CTL	5/8"REBAR/AHTD AL CAP*
35	2001611.7247	0.010	1127217.0046	0.009	292.07	0.003	CTL	5/8"REBAR/AHTD AL CAP*
36	2002164.5414	0.010	1127708.6823	0.009	306.21	0.003	CTL	5/8"REBAR/AHTD AL CAP*
37	2002640.4331	0.009	1128129.6805	0.008	321.34	0.003	CTL	5/8"REBAR/AHTD AL CAP*
38	2002917.8490	0.011	1128620.8632	0.010	320.98	0.003	CTL	5/8"REBAR/AHTD AL CAP*
39	2003087.0140	0.010	1129166.9294	0.009	323.30	0.003	CTL	5/8"REBAR/AHTD AL CAP*
40	2003282.4906	0.010	1129814.6442	0.009	327.13	0.002	CTL	5/8"REBAR/AHTD AL CAP*
41	2003528.2374	0.011	1130447.9651	0.009	338.00	0.003	CTL	5/8"REBAR/AHTD AL CAP*
42	2003943.7753	0.012	1130920.5186	0.010	346.88	0.003	CTL	5/8"REBAR/AHTD AL CAP*
43	2004372.3439	0.052	1131444.3054	0.050	336.52	0.003	CTL	5/8"REBAR/AHTD AL CAP*
44	2004324.6699	0.012	1131794.4160	0.011	338.84	0.003	CTL	5/8"REBAR/AHTD AL CAP*
45	2003841.5677	0.011	1131202.5898	0.010	347.20	0.003	CTL	5/8"REBAR/AHTD AL CAP*
46	2003485.0937	0.010	1130621.1833	0.009	343.41	0.003	CTL	5/8"REBAR/AHTD AL CAP*
47	2003200.1733	0.010	1130182.3140	0.009	329.26	0.003	CTL	5/8"REBAR/AHTD AL CAP*
48	2003040.7560	0.009	1129723.6614	0.008	326.50	0.003	CTL	5/8"REBAR/AHTD AL CAP*
49	2002868.4819	0.010	1129153.4866	0.009	321.60	0.002	CTL	5/8"REBAR/AHTD AL CAP*
50	2002687.4342	0.011	1128616.4849	0.010	318.23	0.001	CTL	5/8"REBAR/AHTD AL CAP*
51	2002349.2693	0.010	1128117.3127	0.009	311.20	0.002	CTL	5/8"REBAR/AHTD AL CAP*
52	2001798.5988	0.010	1127578.9369	0.009	299.20	0.003	CTL	5/8"REBAR/AHTD AL CAP*
53	2001276.4241	0.012	1127081.1758	0.010	292.04	0.002	CTL	5/8"REBAR/AHTD AL CAP*
54	2000799.4393	0.011	1126637.3621	0.009	292.53	0.003	CTL	5/8"REBAR/AHTD AL CAP*
55	2000321.7945	0.010	1126198.0818	0.008	291.93	0.003	CTL	5/8"REBAR/AHTD AL CAP*
56	1999863.5869	0.015	1125768.4251	0.012	293.73	0.002	CTL	5/8"REBAR/AHTD AL CAP*
57	1999063.9463	0.015	1125028.0643	0.011	293.98	0.001	CTL	5/8"REBAR/AHTD AL CAP*
58	1998348.5601	0.012	1124363.7704	0.010	293.55	0.002	CTL	5/8"REBAR/AHTD AL CAP*
59	1997815.5247	0.011	1123869.8925	0.009	294.62	0.002	CTL	5/8"REBAR/AHTD AL CAP*
60	1997412.2827	0.016	1123500.7927	0.013	293.98	0.002	CTL	5/8"REBAR/AHTD AL CAP*
61	1996850.5894	0.016	1122934.5341	0.013	297.78	0.002	CTL	5/8"REBAR/AHTD AL CAP*
62	1996370.7334	0.014	1122360.9981	0.012	297.77	0.003	CTL	5/8"REBAR/AHTD AL CAP*
63	1995948.6942	0.013	1122134.1075	0.011	314.40	0.003	CTL	5/8"REBAR/AHTD AL CAP*
64	1996079.6996	0.014	1121739.3540	0.011	343.56	0.003	CTL	5/8"REBAR/AHTD AL CAP*
65	1995808.3811	0.013	1121137.5431	0.011	374.01	0.003	CTL	5/8"REBAR/AHTD AL CAP*
66	1995657.3384	0.014	1120650.2657	0.011	364.84	0.002	CTL	5/8"REBAR/AHTD AL CAP*
67	1995498.1161	0.014	1119976.8492	0.011	351.54	0.002	CTL	5/8"REBAR/AHTD AL CAP*
68	1995277.1008	0.012	1119373.4123	0.010	361.32	0.002	CTL	5/8"REBAR/AHTD AL CAP*
69	1995066.5042	0.013	1118700.9369	0.011	385.82	0.002	CTL	5/8"REBAR/AHTD AL CAP*
70	1994864.5382	0.012	1118093.2456	0.010	374.43	0.003	CTL	5/8"REBAR/AHTD AL CAP*
71	1994638.2286	0.012	1117471.4865	0.010	371.41	0.003	CTL	5/8"REBAR/AHTD AL CAP*
72	1994483.0236	0.010	1116125.8946	0.009	384.86	0.003	CTL	5/8"REBAR/AHTD AL CAP*
73	1994402.7444	0.015	1115410.6505	0.012	367.76	0.002	CTL	5/8"REBAR/AHTD AL CAP*
74	1994365.3360	0.016	1114848.6422	0.012	364.78	0.002	CTL	5/8"REBAR/AHTD AL CAP*
75	1994278.9084	0.016	1114212.7472	0.013	391.44	0.003	CTL	5/8"REBAR/AHTD AL CAP*
76	1994271.0509	0.016	1113475.6806	0.014	394.63	0.002	CTL	5/8"REBAR/AHTD AL CAP*
77	1994224.1909	0.016	1112785.6930	0.013	412.16	0.002	CTL	5/8"REBAR/AHTD AL CAP*
78	1994188.3596	0.012	1112221.6566	0.011	424.31	0.002	CTL	5/8"REBAR/AHTD AL CAP*
79	1994127.0916	0.012	1111701.5401	0.011	425.93	0.003	CTL	5/8"REBAR/AHTD AL CAP*
80	1994123.0313	0.013	1111145.9032	0.011	433.76	0.003	CTL	5/8"REBAR/AHTD AL CAP*
81	1994042.7232	0.016	1110569.1890	0.016	426.32	0.003	CTL	5/8"REBAR/AHTD AL CAP*
82	1993900.3300	0.015	1109982.9251	0.013	409.77	0.003	CTL	5/8"REBAR/AHTD AL CAP*
83	1993364.7214	0.015	1109629.1993	0.012	401.49	0.003	CTL	5/8"REBAR/AHTD AL CAP*
84	1992766.4998	0.013	1109358.5758	0.012	411.77	0.003	CTL	5/8"REBAR/AHTD AL CAP*
85	1992606.9455	0.013	1108970.1097	0.012	412.92	0.003	CTL	5/8"REBAR/AHTD AL CAP*
86	1992543.4814	0.009	1108544.8533	0.011	419.83	0.003	CTL	5/8"REBAR/AHTD AL CAP*
87	1992622.9645	0.013	1108021.5075	0.011	426.31	0.003	CTL	5/8"REBAR/AHTD AL CAP*
88	1992898.0423	0.013	1107524.5914	0.012	447.14	0.003	CTL	5/8"REBAR/AHTD AL CAP*
89	1992289.2870	0.012	1108450.0602	0.011	443.11	0.003	CTL	5/8"REBAR/AHTD AL CAP*
90	1992786.5971	0.013	1108646.5769	0.011	435.42	0.004	CTL	5/8"REBAR/AHTD AL CAP*
91	1993336.6946	0.013	1109029.8976	0.011	410.77	0.004	CTL	5/8"REBAR/AHTD AL CAP*
92	1992834.7542	0.017	1109984.3842	0.015	388.99	0.004	CTL	5/8"REBAR/AHTD AL CAP*
93	1992858.6337	0.023	1110674.4288	0.019	406.07	0.004	CTL	5/8"REBAR/AHTD AL CAP*
94	1993375.0221	0.020	1112233.7124	0.018	425.13	0.003	CTL	5/8"REBAR/AHTD AL CAP*
95	1992919.3327	0.019	1112160.5147	0.017	410.06	0.003	CTL	5/8"REBAR/AHTD AL CAP*
96	1997300.6665	0.014	1122550.7744	0.012	297.19	0.003	CTL	5/8"REBAR/AHTD AL CAP*
97	1998171.1286	0.012	1122720.3473	0.010	292.52	0.003	CTL	5/8"REBAR/AHTD AL CAP*
98	2003392.8987	0.011	1131148.4533	0.009	355.58	0.004	CTL	5/8"REBAR/AHTD AL CAP*
99	2003411.8159	0.013	1131827.5262	0.011	355.76	0.003	CTL	5/8"REBAR/AHTD AL CAP*
100	2002687.8972	0.001	1129597.1512	0.001	318.12	0.002	GPS	NGS SALIPORT
101	2000683.7648	0.003	1129602.2045	0.003	306.34	0.003	GPS	NGS SALIPORT AZ MK
102	1995423.1093	0.004	1118883.6987	0.004	381.56	0.002	GPS	AHTD GPS 620028**
103	1994480.0854	0.005	1116832.7263	0.004	396.30	0.003	GPS	AHTD GPS 620017A**
105	1990628.9268	0.007	1107662.5423	0.006	445.56	0.002	GPS	AHTD GPS 620004A**
140	2000215.0746	0.011	1126662.9228	0.009	276.50	0.003	CTL	5/8"REBAR/AHTD AL CAP*
141	2000115.4822	0.011	1127077.1855	0.009	277.90	0.003	CTL	5/8"REBAR/AHTD AL CAP*
142	2003376.0286	0.012	1132234.9895	0.010	361.92	0.004	CTL	5/8"REBAR/AHTD AL CAP*
143	2005472.4629	0.011	1132844.4138	0.010	353.24	0.004	CTL	5/8"REBAR/AHTD AL CAP*
144	2004843.6484	0.011	1132061.3203	0.010	328.81	0.004	CTL	5/8"REBAR/AHTD AL CAP*
145	1991515.2090	0.007	1108134.6448	0.006	445.27	0.002	CTL	5/8"REBAR/AHTD AL CAP*
182	1993590.8810	0.015	1105684.9317	0.013	460.89	0.005	CTL	5/8"REBAR/AHTD AL CAP*
183	1993336.8626	0.014	1106385.0119	0.012	448.96	0.005	CTL	5/8"REBAR/AHTD AL CAP*
900	2002595.2652	20	1128611.8506	20	316.66	0.004	TBM	CHISELED SQUARE IN CATCH BASIN
902	1999078.0382	80	1125035.6198	80	294.24	0.008	TBM	CHISELED SQUARE ON SOUTHWEST CORNER
903	1996656.8819	80	1122524.4577	80	312.09	0.010	TBM	CHISELED SQUARE NORTHEAST CORNER OF BRIDGE
904	1995483.8062	20	1119388.2552	20	366.63	0.011	TBM	CHISELED SQUARE ON WEST SIDE DROPINLET
905	1994673.7539	80	1116321.0572	80	392.81	0.012	TBM	CHISELED SQUARE IN CENTER OF HEADWALL
906	1994393.7358	40	1112721.8249	40	416.53	0.014	TBM	CHISELED SQUARE SET ON WEST SIDE
908	1991189.5290	80	1108015.5211	80	442.34	0.016	TBM	CHISELED SQUARE WEST SIDE OF DROPINLET
910	1992473.6119	50	1107998.5200	50	420.07	0.003	TBM	CHISELED SQUARE IN BRIDGE PIER
911	1992583.7700	0.050	1108565.9407	0.050	421.17	0.003	TBM	CHISELED SQUARE IN LANE DIVIDER

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SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	621	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

SURVEY CONTROL COORDINATES
Project Name: CA0601
Date: 7/11/2013
Coordinate System: Arkansas State Plane Coordinates
Based on AHTD GPS PTS : *100-101*
Projected to Ground Coordinates
Units: U.S. Survey Foot

COORDINATES LISTED BELOW ARE GROUND (Localized) COORDINATES !!!!

Point No.	Northing	SY	Easting	SX	Elevation	SZ	Feature Code	Point Description
912	1992737.6289	50	1109397.6103	50	414.41	0.003	TBM	NORTH BOLT ON FIREHYDRANT
914	1994128.7187	20	1110941.7100	20	426.64	0.003	TBM	CHISELED SQUARE IN CENTERLINE 16.5' HEADWALL
915	1994130.8949	10	1111943.2387	10	422.11	0.002	TBM	CHISELED SQUARE IN CENTERLINE OF 10' HEADWALL
916	1994294.7294	20	1113547.8782	20	396.68	0.002	TBM	CHISELED SQUARE @ SIGN BASE
917	1994309.7304	50	1114520.9410	50	379.24	0.002	TBM	CHISELED SQUARE IN HEADWALL
918	1994387.7354	20	1115126.9802	20	360.83	0.002	TBM	CHISELED SQUARE IN WEST SIDE OF DROPINLET
919	1994519.7440	20	1116328.0577	20	386.59	0.002	TBM	CHISELED SQUARE IN EAST SIDE OF DROPINLET
920	1994695.7553	20	1117396.1266	20	373.64	0.002	TBM	CHISELED SQUARE IN TOP BACK OF CURB
921	1994958.7723	20	1118398.1913	20	380.52	0.002	TBM	CHISELED SQUARE EAST SIDE CONC APRON
922	1995348.7975	20	1119427.2577	20	358.16	0.002	TBM	CHISELED SQUARE IN EAST SIDE OF DROPINLET
923	1992304.5490	10	1108463.5270	10	443.14	0.003	TBM	CHISELED SQUARE SOUTHWEST BRIDGE ABUTMENT
924	1993254.6623	20	1109175.5960	20	404.59	0.004	TBM	CHISELED SQUARE EAST END HEADWALL
925	1992697.2073	10	1108619.5801	10	438.17	0.004	TBM	CHISELED SQUARE NORTHWEST BRIDGE ABUMENT I30 EBL
926	1992649.7022	10	1108507.8219	10	419.37	0.004	TBM	CHISELED SQUARE IN CATCH BASIN
927	1995620.8150	20	1120742.3426	20	363.23	0.002	TBM	CHISELED SQUARE IN CONC SLAB
928	1996021.8409	20	1121850.4142	20	338.84	0.003	TBM	CHISELED SQUARE IN TOP BACK OF CURB
929	1995968.8375	20	1122075.4287	20	318.29	0.003	TBM	CHISELED SQUARE IN HEADWALL
930	1996513.8727	20	1122335.4455	20	296.25	0.002	TBM	CHISELED SQUARE IN CL BRIDGE PIER
931	2000836.1517	20	1126679.7259	20	289.03	0.002	TBM	CHISELED SQUARE IN SIGN BASE
932	2001357.1853	20	1127182.7584	20	288.76	0.002	TBM	CHISELED SQUARE IN HEADWALL
933	2002120.6806	10	1128019.1183	10	305.64	0.002	TBM	CHISELED SQUARE IN CONC ISLAND
934	2002888.2841	20	1129308.8956	20	322.56	0.002	TBM	CHISELED SQUARE IN 5X5 CONC SLAB
935	2003374.3335	0.050	1130514.7084	0.050	337.45	0.003	TBM	CHISELED SQUARE IN HEADWALL
936	2003888.3487	20	1131254.0211	20	349.65	0.003	TBM	NORTH BOLT ON FIREHYDRANT
937	2004249.3720	20	1131695.0496	20	334.12	0.003	TBM	CHISELED SQUARE IN WEST SIDE HEADWALL
938	2003367.2771	0.050	1131592.7540	0.050	355.73	0.003	TBM	CHISELED SQUARE IN TOP BACK OF CURB
939	2003237.3067	20	1134252.2147	20	393.91	0.004	TBM	CHISELED SQUARE IN SIDEWALK
940	1999703.0785	40	1125642.6589	40	269.45	0.003	TBM	CHISELED SQUARE IN HEADWALL
950	1993108.6809	0.029	1106896.3749	0.021	444.38	0.003	TBM	CHISELED SQUARE 5'X6'CONC DROPINLET
951	1992994.4625	0.021	1108068.4165	0.018	435.76	0.003	TBM	CHISELED SQUARE IN HEADWALL
952	1993318.6664	20	1108631.5609	20	426.50	0.003	TBM	CHISELED SQUARE EAST END HEADWALL
953	1993839.7001	20	1109287.6032	20	410.49	0.003	TBM	CHISELED SQUARE WEST END SIGN BASE
954	1994219.7246	20	1109909.6434	20	413.81	0.003	TBM	CHISELED SQUARE WEST END OF HEADWALL
955	1994345.7727	0.025	1110929.2462	0.018	435.45	0.003	TBM	CHISELED SQUARE CENTERLINE HEADWALL
956	1994408.7368	20	1112001.7784	20	431.90	0.002	TBM	CHISELED SQUARE IN CENTERLINE OF HEADWALL
957	1994518.7439	20	1113658.8854	20	393.99	0.002	TBM	CHISELED SQUARE IN CENTERLINE HEADWALL
958	1994574.7475	20	1114521.9411	20	368.51	0.002	TBM	CHISELED SQUARE CENTERLINE HEADWALL AT 18"RCP
959	1994677.7542	20	1115677.0157	20	389.49	0.002	TBM	CHISELED SQUARE NORTHEAST CORNER OF CONC APRON
960	1995110.7821	20	1117612.1406	20	367.04	0.002	TBM	CHISELED SQUARE CENTERLINE HEADWALL
961	1995352.7977	20	1118756.2144	20	385.64	0.002	TBM	CHISELED SQUARE IN TOP CATCH BASIN
962	1995770.8247	30	1120047.2978	30	346.71	0.002	TBM	CHISELED SQUARE CENTERLINE HEADWALL AT 48"RCP
963	1996367.8632	20	1121783.4098	20	331.53	0.003	TBM	CHISELED SQUARE ENTERLINE HEADWALL
964	1996811.8919	20	1122364.4473	20	294.31	0.002	TBM	CHISELED SQUARE SOUTHWEST END OF HEADWALL
965	1997859.9596	20	1122631.4646	20	291.29	0.003	TBM	CHISELED SQUARE CENTERLINE HEADWALL AT 24"RCP
966	1997530.2893	0.020	1123514.1165	0.016	294.76	0.002	TBM	4"AHTD AL CAP* BM
967	1997902.9623	20	1123853.5435	20	294.79	0.002	TBM	CHISELED SQUARE NORTHEAST CORNER BRIDGE ABUTMENT
968	1999921.0926	20	1125749.6658	20	294.61	0.002	TBM	CHISELED SQUARE NE COR EASTBND
969	2001935.2226	20	1127507.7793	20	300.25	0.003	TBM	CHISELED SQUARE CONC BASE LIGHTPOLE
970	2003107.2983	20	1129213.8895	20	322.80	0.003	TBM	CHISELED SQUARE CONC STORM DRAIN
971	2003353.3142	20	1129967.9381	20	328.23	0.003	TBM	CHISELED SQUARE IN CONC SIGN BASE
972	2003775.3414	20	1130797.9917	20	344.32	0.003	TBM	CHISELED SQUARE BRIDGE PIER FOOTING
973	2004508.3887	20	1131661.0474	20	333.50	0.003	TBM	CHISELED SQUARE WEST END OF CONC
993	1992605.6204	50	1107857.5109	50	447.99	0.003	TBM	CHISELED SQUARE WEST BOUND ONRAMP
998	2003878.3480	10	1135674.3065	10	417.72	0.020	BM	NGS BENTON NORTH MERIDIAN
999	1992302.5868	10	1108442.8197	10	443.17	0.003	TBM	AHTD BRASS DISK IN SOUTHEAST BRIDGE CORNER

Standard Primary Control Monument - Rebar and CAP - Standard - 5/8"x 24" Rebar with 2"Aluminum CAP stamped: "(include all common information here)" plus other markings indicated in the point description of the individual point. AHTD monuments will be stamped "Arkansas Hwy & Trans Dept" with "PN: ###" & "Job ######". Monuments that are set by Consultants will be stamped "Arkansas Hwy & Trans Dept" with "PN:###", "Job######", & "PS####". The consultant Professional Surveyor in charge will stamp his/her PS license number on the CAP*.

**Standard GPS Control Point Monument - 5/8" x 48" Rebar with 2.5"Aluminum CAP stamped: "(include all common information here)" plus other markings indicated in the point description of the individual point. These monuments will be stamped "Ark. State Hwy Trans. Dept.", "GPS Survey", & "Point No. ######".

SX, SY, SZ – Represents the standard error estimate of the coordinate values of each point at the 67% confidence level (one sigma) based on the least squares analysis of the control network. See the AASHTO SDMS Technical Data Guide data tag definition for SX:, SY:, and SZ: for additional information. These values shall be used when control points are added and the entire network is reprocessed using least square analysis. A value of 0.001 is defined as fixed (no adjustment) in the least square analysis process. A value of 30 is defined as location by handheld GPS device or scaled from USGS Quadmap.

Reference Control points (1500 series) shall be used to re-establish horizontal datum if the primary control has been destroyed. These reference control points shall not be used for vertical control unless the elevation has been established from the project datum with 3-wire level techiniques.

All additional project control shall be occupied, measured, and adjusted with direct survey ties to at least two of the control points listed in the table above. New survey control shall not be independent of the survey control listed above. This includes horizontal coordinates and elevations.

Positional Accuracy:
Horizontal - GPS (1.0 cm± 1PPM) *PN: 100-105*
Horizontal - Primary (2.0cm± 20PPM): *PN:1-99, 140-145, 182, 183*
Horizontal - Secondary (3 cm ± 50PPM):
Vertical - NGS 1st Order (±4mm x Vdist in km)
Vertical - NGS 2nd Order (±6mm x Vdist in km)
Vertical - NGS 3rd Order (±8mm x Vdist in km)

Horizontal Datum: NAD 1983 (1997) State Plane Zone: 0302 - South Zone
The adjustment year is based on metadata in the SDMS Control file
A project CAF of: 0.99993545115 has been used to compute the above coordinates.
The project CAF shall have a minimum precision of 9 digits right of the decimal.
This CAF is intended for use within the project limits only.
Grid Distance = Ground Distance X CAF
If Coordinates are listed as Ground:
To compute Grid Coordinates, multiply the Ground Coordinates by CAF about the origin of X=0 & Y=0
If Coordinates are listed as Grid:
To compute Ground Coordinates, divide the Grid Coordinates by CAF about the origin of X=0 & Y=0

Vertical Datum: NAVD 1988 based NGS BM:
A project Elevation Factor of: 0.9999825747 has been computed and incorporated in the above CAF.
This is based on the average elevation of the project: 364.30 Feet
3-Wire Leveling techniques have been used to establish elevations on
Points: 1-145, 182, 183. 900, 902 -973 from NGS BM: SALISPORT

Basis of Bearing: Grid Bearings based on AHTD GPS points: *100-101*
Convergence Angle is: 0°21'34.80" Left at PN: 102
LT: 34-32-31 N LG: 92-38-33 W
Grid Azimuth = Astronomical Azimuth - Convergence Angle

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SURVEY CONTROL DETAILS

8:10:00 PM
6/20/2018
mbinkley

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	622	1465

② SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 19404
SHAHRIAR AZAD
2018-06-21

I-30 MEDIAN

POINT NO.	TYPE	STATION	NORTHING	EASTING
8000	P.O.B.	204+00.00	1988767.4249	1106337.1148
8001	P.C.	229+53.48	1990850.3069	1107814.2316
8002	P.I.	233+97.73	1991212.6802	1108071.2158
8003	P.T.	238+38.00	1991624.3596	1108238.1749
8004	P.C.	250+55.26	1992752.3853	1108695.6525
8005	P.I.	264+93.33	1994085.0296	1109236.1144
8006	P.T.	276+23.85	1994178.0858	1110671.1685
8007	P.C.	322+30.60	1994476.1853	1115268.2715
8008	P.I.	335+56.36	1994561.9739	1116591.2489
8009	P.T.	348+70.38	1994947.5741	1117859.6894
8010	P.C.	381+02.09	1995887.5258	1120951.6821
8011	P.I.	396+53.01	1996338.6178	1122435.5595
8012	P.T.	411+31.35	1997476.6099	1123489.2911
8013	P.C.	471+69.23	2001906.9032	1127591.5515
8014	P.I.	481+89.06	2002655.2033	1128284.4450
8015	P.T.	491+67.24	2002985.4854	1129249.3120
8016	P.C.	498+10.03	2003193.6598	1129857.4603
8017	P.I.	503+67.34	2003374.1497	1130384.7334
8018	P.T.	509+14.15	2003718.3523	1130823.0462
8019	P.I.	517+41.16	2004229.1247	1131473.4721
8020	P.O.E.	551+00.00	2006318.9288	1134103.0227

I-30 EB

POINT NO.	TYPE	STATION	NORTHING	EASTING
8025	P.O.B.	2204+00.00	1988754.2134	1134103.0227
8026	P.C.	2228+80.72	1990777.7460	1107799.5522
8027	P.I.	2233+24.97	1991140.1199	1108056.5364
8028	P.T.	2237+65.24	1991551.7994	1108223.4954
8029	P.C.	2250+47.43	1992739.9883	1108705.3726
8030	P.I.	2264+85.50	1994072.6326	1109245.8346
8031	P.T.	2276+16.01	1994165.6887	1110680.8887
8034	P.O.E.	2285+00.00	1994222.8910	1111563.0253

I-30 WB

POINT NO.	TYPE	STATION	NORTHING	EASTING
8035	P.O.B.	3204+00.00	1988781.0302	1106308.9870
8036	P.C.	3230+29.79	1990926.1550	1107830.2444
8037	P.I.	3234+74.03	1991288.5282	1108087.2286
8038	P.T.	3239+14.31	1991700.2077	1108254.1877
8039	P.C.	3250+63.10	1992764.7824	1108685.9324
8040	P.I.	3265+01.17	1994097.4266	1109226.3943
8041	P.T.	3276+31.68	1994190.4828	1110661.4484
8042	P.O.E.	3285+00.00	1994246.6710	1111527.9475

I-30 EB

POINT NO.	TYPE	STATION	NORTHING	EASTING
8043	P.O.B.	2494+00.00	2003048.5686	1129473.7402
8044	P.C.	2498+99.32	2003210.2783	1129946.1494
8045	P.I.	2503+93.61	2003370.3603	1130413.8035
8046	P.T.	2508+78.27	2003677.9002	1130800.7736
8047	P.O.E.	2251+00.00	2006304.5763	1134105.8576

I-30 WB

POINT NO.	TYPE	STATION	NORTHING	EASTING
8048	P.O.B.	3494+00.00	2003073.1673	1129465.3198
8049	P.C.	3498+10.03	2003205.9592	1129853.2502
8050	P.I.	3503+65.13	2003385.7354	1130378.4378
8051	P.T.	3509+09.78	2003728.5765	1130815.0172
8052	P.I.	3517+36.75	2004239.3256	1131465.4133
8053	P.O.E.	3551+00.00	2006331.8720	1134098.4145

HWY. 70 RAMP 1

POINT NO.	TYPE	STATION	NORTHING	EASTING
8054	P.C.	100+00.00	1992694.8113	1108717.8054
8055	P.I.	103+18.85	1992990.2859	1108837.6369
8056	P.T.	106+31.87	1993230.8096	1109046.9529
8057	P.C.	107+50.60	1993320.3740	1109124.8963
8058	P.I.	224+08.54	2002114.5370	1116778.0222
8059	P.T.	114+09.54	1993047.6762	1109450.0160
8060	P.C.	115+55.63	1992934.0614	1109358.1904
8061	P.I.	119+62.69	1992617.4718	1109102.3168
8062	P.T.	123+11.12	1992630.4714	1108695.4614
8063	P.C.	125+52.86	1992638.1915	1108453.8419
8064	P.I.	127+49.04	1992644.4567	1108257.7568
8065	P.T.	129+39.84	1992727.5208	1108080.0239
8066	P.C.	131+22.85	1992805.0054	1107914.2297
8067	P.I.	132+65.93	1992865.5860	1107784.6050
8068	P.T.	134+07.39	1992890.7043	1107643.7445

HWY. 70 RAMP 2

POINT NO.	TYPE	STATION	NORTHING	EASTING
8070	P.O.B.	200+00.00	1993245.5136	1106348.4512
8071	P.C.	203+78.66	1993085.3636	1106691.5745
8072	P.I.	206+28.82	1992979.5590	1106918.2619
8073	P.T.	208+76.15	1992935.7076	1107164.5521
8074	P.C.	212+41.87	1992871.6003	1107524.6087
8075	P.I.	214+27.80	1992839.0088	1107707.6577
8076	P.T.	216+11.66	1992760.7644	1107876.3201
8077	P.C.	217+17.69	1992716.1441	1107972.5030
8078	P.I.	219+51.42	1992617.7816	1108184.5316
8079	P.T.	221+78.83	1992610.3173	1108418.1459
8080	P.C.	224+55.36	1992601.4862	1108694.5353
8081	P.I.	228+76.85	1992588.0260	1109115.8056
8082	P.T.	232+37.62	1992915.8324	1109380.7449
8083	P.C.	233+83.70	1993029.4472	1109472.5705
8084	P.I.	235+07.26	1993125.5415	1109550.2356
8085	P.T.	236+28.25	1993242.5260	1109589.9926
8086	P.C.	239+78.25	1993573.9118	1109702.6133
8087	P.I.	243+47.29	1993923.3185	1109821.3584
8088	P.T.	246+56.67	1994020.4488	1110177.3796
8089	P.C.	248+82.32	1994079.8399	1110395.0714
8090	P.I.	250+75.47	1994130.6786	1110581.4155
8091	P.T.	252+67.32	1994143.1775	1110774.1652

HWY. 70 RAMP 3

POINT NO.	TYPE	STATION	NORTHING	EASTING
8092	P.O.B.	300+00.00	1993296.8752	1106372.4590
8093	P.C.	303+70.05	1993140.1001	1106707.6560
8094	P.I.	306+20.73	1993033.8974	1106934.7256
8095	P.T.	308+68.55	1992989.8904	1107181.5110
8096	P.C.	313+74.71	1992901.0339	1107679.8070
8097	P.I.	319+98.38	1992791.5476	1108293.7923
8098	P.T.	325+34.58	1993209.5377	1108756.6633
8099	P.C.	328+47.46	1993419.2363	1108988.8779
8100	P.I.	331+89.08	1993648.1944	1109242.4200
8101	P.T.	335+29.45	1993837.0386	1109527.1010

HWY. 70 RAMP 4

POINT NO.	TYPE	STATION	NORTHING	EASTING
8500	P.C.	400+00.00	1990941.5460	1107806.2200
8501	P.I.	402+45.85	1991142.0884	1107948.4387
8502	P.T.	404+89.02	1991372.1110	1108035.2315
8503	P.C.	406+87.32	1991557.6502	1108105.2397
8504	P.I.	410+09.38	1991858.9679	1108218.9338
8505	P.C.C.	413+10.31	1992169.8299	1108134.7703
8506	P.I.	413+81.55	1992238.5914	1108116.1537
8507	P.C.C.	414+52.43	1992303.1029	1108085.9380
8508	P.I.	415+54.54	1992395.8694	1108042.4882
8509	P.C.C.	416+56.65	1992478.3958	1107981.8014
8510	P.I.	419+86.41	1992744.0582	1107786.4431
8511	P.T.	422+91.68	1992832.5632	1107468.7826
8512	P.O.E.	427+94.59	1992967.5403	1106984.3257

FRONTAGE ROAD 'A'

POINT NO.	TYPE	STATION	NORTHING	EASTING
8513	P.O.B.	5+00.00	1992785.8942	1109324.1891
8514	P.I.	6+11.58	1992859.7540	1109407.8250
8515	P.T.	7+21.79	1992953.3054	1109468.6391
8516	P.C.	8+59.40	1993068.6759	1109543.6371
8517	P.I.	9+50.56	1993145.1094	1109593.3237
8518	P.T.	10+40.78	1993231.4248	1109622.6578
8519	P.C.	13+21.89	1993497.5831	1109713.1111
8520	P.I.	14+07.07	1993578.2283	1109740.5182
8521	P.C.C.	14+91.00	1993647.4137	1109790.1988
8522	P.I.	17+78.77	1993881.1551	1109958.0440
8523	P.O.E.	20+50.00	1993983.2424	1110227.0889

INSPECTION STATION RAMP 1

POINT NO.	TYPE	STATION	NORTHING	EASTING
8111	P.C.	100+00.00	1994538.1922	1116313.6844
8112	P.I.	101+46.99	1994561.0066	1116458.8896
8113	P.T.	102+93.72	1994568.8399	1116605.6672
8114	P.C.	104+52.56	1994577.3053	1116764.2881
8115	P.I.	106+83.44	1994589.6095	1116994.8408
8116	P.T.	109+12.09	1994656.4990	1117215.8199
8117	P.O.E.	111+00.00	1994710.9392	1117395.6710

INSPECTION STATION RAMP 2

POINT NO.	TYPE	STATION	NORTHING	EASTING
8118	P.O.B.	200+00.00	1994876.8601	1117943.8146
8119	P.C.	201+76.90	1994928.1105	1118113.1279
8120	P.I.	202+58.95	1994951.8803	1118191.6549
8121	P.T.	203+40.89	1994982.2970	1118267.8542
8122	P.C.	206+38.28	1995092.5480	1118544.0523
8123	P.I.	207+19.19	1995122.5426	1118619.1942
8124	P.T.	208+00.00	1995146.0748	1118696.6036

INSPECTION STATION RAMP 3

POINT NO.	TYPE	STATION	NORTHING	EASTING
8125	P.O.B.	300+00.00	1995364.6556	1118847.2479
8126	P.C.	302+12.69	1995426.5307	1119050.7391
8127	P.I.	303+05.50	1995453.5310	1119139.5361
8128	P.T.	303+98.17	1995471.7941	1119230.5328
8129	P.C.	308+14.65	1995553.7484	1119638.8733
8130	P.I.	309+07.40	1995571.9990	1119729.8077
8131	P.T.	310+00.00	1995598.9750	1119818.5458

INSPECTION STATION RAMP 4

POINT NO.	TYPE	STATION	NORTHING	EASTING
8132	P.C.	400+00.00	1994724.1980	1116748.7361
8133	P.I.	401+24.53	1994748.4584	1116870.8815
8134	P.T.	402+48.71	1994788.3748	1116988.8423
8135	P.C.	405+63.50	1994889.2765	1117287.0263
8136	P.I.	405+93.21	1994898.7988	1117315.1666
8137	P.T.	406+22.91	1994907.4413	1117343.5895
8138	P.O.E.	410+00.00	1995017.1430	1117704.3697

HWY. 67

POINT NO.	TYPE	STATION	NORTHING	EASTING
8150	P.O.B.	500+00.00	1994812.8923	1121249.1927
8151	P.C.	501+38.60	1994821.0036	1121387.5551
8152	P.I.	502+09.37	1994825.1453	1121458.2045
8153	P.C.C.	502+79.96	1994837.9489	1121527.8074
8154	P.I.	505+75.37	1994891.3929	1121818.3396
8155	P.T.	508+25.46	1995159.0632	1121943.3110
8156	P.C.	513+30.89	1995617.0404	1122157.1340
8157	P.I.	516+88.52	1995941.0864	1122308.4265
8158	P.T.	520+40.42	1996295.8209	1122353.7999
8159	P.C.	528+00.68	1997049.9393	1122450.2578
8160	P.I.	530+01.74	1997249.3688	1122475.7665
8161	P.T.	532+02.29	1997444.1787	1122525.4848
8162	P.C.	537+52.64	1997977.4411	1122661.5811
8163	P.I.	538+54.30	1998075.9467	1122686.7212
8164	P.T.	539+55.83	1998176.2915	1122703.0405
8165	P.O.E.	550+00.00	1999206.9207	1122870.6540

HWY. 67 RIGHT TURN LANES

POINT NO.	TYPE	STATION	NORTHING	EASTING
8166	P.O.B.	517+60.00	1996010.1820	1122341.9528
8167	P.C.	520+47.27	1996288.0277	1122414.9338
8168	P.I.	521+15.68	1996354.1903	1122432.3125
8169	P.T.	521+80.51	1996401.1098	1122482.0928
8170	P.O.E.	523+08.26	1996488.7284	1122575.0535

FRONTAGE ROAD 'A'

POINT NO.	TYPE	STATION	NORTHING	EASTING
8171	P.O.B.	25+00.00	1995605.5285	1120401.2591
8172	P.C.	33+15.64	1995845.3059	1121180.8586
8173	P.I.	34+86.62	1995895.5684	1121344.2793
8174	P.T.	36+57.36	1995960.2305	1121502.5558
8175	P.C.	38+76.93	1996043.2690	1121705.8132
8176	P.I.	40+96.86	1996126.4464	1121909.4108
8177	P.T.	42+56.97	1995958.0014	1122050.8206
8178	P.C.	43+55.66	1995882.4191	1122114.2720
8179	P.I.	44+07.19	1995842.9531	1122147.4038
8180	P.T.	44+56.32	1995825.5083	1122195.8905
8181	P.O.E.	45+00.00	1995810.7203	1122236.9930

FRONTAGE ROAD 'B'

POINT NO.	TYPE	STATION	NORTHING	EASTING
8182	P.O.B.	50+00.00	1995794.6266	1120220.1992
8183	P.C.	54+55.99	1995925.0050	1120657.1527
8184	P.I.	55+78.44	1995960.0173	1120774.4939
8185	P.T.	57+00.56	1996009.7284	1120886.4030
8186	P.C.	62+66.67	1996239.5465	1121403.7677
8187	P.I.	65+26.77	1996345.1359	1121641.4698
8188	P.T.	67+54.99	1996593.5803	1121718.4553
8189	P.C.	72+62.14	1997077.9975	1121868.5618
8190	P.I.	75+63.00	1997365.3824	1121957.6138
8191	P.T.	77+62.59	1997327.2102	1122256.0484
8192	P.O.E.	80+00.00	1997297.0893	1122491.5371

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SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AHAD
No. 24426
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	623	1465

(2) SURVEY CONTROL DETAILS

HWY. 67 RAMP 1

POINT NO.	TYPE	STATION	NORTHING	EASTING
8200	P.C.	100+00.00	1995747.9592	1120635.2584
8201	P.I.	100+75.02	1995769.7782	1120707.0324
8202	P.T.	101+50.00	1995787.8109	1120779.8499
8203	P.C.	104+18.43	1995852.3368	1121040.4108
8204	P.I.	106+56.35	1995909.5267	1121271.3484
8205	P.T.	108+93.42	1995999.5025	1121491.5921
8206	P.O.E.	118+32.96	1996354.8218	1122361.3466

HWY. 67 RAMP 2

POINT NO.	TYPE	STATION	NORTHING	EASTING
8206	P.O.B.	200+00.00	1996354.8218	1122361.3466
8207	P.C.	200+29.87	1996366.1170	1122388.9952
8208	P.I.	201+57.64	1996414.4403	1122507.2816
8209	P.T.	202+82.07	1996504.6650	1122597.7600
8210	P.O.E.	213+71.52	1997273.9393	1123369.1970

HWY. 67 RAMP 3

POINT NO.	TYPE	STATION	NORTHING	EASTING
8192	P.O.B.	300+00.00	1997297.0893	1122491.5371
8211	P.C.	303+51.71	1997252.4659	1122840.4072
8212	P.I.	306+46.75	1997215.0337	1123133.0565
8213	P.T.	308+96.62	1997431.5144	1123333.5083
8214	P.C.	317+40.15	1998050.4531	1123906.6188
8215	P.I.	319+40.23	1998197.2626	1124042.5581
8216	P.T.	321+40.15	1998334.2318	1124188.4072
8240	P.C.	323+36.99	1998468.9857	1124331.8972
8241	P.I.	324+37.03	1998537.4703	1124404.8217
8242	P.T.	325+36.99	1998610.8751	1124472.7913

HWY. 67 RAMP 4

POINT NO.	TYPE	STATION	NORTHING	EASTING
8217	P.C.	400+00.00	1996547.6446	1122278.7026
8218	P.I.	401+50.51	1996627.0315	1122406.5750
8219	P.T.	403+00.75	1996719.3807	1122525.4247
8220	P.C.	405+08.37	1996846.7704	1122689.3700
8221	P.I.	406+84.10	1996954.5946	1122828.1353
8222	P.C.C.	408+08.99	1997117.2384	1122761.5858
8223	P.I.	410+75.56	1997363.9536	1122660.6366
8224	P.C.C.	411+08.51	1997137.7663	1122519.5749
8225	P.I.	411+59.11	1997094.8288	1122492.7969
8226	P.T.	412+08.15	1997044.6345	1122486.3767

HWY. 67 RAMP 5

POINT NO.	TYPE	STATION	NORTHING	EASTING
8227	P.C.	500+00.00	1995867.5613	1120702.0667
8228	P.I.	501+17.52	1995901.7418	1120814.5041
8229	P.T.	502+34.74	1995949.4492	1120921.9027
8230	P.C.	508+34.63	1996192.9806	1121470.1385
8231	P.I.	512+97.14	1996380.7416	1121892.8246
8232	P.C.C.	517+56.54	1996649.1598	1122269.4801
8233	P.I.	518+81.81	1996721.8604	1122371.4965
8234	P.T.	519+92.72	1996846.1185	1122387.3901

SOUTH ST.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8350	P.O.B.	20+00.00	2003607.0983	1130405.9415
8351	P.C.	20+64.74	2003669.5778	1130388.9925
8352	P.I.	30+57.91	2004628.1064	1130128.9697
8353	P.T.	26+24.44	2003850.4279	1130746.7116
8354	P.C.	29+92.11	2003562.5311	1130975.3998
8355	P.I.	31+75.39	2003419.0194	1131089.3970
8356	P.T.	33+36.74	2003408.5024	1131272.3734
8357	P.O.E.	38+36.74	2003379.8113	1131771.5496

FRONTAGE ROAD 'C'

POINT NO.	TYPE	STATION	NORTHING	EASTING
8358	P.O.B.	85+00.00	2001885.6815	1127968.8305
8359	P.C.	87+55.64	2002128.3560	1128049.2104
8360	P.I.	89+13.10	2002277.8276	1128098.7192
8361	P.T.	90+58.10	2002362.0918	1128231.7321
8362	P.C.	94+38.40	2002565.6112	1128552.9918
8363	P.I.	98+24.69	2002772.3361	1128879.3115
8364	P.T.	102+07.42	2002897.4398	1129244.7821
8365	P.I.	106+80.68	2003050.7085	1129692.5320
8366	P.C.	109+88.20	2003151.1515	1129983.1852
8367	P.I.	114+49.62	2003301.8619	1130419.2977
8368	P.T.	119+03.18	2003581.8837	1130786.0341
8369	P.O.E.	123+28.88	2003840.2316	1131124.3847

FRONTAGE ROAD 'D'

POINT NO.	TYPE	STATION	NORTHING	EASTING
8370	P.O.B.	125+00.00	2002649.6979	1128180.9001
8371	P.C.	126+52.18	2002754.3170	1128291.4145
8372	P.I.	127+52.07	2002822.9883	1128363.9554
8373	P.T.	128+48.39	2002852.0968	1128459.5096
8374	P.C.	142+33.79	2003255.8124	1129784.7812
8375	P.I.	144+53.10	2003319.7226	1129994.5787
8376	P.C.C.	146+71.56	2003414.8234	1130192.2030
8377	P.I.	147+44.63	2003446.5068	1130258.0426
8378	P.T.	148+15.95	2003500.2528	1130307.5407
8350	P.I.	149+61.21	2003607.0983	1130405.9415
8379	P.C.	150+48.87	2003620.8354	1130492.5218
8380	P.I.	150+80.75	2003625.8315	1130524.0110
8381	P.C.C.	151+12.42	2003636.9739	1130553.8837
8382	P.I.	151+72.47	2003657.9580	1130610.1421
8383	P.C.C.	152+32.16	2003689.0909	1130661.4849
8384	P.I.	153+00.95	2003724.7573	1130720.3045
8385	P.C.C.	153+69.60	2003766.5533	1130774.9390
8386	P.I.	154+35.56	2003806.6283	1130827.3239
8387	P.T.	155+01.49	2003849.3614	1130877.5641
8388	P.O.E.	160+01.49	2004173.3131	1131258.4254

SOUTH ST. RAMP 1

POINT NO.	TYPE	STATION	NORTHING	EASTING
8389	P.C.	100+00.00	2000802.3892	1126625.3780
8390	P.I.	100+58.35	2000845.2045	1126665.0232
8391	P.T.	101+16.67	2000885.5198	1126707.2082
8392	P.C.	105+11.18	2001158.0878	1126992.4179
8393	P.I.	106+86.23	2001279.0334	1127118.9731
8394	P.T.	108+61.18	2001407.4795	1127237.9086
8395	P.C.	111+87.41	2001646.8557	1127459.5606
8396	P.I.	113+15.76	2001741.0310	1127546.7629
8397	P.T.	114+44.07	2001831.2069	1127638.0948
8398	P.C.	117+65.66	2002057.1581	1127866.9424
8399	P.I.	118+35.83	2002106.4578	1127916.8740
8400	P.T.	118+91.59	2002084.3950	1127983.4838
8401	P.O.E.	119+40.16	2002069.1231	1128029.5910

SOUTH ST .RAMP 2

POINT NO.	TYPE	STATION	NORTHING	EASTING
8402	P.O.B.	200+00.00	2003812.6237	1131100.5859
8403	P.C.	200+59.64	2003848.8184	1131147.9890
8404	P.I.	202+73.97	2003978.8897	1131318.3396
8405	P.T.	204+88.10	2004121.3245	1131478.4963
8406	P.C.	209+44.11	2004424.3657	1131819.2420
8407	P.I.	211+02.79	2004529.8142	1131937.8104
8408	P.T.	212+61.38	2004628.5388	1132062.0332

SOUTH ST. RAMP 4

POINT NO.	TYPE	STATION	NORTHING	EASTING
8409	P.C.	400+00.00	2001624.3509	1127257.0071
8410	P.I.	401+78.56	2001755.3694	1127378.3245
8411	P.T.	403+57.09	2001890.1041	1127495.5009
8412	P.C.	411+05.50	2002454.8258	1127986.6292
8413	P.I.	412+44.53	2002559.7312	1128077.8635
8414	P.T.	413+83.34	2002655.3092	1128178.8274

FAIRFIELD RD.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8415	P.O.B.	5+00.00	2002259.6654	1128577.6855
8416	P.C.	5+93.91	2002353.4709	1128582.1139
8417	P.I.	6+87.88	2002447.3330	1128586.5449
8418	P.T.	7+76.09	2002527.0978	1128536.8729
8419	P.O.E.	8+00.00	2002547.3932	1128524.2343

AIRLANE DR.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8420	P.O.B.	2+00.00	2002840.0937	1129942.2084
8421	P.O.E.	5+00.00	2003139.9853	1129950.2728

HWY. 229

POINT NO.	TYPE	STATION	NORTHING	EASTING
8370	P.O.B.	10+00.00	2002649.6979	1128180.9001
8422	P.C.	10+17.57	2002662.4551	1128168.8234
8423	P.I.	10+95.05	2002718.7216	1128115.5584
8424	P.T.	11+66.58	2002729.2733	1128038.8008
8425	P.O.E.	15+00.00	2002774.6807	1127708.4872

ROUNDABOUT

POINT NO.	TYPE	STATION	NORTHING	EASTING
8426	P.C.	65+00.00	2003620.8676	1130349.5997
8350	C.C.	N/A	2003607.0983	1130405.9415
8427	P.C.C.	66+82.21	2003593.3291	1130462.2834
8350	C.C.	N/A	2003607.0983	1130405.9415
8426	P.T.	68+64.42	2003620.8676	1130349.5997

BELL ST.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8428	P.O.B.	40+00.00	2003917.5554	1130522.6102
8429	P.C.	40+48.44	2003963.5720	1130507.4912
8430	P.I.	41+00.08	2004012.6344	1130491.3714
8431	P.T.	41+50.62	2004064.2373	1130493.3983
8432	P.O.E.	41+82.80	2004096.3848	1130494.6610

SEVIER ST.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8433	P.O.B.	50+00.00	2004107.5452	1130322.0767
8434	P.O.E.	58+00.00	2004055.9198	1131120.4092

SOUTH ST. RAMP A

POINT NO.	TYPE	STATION	NORTHING	EASTING
8435	P.C.	70+00.00	2003369.4118	1130489.2693
8436	P.I.	71+22.66	2003430.8851	1130595.4095
8437	P.T.	72+38.34	2003423.8467	1130717.8644
8438	P.O.E.	78+45.86	2003388.9858	1131324.3831

SOUTH ST. RAMP B

POINT NO.	TYPE	STATION	NORTHING	EASTING
8439	P.C.	80+00.00	2003427.1456	1131267.6339
8440	P.I.	80+95.65	2003443.1619	1131173.3339
8441	P.T.	81+54.75	2003538.4833	1131181.2619
8442	P.C.	83+19.27	2003702.4296	1131194.8975
8443	P.I.	83+42.71	2003725.7916	1131196.8406
8444	P.T.	83+66.05	2003749.1588	1131194.9598
8445	P.C.	84+12.98	2003795.9362	1131191.1947
8446	P.I.	84+74.26	2003857.0201	1131186.2780
8447	P.T.	85+25.53	2003895.0244	1131234.3520

SOUTH ST. RAMP C.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8448	P.C.	90+00.00	2003729.3259	1131018.6820
8449	P.I.	91+39.31	2003813.8700	1131129.4068
8450	P.C.C.	91+70.18	2003675.9951	1131149.3620
8451	P.I.	92+13.50	2003633.1254	1131155.5667
8452	P.C.C.	92+54.87	2003592.7974	1131139.7569
8453	P.I.	93+87.54	2003469.2865	1131091.3370
8454	P.T.	94+21.52	2003567.9649	1131002.6692

SOUTH ST. RAMP D

POINT NO.	TYPE	STATION	NORTHING	EASTING
8455	P.C.	95+00.00	2003575.2082	1130944.2577
8456	C.C.	N/A	2003521.4160	1130876.5384
8457	P.T.	99+09.20	2003590.1537	1130824.0537

LEANDER ST.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8458	P.O.B.	60+00.00	2003435.2420	1131148.5923
8459	P.C.	62+37.25	2003671.6778	1131168.2570
8460	P.I.	63+12.26	2003746.4233	1131174.4737
8461	P.T.	63+76.45	2003796.4732	1131118.6118
8462	P.O.E.	64+08.39	2003817.7854	1131094.8248

CUL-DE-SAC/SEVIER ST.

POINT NO.	TYPE	STATION	NORTHING	EASTING
8470	P.C.	5+00.00	2004021.1004	1131430.6848
8471	P.I.	5+40.77	2004043.3086	1131464.8794
8472	P.T.	5+78.92	2004041.5220	1131505.6137
8473	P.O.E.	7+00.00	2004036.2167	1131626.5774

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SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	624	1465

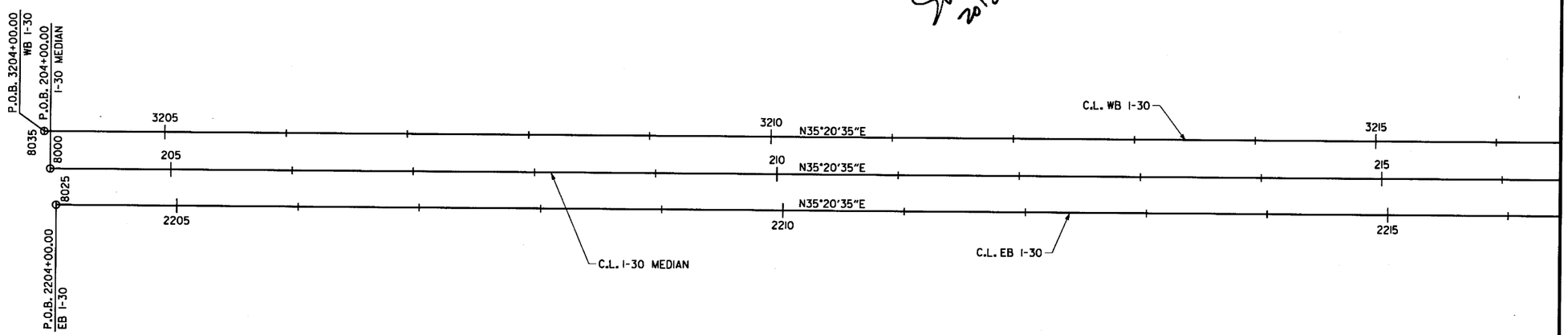
(2) SURVEY CONTROL DETAILS

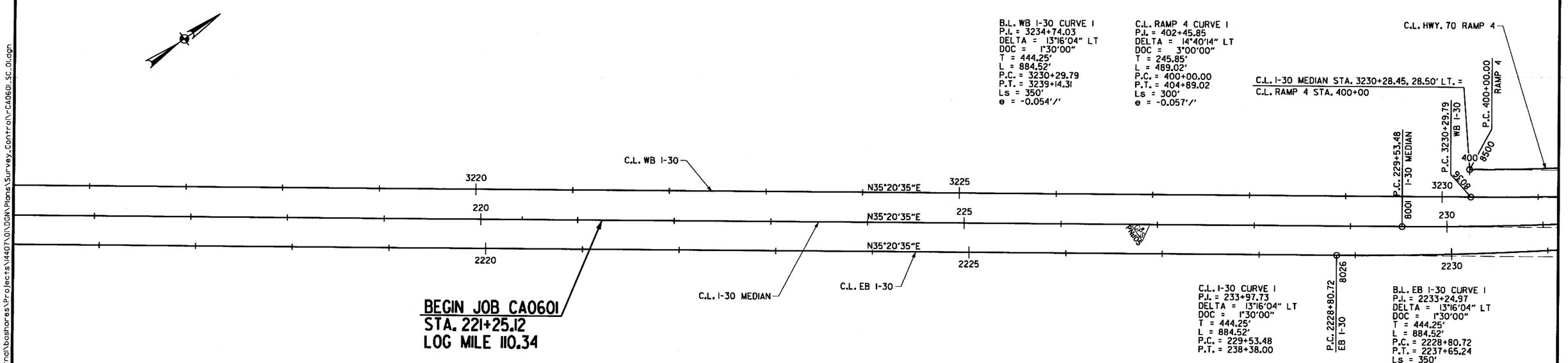
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD

Shahriar N
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'





SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	625	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHANNAN L. HAD
2019-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET

B.L. WB I-30 CURVE 1
P.I. = 3234+74.03
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 3230+29.79
P.T. = 3239+14.31
Ls = 350'
e = -0.054'/'

C.L. RAMP 4 CURVE 1
P.I. = 402+45.85
DELTA = 14°40'14" LT
DOC = 3°00'00"
T = 245.85'
L = 489.02'
P.C. = 400+00.00
P.T. = 404+89.02
Ls = 300'
e = -0.057'/'

C.L. RAMP 4 CURVE 2
P.I. = 410+09.38
DELTA = 35°49'19" LT
DOC = 5°45'00"
T = 322.05'
L = 622.99'
P.C. = 406+87.32
P.C.C. = 413+10.31
Ls = 350
e = -0.092'/'

C.L. RAMP 4 CURVE 3
P.I. = 413+81.55
DELTA = 9°56'53" LT
DOC = 7°00'00"
T = 71.24'
L = 142.12'
P.C.C. = 413+10.31
P.C.C. = 414+52.43
Ls = N/A
e = N/A

C.L. RAMP 4 CURVE 4
P.I. = 415+54.87
DELTA = 11°13'55" LT
DOC = 5°30'00"
T = 102.44'
L = 204.22'
P.C.C. = 414+52.43
P.C.C. = 416+56.65
Ls = N/A
e = N/A

C.L. I-30 CURVE 1
P.I. = 233+97.73
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 229+53.48
P.T. = 238+38.00

B.L. EB I-30 CURVE 1
P.I. = 2233+24.97
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 2228+80.72
P.T. = 2237+65.24
Ls = 350'
e = 0.054'/'

P.I. 402+45.85 RAMP 4 — 8501
N35°20'35"E
P.T. 404+89.02 RAMP 4 — 8502
P.C. 406+87.32 RAMP 4 — 8503
N20°40'22"E
P.C.C. 413+10.31 RAMP 4 — 8504
N15°08'57"W
P.C.C. 414+52.43 RAMP 4 — 8505
P.C.C. 415+81.55 RAMP 4 — 8506
P.L. 415+54.54 RAMP — 8508
N25°05'50"W
8507
405
410
415
C.L. HWY. 70 RAMP 4
P.I. 3234+74.03 WB I-30 — 8037
P.I. 3239+14.31 WB I-30 — 8038
P.T. 238+38.00 I-30 MEDIAN — 8003
P.I. 410+09.38 RAMP A
C.L. WB I-30
C.L. I-30 MEDIAN
PNT 1 PNT 2 PNT 3 PNT 4 PNT 5 PNT 6 PNT 7 PNT 8 PNT 9 PNT 10 PNT 11 PNT 12 PNT 13 PNT 14 PNT 15 PNT 16 PNT 17 PNT 18 PNT 19 PNT 20 PNT 21 PNT 22 PNT 23 PNT 24 PNT 25 PNT 26 PNT 27 PNT 28 PNT 29 PNT 30 PNT 31 PNT 32 PNT 33 PNT 34 PNT 35 PNT 36 PNT 37 PNT 38 PNT 39 PNT 40 PNT 41 PNT 42 PNT 43 PNT 44 PNT 45 PNT 46 PNT 47 PNT 48 PNT 49 PNT 50 PNT 51 PNT 52 PNT 53 PNT 54 PNT 55 PNT 56 PNT 57 PNT 58 PNT 59 PNT 60 PNT 61 PNT 62 PNT 63 PNT 64 PNT 65 PNT 66 PNT 67 PNT 68 PNT 69 PNT 70 PNT 71 PNT 72 PNT 73 PNT 74 PNT 75 PNT 76 PNT 77 PNT 78 PNT 79 PNT 80 PNT 81 PNT 82 PNT 83 PNT 84 PNT 85 PNT 86 PNT 87 PNT 88 PNT 89 PNT 90 PNT 91 PNT 92 PNT 93 PNT 94 PNT 95 PNT 96 PNT 97 PNT 98 PNT 99
3235
235
3240
240
3245
245
N22°04'31"E
2235
2240
2245
P.I. 2233+24.97 EB I-30 — 8027
P.I. 233+97.73 I-30 MEDIAN — 8002
C.L. EB I-30
P.T. 2237+65.24 EB I-30 — 8028

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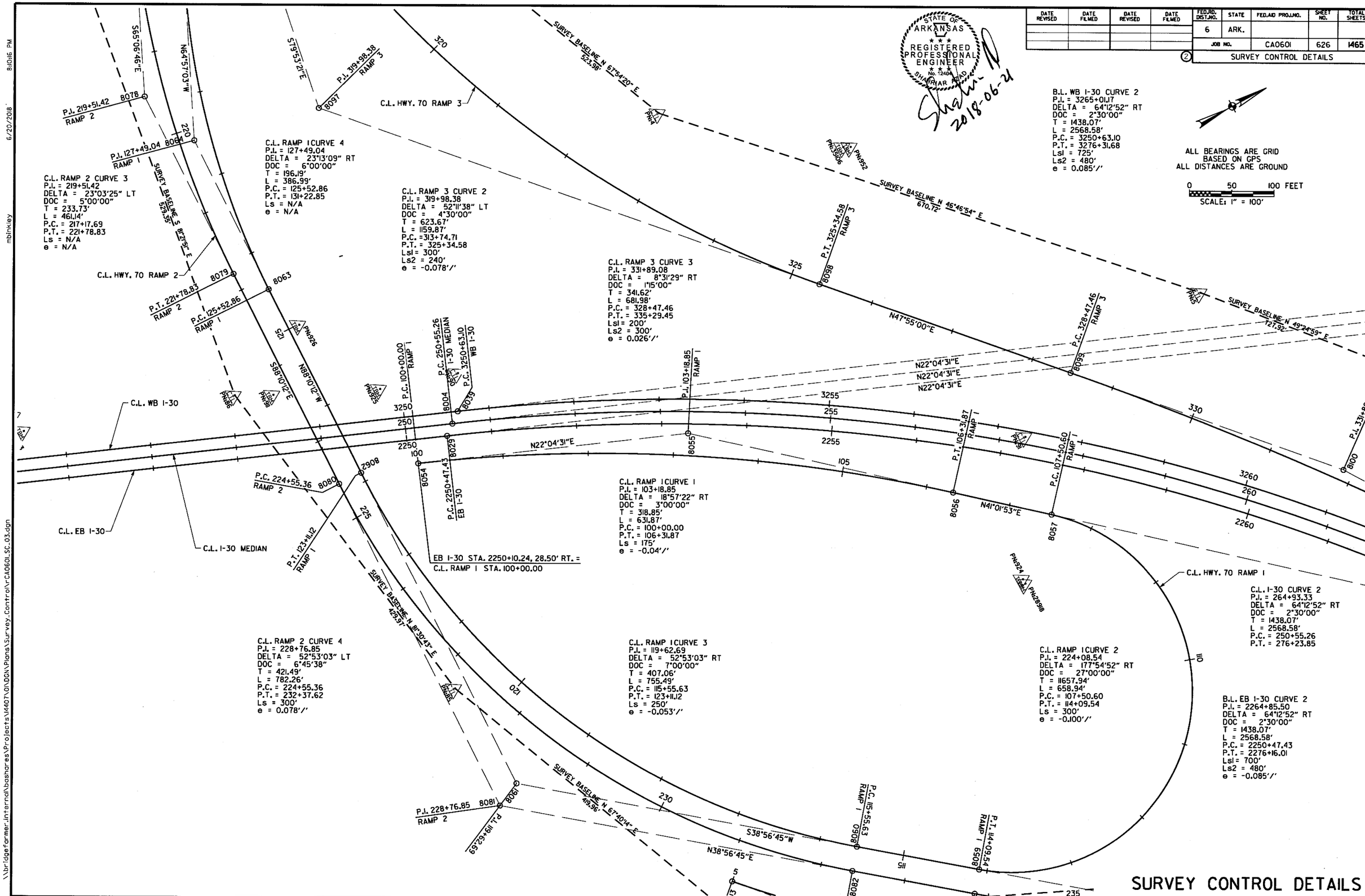
SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	626	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABAD
2018-06-21



SURVEY CONTROL DETAILS

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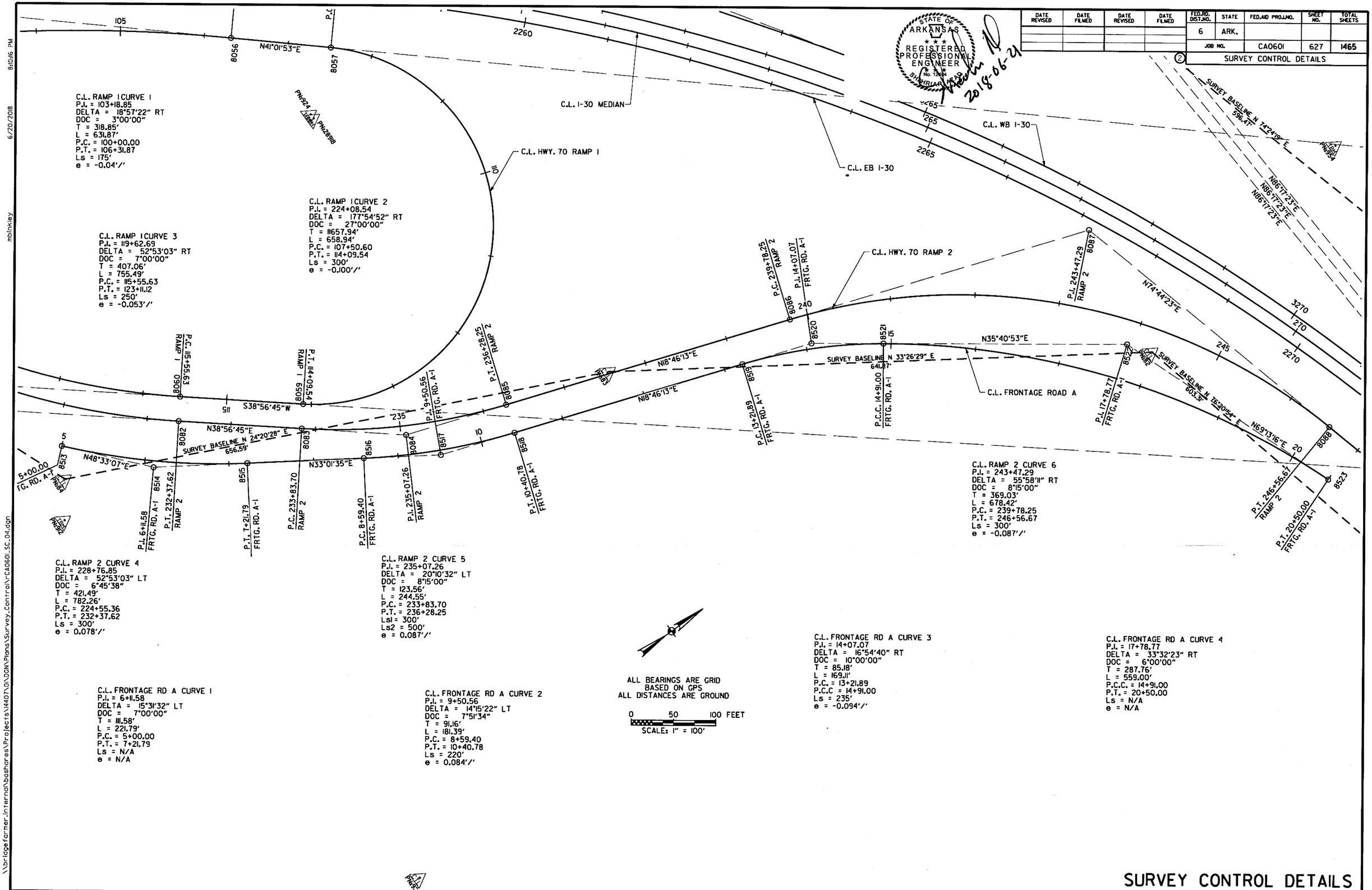
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	627	1465

SURVEY CONTROL DETAILS



SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	628	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR AFND
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

C.L. RAMP 3 CURVE 3
P.I. = 331+89.08
DELTA = 8°31'29" RT
DOC = 1°15'00"
T = 341.62'
L = 681.98'
P.C. = 328+47.46
P.T. = 335+29.45
Ls1 = 200'
Ls2 = 300'
e = 0.026'/'

B.L. WB I-30 CURVE 2
P.I. = 3265+01.17
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 3250+63.10
P.T. = 3276+31.68
Ls1 = 725'
Ls2 = 480'
e = 0.085'/'

B.L. EB I-30 CURVE 2
P.I. = 2264+85.50
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 2250+47.43
P.T. = 2276+16.01
Ls1 = 700'
Ls2 = 480'
e = -0.085'/'

C.L. I-30 CURVE 2
P.I. = 264+93.33
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 250+55.26
P.T. = 276+23.85

C.L. RAMP 1 CURVE 2
P.I. = 224+08.54
DELTA = 177°54'52" RT
DOC = 27°00'00"
T = 11657.94'
L = 658.94'
P.C. = 107+50.60
P.T. = 114+09.54
Ls = 300'
e = -0.100'/'

C.L. RAMP 2 CURVE 6
P.I. = 243+47.29
DELTA = 55°58'11" RT
DOC = 8°15'00"
T = 369.03'
L = 678.42'
P.C. = 239+78.25
P.T. = 246+56.67
Ls = 300'
e = -0.087'/'

C.L. FRONTAGE RD A CURVE 3
P.I. = 14+07.07
DELTA = 16°54'40" RT
DOC = 10°00'00"
T = 85.18'
L = 169.11'
P.C. = 13+21.89
P.C.C = 14+91.00
Ls = 235'
e = -0.094'/'

C.L. FRONTAGE RD A CURVE 4
P.I. = 17+78.77
DELTA = 33°32'23" RT
DOC = 6°00'00"
T = 287.76'
L = 559.00'
P.C.C. = 14+91.00
P.T. = 20+50.00
Ls = N/A
e = N/A

C.L. RAMP 2 CURVE 7
P.I. = 250+75.47
DELTA = 11°33'00" RT
DOC = 3°00'00"
T = 193.15'
L = 385.00'
P.C. = 248+82.32
P.T. = 252+67.32
Ls = 300'
e = -0.057'/'

SURVEY CONTROL DETAILS

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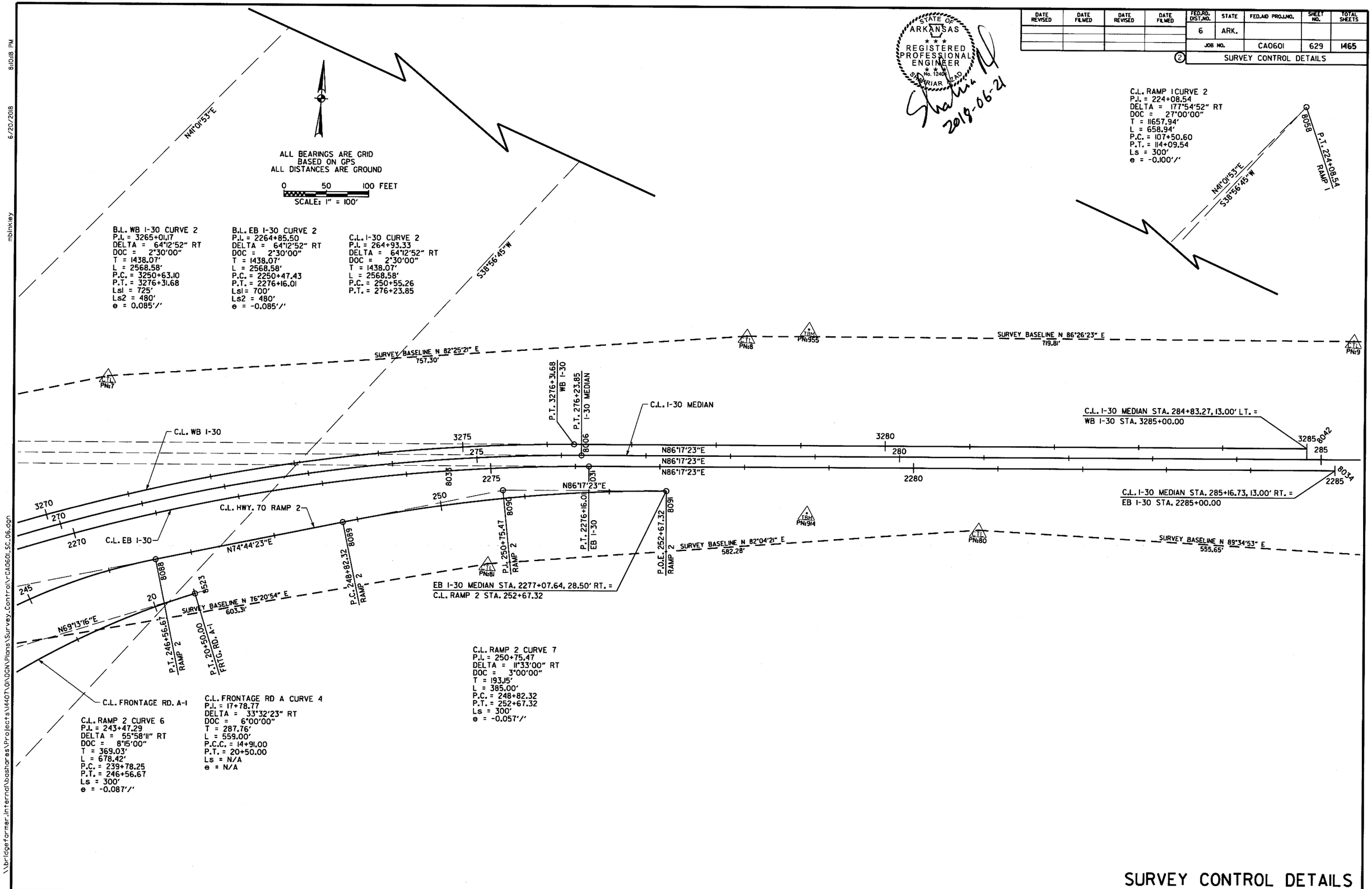
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	629	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD
2018-06-21



SURVEY CONTROL DETAILS

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	630	1465

2 SURVEY CONTROL DETAILS

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

C.T. PN:9

SURVEY BASELINE N 86°13'26" E
637.03'

PN:956
PN:37946
PN:585

C.T. PN:10

SURVEY BASELINE N 86°25'30" E
686.51'

C.T. PN:11

SURVEY BASELINE N 85°59'45" E
540.70'

T.B.M. PN:906

C.L. I-30 MEDIAN STA. 284+83.27, 13.00' LT. =
WB I-30 STA. 3285+00.00

3285+80.42

285

290

C.L. I-30 MEDIAN

295

N86°17'23"E

300

2285+80.34

C.L. I-30 MEDIAN STA. 285+16.73, 13.00' RT. =
EB I-30 STA. 2285+00.00

SURVEY BASELINE N 89°34'53" E
555.65'

C.T. PN:79

SURVEY BASELINE N 83°16'54" E
523.71'

T.B.M. PN:915

C.T. PN:78

SURVEY BASELINE N 86°21'54" E
565.17'

C.T. PN:77

SURVEY BASELINE N 86°6'53" E
691.58'

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SURVEY CONTROL DETAILS

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN R. BRIAR
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	631	1465

(2) SURVEY CONTROL DETAILS

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

SURVEY BASELINE N 85°59'45" E
540.70'

CTL PN:12

TBM PN:957

SURVEY BASELINE N 86°31'14" E
712.43'

CTL PN:13

SURVEY BASELINE N 86°43'39" E
743.81'

TBM PN:958

C.L. I-30 MEDIAN

300 305 310 315

N86°17'23"E

SURVEY BASELINE N 86°06'53" E
691.58'

CTL PN:76

TBM PN:916

SURVEY BASELINE N 89°23'21" E
737.11'

CTL PN:75

SURVEY BASELINE N 82°15'36" E
641.74'

TBM PN:917

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SURVEY CONTROL DETAILS

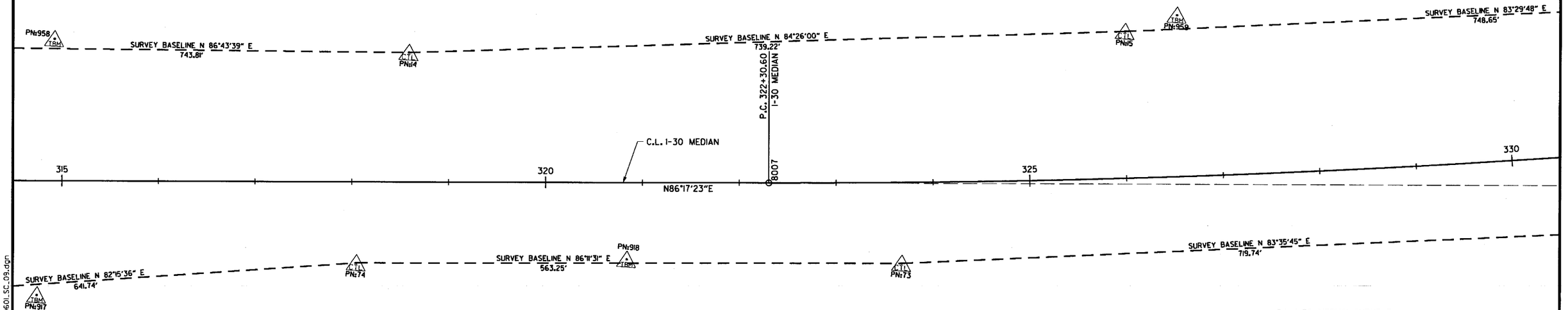
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	632	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR ABAD
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



C.L. I-30 MEDIAN CURVE 3
P.I. = 335+56.36
DELTA = 13°11'56" LT.
DOC = 0°30'00"
T = 1325.76'
L = 2639.78'
P.C. = 322+30.60
P.T. = 348+70.38
Ls = N/A
e = N.C.

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	633	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHARRIAR RAD
2018-06-21

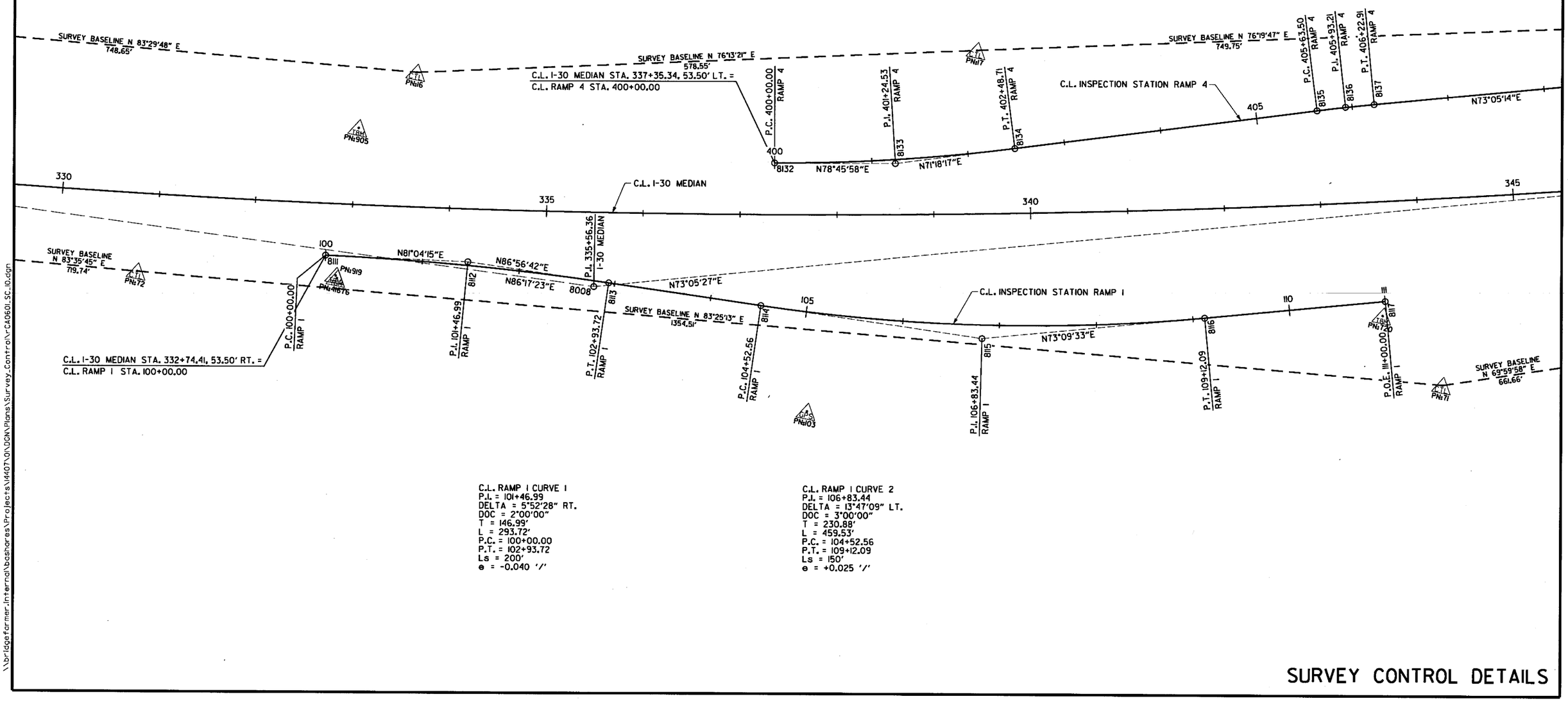
C.L. I-30 MEDIAN CURVE 3
P.I. = 335+56.36
DELTA = 13°11'56" LT.
DOC = 0°30'00"
T = 1325.76'
L = 2639.78'
P.C. = 322+30.60
P.T. = 348+70.38
Ls = N/A
e = N.C.

C.L. RAMP 4 CURVE 1
P.I. = 401+24.53
DELTA = 7°27'41" LT.
DOC = 3°00'00"
T = 124.53'
L = 248.71'
P.C. = 400+00.00
P.T. = 402+48.71
Ls = 300'
e = -0.057 '/'

C.L. RAMP 4 CURVE 2
P.I. = 405+93.21
DELTA = 1°46'56" RT.
DOC = 3°00'00"
T = 29.71'
L = 59.41'
P.C. = 405+63.50
P.T. = 406+22.91
Ls = N/A
e = N/A

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



C.L. RAMP 1 CURVE 1
P.I. = 101+46.99
DELTA = 5°52'28" RT.
DOC = 2°00'00"
T = 146.99'
L = 293.72'
P.C. = 100+00.00
P.T. = 102+93.72
Ls = 200'
e = -0.040 '/'

C.L. RAMP 1 CURVE 2
P.I. = 106+83.44
DELTA = 13°47'09" LT.
DOC = 3°00'00"
T = 230.88'
L = 459.53'
P.C. = 104+52.56
P.T. = 109+12.09
Ls = 150'
e = +0.025 '/'

SURVEY CONTROL DETAILS

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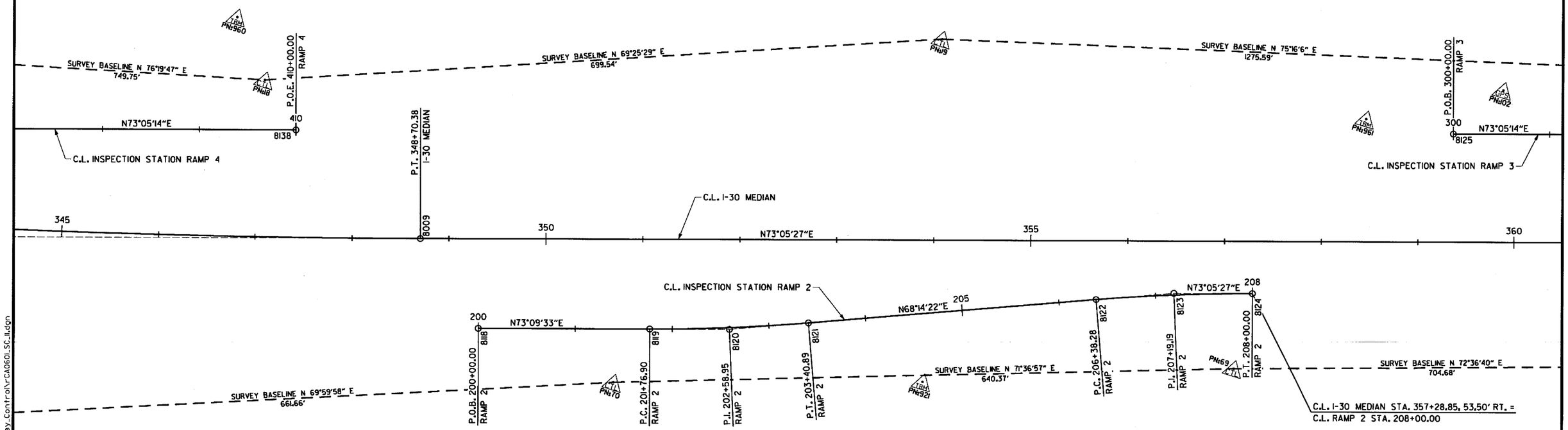
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	634	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



C.L. I-30 MEDIAN CURVE 3
P.I. = 335+56.36
DELTA = 13°11'56" LT.
DOC = 0°30'00"
T = 1325.76'
L = 2639.78'
P.C. = 322+30.60
P.T. = 348+70.38
Ls = N/A
e = N.C.

C.L. RAMP 2 CURVE 1
P.I. = 202+58.95
DELTA = 4°55'11" LT.
DOC = 3°00'00"
T = 82.05'
L = 163.99'
P.C. = 201+76.90
P.T. = 203+40.89
Ls = N/A
e = N/A

C.L. RAMP 2 CURVE 2
P.I. = 207+19.19
DELTA = 4°51'06" RT.
DOC = 3°00'00"
T = 80.91'
L = 161.72'
P.C. = 206+38.28
P.T. = 208+00.00
Ls = 300'
e = -0.057 '/'

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	635	1465

(2) SURVEY CONTROL DETAILS

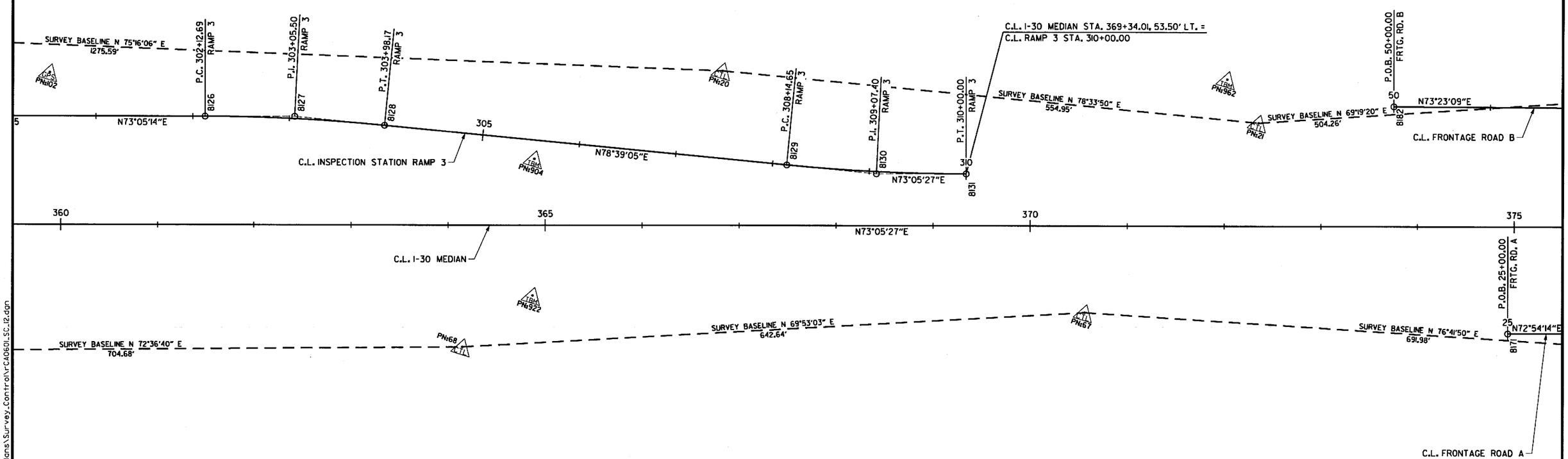
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

C.L. RAMP 3 CURVE 1
P.I. = 303+05.50
DELTA = 5°33'51" RT.
DOC = 3°00'00"
T = 92.81'
L = 185.48'
P.C. = 302+12.69
P.T. = 303+98.17
Ls = 250'
e = +0.025 '/'

C.L. RAMP 3 CURVE 2
P.I. = 309+07.40
DELTA = 5°33'38" LT.
DOC = 3°00'00"
T = 92.75'
L = 185.35'
P.C. = 308+14.65
P.T. = 310+00.00
Ls = 300'
e = -0.057 '/'



SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	636	1465

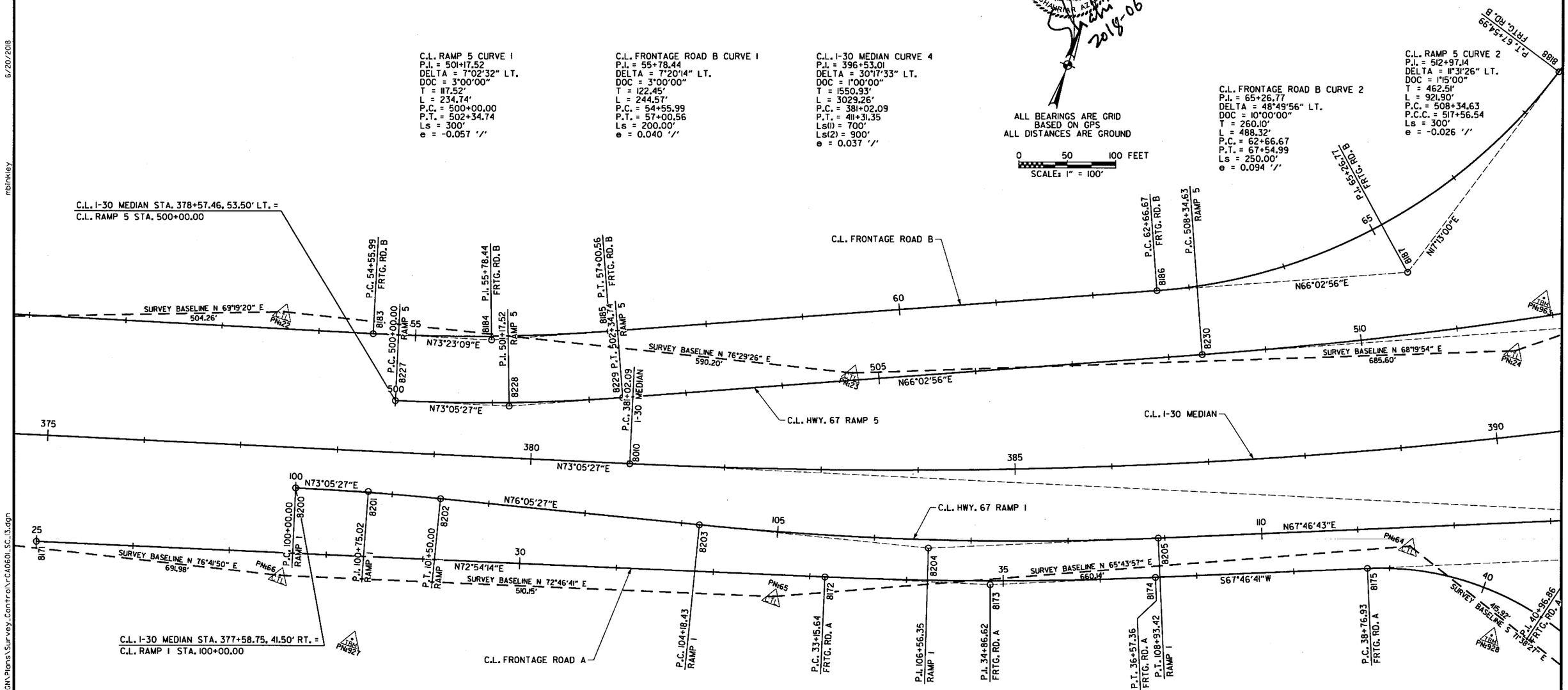
(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



C.L. RAMP 1 CURVE 1
P.I. = 100+75.02
DELTA = 3°00'00" RT.
DOC = 2°00'00"
T = 75.02'
L = 150.00'
P.C. = 100+00.00
P.T. = 101+50.00
Ls = N/A
e = N/A

C.L. FRONTAGE ROAD A CURVE 1
P.I. = 34+86.62
DELTA = 5°07'33" LT.
DOC = 1°30'00"
T = 170.98'
L = 341.72'
P.C. = 33+15.64
P.T. = 36+57.36
Ls = 200.00'
e = 0.021 '/'

C.L. RAMP 1 CURVE 2
P.I. = 106+56.35
DELTA = 8°18'45" LT.
DOC = 1°45'00"
T = 237.91'
L = 474.99'
P.C. = 104+18.43
P.T. = 108+93.42
Ls = 300'
e = +0.037 '/'

C.L. FRONTAGE ROAD A CURVE 2
P.I. = 40+96.86
DELTA = 72°12'30" RT.
DOC = 19°00'00"
T = 219.93'
L = 380.04'
P.C. = 38+76.93
P.T. = 42+56.97
Ls = 250.00'
e = 0.095 '/'

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	637	1465

SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
NO. 12404
2018-06-20

C.L. FRONTAGE ROAD B
P.I. 67+54.98
FRTG. RD. B
N11°13'00"E
8188

C.L. FRONTAGE ROAD B CURVE 2
P.I. = 65+26.77
DELTA = 48°49'56" LT.
DOC = 10°00'00"
T = 260.10'
L = 488.32'
P.C. = 62+66.67
P.T. = 67+54.99
Ls = 250.00'
e = 0.094 '/'

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

C.L. RAMP 4 CURVE 4
P.I. = 411+59.11
DELTA = 24°39'39" LT.
DOC = 24°45'00"
T = 50.60'
L = 99.64'
P.C.C. = 411+08.51
P.T. = 412+08.15
Ls = N/A
e = N/A

C.L. RAMP 4 CURVE 1
P.I. = 401+50.51
DELTA = 6°00'54" LT.
DOC = 2°00'00"
T = 150.51'
L = 300.75'
P.C. = 400+00.00
P.T. = 403+00.75
Ls = N/A
e = -0.037 '/'

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15

C.L. HWY. 67

C.L. RAMP 5 CURVE 2
P.I. = 512+97.14
DELTA = 11°31'26" LT.
DOC = 1°15'00"
T = 462.51'
L = 921.90'
P.C. = 508+34.63
P.C.C. = 517+56.54
Ls = 300'
e = -0.026 '/'

C.L. RAMP 5 CURVE 3
P.I. = 518+81.81
DELTA = 47°14'09" LT.
DOC = 20°00'00"
T = 125.27'
L = 236.19'
P.C.C. = 517+56.54
P.T. = 519+92.72
Ls = 200'
e = -0.060 '/'

C.L. HWY. 67 STA. 525+90.53, 36.50' LT. =
C.L. RAMP 5 STA. 519+92.72

C.L. RAMP 4 STA. 401+40.04 =
C.L. HWY. 67 STA. 523+71.66
∠ = 48°05'20"

C.L. I-30 MEDIAN STA. 395+94.50, 54.17' LT. =
C.L. RAMP 4 STA. 400+00.00

C.L. HWY. 67 RAMP 5
P.I. 512+97.14 RAMP 5
PN963
PN924
N68°19'54"E
685.6'
N66°02'56"E
823
SURVEY BASELINE N 50°56'36" E
550.80'
515
N54°31'30"E

P.C.C. 517+56.54 RAMP 5
8232
PN926
P.T. 519+92.72 RAMP 5
8234
PN936
P.C. 400+00.00 RAMP 4
8217
P.I. 401+50.51 RAMP 4
8218
N71°11'20"E
525
P.T. 403+00.75 RAMP 4
8219
N58°10'00"E
N52°09'07"E

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15
6518
S71°11'20"W
8224
P.C.C. 411+08.51 RAMP 4
P.I. 411+59.11 RAMP 4
HWY. 67
P.C. 528+00.89 RAMP 4
P.I. 412+08.15 RAMP 4
8226
410
C.L. HWY. 67 RAMP 4
P.C.C. 408+08.99 RAMP 4
8222
C.L. RAMP 4 CURVE 3
P.I. = 410+75.56
DELTA = 125°47'50" LT.
DOC = 42°00'00"
T = 266.57'
L = 299.52'
P.C.C. = 408+08.99
P.C.C. = 411+08.51
Ls = 200'
e = -0.100 '/'
PN926
P.I. 406+84.10 RAMP 4
8221
P.C. 405+08.37 RAMP 4
8220
405
S31°56'59"W
P.I. 410+75.56 RAMP 4
8223
N22°15'11"W
N82°42'40"W
P.C. 303+51.71 RAMP 3
8211
C.L. HWY. 67 RAMP 3
SURVEY BASELINE N 61°25'44" E
506.67'
C.L. RAMP 4 CURVE 2
P.I. = 406+84.10
DELTA = 74°24'18" LT.
DOC = 24°45'00"
T = 175.73'
L = 300.63'
P.C. = 405+08.37
P.C.C. = 408+08.99
Ls = 300'
e = -0.100 '/'

C.L. HWY. 67 STA. 525+90.53, 36.50' LT. =
C.L. RAMP 5 STA. 519+92.72
P.T. 519+92.72 RAMP 5
8234
PN936
P.C. 518+81.81 RAMP 5
8233
PN926
SURVEY BASELINE N 51°54'19" E
643.74'

C.L. I-30 MEDIAN
390
395
400
405
N73°05'27"E
PN930
PN903
N42°47'54"E
797.59'
SURVEY BASELINE N 45°13'55" E
210
PN961

C.L. I-30 MEDIAN STA. 396+88.28 =
C.L. HWY. 67 STA. 522+98.74
∠ = 49°56'24"

C.L. HWY. 67 RAMP 1
115
N67°46'41"E
40
8176
P.I. 40+96.86 FRTG. RD. A
SURVEY BASELINE
S 49°36'47" E
455.52'
N67°46'43"E
HWY. 67
P.I. 520+40.42
8158
P.O.E. 118+32.96 RAMP 1
8206
11200
P.O.B. 200+00.00 RAMP 2
8167
520
P.C. 200+29.87 RAMP 2
8207
N67°46'43"E
801
8168
P.I. 521+55.68
P.I. 396+53.01 I-30 MEDIAN
P.C. 520+47.27
P.I. 521+80.51
8169
P.I. 201+57.64 RAMP 2
8208
P.O.E. 523+08.26 RAMP 2
8170
N46°41'40"E
P.T. 202+82.07 RAMP 2
8209
C.L. HWY. 67 RAMP 2
N45°4'50"E
205
SURVEY BASELINE N 50°04'55" E
747.80'

C.L. HWY. 67 RT. TURN LANES STA. 523+08.26 =
C.L. HWY. 67 RAMP 2 STA. 202+54.55, 4.16' LT.

C.L. FRONTAGE ROAD A CURVE 2
P.I. = 40+96.86
DELTA = 72°12'30" RT.
DOC = 19°00'00"
T = 219.93'
L = 380.04'
P.C. = 38+76.93
P.T. = 42+56.97
Ls = 250.00'
e = 0.095 '/'

C.L. FRONTAGE ROAD A CURVE 3
P.I. = 44+07.19
DELTA = 30°11'55" LT.
DOC = 30°00'00"
T = 51.53'
L = 100.66'
P.C. = 43+55.66
P.T. = 44+56.32
Ls = N/A
e = N/A

SURVEY BASELINE N 28°15'46" E
479.46'
520
P.T. 42+56.97 FRTG. RD. A
8177
PN929
S40°00'49"E
P.C. 43+55.66 FRTG. RD. A
8178
PN963
C.L. FRONTAGE ROAD A

C.L. HWY. 67 STA. 520+99.90 =
C.L. RAMP 1 STA. 118+32.96 =
C.L. RAMP 2 STA. 200+00.00
∠ = 60°29'22"

C.L. HWY. 67 RAMP 2 STA. 201+90.71 =
C.L. HWY. 67 RT. TURN LANES STA. 522+44.52
∠ = 6°36'29"

C.L. HWY. 67 RIGHT TURN LANES
N14°43'02"E
9918
C.L. HWY. 67 RT. TURN LANES STA. 517+60.00 =
C.L. HWY. 67 STA. 517+60.00, 41.94' RT.

C.L. HWY. 67 RT. TURN LANES CURVE 1
P.I. = 521+15.68
DELTA = 31°58'38" RT
DOC = 24°00'00"
T = 68.41'
L = 133.24'
P.C. = 520+47.27
P.T. = 521+80.51
Ls = N/A
e = N/A

C.L. RAMP 2 CURVE 1
P.I. = 201+57.64
DELTA = 22°41'53" LT.
DOC = 9°00'00"
T = 127.78'
L = 252.20'
P.C. = 200+29.87
P.T. = 202+82.07
Ls = N/A
e = N/A

C.L. HWY. 67 CURVE 3
P.I. = 516+88.52
DELTA = 17°44'18" LT.
DOC = 2°30'00"
T = 357.62'
L = 709.53'
P.C. = 513+30.89
P.T. = 520+40.42
Ls(1) = 360'
Ls(2) = 600'
e = 0.067 '/'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

SURVEY CONTROL DETAILS

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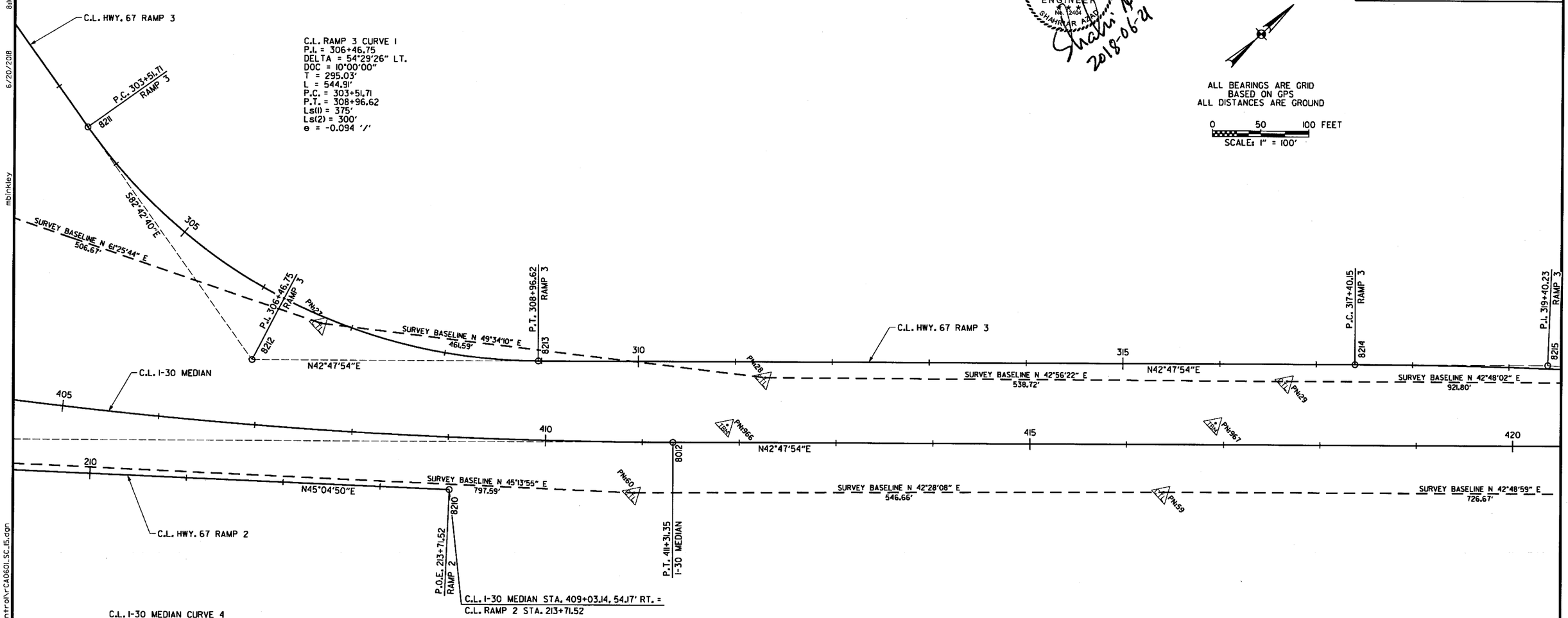
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	638	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shahri
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



C.L. RAMP 3 CURVE 1
P.I. = 306+46.75
DELTA = 54°29'26" LT.
DOC = 10°00'00"
T = 295.03'
L = 544.91'
P.C. = 303+51.71
P.T. = 308+96.62
Ls(1) = 375'
Ls(2) = 300'
e = -0.094 '/'

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	639	1465

(2) SURVEY CONTROL DETAILS

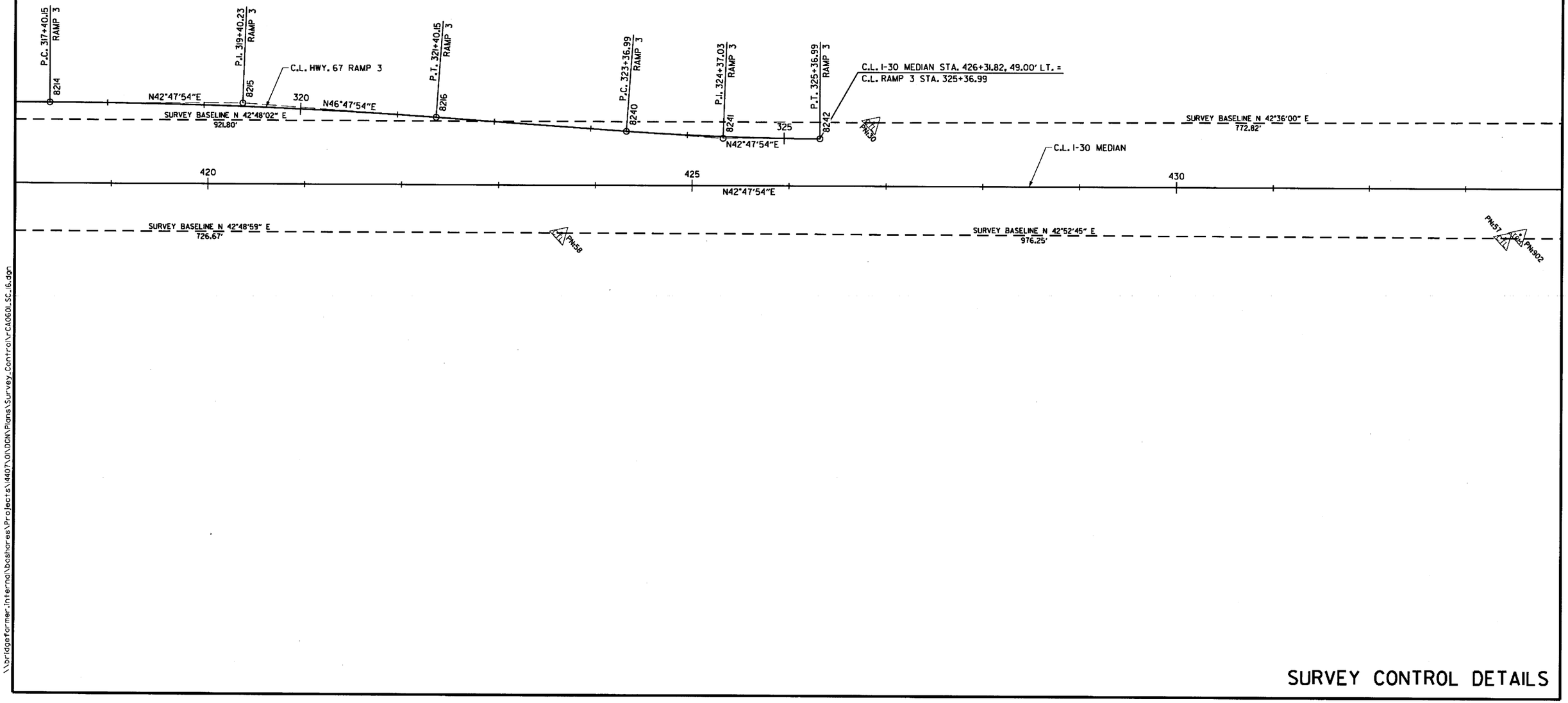
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALLEN
2018-06-21

C.L. RAMP 3 CURVE 2
P.I. = 319+40.23
DELTA = 4°00'00" RT.
DOC = 1°00'00"
T = 200.08'
L = 400.00'
P.C. = 317+40.15
P.T. = 321+40.15
Ls = N/A
e = N/A

C.L. RAMP 3 CURVE 3
P.I. = 324+37.03
DELTA = 4°00'00" LT.
DOC = 2°00'00"
T = 100.04'
L = 200.00'
P.C. = 323+36.99
P.T. = 325+36.99
Ls = N/A
e = N/A

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR FIROZ
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	640	1465

(2) SURVEY CONTROL DETAILS

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

SURVEY BASELINE N 42°36'0" E
772.82'

PN:31

SURVEY BASELINE N 42°49'04" E
1091.27'

PN:32

SURVEY BASELINE N 42°23'16" E
801.43'

C.L. I-30 MEDIAN

435

440

N42°47'54"E

PN:568

445

PN:57

PN:902

SURVEY BASELINE N 42°52'45" E
976.25'

SURVEY BASELINE N 42°47'44" E
1089.75'

PN:570

PN:56

SURVEY BASELINE N 43°09'29" E
628.14'

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SURVEY CONTROL DETAILS

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR REZVANI
2018-06-21

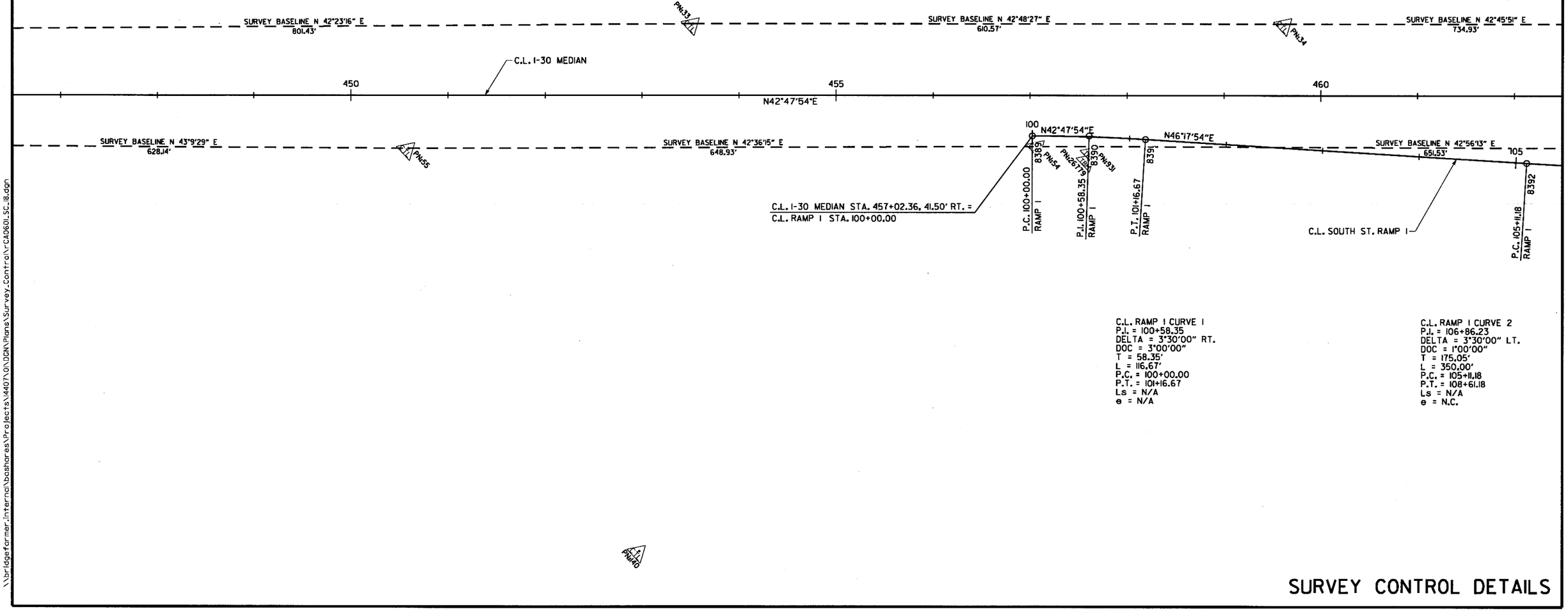
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	641	1465

(2) SURVEY CONTROL DETAILS

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



C.L. RAMP 1 CURVE 1
P.I. = 100+58.35
DELTA = 3°30'00" RT.
DOC = 3°00'00"
T = 58.35'
L = 116.67'
P.C. = 100+00.00
P.T. = 101+16.67
Ls = N/A
e = N/A

C.L. RAMP 1 CURVE 2
P.I. = 106+86.23
DELTA = 3°30'00" LT.
DOC = 1°00'00"
T = 175.05'
L = 350.00'
P.C. = 105+11.18
P.T. = 108+61.18
Ls = N/A
e = N.C.

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	642	1465

(2) SURVEY CONTROL DETAILS

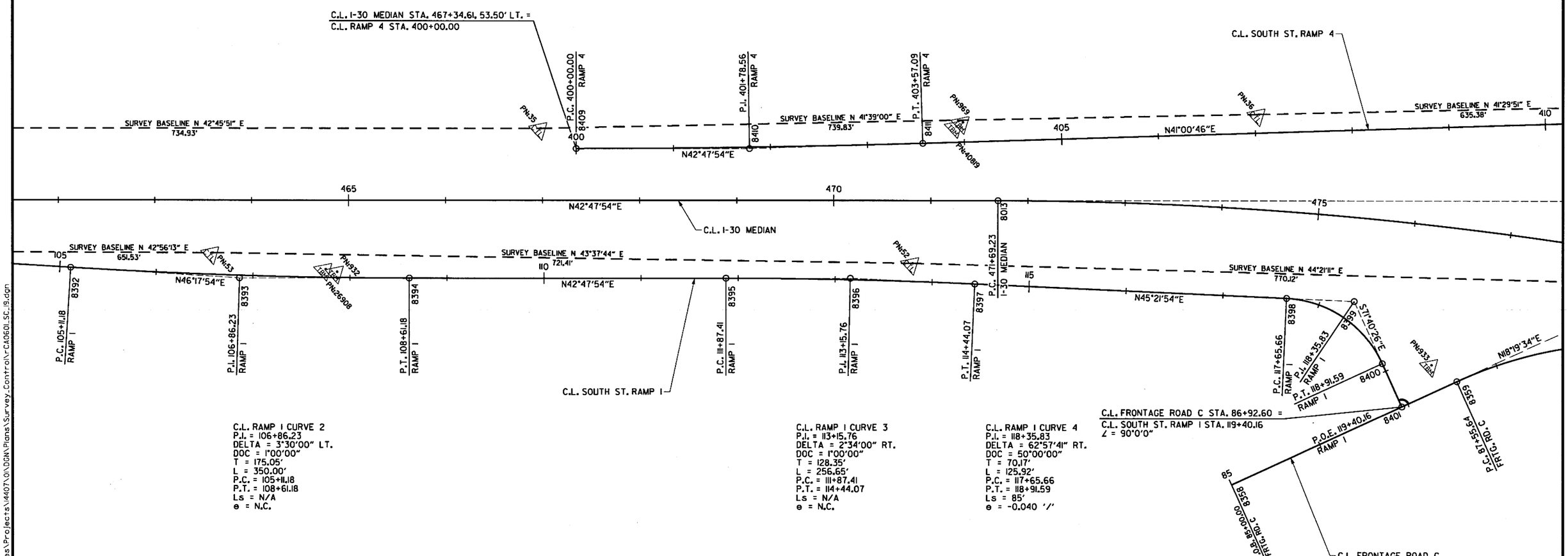
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR AZAD
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

C.L. RAMP 4 CURVE 1
P.I. = 401+78.56
DELTA = 1°47'08" LT.
DOC = 0°30'00"
T = 178.56'
L = 357.09'
P.C. = 400+00.00
P.T. = 403+57.09
Ls = N/A
e = N.C.

C.L. I-30 MEDIAN CURVE 5
P.I. = 481+89.06
DELTA = 28°18'18" RT.
DOC = 1°25'00"
T = 1019.83'
L = 1998.01'
P.C. = 471+69.23
P.T. = 491+67.24
Ls = 420'
e = 0.054 '/'



C.L. RAMP 1 CURVE 2
P.I. = 106+86.23
DELTA = 3°30'00" LT.
DOC = 1°00'00"
T = 175.05'
L = 350.00'
P.C. = 105+11.18
P.T. = 108+61.18
Ls = N/A
e = N.C.

C.L. RAMP 1 CURVE 3
P.I. = 113+15.76
DELTA = 2°34'00" RT.
DOC = 1°00'00"
T = 128.35'
L = 256.65'
P.C. = 111+87.41
P.T. = 114+44.07
Ls = N/A
e = N.C.

C.L. RAMP 1 CURVE 4
P.I. = 118+35.83
DELTA = 62°57'41" RT.
DOC = 50°00'00"
T = 70.17'
L = 125.92'
P.C. = 117+65.66
P.T. = 118+91.59
Ls = 85'
e = -0.040 '/'

C.L. FRONTAGE ROAD C CURVE 1
P.I. = 89+13.10
DELTA = 39°19'10" RT.
DOC = 13°00'00"
T = 157.46'
L = 302.46'
P.C. = 87+55.64
P.T. = 90+58.10
Ls = 250.00'
e = 0.100 '/'

SURVEY CONTROL DETAILS

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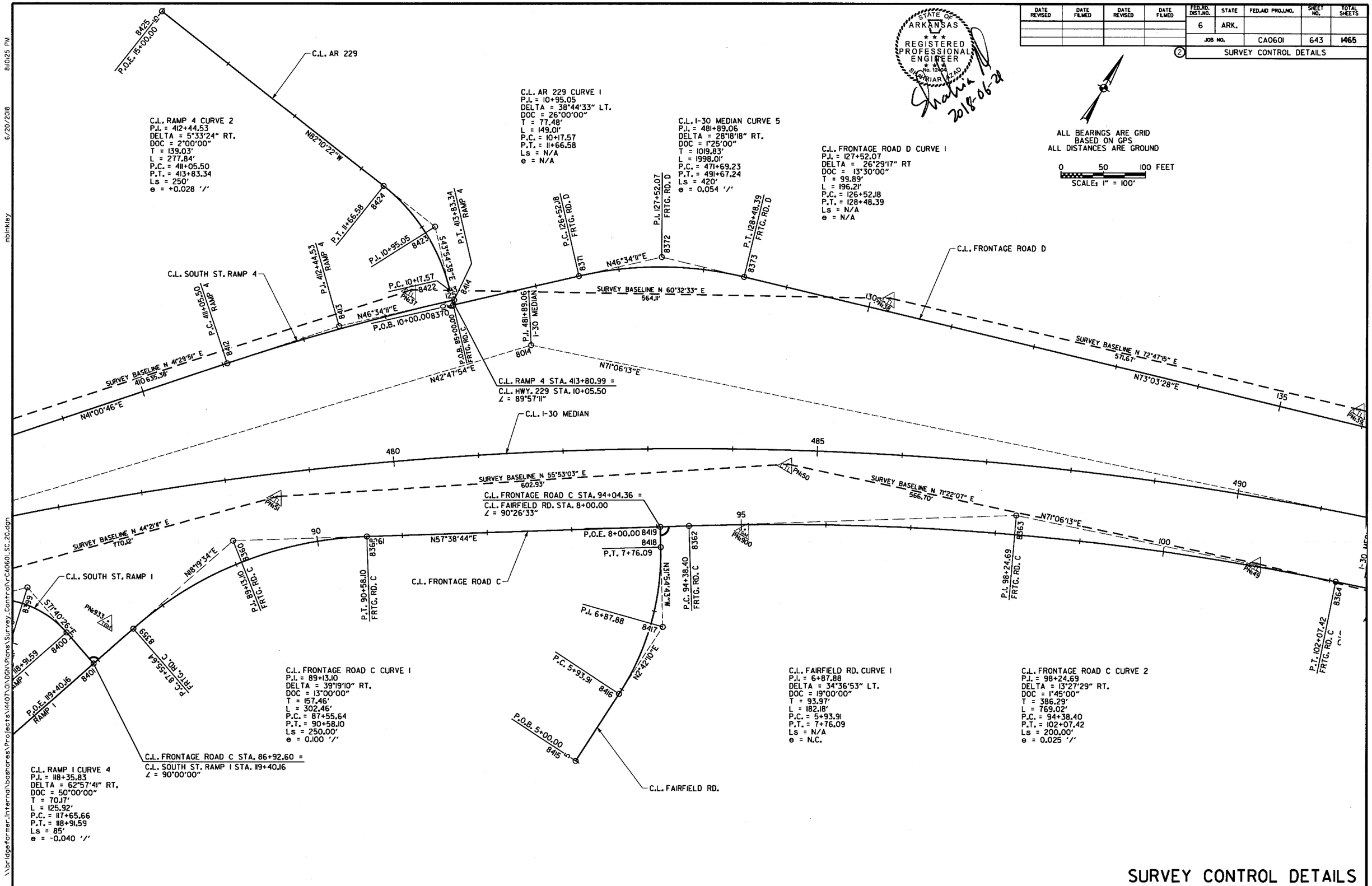
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	643	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
Shahria
2018-06-21

ALL BEARINGS ARE GRID BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	644	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZIMI
2018-06-21

C.L. I-30 MEDIAN CURVE 5
P.I. = 481+89.06
DELTA = 28°18'18" RT.
DOC = 1°25'00"
T = 1019.83'
L = 1998.01'
P.C. = 471+69.23
P.T. = 491+67.24
Ls = 420'
e = 0.054 '/'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

C.L. FRTG. RD. D CURVE 2
P.I. = 144+53.10
DELTA = 8°45'20" LT.
DOC = 2°00'00"
T = 219.32'
L = 437.78'
P.C. = 142+33.79
P.C.C. = 146+71.56
Ls = MATCH EXIST.
e = MATCH EXIST.

C.L. FRTG. RD. D CURVE 3
P.I. = 147+44.63
DELTA = 21°39'30" LT.
DOC = 15°00'00"
T = 73.07'
L = 144.39'
P.C.C. = 146+71.56
P.T. = 148+15.95
Ls = N/A
e = N.C.

C.L. ROUNDABOUT
CENTER OF CURVE =
P.I. 149+61.21 FRTG. RD. D
DELTA = 360°00'00" LT.
DOC = 98°47'09"
R = 58.00'
L = 364.42'
P.C. = 65+00.00
P.T. = 68+64.42
Ls = N/A
e = N.C.

B.L. WB I-30 CURVE 4
P.I. = 3503+65.13
DELTA = 19°14'44" LT
DOC = 1°45'00"
T = 555.11'
L = 1099.75'
P.C. = 3498+10.03
P.T. = 3509+09.78
Ls = 420
e = 0.062

C.L. FRONTAGE ROAD D STA. 149+64.21 =
C.L. SOUTH ST. STA. 20+00 =
ROUNDABOUT CURVE CENTER

C.L. I-30 MEDIAN STA. 494+00.00, 13.00' LT. =
C.L. WB I-30 STA. 3494+00.00

C.L. FRONTAGE ROAD D

SURVEY BASELINE N 72°47'15" E
571.67'
N73°03'28"E
SURVEY BASELINE N 73°12'23" E
676.57'
SURVEY BASELINE N 68°47'32" E
679.33'
N64°18'08"E
N42°38'38"E
141°39'34"
N80°59'47"E
N15°10'39"W
N51°51'28"E
N52°38'11"E
SURVEY BASELINE N 57°0'28" E
523.25'
N 71°22'7" E
566.70'
SURVEY BASELINE
N70°56'10"E
SURVEY BASELINE N 73°11'18" E
595.63'
SURVEY BASELINE N 70°50'01" E
485.57'

C.L. I-30 MEDIAN
WB I-30
EB I-30
C.L. SOUTH ST.
C.L. ROUNDABOUT
122°10'43"
C.L. FRONTAGE ROAD C
C.L. AIRLANE RD.
C.L. SOUTH ST. RAMP A

P.C. 142+33.79 FRTG. RD. D
P.I. 144+53.10 FRTG. RD. D
P.C.C. 146+71.56 FRTG. RD. D
P.I. 147+44.63 FRTG. RD. D
P.T. 148+15.95 FRTG. RD. D
P.C. 2498+99.32 EB I-30
P.C. 3498+10.03 WB I-30
P.I. 3503+65.13 WB I-30
P.I. 2503+93.61 EB I-30
P.C. 498+10.03 I-30 MEDIAN
P.T. 491+67.24 I-30 MEDIAN
P.I. 503+67.34 I-30 MEDIAN
P.T. 509+14.15 I-30 MEDIAN
P.C. 70+00.00
P.I. 114+49.62 FRTG. RD. C
P.T. 102+07.42 FRTG. RD. C
P.I. 106+80.68 FRTG. RD. C
P.C. 109+88.20 FRTG. RD. C
P.I. 68+64.42
P.C. 65+00.00
P.O.E. 5+00.00
P.O.B. 2+00.00

C.L. FRTG. RD. C CURVE 2
P.I. = 98+24.69
DELTA = 13°27'29" RT.
DOC = 1°45'00"
T = 386.29'
L = 769.02'
P.C. = 94+38.40
P.T. = 102+07.42
Ls = 200.00'
e = 0.025 '/'

C.L. I-30 MEDIAN STA. 494+00.00, 13.00' RT. =
C.L. EB I-30 STA. 2494+00.00

C.L. FRONTAGE ROAD C STA. 109+53.37 =
C.L. AIRLANE DR. STA. 5+00.00
∠ = 110°05'32"

C.L. FRTG. RD. C CURVE 3
P.I. = 114+49.62
DELTA = 18°17'59" LT.
DOC = 2°00'00"
T = 461.42'
L = 914.98'
P.C. = 109+88.20
P.T. = 119+03.18
Ls = 200.00'
e = 0.028 '/'

C.L. I-30 MEDIAN CURVE 6
P.I. = 503+67.34
DELTA = 19°14'44" LT.
DOC = 1°44'35"
T = 557.31'
L = 1104.12'
P.C. = 498+10.03
P.T. = 509+14.15
Ls = N/A
e = N/A

B.L. EB I-30 CURVE 4
P.I. = 2503+93.61
DELTA = 19°34'44" LT
DOC = 2°00'00"
T = 494.29'
L = 978.95'
P.C. = 2498+99.32
P.T. = 2508+78.27
Ls = 420'
e = 0.070'/'

PN 970 PN 971 PN 938 PN 939 PN 941 PN 947 PN 948 PN 949 PN 9934 PN 9935 PN 100

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	645	1465

② SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

REFER TO THE NEXT SHEET FOR ADDITIONAL INFORMATION

1. C.L. ROUNDABOUT STA. 65+61.84 = C.L. FRONTAGE ROAD D STA. 149+03.21 ∠ = 90°00'00"
2. C.L. ROUNDABOUT STA. 67+05.24 = C.L. FRONTAGE ROAD D STA. 150+19.21 ∠ = 90°00'00"
3. C.L. ROUNDABOUT STA. 68+02.58 = C.L. SOUTH ST. STA. 20+58.00 ∠ = 90°00'00"
4. C.L. FRONTAGE ROAD D STA. 153+99.67 = C.L. SOUTH ST. STA. 27+08.04 ∠ = 89°37'53"
5. WB I-30 STA. 2509+43.25 = C.L. SOUTH ST. STA. 27+62.46 ∠ = 89°40'50"
6. C.L. I-30 MEDIAN STA. 509+36.53 = C.L. SOUTH ST. STA. 27+75.46 ∠ = 89°40'50"
7. EB I-30 STA. 120+39.44 = C.L. SOUTH ST. STA. 27+93.14 ∠ = 90°00'05"
8. C.L. FRONTAGE ROAD C STA. 120+39.44 = C.L. SOUTH ST. STA. 28+61.78 ∠ = 88°54'07"

B.L. WB I-30 CURVE 4
P.I. = 3503+65.13
DELTA = 19°14'44" LT
DOC = 1°45'00"
T = 555.11'
L = 1099.75'
P.C. = 3498+10.03
P.T. = 3509+09.78
Ls = 420
e = 0.062

C.L. I-30 MEDIAN CURVE 6
P.I. = 503+67.34
DELTA = 19°14'44" LT.
DOC = 1°44'35"
T = 557.31'
L = 1104.12'
P.C. = 498+10.03
P.T. = 509+14.15
Ls = N/A
e = N/A

B.L. EB I-30 CURVE 4
P.I. = 2503+93.61
DELTA = 19°34'44" LT
DOC = 2°00'00"
T = 494.29'
L = 978.95'
P.C. = 2498+99.32
P.T. = 2508+78.27
Ls = 420'
e = 0.070'/'

C.L. FRTG. RD. D CURVE 3
P.I. = 147+44.63
DELTA = 21°39'30" LT.
DOC = 15°00'00"
T = 73.07'
L = 144.39'
P.C.C. = 146+71.56
P.T. = 148+15.95
Ls = N/A
e = N.C.

MATCH LINE

MATCH LINE

N15°10'39"W

S38°27'42"E

Ln P.O.B. 50+00.00

8433

P.O.E. 41+82.80

P.O.E. 41+50.62

8432

C.L. BELL ST.

P.I. 41+00.08

8430

N02°14'58"E

C.L. BELL ST. STA. 41+82.80 =
C.L. SEVIER ST. STA. 51+72.94
∠ = 88°32'57"

C.L. BELL ST. CURVE 1
P.I. = 41+00.08
DELTA = 20°26'15" RT.
DOC = 20°00'00"
T = 51.64'
L = 102.19'
P.C. = 40+48.44
P.T. = 41+50.62
Ls = N/A
e = N.C.

P.C. 40+48.44

8429

P.O.B. 40+00.00

8428

N18°11'18"W

S86°18'00"E

C.L. SOUTH ST. CURVE 1
P.I. = 30+57.91
DELTA = 156°42'58" RT.
DOC = 28°00'00"
T = 993.17'
L = 559.70'
P.C. = 20+64.74
P.T. = 26+24.44
Ls = N/A
e = N.C.

P.I. 30+57.91

8352

C.L. BELL ST. STA. 40+00.00 =
C.L. SOUTH ST. STA. 23+74.41
∠ = 90°00'00"

C.L. SOUTH ST.

C.L. ROUNDABOUT

P.I. 149+61.21 FRTG. RD. D

122°10'43"

P.C. 65+00.00

P.I. 68+64.42

8426

P.C. 20+64.74

8351

C.L. FRONTAGE ROAD D STA. 149+64.21 =
C.L. SOUTH ST. STA. 20+00 =
ROUNDABOUT CURVE CENTER

P.O.B. 20+00.00

8350

89°56'43"

150

L 141°39'34"

8427

N80°59'04"E

P.T. 26+24.44

C.L. SEVIER ST.

P.I. 147+44.63 FRTG. RD. D

P.T. 148+15.95 FRTG. RD. D

8377

8378

N42°38'38"E

SURVEY BASELINE N 68°47'32" E 679.33'

P.I. 3503+65.13 WB I-30

P.C. 150+48.87 FRTG. RD. D

P.I. 150+80.75 FRTG. RD. D

P.C.C. 151+12.42 FRTG. RD. D

P.I. 151+72.47 FRTG. RD. D

P.C.C. 152+32.16 FRTG. RD. D

P.I. 153+00.95 FRTG. RD. D

P.C.C. 153+69.60 FRTG. RD. D

P.I. 154+35.56 FRTG. RD. D

P.I. 155+01.49 FRTG. RD. D

8379

8380

8381

8382

8383

8384

8385

8386

8387

N69°32'41"E

N58°46'07"E

N52°35'01"E

PN-4287

PN-42

PN-43

SURVEY BASELINE N 48°40'24" E 629.27'

C.L. FRONTAGE ROAD D

P.O.E. 160+01.49 FRTG. RD. D

8388

160

SURVEY BASELINE N 50°42'34" E 676.77'

Ln P.O.E. 58+00.00

8434

N49°36'59"E

C.L. SEVIER ST. STA. 58+00.00 =
C.L. FRTG. RD. D STA. 158+20.30
∠ = 40°05'01"

P.I. 3517+36.75 WB I-30

8052

P.T. 2508+78.27 EB I-30

8046

P.T. 3509+09.78 WB I-30

8051

8053

PN-4290

PN-42901

PN-917

C.L. I-30 MEDIAN

WB I-30

EB I-30

3505

505

3510

510

3515

515

2505

2510

2515

N71°06'13"E

N51°51'28"E

N51°31'28"E

8017

8045

8050

8047

8048

8049

P.I. 503+67.34 I-30 MEDIAN

P.I. 2503+93.61 EB I-30

P.I. 509+14.15 I-30 MEDIAN

P.I. 517+41.16 I-30 MEDIAN

8019

115

70

120

205

SURVEY BASELINE N 57°00'28" E 523.25'

C.L. FRTG. ROAD C STA. 119+38.41, 16.50' RT. =
C.L. SOUTH ST. RAMP D STA. 99+09.20

PN-46

N70°56'10"E

8361

P.I. 114+49.62 FRTG. RD. C

N52°38'11"E

8435

P.C. 70+00.00

N59°55'19"E

8436

S86°42'38"E

P.I. 71+22.66

C.L. SOUTH ST. RAMP A

C.L. FRTG. ROAD C STA. 115+38.91, 12.00' RT. =
C.L. SOUTH ST. RAMP A STA. 70+00.00

72+38.34

8437

C.L. FRONTAGE ROAD C

C.L. SOUTH ST. RAMP D

P.T. 119+03.18 FRTG. RD. C

8368

8457

P.I. 99+09.20

P.T. 99+09.20

P.C. 95+00.00

14

8455

C.L. SOUTH ST.

8354

C.L. SOUTH ST. RAMP C

P.O.E. 123+28.88 FRTG. RD. C

8369

11

123

200

10

8462

8402

8403

P.O.E. 64+08.39

N52°38'11"E 8461

P.I. 63+16.45

12

90

P.C. 90+00.00

8448

8449

P.I. 9+39.31

N51°41'20"E

C.L. SOUTH ST. RAMP B

N48°21'6"E

8404

P.I. 5+40.77

205

8405

P.I. 517+41.16 I-30 MEDIAN

SURVEY BASELINE N 58°29'12" E 681.99'

9

P.O.B. 200+00.00 RAMP 2

8460

P.I. 5+12.26

N49°08'28"W

P.C. 200+59.64 RAMP 2

8445

P.I. 84+12.58

8446

P.I. 84+74.26

8447

P.T. 85+25.53

8448

PN-45

PN-936

C.L. SOUTH ST. RAMP 2

P.I. 202+73.97 RAMP 2

P.C.C. 91+70.18

N00°36'30"W

8444

8471

5

8470

C.L. 5+00.00

8472

S87°29'19"E

P.T. 204+88.10 RAMP 2

SURVEY BASELINE N 50°46'32" E 763.97'

C.L. RAMP 2 CURVE 1
P.I. = 202+73.97
DELTA = 4°17'05" LT.
DOC = 1°00'00"
T = 214.33'
L = 428.46'
P.C. = 200+59.64
P.T. = 204+88.10
Ls = N/A
e = N.C.

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SURVEY CONTROL DETAILS 00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	646	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR
2019-06-21

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6/20/2018
mbinkley

C.L. SOUTH ST. RAMP A STA. 70+00.00 =
C.L. FRONTAGE ROAD C STA. 115+38.91, 12.00' RT.

C.L. FRONTAGE ROAD C STA. 119+38.41, 16.50' RT. =
C.L. SOUTH ST. RAMP D STA. 99.09.20

C.L. SOUTH ST. RAMP 2 STA. 201+56.05, 16.50' RT. =
C.L. SOUTH ST. RAMP C STA. 85+25.53

C.L. LEANDER ST. STA. 60+00.00 =
C.L. SOUTH ST. STA. 32+27.24
∠ = 106°20'09"

C.L. SOUTH ST. RAMP A STA. 78+45.86 =
C.L. SOUTH ST. STA. 33+89.79, 16.50' RT.

C.L. SOUTH ST. RAMP B STA. 80+00.00 =
C.L. SOUTH ST. STA. 33+30.67, 18.30' RT.

C.L. RAMP A CURVE 1
P.I. = 71+22.66
DELTA = 33°22'04" RT.
DOC = 14°00'00"
T = 122.66'
L = 238.34'
P.C. = 70+00.00
P.T. = 72+38.34
Ls = N/A
e = N.C.

C.L. RAMP D CURVE 1
CENTER OF CURVE:
N = 2003521.4160
E = 1130876.5384
DELTA = 27°05'53" RT.
DOC = 66°15'00"
R = 86.48'
L = 409.20'
P.C. = 95+00.00
P.T. = 99+09.20
Ls = N/A
e = N.C.

C.L. FRTG. RD. C CURVE 3
P.I. = 114+49.62
DELTA = 18°17'59" LT.
DOC = 2°00'00"
T = 461.42'
L = 914.98'
P.C. = 109+88.20
P.T. = 119+03.18
Ls = 200.00'
e = 0.028 '/'

C.L. SOUTH ST. CURVE 2
P.I. = 31+75.39
DELTA = 48°14'56" LT.
DOC = 14°00'00"
T = 183.28'
L = 344.63'
P.C. = 29+92.11
P.T. = 33+36.74
Ls = N/A
e = N.C.

C.L. LEANDER ST. CURVE 1
P.I. = 63+12.26
DELTA = 52°53'43" LT.
DOC = 38°00'00"
T = 75.00'
L = 139.20'
P.C. = 62+37.25
P.T. = 63+76.45
Ls = N/A
e = N.C.

C.L. RAMP B CURVE 1
P.I. = 80+95.65
DELTA = 85°06'54" RT.
DOC = 55°00'00"
T = 95.65'
L = 154.75'
P.C. = 80+00.00
P.T. = 81+54.75
Ls = N/A
e = N.C.

C.L. RAMP B CURVE 3
P.I. = 84+74.26
DELTA = 56°16'27" RT.
DOC = 50°00'00"
T = 61.28'
L = 112.55'
P.C. = 84+12.98
P.T. = 85+25.53
Ls = N/A
e = N.C.

C.L. RAMP C CURVE 1
P.I. = 91+39.31
DELTA = 119°07'41" RT.
DOC = 70°00'00"
T = 139.31'
L = 170.18'
P.C. = 90+00.00
P.C.C. = 91+70.18
Ls = N/A
e = N.C.

C.L. RAMP C CURVE 2
P.I. = 92+13.50
DELTA = 29°38'32" RT.
DOC = 35°00'00"
T = 43.32'
L = 84.69'
P.C.C. = 91+70.18
P.C.C. = 92+54.87
Ls = N/A
e = N.C.

C.L. RAMP C CURVE 3
P.I. = 93+87.54
DELTA = 116°39'07" RT.
DOC = 70°00'00"
T = 132.66'
L = 166.65'
P.C.C. = 92+54.87
P.T. = 94+21.52
Ls = N/A
e = N.C.

C.L. RAMP 2 CURVE 1
P.I. = 202+73.97
DELTA = 4°17'05" LT.
DOC = 1°00'00"
T = 214.33'
L = 428.46'
P.C. = 200+59.64
P.T. = 204+88.10
Ls = N/A
e = N.C.

C.L. RAMP B CURVE 2
P.I. = 83+42.71
DELTA = 9°21'22" LT.
DOC = 20°00'00"
T = 23.44'
L = 46.78'
P.C. = 83+19.27
P.T. = 83+66.05
Ls = N/A
e = N.C.

C.L. SEVIER ST. CUL-DU-SAC
P.I. = 5+40.77
DELTA = 35°30'49" LT.
DOC = 45°00'00"
T = 40.77'
L = 78.92'
P.C. = 5+00.00
P.T. = 5+78.92
Ls = N/A
e = N.C.

B.L. I-30 MEDIAN CURVE 6
P.I. = 503+67.34
DELTA = 19°14'44" LT.
DOC = 1°44'35"
T = 557.31'
L = 1104.12'
P.C. = 498+10.03
P.T. = 509+14.15
Ls = N/A
e = N/A

B.L. WB I-30 CURVE 4
P.I. = 3503+65.13
DELTA = 19°14'44" LT
DOC = 1°45'00"
T = 555.11'
L = 1099.75'
P.C. = 3498+10.03
P.T. = 3509+09.78
Ls = 420
e = 0.062

B.L. EB I-30 CURVE 4
P.I. = 2503+93.61
DELTA = 19°34'44" LT
DOC = 2°00'00"
T = 494.29'
L = 978.95'
P.C. = 2498+99.32
P.T. = 2508+78.27
Ls = 420'
e = 0.070'/'

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

(4) C.L. FRONTAGE ROAD D STA. 153+99.67 =
C.L. SOUTH ST. STA. 27+08.04
∠ = 89°37'53"

(5) WB I-30 STA. 2509+43.25 =
C.L. SOUTH ST. STA. 27+62.46
∠ = 89°40'50"

(6) C.L. I-30 MEDIAN STA. 509+36.53 =
C.L. SOUTH ST. STA. 27+75.46
∠ = 89°40'50"

(7) EB I-30 STA. 120+39.44 =
C.L. SOUTH ST. STA. 27+93.14
∠ = 90°00'05"

(8) C.L. FRONTAGE ROAD C STA. 120+39.44 =
C.L. SOUTH ST. STA. 28+61.78
∠ = 88°54'07"

(9) C.L. SOUTH ST. RAMP 2 STA. 200+00.00 =
C.L. LEANDER ST. STA. 64+00.65
∠ = 79°13'21"

(10) C.L. FRONTAGE ROAD C STA. 123+28.88 =
C.L. SOUTH ST. RAMP 2 STA. 200+35.67, 7.50' LT.

(11) C.L. FRONTAGE ROAD C STA. 122+91.79 =
C.L. LEANDER ST. STA. 64+08.29
∠ = 79°13'21"

(12) C.L. SOUTH ST. RAMP C STA. 90+00.00 =
C.L. FRONTAGE ROAD C STA. 121+77.56, 24.00' RT.

(13) C.L. SOUTH ST. RAMP C STA. 94+21.52 =
C.L. SOUTH ST. STA. 30+05.63, 24.52' LT.

(14) C.L. SOUTH ST. RAMP D STA. 95+00.00 =
C.L. SOUTH ST. STA. 29+62.81, 16.50' RT.

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SURVEY CONTROL DETAILS

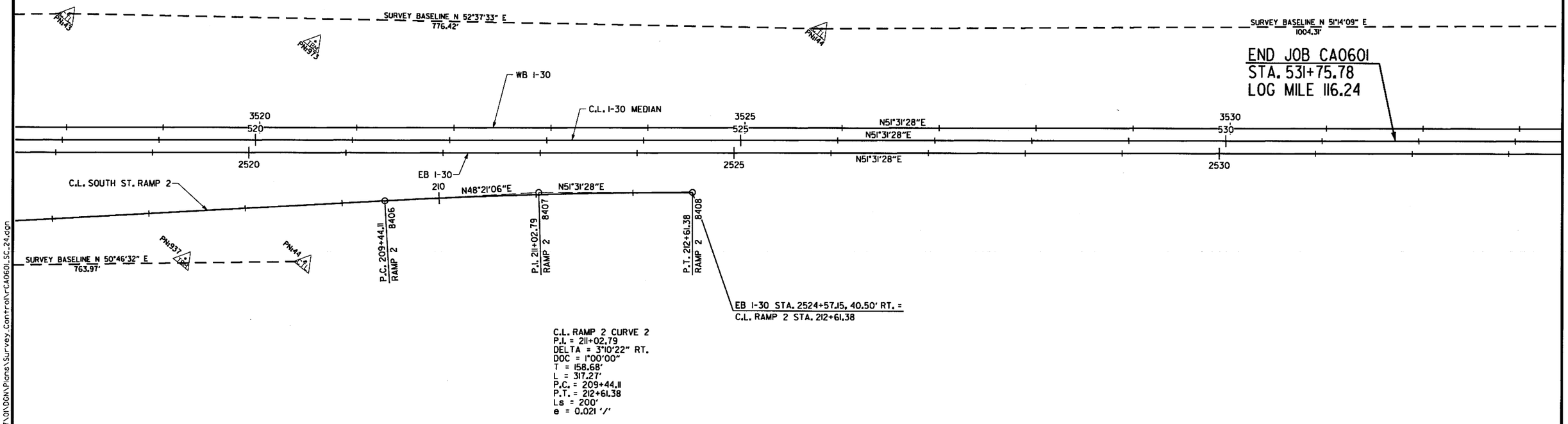
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	647	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR IZAD
2019-06-24

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



C.L. RAMP 2 CURVE 2
P.I = 211+02.79
DELTA = 3°10'22" RT.
DOC = 1°00'00"
T = 158.68'
L = 317.27'
P.C. = 209+44.11
P.T. = 212+61.38
Ls = 200'
e = 0.021 '/'

SURVEY CONTROL DETAILS

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8:10:28 PM
6/20/2018
mblnkley

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	648	1465

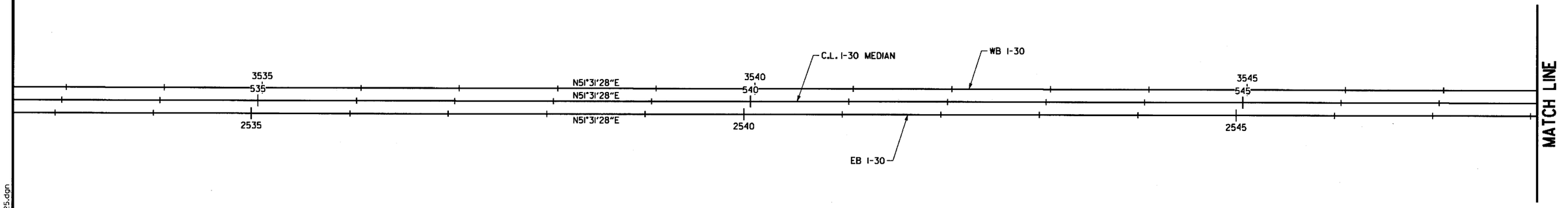
(2) SURVEY CONTROL DETAILS

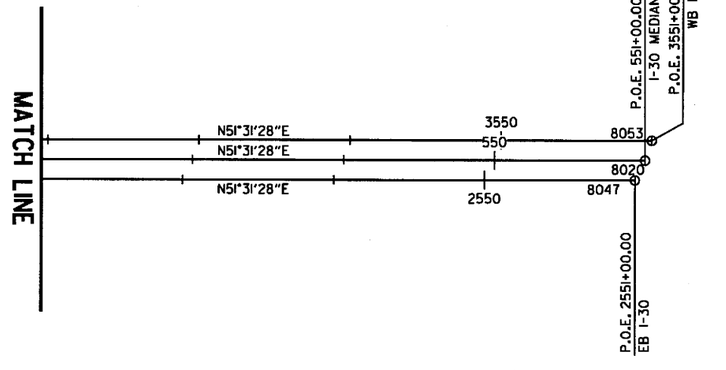
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR FEAD
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

SURVEY BASELINE N 51°14'9" E
1004.31'





SURVEY CONTROL DETAILS

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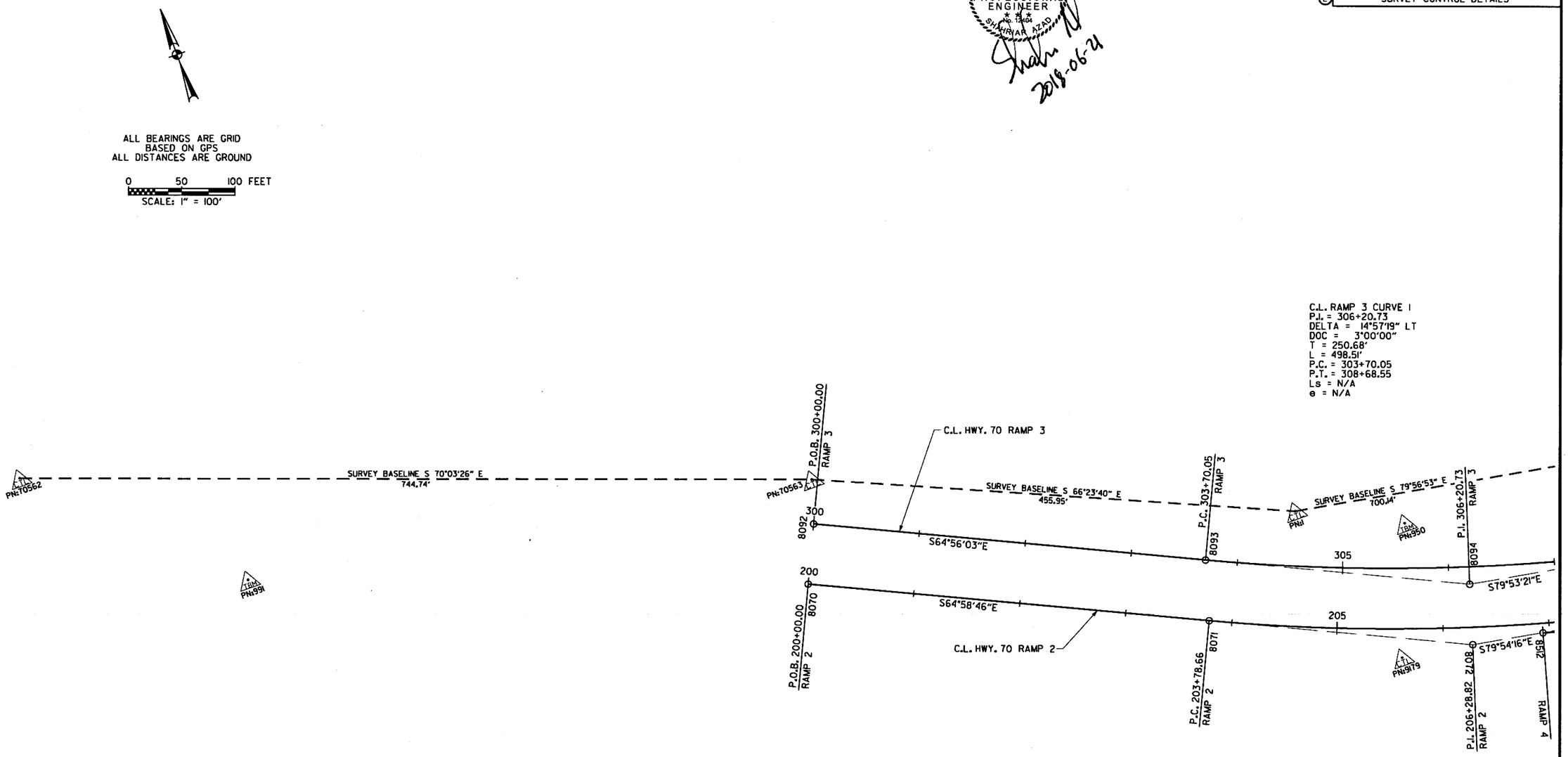
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	649	1465

(2) SURVEY CONTROL DETAILS

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



C.L. RAMP 3 CURVE 1
P.I. = 306+20.73
DELTA = 14°57'19" LT
DOC = 3°00'00"
T = 250.68'
L = 498.51'
P.C. = 303+70.05
P.T. = 308+68.55
Ls = N/A
e = N/A

C.L. RAMP 2 CURVE 1
P.I. = 206+28.82
DELTA = 14°55'29" LT
DOC = 3°00'00"
T = 250.16'
L = 497.49'
P.C. = 203+78.66
P.T. = 208+76.15
Ls = N/A
e = N/A

SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	650	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17444
SHAHRIAR AZAD
2018-06-21

C.L. RAMP 3 CURVE 1
P.I. = 306+20.73
DELTA = 14°57'19" LT
DOC = 3°00'00"
T = 250.68'
L = 498.51'
P.C. = 303+70.05
P.T. = 308+68.55
Ls = N/A
e = N/A

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'

C.L. RAMP 1 CURVE 5
P.I. = 132+65.93
DELTA = 14°56'18" LT
DOC = 5°15'00"
T = 143.08'
L = 284.54'
P.C. = 131+22.85
P.T. = 134+07.39
Ls = N/A
e = N/A

C.L. RAMP 3 CURVE 2
P.I. = 319+98.38
DELTA = 52°11'38" LT
DOC = 4°30'00"
T = 623.67'
L = 1159.87'
P.C. = 313+74.71
P.T. = 325+34.58
Ls1 = 300'
Ls2 = 240'
e = -0.078'/'

SURVEY BASELINE S 79°56'53" E
700.14'

SURVEY BASELINE S 80°04'20" E
519.69'

SURVEY BASELINE N 67°54'20" E
523.98'

C.L. HWY. 70 RAMP 3

C.L. HWY. 70 RAMP 1

C.L. HWY. 70 RAMP 2

C.L. HWY. 70 RAMP 4

S64°56'03"E

S79°53'21"E

S64°58'46"E

S79°54'16"E

N74°25'53"W

N64°57'03"W

S65°06'46"E

N88°10'12"W

S88°10'12"E

N36°19'46"W

N25°05'50"W

N47°55'00.35"E

SURVEY BASELINE S 81°21'51" E
529.35'

SURVEY BASELINE S 61°01'57" E
567.97'

C.L. RAMP 2 CURVE 1
P.I. = 206+28.82
DELTA = 14°55'29" LT
DOC = 3°00'00"
T = 250.16'
L = 497.49'
P.C. = 203+78.66
P.T. = 208+76.15
Ls = N/A
e = N/A

C.L. RAMP 2 CURVE 2
P.I. = 214+27.80
DELTA = 14°47'30" RT
DOC = 4°00'00"
T = 185.93'
L = 369.79'
P.C. = 212+41.87
P.T. = 216+11.66
Ls = N/A
e = N/A

C.L. RAMP 4 CURVE 5
P.I. = 419+86.41
DELTA = 38°06'07" LT
DOC = 6°00'00"
T = 329.76'
L = 635.03'
P.C. = 416+56.65
P.C.C. = 422+91.68
Ls = N/A
e = N/A

C.L. RAMP 4 CURVE 4
P.I. = 415+54.87
DELTA = 11°13'55" LT
DOC = 5°30'00"
T = 102.44'
L = 204.22'
P.C.C. = 414+52.43
P.C.C. = 416+56.65
Ls = N/A
e = N/A

C.L. RAMP 2 CURVE 3
P.I. = 219+51.42
DELTA = 23°03'25" LT
DOC = 5°00'00"
T = 233.73'
L = 461.14'
P.C. = 217+17.69
P.T. = 221+78.83
Ls = N/A
e = N/A

C.L. RAMP 1 CURVE 4
P.I. = 127+49.04
DELTA = 23°13'09" RT
DOC = 6°00'00"
T = 196.19'
L = 386.99'
P.C. = 125+52.86
P.T. = 131+22.85
Ls = N/A
e = N/A

P.I. 206+28.82 RAMP 2
P.O.E. 427+94.59 RAMP 4
P.T. 208+76.15 RAMP 2
P.T. 422+19.98 RAMP 4
P.C. 212+41.87 RAMP 2
P.I. 214+27.80 RAMP 2
P.T. 216+11.66 RAMP 2
P.C. 217+17.69 RAMP 2
P.I. 219+51.42 RAMP 2
P.I. 419+86.41 RAMP 4
P.C.C. 416+56.65 RAMP 4
P.C.C. 414+52.43 RAMP 4
P.I. 415+54.54 RAMP 4
P.I. 127+49.04 RAMP 1
P.T. 129+39.84 RAMP 1
P.C. 131+22.85 RAMP 1
P.I. 132+65.93 RAMP 1
P.T. 134+07.39 RAMP 1
P.I. 214+27.80 RAMP 2
P.I. 306+20.73 RAMP 3
P.T. 308+68.55 RAMP 3
P.C. 313+74.71 RAMP 3
P.I. 319+98.38 RAMP 3
P.I. 325+34.58 RAMP 3

TBM PN:950
TBM PN:951
TBM PN:993
TBM PN:910
PN:9179
PN:2
PN:3
PN:88
PN:87
PN:29498
PN:32176

8094 8095 8096 8097 8066 8065 8064 8063 8062 8061 8060 8059 8058 8057 8056 8055 8054 8053 8052 8051 8050 8049 8048 8047 8046 8045 8044 8043 8042 8041 8040 8039 8038 8037 8036 8035 8034 8033 8032 8031 8030 8029 8028 8027 8026 8025 8024 8023 8022 8021 8020 8019 8018 8017 8016 8015 8014 8013 8012 8011 8010 8009 8008 8007 8006 8005 8004 8003 8002 8001 8000 7999 7998 7997 7996 7995 7994 7993 7992 7991 7990 7989 7988 7987 7986 7985 7984 7983 7982 7981 7980 7979 7978 7977 7976 7975 7974 7973 7972 7971 7970 7969 7968 7967 7966 7965 7964 7963 7962 7961 7960 7959 7958 7957 7956 7955 7954 7953 7952 7951 7950 7949 7948 7947 7946 7945 7944 7943 7942 7941 7940 7939 7938 7937 7936 7935 7934 7933 7932 7931 7930 7929 7928 7927 7926 7925 7924 7923 7922 7921 7920 7919 7918 7917 7916 7915 7914 7913 7912 7911 7910 7909 7908 7907 7906 7905 7904 7903 7902 7901 7900 7899 7898 7897 7896 7895 7894 7893 7892 7891 7890 7889 7888 7887 7886 7885 7884 7883 7882 7881 7880 7879 7878 7877 7876 7875 7874 7873 7872 7871 7870 7869 7868 7867 7866 7865 7864 7863 7862 7861 7860 7859 7858 7857 7856 7855 7854 7853 7852 7851 7850 7849 7848 7847 7846 7845 7844 7843 7842 7841 7840 7839 7838 7837 7836 7835 7834 7833 7832 7831 7830 7829 7828 7827 7826 7825 7824 7823 7822 7821 7820 7819 7818 7817 7816 7815 7814 7813 7812 7811 7810 7809 7808 7807 7806 7805 7804 7803 7802 7801 7800 7799 7798 7797 7796 7795 7794 7793 7792 7791 7790 7789 7788 7787 7786 7785 7784 7783 7782 7781 7780 7779 7778 7777 7776 7775 7774 7773 7772 7771 7770 7769 7768 7767 7766 7765 7764 7763 7762 7761 7760 7759 7758 7757 7756 7755 7754 7753 7752 7751 7750 7749 7748 7747 7746 7745 7744 7743 7742 7741 7740 7739 7738 7737 7736 7735 7734 7733 7732 7731 7730 7729 7728 7727 7726 7725 7724 7723 7722 7721 7720 7719 7718 7717 7716 7715 7714 7713 7712 7711 7710 7709 7708 7707 7706 7705 7704 7703 7702 7701 7700 7699 7698 7697 7696 7695 7694 7693 7692 7691 7690 7689 7688 7687 7686 7685 7684 7683 7682 7681 7680 7679 7678 7677 7676 7675 7674 7673 7672 7671 7670 7669 7668 7667 7666 7665 7664 7663 7662 7661 7660 7659 7658 7657 7656 7655 7654 7653 7652 7651 7650 7649 7648 7647 7646 7645 7644 7643 7642 7641 7640 7639 7638 7637 7636 7635 7634 7633 7632 7631 7630 7629 7628 7627 7626 7625 7624 7623 7622 7621 7620 7619 7618 7617 7616 7615 7614 7613 7612 7611 7610 7609 7608 7607 7606 7605 7604 7603 7602 7601 7600 7599 7598 7597 7596 7595 7594 7593 7592 7591 7590 7589 7588 7587 7586 7585 7584 7583 7582 7581 7580 7579 7578 7577 7576 7575 7574 7573 7572 7571 7570 7569 7568 7567 7566 7565 7564 7563 7562 7561 7560 7559 7558 7557 7556 7555 7554 7553 7552 7551 7550 7549 7548 7547 7546 7545 7544 7543 7542 7541 7540 7539 7538 7537 7536 7535 7534 7533 7532 7531 7530 7529 7528 7527 7526 7525 7524 7523 7522 7521 7520 7519 7518 7517 7516 7515 7514 7513 7512 7511 7510 7509 7508 7507 7506

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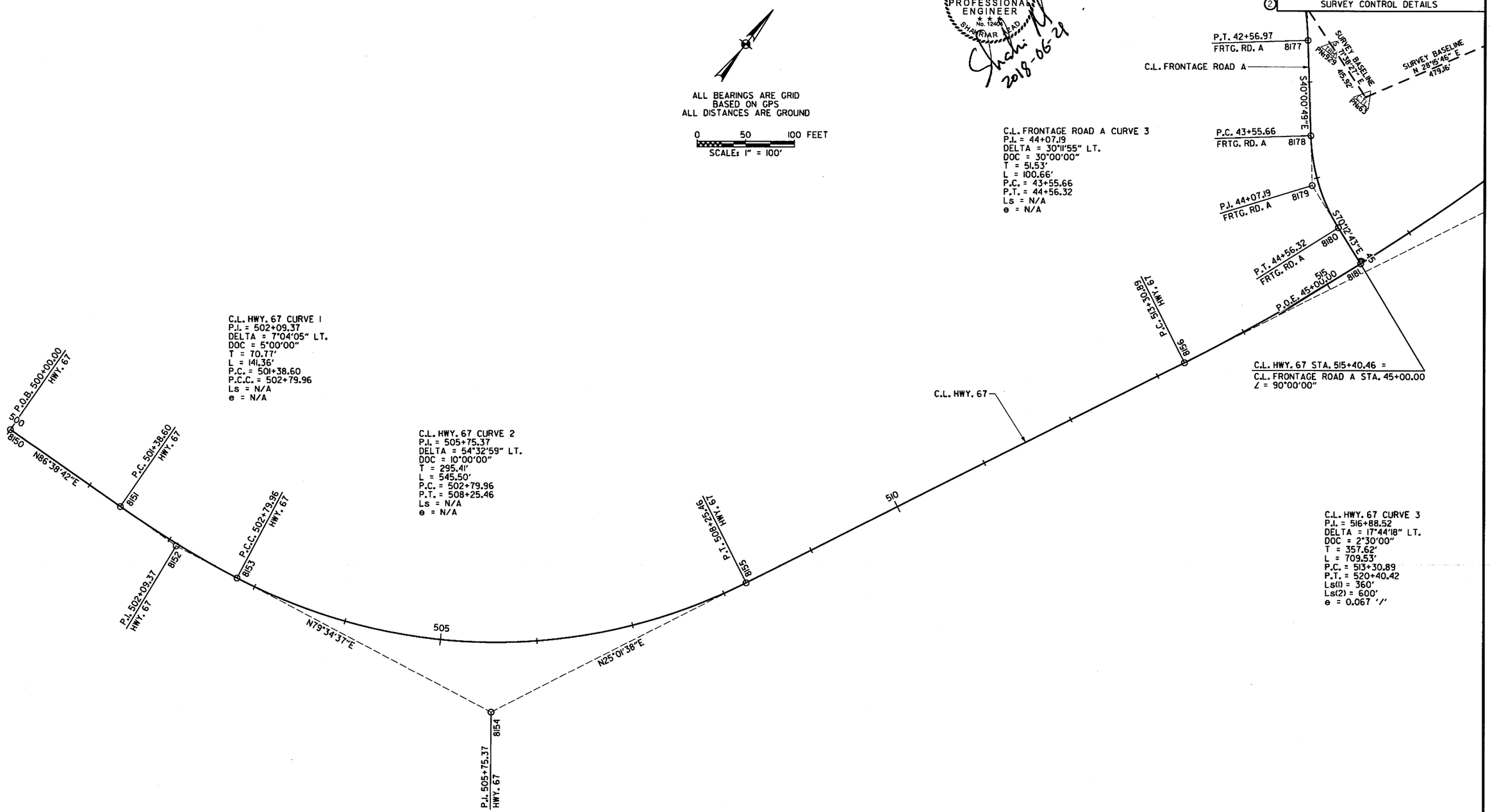
SURVEY CONTROL DETAILS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	651	1465

2 SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ZAD
Shahri M
2018-06-29



SURVEY CONTROL DETAILS

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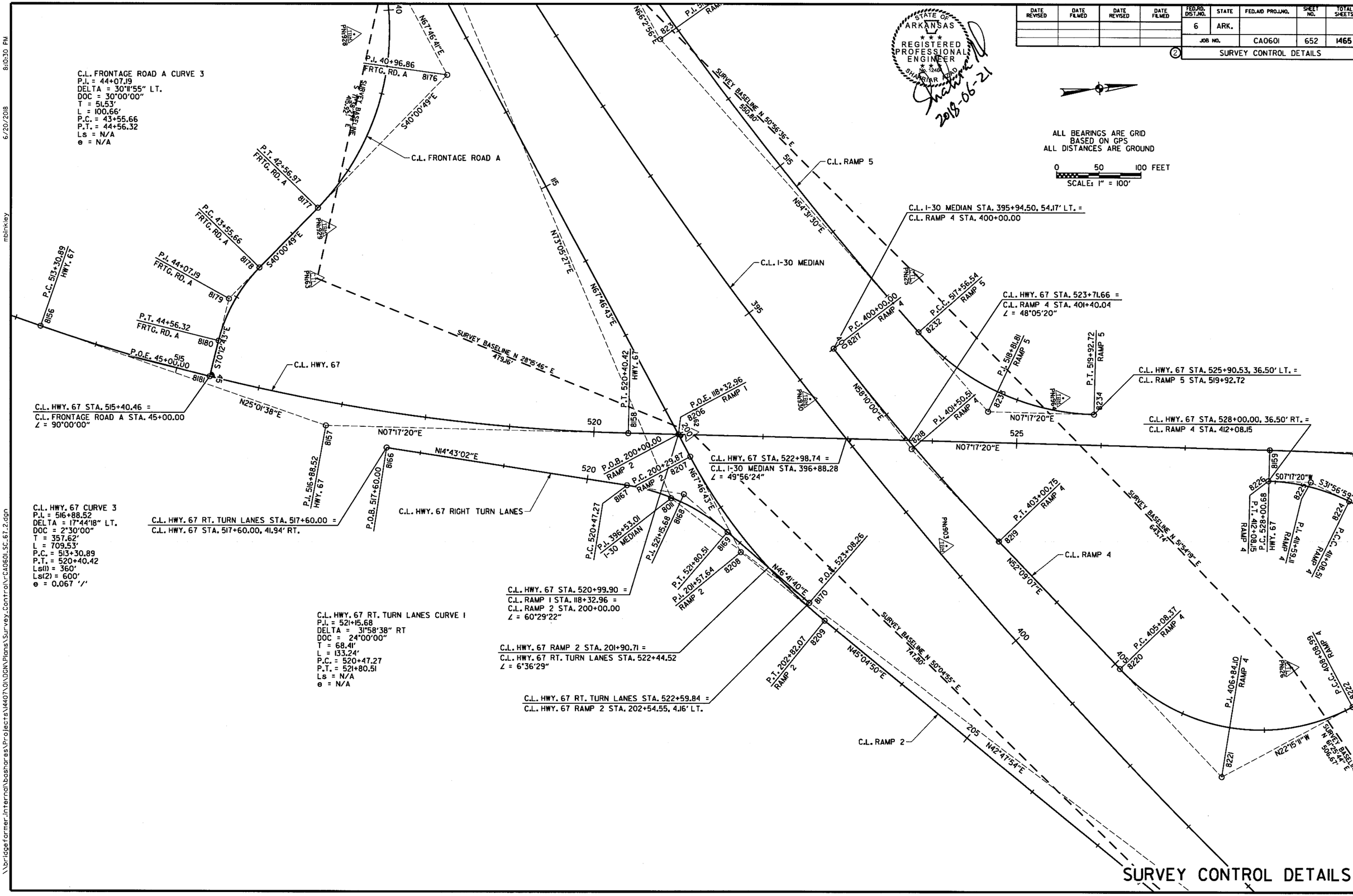
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	652	1465

(2) SURVEY CONTROL DETAILS



SURVEY CONTROL DETAILS

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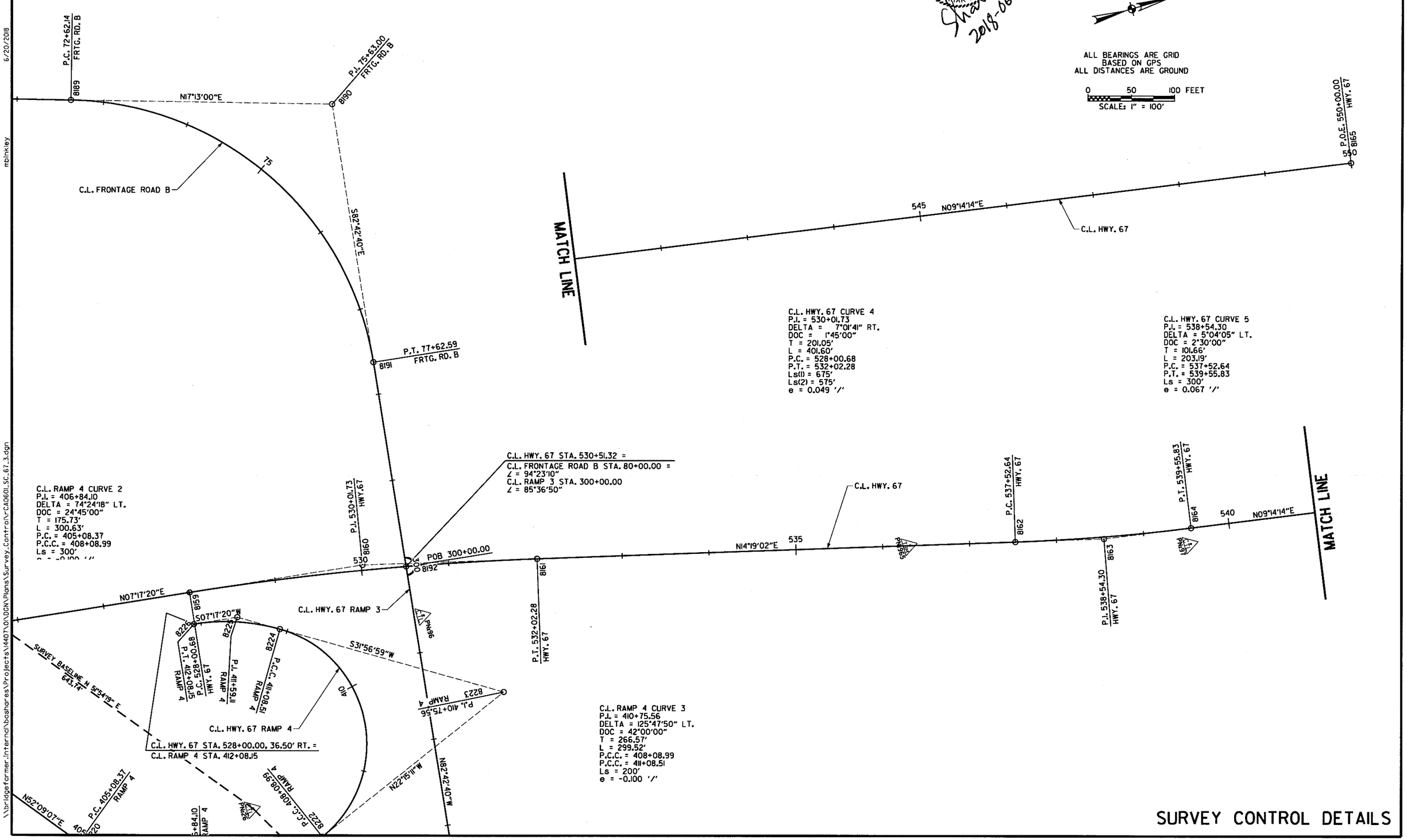
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	653	1465

(2) SURVEY CONTROL DETAILS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-06-21

ALL BEARINGS ARE GRID
BASED ON GPS
ALL DISTANCES ARE GROUND

0 50 100 FEET
SCALE: 1" = 100'



SURVEY CONTROL DETAILS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	654	1465

PLAN STA. 219+00 TO STA. 232+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13644
SHAHRIAR AZAD
2018-06-22

B.L. WB I-30 CURVE 1
P.I. = 3234+74.03
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 3230+29.79
P.T. = 3239+14.31
Ls = 350'
e = -0.054'/'

C.L. RAMP 4 CURVE 1
P.I. = 402+45.85
DELTA = 14°40'14" LT
DOC = 3°00'00"
T = 245.85'
L = 489.02'
P.C. = 400+00.00
P.T. = 404+89.02
Ls = 300'
e = -0.057'/'

+81.17
271.18'

+81.12
221.18'

EXIST. R/W & C/A

+94.96
243.83'

300' TAPER

842' ACCELERATION LANE

WB I-30 STA. 3230+28.45, 28.50' LT. =
C.L. RAMP 4 STA. 400+00.00

STA. 3227+55.17
END NOTCH AND WIDEN
BEGIN RECONSTRUCTION
MATCH EXIST. PAV'T.

STA. 3221+30.19
BEGIN NOTCH AND WIDEN
MATCH EXIST. PAV'T.

CONST. LIMIT

+30.29

C.L. I-30 MEDIAN

-0.024 '/'
397+75.00

10'

-0.020 '/'
3227+63.74

36'

6'

P.C. 229+53.48
I-30 MEDIAN

P.C. 3230+29.79
WB I-30

P.C. 400+00.00
RAMP 4

C.L. RAMP 4

-0.057 '/'
400+75.00

CONST. LIMIT

P.I. 402+45.85
RAMP 4

RAMP 4

2' R

6'

15'

NOSE
+59.25
26.00' LT.

24'

-0.054 '/'
323+17.29

3220

N35°20'35"E

3225

WB I-30

400

3230

220

N35°20'35"E

225

230'

6'

2220

N35°20'35"E

2225

EB I-30

6'

24'

+0.005 '/'
2227+37.96

10'

STA. 2227+37.96
BEGIN RECONSTRUCTION
MATCH EXIST. PAV'T.

PROPOSED
GUARDRAIL

P.C. 2228+80.72
EB I-30

+0.054 '/'
2229+66.22

2230

C.D.P

CONST. LIMIT

P.I. 2233+24.97
EB I-30

LINE 'Z'

10'

BEGIN JOB CA0601
STA. 221+25.12
LOG MILE 110.34

WRSF AND DITCH PAVING

EXIST. C/A

EXIST. R/W

+09.03
206.42'

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A)	GUARDRAIL TERMINAL	THRIE BEAM GUARDRAIL
STA.	STA.	LOCATION	LIN. FT.	(TY. 2)	TERMINAL
2222+48.02	2237+70.56	LT. OF EB I-30 =	1450	1 EACH	1 EACH

C.L. I-30 CURVE 1
P.I. = 233+97.73
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 229+53.48
P.T. = 238+38.00

B.L. EB I-30 CURVE 1
P.I. = 2233+24.97
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 2228+80.72
P.T. = 2237+65.24
Ls = 350'
e = 0.054'/'

PLAN MAIN LANES
STA. 219+00 TO STA. 232+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	655	1465

(2) PROFILE STA. 219+00 TO STA. 232+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR ALAM
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

NOTCH AND WIDEN
625'

STA. 3221+30.19 MATCH EXISTING ML (APPROX. -0.020 '/')
STA. 3227+67.29 BEGIN SUPERELEVATION (-0.020 '/')
STA. 3231+17.29 MAX. SUPERELEVATION (-0.054 '/')

STA. 3221+30.19
BEGIN NOTCH AND WIDEN
JOB CA0601
ELEV. 447.19

STA. 3227+55.17
END NOTCH AND WIDEN
BEGIN RECONSTRUCTION
JOB CA0601
ELEV. 448.31

V.P.C. 3227+55.17
ELEV. 448.31

P.V.I. 3228+80.17
ELEV. 448.00

PROFILE GRADE

-0.75%

EXISTING GROUND ℄ WB I-30 PGL

L.V.C. = 250.00'
G1 = -0.25%
G2 = -0.75%
e = -0.16'
K = 502

V.P.T. 3230+05.17
ELEV. 447.06

WB I-30

V.P.C. 2227+37.96
ELEV. 448.37

P.V.I. 2228+62.96
ELEV. 447.96

PROFILE GRADE

-0.82%

STA. 2227+37.96
BEGIN RECONSTRUCTION

L.V.C. = 250.00'
G1 = -0.33%
G2 = -0.82%
e = -0.15'
K = 505

V.P.T. 2229+87.96
ELEV. 446.94

EXISTING GROUND ℄ EB I-30 PGL

STA. 2227+37.96 MATCH EXISTING ML (APPROX. +0.005 '/')
STA. 2229+68.22 MAX. SUPERELEVATION (+0.054 '/')

EB I-30

480 470 460 450 440 430 420 410 400

3220+00 3225+00 3230+00

2220+00 2225+00 2230+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	656	1465

PLAN STA. 232+00 TO STA. 246+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIZ
2018-07-13

B.L. WB I-30 CURVE 1
P.I. = 3234+74.03
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 3230+29.79
P.T. = 3239+14.31
Ls = 350'
e = -0.054'/'

C.L. RAMP 4 CURVE 1
P.I. = 402+45.85
DELTA = 14°40'14" LT
DOC = 3°00'00"
T = 245.85'
L = 489.02'
P.C. = 400+00.00
P.T. = 404+89.02
Ls = 300'
e = -0.057'/'

C.L. RAMP 4 CURVE 2
P.I. = 410+09.38
DELTA = 35°49'19" LT
DOC = 5°45'00"
T = 322.05'
L = 622.99'
P.C. = 406+87.32
P.C.C. = 413+10.31
Ls = 350
e = -0.092'/'

C.L. RAMP 4 CURVE 3
P.I. = 413+81.55
DELTA = 9°56'53" LT
DOC = 7°00'00"
T = 71.24'
L = 142.12'
P.C.C. = 413+10.31
P.C.C. = 414+52.43
Ls = N/A
e = N/A

C.L. RAMP 4 CURVE 4
P.I. = 415+54.87
DELTA = 11°13'55" LT
DOC = 5°30'00"
T = 102.44'
L = 204.22'
P.C.C. = 414+52.43
P.C.C. = 416+56.65
Ls = N/A
e = N/A

STA. 233+60 - IN PLACE
24" X 84' R.C. PIPE CULVERT - REMOVE
WITH HDWL. 118' LT. OF C.L. - REMOVE
AND DROP INLET AT STA. 233+64, 32' LT. OF C.L. - REMOVE
WITH 24" X 96' R.C. PIPE OUTLET
REMOVE DROP INLET AND 36' OF R.C. PIPE

LINE Z-1
STA. 233+66 - CONSTRUCT
JUNCTION BOX 2' RT. OF C.L. H = 4'-5"
CONNECT TO EXISTING PIPE RT.
WITH 24" X 7' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
TYPE ST JUNCTION BOX = 3' X 3'

LINE Z-1
STA. 233+52 - CONSTRUCT
TYPE I STEEL GRATE ASSEMBLY 92' LT. OF C.L.
CONNECT TO JUNCTION BOX RT.
WITH 24" X 92' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
TYPE I STEEL GRATE ASSEMBLY = 12'-6" X 4'-0"

PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE

STA. 414+51.52
END MILL & OVERLAY
MATCH EXIST. BRIDGE END

STA. 413+10.13
BEGIN MILLING

STA. 410+92.46
END RECONSTRUCTION
BEGIN OVERLAY

OBLITERATE EXISTING ROADWAY
× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

STA. 242+00.00
END DRAINAGE OPENINGS
IN CONC. BARR. WALL

STA. 238+00 TO STA. 242+00, RT.
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (MEDIAN TY. A) @ 50' O.C.

LINE Z-2
STA. 233+70 - IN PLACE
30" X 46' R.C. PIPE CULVERT
WITH HDWL. 96' RT. OF C.L. -
REMOVE 10' EXIST. PIPE CULVERT AND HDWL.
IN PLACE 24" X 97' R.C. PIPE CULVERT
WITH HDWL. 67' RT. OF C.L.
REMOVE 4' EXIST. PIPE CULVERT AND HDWL.
CONSTRUCT DROP INLET 101' RT. OF C.L. H = 4'-4"
CONNECT TO EXISTING PIPE LT.
WITH 24" X 36' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO EXISTING PIPE RT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 4' X 3'

LINE Z-1
STA. 233+66 - CONSTRUCT
DROP INLET 1' RT. OF C.L. H = 4'-6"
CONNECT TO EXISTING PIPE RT.
WITH 24" X 8' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

LINE A
STA. 235+66 - CONSTRUCT
DROP INLET ON C.L. H = 3'-6"
CONNECT TO DROP INLET AT STA. 233+66 RT.
WITH 24"X197' R.C. PIPE OUTLET
(CLASS V) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

LINE A
STA. 236+49 - CONSTRUCT
DROP INLET ON C.L. H = 3'-6"
CONNECT TO DROP INLET AT STA. 235+66 RT.
WITH 24"X80' R.C. PIPE OUTLET
(CLASS V) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

LINE B
STA. 239+94 - CONSTRUCT
DROP INLET ON C.L. H = 4'-9"
WITH 18" X 65' R.C. PIPE OUTLET AND F.E.S.
(CLASS III) (TYPE 3 BEDDING)
REMOVE EXIST. DROP INLET AND 73' EXIST. PIPE
TYPE RM DROP INLET = 4' X 3'

LINE B
STA. 242+38 - CONSTRUCT
DROP INLET 1' LT. OF C.L. H = 4'-7"
CONNECT TO DROP INLET AT STA. 239+94 ON C.L.
WITH 18" X 240' R.C. PIPE OUTLET
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

C.L. I-30 CURVE 1
P.I. = 233+97.73
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 229+53.48
P.T. = 238+38.00

B.L. EB I-30 CURVE 1
P.I. = 2233+24.97
DELTA = 13°16'04" LT
DOC = 1°30'00"
T = 444.25'
L = 884.52'
P.C. = 2228+80.72
P.T. = 2237+65.24
Ls = 350'
e = 0.054'/'

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A) LIN. FT.	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
STA.	STA.	LOCATION			
2242+76.54	2245+48.90	RT. OF EB I-30 =	200	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	LOCATION	UNIT
2242+24	2245+43	LT. OF EB I-30	320 LIN. FT.
2242+89	2245+59	RT. OF EB I-30	370 LIN. FT.

LINE B
STA. 244+82 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-8"
CONNECT TO DROP INLET AT STA. 242+38 LT.
WITH 18" X 240' R.C. PIPE OUTLET
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

PLAN MAIN LANES
STA. 232+00 TO STA. 246+00

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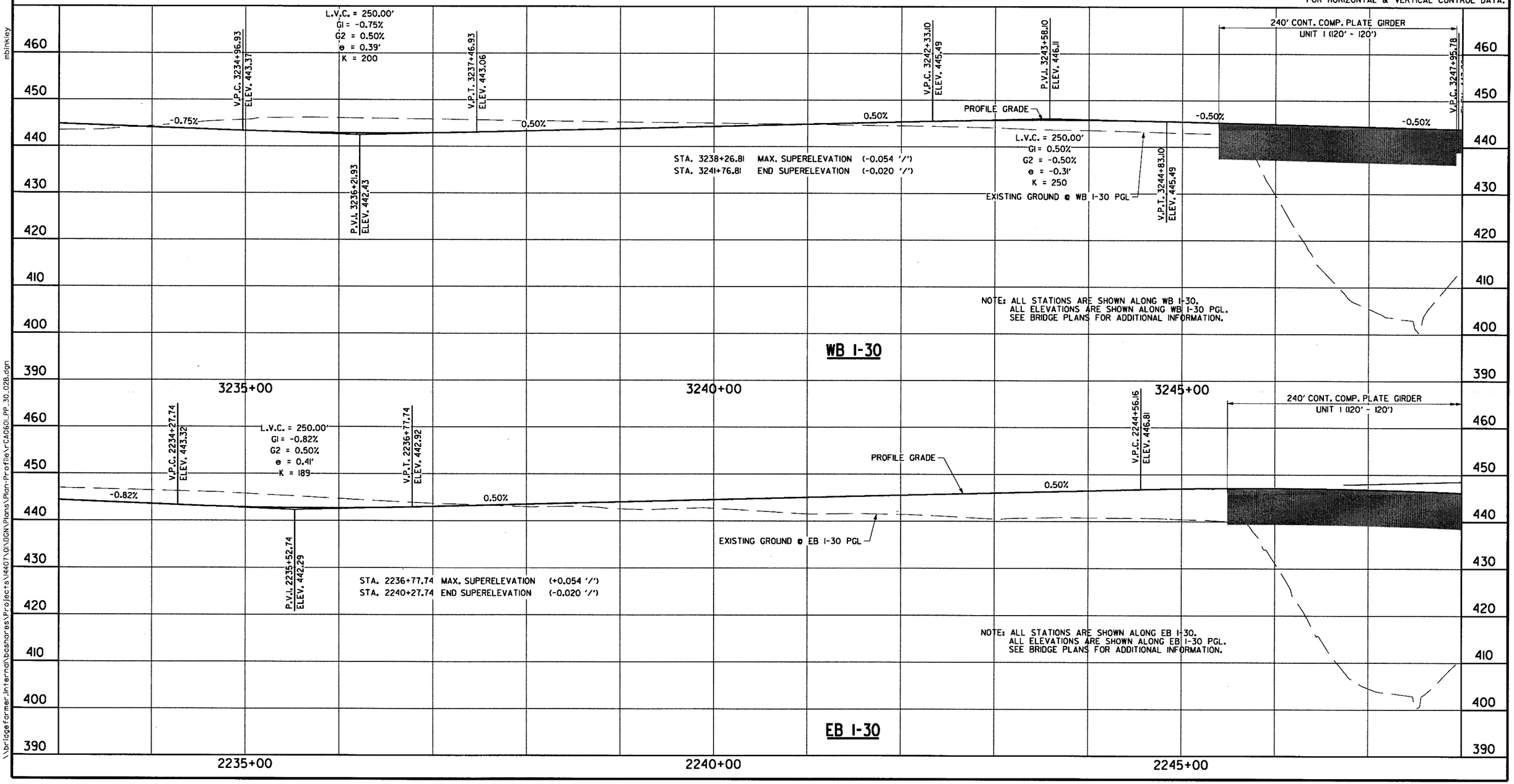
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12409
SHAHRIYAR ALAM
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	657	1465

(2) PROFILE STA. 232+00 TO STA. 246+00

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	658	1465

(2) PLAN STA. 246+00 TO STA. 260+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN D. BRACKEN
8-03-18

STA. 259+07 C.L. I-30 - IN PLACE
DBL. 4' X 6' X 267' R.C. BOX CULVERT
REMOVE 227' RT.
REMOVE WINGS RT.
RETAIN 40' AND EXTEND 7'
TO A COMPLETED LENGTH OF 47'
WITH 3:1 OUTLET WINGS
(SPAN = 9.85')
Q50 = 1156.5 CFS D.A. = 255.84 ACRES

LINE Z-2
STA. 325+04 - CONSTRUCT
F.E.S. 103' LT. OF C.L.
CONNECT TO EXIST. PIPE LT.
WITH 30" X 8' R.C. PIPE
(CLASS III) (TYPE 3 BEDDING)
REMOVE EXIST. DROP INLET

C.L. I-30 CURVE 2
P.I. = 264+93.33
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 250+55.26
P.T. = 276+23.85

C.L. RAMP 3 CURVE 2
P.I. = 319+98.38
DELTA = 52°11'38" LT
DOC = 4°30'00"
T = 623.67'
L = 1159.87'
P.C. = 313+74.71
P.T. = 325+34.58
Ls1 = 300'
Ls2 = 240'
e = -0.078'/'

C.L. RAMP 3 CURVE 3
P.I. = 331+89.08
DELTA = 8°31'29" RT
DOC = 1°15'00"
T = 341.62'
L = 681.98'
P.C. = 328+47.46
P.T. = 335+29.45
Ls1 = 200'
Ls2 = 300'
e = 0.026'/'

B.L. WB I-30 CURVE 2
P.I. = 3265+01.17
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 3250+63.10
P.T. = 3276+31.68
Ls1 = 725'
Ls2 = 480'
e = 0.085'/'

LINE E-1
STA. 258+89 - CONSTRUCT
DROP INLET 57' LT. OF C.L. H = 15'-0"
AND CONNECT TO R.C. BOX CULVERT AT STA. 259+58
WITH 18" X 70' R.C. PIPE OUTLET
(CLASS V) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

C.L. RAMP 2 CURVE 3
P.I. = 219+51.42
DELTA = 23°03'25" LT
DOC = 5°00'00"
T = 233.73'
L = 461.14'
P.C. = 217+17.69
P.T. = 221+78.83
Ls = N/A
e = N/A

C.L. RAMP 1 CURVE 4
P.I. = 127+49.04
DELTA = 23°13'09" RT
DOC = 6°00'00"
T = 196.99'
L = 386.99'
P.C. = 125+52.86
P.T. = 131+22.85
Ls = N/A
e = N/A

STA. 249+87 - IN PLACE
DROP INLET 111' LT. OF C.L.
WITH 12" X 34' R.C. PIPE CULVERT
REMOVE

LINE E
STA. 254+55 - IN PLACE
DROP INLET 172' LT. OF C.L.
WITH 30" X 92' R.C. PIPE INLET
AND 30" X 82' R.C. PIPE OUTLET
REMOVE

STA. 254+54 - IN PLACE
DROP INLET 171' LT. OF C.L.
WITH 30" X 81' R.C. PIPE CULVERT OUTLET
AND 30" X 88' R.C. PIPE CULVERT INLET
REMOVE

STA. 259+20 - IN PLACE
DROP INLET 209' LT. OF C.L.
ON R.C. BOX CULVERT
REMOVE

STA. 259+11 - IN PLACE
DROP INLET 109' LT. OF C.L.
ON R.C. BOX CULVERT
REMOVE

OBLITERATE EXISTING ROADWAY
REMOVE DROP INLET/PIPE
(REFER TO DRAINAGE NOTES)

WB I-30 STA. 3249+20.34 =
C.L. RAMP 1 STA. 123+74.33

WB I-30 STA. 3248+89.43 =
C.L. RAMP 2 STA. 223+81.45

EB I-30 STA. 2248+99.51 =
C.L. RAMP 2 STA. 224+10.58

EB I-30 STA. 2249+30.42 =
C.L. RAMP 1 STA. 123+45.20

EB I-30 STA. 2250+10.24, 28.50' RT. =
C.L. RAMP 1 STA. 100+00.00

STA. 250+20 - IN PLACE
DROP INLET 8' LT. OF C.L.
WITH 12" X 43' PIPE CULVERT
REMOVE

PROPOSED PIPE CULVERT TO BE
CONSTRUCTED BY JACK AND BORE

LINE E
STA. 254+66 - IN PLACE
30" X 84' R.C. PIPE CULVERT
WITH HDWL. RT.
REMOVE 12' EXIST. PIPE CULVERT WITH HDWL. RT.
CONSTRUCT DROP INLET 5' LT. OF C.L. H = 17'-0" AND
CONNECT TO EXIST. PIPE LT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO AND CONSTRUCT F.E.S. RT.
WITH 30" X 126' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'
Q50 = 20.7 CFS D.A. = 6.18 ACRES

LINE E
STA. 254+60 - CONSTRUCT
DROP INLET 90' LT. OF C.L. H = 8'-0"
AND CONNECT TO EXIST. PIPE RT.
WITH 30" X 16' R.C. PIPE OUTLET
(CLASS III) (TYPE 3 BEDDING)
REMOVE EXISTING DROP INLET
AND 11' EXIST. PIPE CULVERT RT.
TYPE RM DROP INLET = 4' X 3'

C.L. RAMP 2 CURVE 4
P.I. = 228+76.85
DELTA = 52°53'03" LT
DOC = 6°45'38"
T = 421.49'
L = 782.26'
P.C. = 224+55.36
P.T. = 232+37.62
Ls = 300'
e = 0.078'/'

C.L. RAMP 1 CURVE 1
P.I. = 103+18.85
DELTA = 18°57'22" RT
DOC = 3°00'00"
T = 318.85'
L = 631.87'
P.C. = 100+00.00
P.T. = 106+31.87
Ls = 175'
e = -0.04'/'

C.L. RAMP 1 CURVE 2
P.I. = 224+08.54
DELTA = 177°54'52" RT
DOC = 27°00'00"
T = 11657.94'
L = 658.94'
P.C. = 107+50.60
P.T. = 114+09.54
Ls = 300'
e = -0.100'/'

C.L. RAMP 1 CURVE 3
P.I. = 119+62.69
DELTA = 52°53'03" RT
DOC = 7°00'00"
T = 407.06'
L = 755.49'
P.C. = 115+55.63
P.T. = 123+11.12
Ls = 250'
e = -0.053'/'

INSTALLATION OF GUARDRAIL

STA.	STA.	LOCATION		GUARDRAIL (TY. A) LIN. FT.	TERMINAL ANCHOR POST (TY. I)	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
3249+48.49	3252+18.29	LT. OF WB I-30	=	200		1 EACH	1 EACH
3249+63.04	3252+35.61	RT. OF WB I-30	=	200		1 EACH	1 EACH
2250+16.12	2251+91.96	RT. OF EB I-30	=	150	1 EACH		1 EACH
111+38.32	112+52.33	LT. OF RAMP 1	=	50		1 EACH	1 EACH
120+29.39	122+04.99	RT. OF RAMP 1	=	100		1 EACH	1 EACH
220+02.45	218+33.99	RT. OF RAMP 2	=	100		1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	UNIT
3249+61	3252+23	LT. OF WB I-30	270 LIN. FT.
3249+76	3252+91	RT. OF WB I-30	322 LIN. FT.

B.L. EB I-30 CURVE 2
P.I. = 2264+85.50
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 2250+47.43
P.T. = 2276+16.01
Ls1 = 700'
Ls2 = 480'
e = -0.085'/'

STA. 260+00 C.L. I-30 MEDIAN - CONSTRUCT
DBL. 8' X 6' X 287' R.C. BOX CULVERT
ON A 30° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
(SPAN = 20.90')
Q50 = 1177.4 CFS D.A. = 261.47 ACRES

LINE Z-3
STA. 111+00 - CONSTRUCT
36" X 109' R.C. PIPE CULVERT
WITH F.E.S. RT. AND LT.
(CLASS III) (TYPE 3 BEDDING)

RAMP 1 · RAMP 2 · RAMP 3 · FRONTAGE ROAD B · ABANDONED RAILROAD R/W · PAWNEE DR. · TRACE CREEK · HWY. 70 · BRIDGE NO. A7424 · BRIDGE NO. B7424 · CONC. BARR. WALL (MEDIAN TY. A-1) · CONC. BARR. WALL (MEDIAN TY. B) · CONC. BARR. WALL (MEDIAN TY. C) · CONC. BARR. WALL (MEDIAN TY. A) · CONC. BARR. WALL (MEDIAN TYPE SP-4) · RETAINING WALL 'AA' · PROPOSED GUARDRAIL · 1191' DECELERATION LANE · C.L. I-30 MEDIAN · NOSE +15.81 40.00' RT. · NOSE +10.99 40.00' LT. · RIPRAP BASIN · CONSTRUCTION LIMIT · EXIST. R/W · EXIST. C/A · CONST. LIMIT · C.D.P

PLAN MAIN LANES
STA. 246+00 TO STA. 260+00

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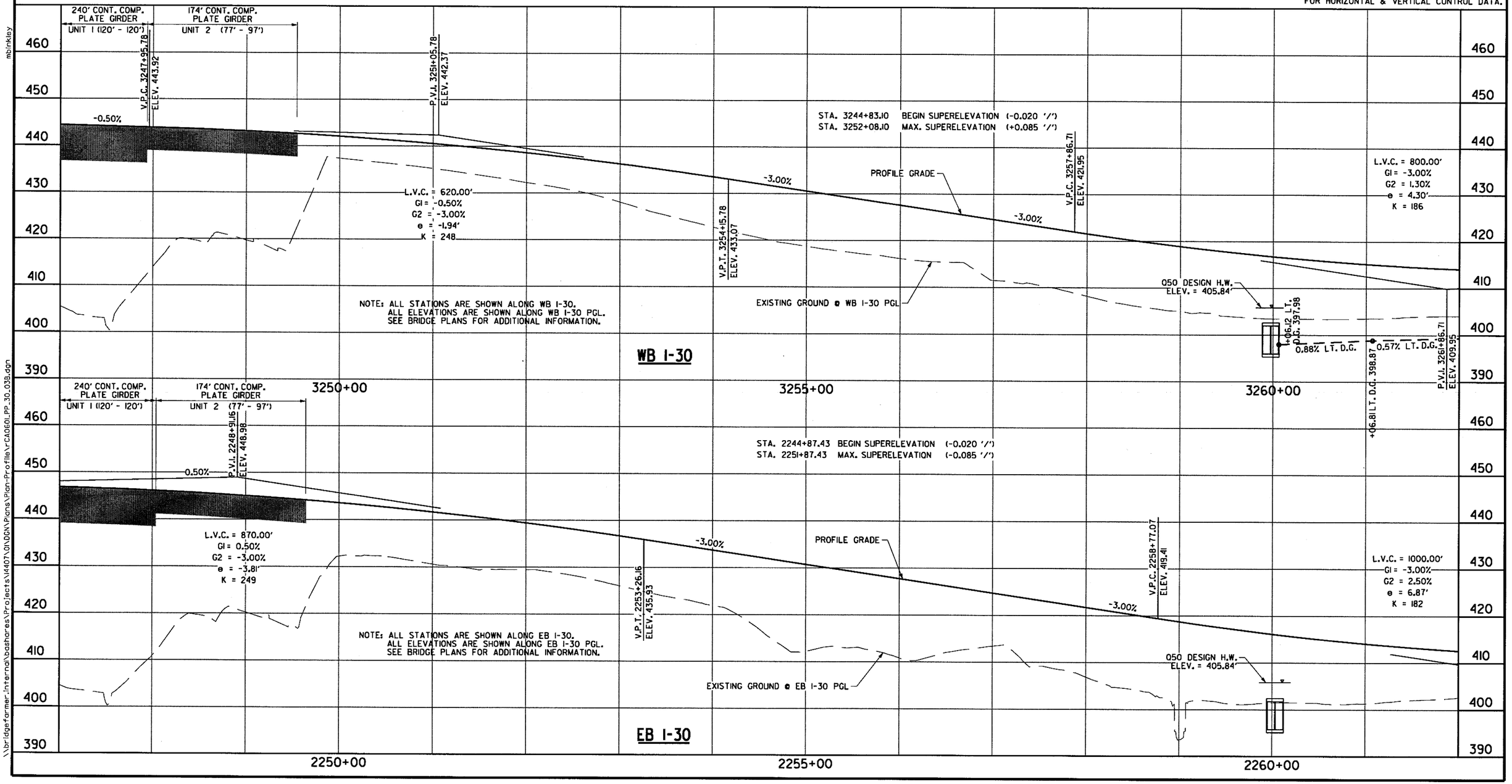
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12484
SHAHRIAR AZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	659	1465

(2) PROFILE STA. 246+00 TO 260+00

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	660	1465

② PLAN STA. 260+00 TO STA. 271+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR ALI
2018-08-03

C.L. I-30 MEDIAN STA. 260+00 - CONSTRUCT
DBL. 8' X 6' X 287' R.C. BOX CULVERT
ON A 30°RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
(SPAN = 20.90')
Q50 = 1177.4 CFS
D.A. = 261.47 ACRES

LINE G
STA. 263+75 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-6"
CONNECT TO DROP INLET AT STA. 264+00 RT.
WITH 24" X 22' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

LINE G
STA. 264+00 - CONSTRUCT
DROP INLET 3' RT OF C.L. H = 9'-0"
CONNECT TO AND CONSTRUCT F.E.S. ON RT.
WITH 24" X 66' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

LAT G-1
STA. 264+25 - CONSTRUCT
DROP INLET 3' RT OF C.L. H = 5' - 6"
CONNECT TO DROP INLET AT STA. 264+00 RT.
WITH 24"X22' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

C.L. I-30 CURVE 2
P.I. = 264+93.33
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 250+55.26
P.T. = 276+23.85

B.L. WB I-30 CURVE 2
P.I. = 3265+01.17
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 3250+63.10
P.T. = 3276+31.68
Ls1 = 725'
Ls2 = 480'
e = 0.085'/'

C.L. RAMP 3 CURVE 3
P.I. = 331+89.08
DELTA = 8°31'29" RT
DOC = 1°15'00"
T = 341.62'
L = 681.98'
P.C. = 328+47.46
P.T. = 335+29.45
Ls1 = 200'
Ls2 = 300'
e = 0.026'/'

LINE Z-4
STA. 269+16 - IN PLACE
EXIST. DROP INLET 164' LT. OF C.L.
RETAIN

LINE Z-4
STA. 269+12 - CONSTRUCT
DROP INLET 117' LT OF C.L. H = 12' - 2"
CONNECT TO EXISTING R.C. PIPE CULVERT LT.
WITH 48" X 4' R.C. PIPE CULVERT INLET
(CLASS III) (TYPE 3 BEDDING)
AND CONNECT TO EXISTING R.C. PIPE CULVERT RT.
WITH 48" X 4' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
REMOVE 11' OF EXIST. 48" R.C. PIPE
MODIFY EXIST. DROP INLET
TYPE ST DROP INLET = 6' X 3'

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A) LIN. FT.	TERMINAL ANCHOR POST (TY. I)	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
STA.	STA.	LOCATION				
245+27.32	247+02.50	RT. OF RAMP 2 =	100		I EACH	I EACH
3262+39.79	3265+10.71	LT. OF WB I-30 =	225	I EACH		I EACH

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	LOCATION	UNIT
3261+76	3264+18	RT. OF WB I-30	257 LIN. FT.

OBLITERATE EXISTING ROADWAY
× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

LINE Z-4
STA. 269+01 - CONSTRUCT
DROP INLET 2' RT OF C.L. H = 13' - 4"
CONNECT TO EXISTING R.C. PIPE CULVERT LT.
WITH 48" X 4' R.C. PIPE CULVERT INLET
(CLASS III) (TYPE 3 BEDDING)
AND CONNECT TO EXISTING R.C. PIPE CULVERT RT.
WITH 48" X 12' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
REMOVE EXIST. DROP INLET
AND REMOVE 6' OF EXIST. 48" R.C. PIPE RT.
AND REMOVE 11' OF EXIST. 48" R.C. PIPE LT.
TYPE RM DROP INLET = 5'-7" X 3'-0"

STA. 261+90 - IN PLACE
DROP INLET 33' LT. OF C.L.
WITH 18" X 61' R.C. PIPE OUTLET
REMOVE

STA. 261+92 - IN PLACE
DROP INLET 114' LT. OF C.L.
WITH 18" X 78' R.C. PIPE OUTLET
REMOVE

STA. 262+92 - IN PLACE
DROP INLET 115' LT. OF C.L.
WITH 24" X 101' R.C. PIPE OUTLET
REMOVE

WB I-30 STA. 3264+37.75, 28.50' LT. =
C.L. RAMP 3 STA. 335+29.45

C.L. FRONTAGE RD A CURVE 4
P.I. = 17+78.77
DELTA = 33°32'23" RT
DOC = 6°00'00"
T = 287.76'
L = 559.00'
P.C.C. = 14+91.00
P.T. = 20+50.00
Ls = N/A
e = N/A

C.L. FRONTAGE RD A CURVE 3
P.I. = 14+07.07
DELTA = 16°54'40" RT
DOC = 10°00'00"
T = 85.18'
L = 169.11'
P.C. = 13+21.89
P.C.C = 14+91.00
Ls = 235'
e = -0.094'/'

C.L. RAMP 1 CURVE 2
P.I. = 224+08.54
DELTA = 177°54'52" RT
DOC = 27°00'00"
T = 1657.94'
L = 658.94'
P.C. = 107+50.60
P.T. = 114+09.54
Ls = 300'
e = -0.100'/'

LINE Z-4
STA. 268+89 - CONSTRUCT
DROP INLET 125' RT OF C.L. H = 6' - 1'
CONNECT TO EXIST. R.C. PIPE LT.
WITH 48" X 8' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
AND CONNECT TO EXISTING R.C. PIPE CULVERT RT.
WITH 48" X 4' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
REMOVE EXIST. DROP INLET
AND REMOVE 8' OF EXIST. 48" R.C. PIPE LT.
TYPE ST DROP INLET = 6' X 3'

LINE Z-4
STA. 268+96 - CONSTRUCT
DROP INLET 54' RT OF C.L. H = 9' - 11"
CONNECT TO EXISTING R.C. PIPE CULVERT LT.
WITH 48" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
AND CONNECT TO EXISTING R.C. PIPE CULVERT RT.
WITH 48" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
REMOVE 11' OF EXIST. 48" R.C. PIPE
TYPE ST DROP INLET = 6' X 3'

PLAN MAIN LANES
STA. 260+00 TO STA. 271+00

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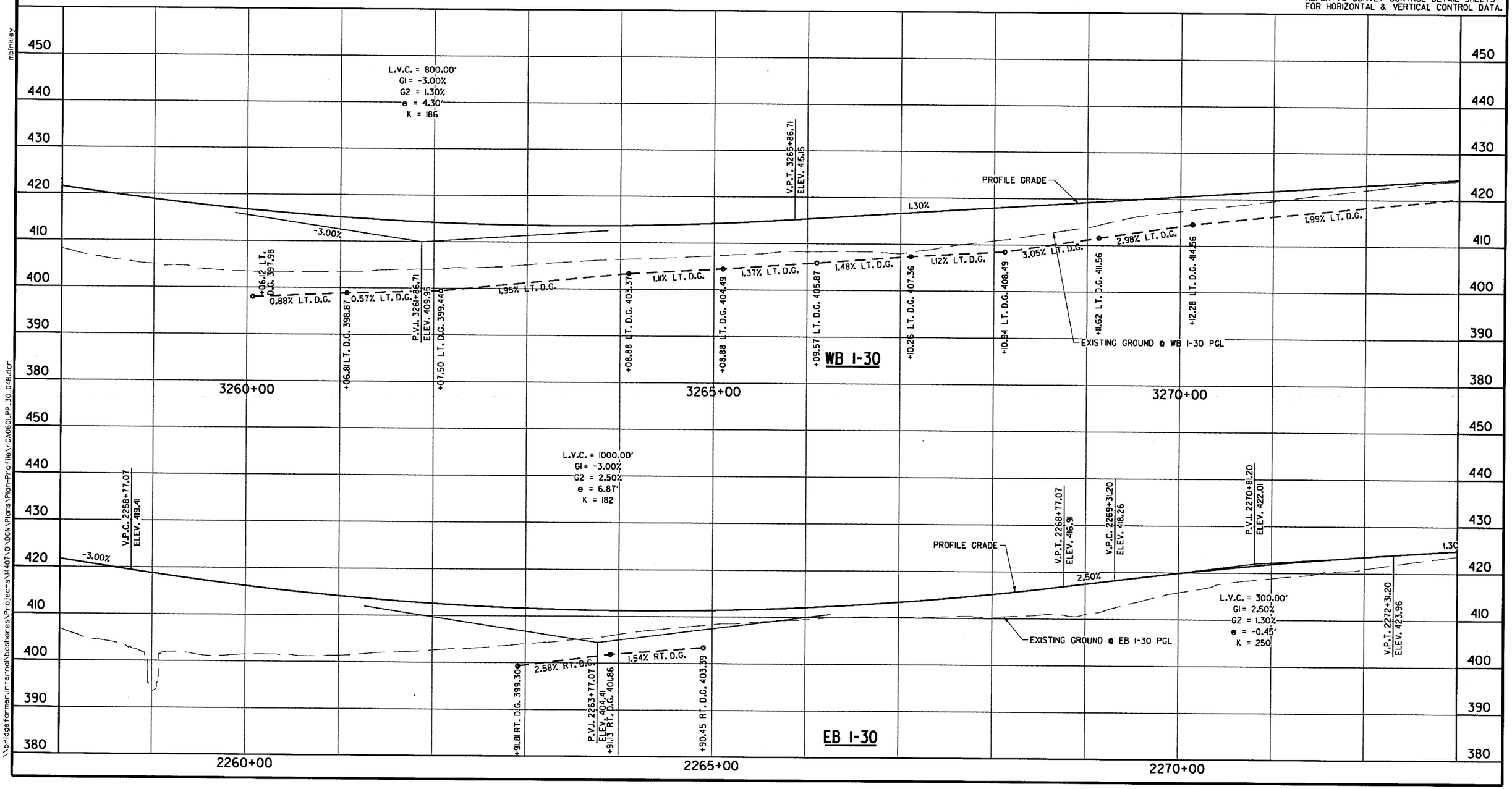
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	661	1465

(2) PROFILE STA. 260+00 TO STA. 271+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	662	1465

② PLAN STA. 271+00 TO STA. 285+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No 12404
SHAHRIAR AZAD
2018-07-20

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B.L. WB I-30 CURVE 2
P.I. = 3265+01.17
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 3250+63.10
P.T. = 3276+31.68
Lsl = 725'
Ls2 = 480'
e = 0.085'/'

C.L. I-30 CURVE 2
P.I. = 264+93.33
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 250+55.26
P.T. = 276+23.85

LINE Z-5
STA. 278+92 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 7'-7"
CONNECT TO EXISTING PIPE LT.
WITH 30" X 8' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT 278+92 RT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 4'-0" X 3'-0"

LINE MI-A-1
STA. 276+89 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 278+92 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-A-2
STA. 280+96 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 280+96 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-5
STA. 278+92 - CONSTRUCT
DROP INLET 73' LT. OF C.L. H = 3'-9"
CONNECT TO EXISTING PIPE LT.
WITH 30" X 12' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO EXISTING PIPE RT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
REMOVE 10' EXIST. 30" R.C. PIPE
TYPE RM DROP INLET = 4'-0" X 3'-0"

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A)	GUARDRAIL TERMINAL	THRIE BEAM GUARDRAIL TERMINAL
STA.	STA.	LOCATION	LIN. FT.	(TY. 2)	TERMINAL
281+81.25	284+00.00	RT. OF EB I-30 =	150	1 EACH	1 EACH

WIRE FENCE (TY. A)				
STA.	STA.	LOCATION	LIN. FT.	16' GATE
270+94	337+00	LT. OF STA.	6653	2 EACH

C.L. I-30 MEDIAN STA. 284+83.27, 13.00' LT. =
WB I-30 STA. 3285+00.00

TRIBUTARY TO TRACE CREEK
N41°15'53"E
S38°56'45"W
OBLITERATE EXISTING ROADWAY
+33.58 177.59'
+98.19 158.36'
EXIST. R/W
EXIST. C/A
WIRE FENCE
CONC. BARR. WALL (MEDIAN TY. A)
CONC. BARR. WALL (MEDIAN TY. C)
CONC. BARR. WALL (MEDIAN TY. B)
CONST. LIMITS
C.D.P
NOSE +23.77 26.00' RT.
WB I-30
EB I-30
C.L. I-30 MEDIAN
LINE MI-A-1
LINE MI-A-2
LINE Z-5
30" R.C.P. RETAIN
FRONTAGE ROAD B
FRONTAGE ROAD A
PROPOSED GUARDRAIL
RAMP 2
EXIST. C/A
C.L. RAMP 2
C.D.P.
P.T. 2276+16.0
P.C. 248+82.32
P.T. 246+56.67
P.T. 205+50.00 FRTG. RD. A-1
C.L. FRONTAGE ROAD A-1
+35.67 141.50'
+98.61 141.64'
P.O.E. 252+67.32
P.C. 250+75.47
EB I-30 STA. 2277+07.64, 28.50' RT. =
C.L. RAMP 2 STA. 252+67.32
C.L. I-30 MEDIAN STA. 285+16.73, 13.00' RT. =
EB I-30 STA. 2285+00.00

B.L. EB I-30 CURVE 2
P.I. = 2264+85.50
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 2250+47.43
P.T. = 2276+16.01
Lsl = 700'
Ls2 = 480'
e = -0.085'/'

C.L. RAMP 2 CURVE 7
P.I. = 250+75.47
DELTA = 11°33'00" RT
DOC = 3°00'00"
T = 193.15'
L = 385.00'
P.C. = 248+82.32
P.T. = 252+67.32
Ls = 300'
e = -0.057'/'

LINE Z-5
STA. 278+93 - IN PLACE
DROP INLET 80' LT. OF C.L. H = 3'-6" - REMOVE
WITH 30" X 69' R.C. PIPE CULVERT INLET
WITH HDWL. LT. - RETAIN
AND 30" X 68' R.C. PIPE CULVERT OUTLET TO
DROP INLET 8' LT. OF C.L. H = 5'-7" - REMOVE
WITH 30" X 76' R.C. PIPE CULVERT OUTLET TO
DROP INLET 72' RT. OF C.L. H = 4'-9" - REMOVE
WITH 30" X 61' R.C. PIPE CULVERT OUTLET
WITH HDWL. RT. - RETAIN
Q50 = 22.4 CFS D.A. = 5.4 ACRES

LINE Z-5
STA. 278+93 - CONSTRUCT
DROP INLET 79' RT. OF C.L. H = 6'-8"
CONNECT TO EXISTING PIPE LT.
WITH 30" X 12' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING PIPE RT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
REMOVE 10' OF EXIST. R.C. PIPE
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE Z-5
STA. 278+92 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 8'-0"
CONNECT TO EXISTING PIPE RT.
WITH 30" X 8' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
REMOVE 20' OF EXIST. 30" R.C. PIPE
TYPE ST DROP INLET = 4'-0" X 3'-0"

LINE MI-A-2
STA. 280+96 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 278+92 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

PLAN MAIN LANES
STA. 271+00 TO STA. 285+00

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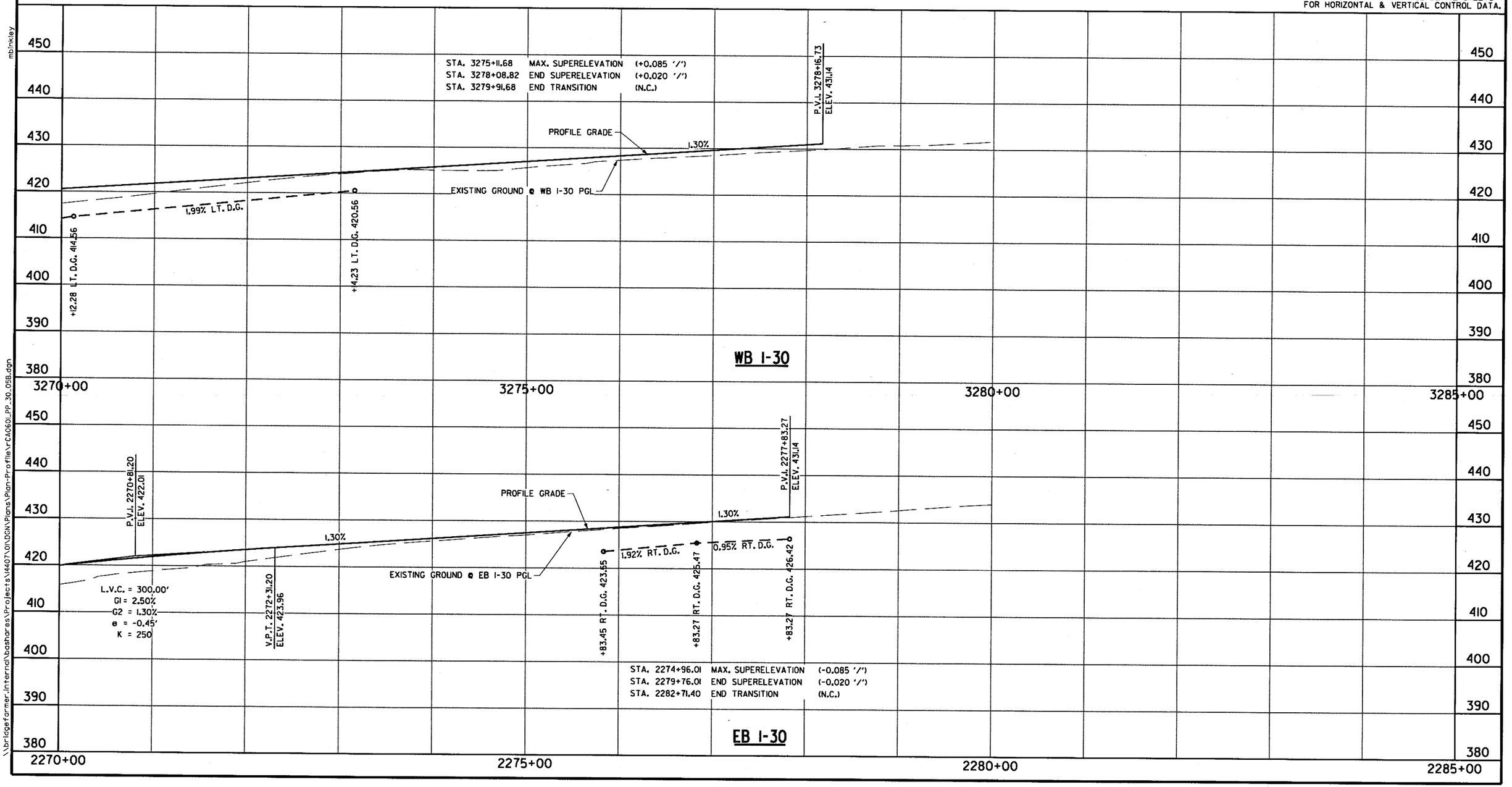
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	663	1465

② PROFILE STA. 271+00 TO STA. 278+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHARRIAR NEAD
2019-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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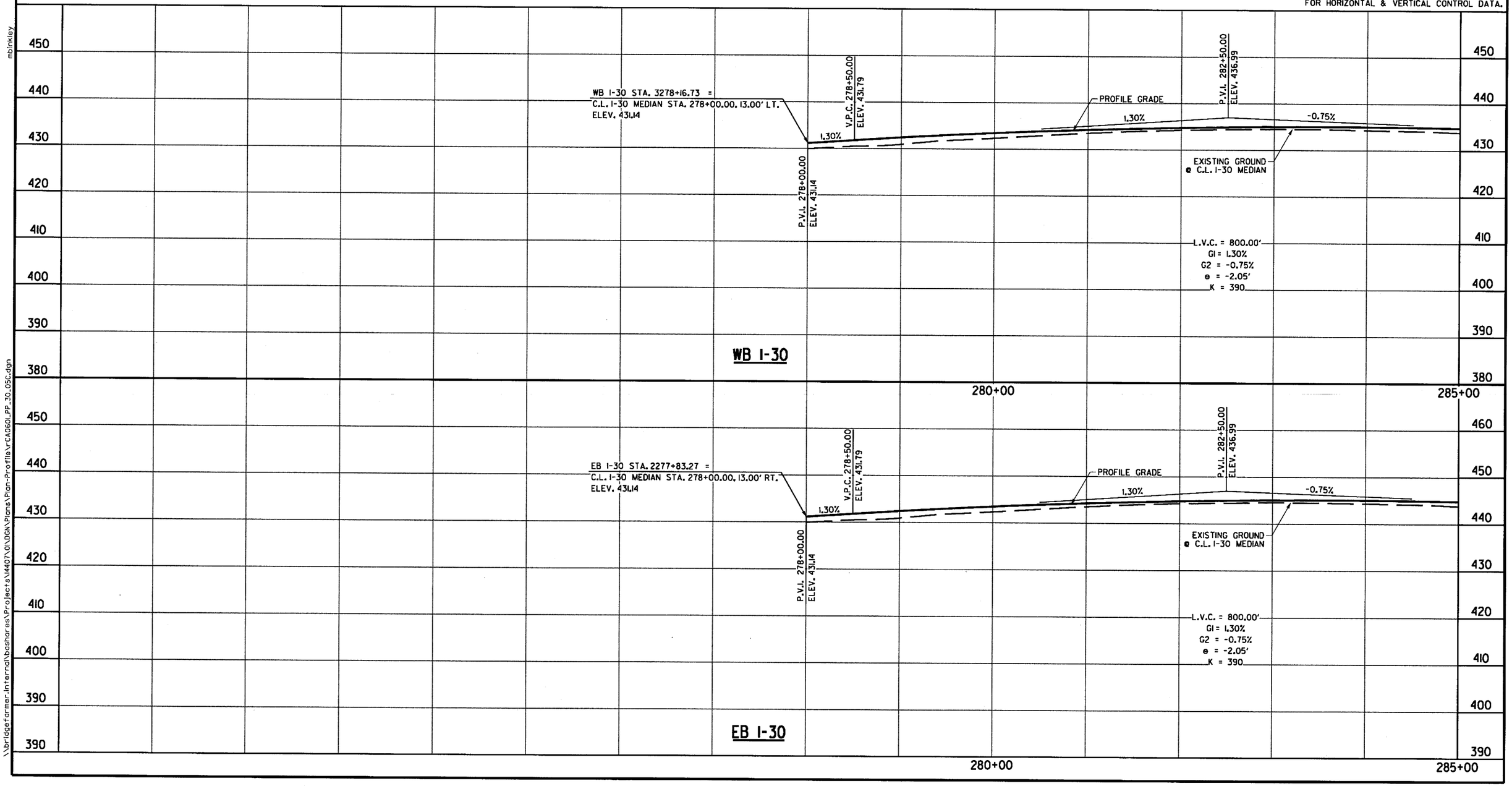
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12460
SHANNIAR HEAD
2019-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	664	1465

② PROFILE STA. 278+00 TO STA. 285+00

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	665	1465

(2) PLAN STA. 285+00 TO STA. 300+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
SHANNAR A. ...
2018-06-22

LINE MI-B
STA. 284+85 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 284+85 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-B
STA. 286+88 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 286+88 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-B
STA. 290+94 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 290+94 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-6
STA. 288+91 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 7'-11"
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 288+91 RT.
REMOVE 6' OF EXIST. 30" R.C. PIPE
TYPE ST DROP INLET = 4'-0" X 3'-0"

LINE Z-6
STA. 288+91 - IN PLACE
DROP INLET 9' LT. OF C.L. H = 5'-0" - REMOVE
WITH 30" X 75' R.C. PIPE CULVERT INLET
ON A 30° LT. FWD. SKEW
WITH TYPE I GRATE ASSEMBLY ON LT. - REMOVE
AND 30" X 85' R.C. PIPE CULVERT OUTLET TO
DROP INLET 80' RT. OF C.L. H = 3'-6" - RETAIN
WITH 30" X 48' R.C. PIPE CULVERT OUTLET
WITH HDWL. ON RT. - RETAIN
Q50 = 36.9 CFS D.A. = 9.4 ACRES

LINE Z-6
STA. 289+30 - CONSTRUCT
TYPE I STEEL GRATE ASSEMBLY 78' LT. OF C.L.
CONNECT TO EXISTING PIPE
WITH 30" X 8' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
REMOVE 5' OF EXIST. 30" R.C. PIPE
TYPE I GRATE ASSEMBLY = 15'-6" X 4'-0"

LINE Z-6
STA. 288+91 - CONSTRUCT
JUNCTION BOX 9' LT. OF C.L. H = 7'-9"
CONNECT TO EXISTING PIPE CULVERT LT.
WITH 30" X 8' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT 288+91 LT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST JUNCTION BOX = 4'-0" X 3'-0"

LINE MI-C
STA. 293+07 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 293+07 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-C
STA. 295+10 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 295+10 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-7
STA. 297+02 - CONSTRUCT
DROP INLET 83' LT. OF C.L. H = 3'-9"
CONNECT TO EXISTING DROP INLET AT STA. 297+13 LT.
WITH 30" X 8' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 297+02 LT.
WITH 30" X 76' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
TYPE RM SPECIAL DROP INLET = 5'-0" X 4'-0"

LINE Z-7
STA. 297+02 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 8'-11"
CONNECT TO DROP INLET AT STA. 297+02 RT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 4'-0" X 3'-0"

LINE Z-7
STA. 297+13 - IN PLACE
DROP INLET 83' LT. OF C.L. H = 3'-3" - RETAIN
WITH 30" X 65' R.C. PIPE CULVERT INLET
WITH HDWL. ON LT. - RETAIN
AND 30" X 68' R.C. PIPE CULVERT OUTLET - ABANDON
TO DROP INLET 10' LT. OF C.L. H = 5'-4" - REMOVE
WITH 30" X 88' R.C. PIPE CULVERT OUTLET - ABANDON
TO DROP INLET 81' RT. OF C.L. H = 3'-1" - RETAIN
WITH 30" X 51' R.C. PIPE CULVERT OUTLET
WITH HDWL. ON RT. - RETAIN
Q50 = 36.4 CFS D.A. = 9.3 ACRES

LINE MI-D
STA. 299+03 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 6'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 301+06 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STA. 289+55 - IN PLACE
30" X 55' R.C. PIPE CULVERT
WITH HDWLS. ON LT. & RT.
RETAIN

N. BEGGS RD.

+96.72
160.93

EXIST. R/W

70' (TYP.)

CONST. LIMIT

WIRE FENCE

RETAIN

EXIST. C/A

FRONTAGE ROAD B

PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE

30" R.C.P.

LINE Z-6

LINE Z-7

C.L. I-30 MEDIAN

3285
285
2285

10'
12'
36'
26'

290
295
300

N86°17'23"E

LINE MI-B
LINE MI-C
LINE MI-D

CONC. BARR. WALL (SIDE TY. E)
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (MEDIAN TY. A)

+70
+50
+25
+75
+40

C.D.P.

FRONTAGE ROAD A

+95.82
139.07

EXIST. R/W

STA. 286+90 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OC-30-62-12

LINE Z-6
STA. 288+91 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 8'-3"
WITH 30" X 8' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING CULVERT RT.
TYPE ST DROP INLET = 4'-0" X 3'-0"

LINE MI-B
STA. 290+94 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 288+91 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-C
STA. 293+07 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 295+10 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-C
STA. 295+10 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6'-0"
WITH 18" X 189' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 297+02 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

S. BEGGS RD.

STA. 285+00 TO STA. 291+00
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

STA. 292+00 TO STA. 296+00
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

× REMOVE DROP INLET/PIPE
(REFER TO DRAINAGE NOTES)

STA. 296+50 TO STA. 297+50
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

STA. 298+00 TO STA. 300+00
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

LINE Z-7
STA. 297+02 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 9'-3"
WITH 30" X 75' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET RT.
TYPE ST DROP INLET = 4'-0" X 3'-0"

LINE Z-7
STA. 297+02 - CONSTRUCT
DROP INLET 81' RT. OF C.L. H = 3'-6"
WITH 30" X 8' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO EXISTING DROP INLET RT.
TYPE RM SPECIAL DROP INLET = 5'-0" X 4'-0"

LINE MI-D
STA. 299+03 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 299+03 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

NOTE: EXISTING R.C. PIPE CAN BE ABANDONED IN PLACE. CONTRACTOR SHALL CAP THE ENDS OF THE PIPE WITH FLOWABLE SELECT MATERIAL. (3 CU. YD.)

LINE MI-B
STA. 284+85 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 286+88 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-B
STA. 286+88 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 288+91 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

PLAN MAIN LANES
STA. 285+00 TO STA. 300+00

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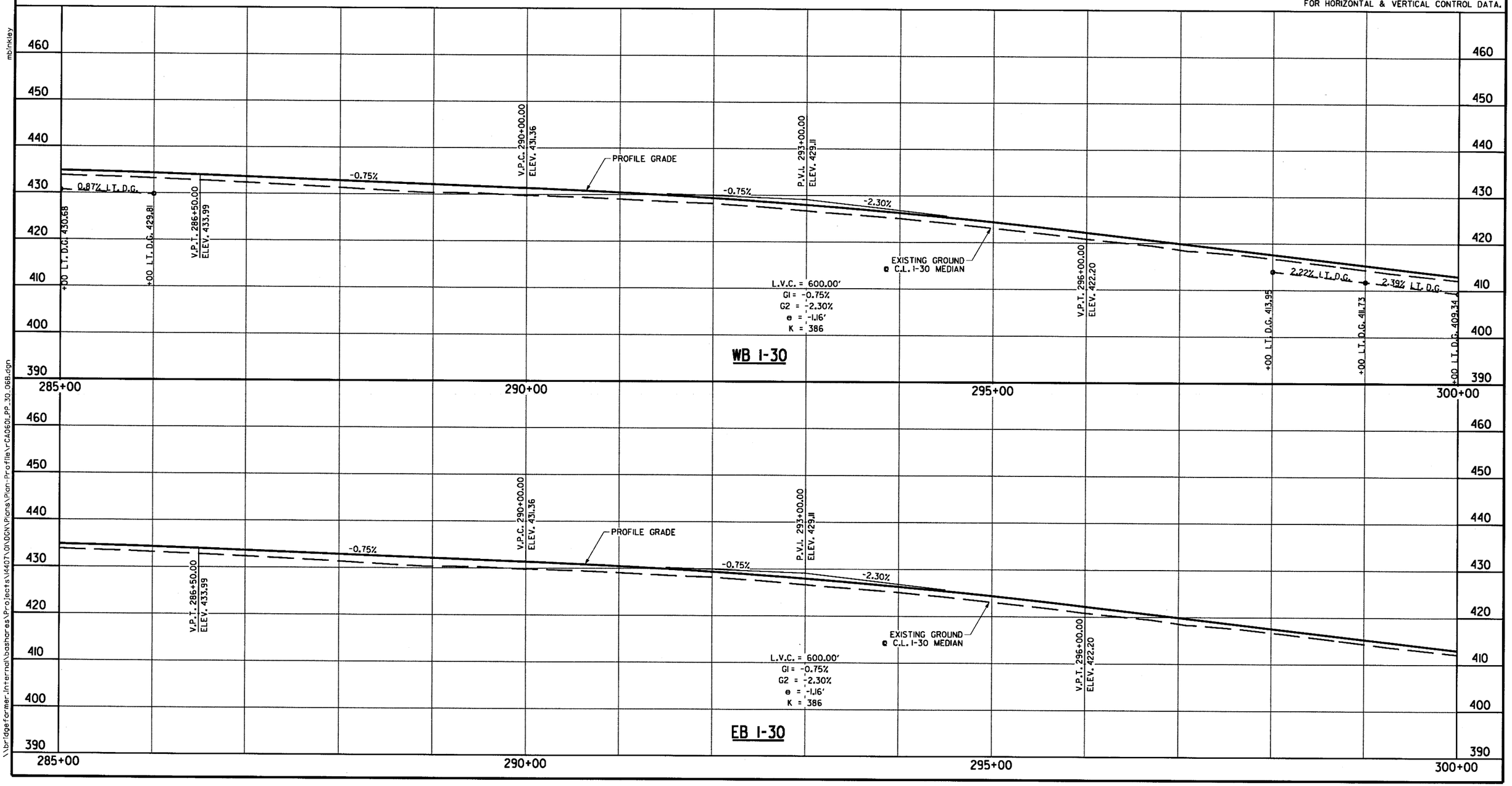
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	666	1465

(2) PROFILE STA. 285+00 TO STA. 300+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHNAWAR AZAM
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	667	1465

(2) PLAN STA. 300+00 TO STA. 315+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 12401
2018-06-22

LINE MI-D
STA. 301+06 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 303+09 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-D
STA. 303+09 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 201' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 305+13 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-D
STA. 305+13 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 7'-0"
WITH 18" X 195' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 307+13 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-8
STA. 307+13 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 11'-7"
CONNECT TO EXISTING PIPE CULVERT LT.
WITH 30" X 12' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING PIPE CULVERT RT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
REMOVE 12' OF EXIST. 30" R.C. PIPE
TYPE ST DROP INLET = 6'-0" X 3'-0"

LINE MI-D-7
STA. 309+17 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 307+13 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A)	TERMINAL ANCHOR POST	GUARDRAIL TERMINAL
STA.	STA.	LOCATION	LIN. FT.	(TY. D)	(TY. 2)
304+64.75	307+39.75	LT. OF WB I-30 =	225	1 EACH	1 EACH

HERZFELD BLVD.

STA. 305+00 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OH-30-62-13

LINE Z-8
STA. 306+65 - IN PLACE
DROP INLET 88' LT. OF C.L. H = 4'-0" - RETAIN
WITH 30" X 68' R.C. PIPE CULVERT INLET
ON A 30° RT. FWD. SKEW
WITH HDWL. ON LT. - RETAIN
AND 30" X 84' R.C. PIPE CULVERT OUTLET
ON A 30° RT. FWD. SKEW TO
STA. 307+09 - IN PLACE
DROP INLET 11' LT. OF C.L. H = 8'-9" - REMOVE
WITH 30" X 96' R.C. PIPE CULVERT OUTLET
ON A 30° RT. FWD. SKEW TO
STA. 307+58 - IN PLACE
DROP INLET 76' RT. OF C.L. H = 4'-8" - RETAIN
WITH 30" X 60' R.C. PIPE CULVERT OUTLET
ON A 30° RT. FWD. SKEW
WITH HDWL. ON RT. - RETAIN
Q50 = 50.2 CFS D.A. = 13.8 ACRES

LINE MI-E
STA. 310+82 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 312+85 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-E
STA. 312+85 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 314+88 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-9
STA. 314+88 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 7'-0"
CONNECT TO EXISTING PIPE CULVERT LT.
WITH 18" X 8' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING PIPE CULVERT RT.
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
REMOVE 11' OF EXIST. 18" R.C. PIPE
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-9
STA. 314+88 - IN PLACE
DROP INLET 90' LT. OF C.L. H = 3'-8" - RETAIN
WITH 18" X 55' R.C. PIPE CULVERT INLET
WITH HDWL. ON LT. - RETAIN
AND 18" X 76' R.C. PIPE CULVERT OUTLET TO
DROP INLET 10' LT. OF C.L. H = 4'-7" - REMOVE
WITH 18" X 69' R.C. PIPE CULVERT OUTLET TO
DROP INLET 63' RT. OF C.L. H = 2'-10" - REMOVE
WITH 18" X 58' R.C. PIPE CULVERT OUTLET
WITH HDWL. ON RT. - RETAIN
Q50 = 22.7 CFS D.A. = 4.4 ACRES

EXIST. R/W
70' (TYP.)
FRONTAGE ROAD B
EXIST. C/A
30" R.C.P. RETAIN
C.D.P.
WIRE FENCE
CONST. LIMIT
PROPOSED GUARDRAIL
18" R.C.P. RETAIN
10'
36'
26'
12'
300
LINE MI-D
+00
+40
305
+86
+04
C.L. I-30 MEDIAN
LINE Z-8
N86°17'23"E
LINE MI-D-7
310
+80
315
LINE MI-E
+00
LINE Z-9
CONC. BARR. WALL (MEDIAN TY. A)
CONC. BARR. WALL (SIDE TY. E)
CONC. BARR. WALL (MEDIAN TY. SP-I)
CONC. BARR. WALL (SIDE TY. A)
FRONTAGE ROAD A
BRAGG PL.

LINE MI-D
STA. 301+06 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 301+06 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-D
STA. 303+09 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 303+09 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-D
STA. 305+13 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 305+13 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-8
STA. 307+16 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-6"
CONNECT TO DROP INLET AT STA. 307+13 LT.
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-D-7
STA. 309+17 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 309+17 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

× REMOVE DROP INLET/PIPE
(REFER TO DRAINAGE NOTES)

STA. 300+75 TO STA. 308+75
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

STA. 309+25 TO STA. 315+75
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

LINE MI-E
STA. 310+82 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 310+82 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-E
STA. 312+85 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 312+85 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-9
STA. 314+88 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 3'-4"
CONNECT TO DROP INLET AT 314+88 LT.
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-9
STA. 314+88 - CONSTRUCT
DROP INLET 69' RT. OF C.L. H = 4'-3"
CONNECT TO EXISTING PIPE CULVERT LT.
WITH 18" X 8' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO EXISTING PIPE CULVERT RT.
WITH 18" X 12' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
REMOVE 12' OF EXIST. 18" PIPE
TYPE RM DROP INLET = 4'-0" X 3'-0"

PLAN MAIN LANES
STA. 300+00 TO STA. 315+00

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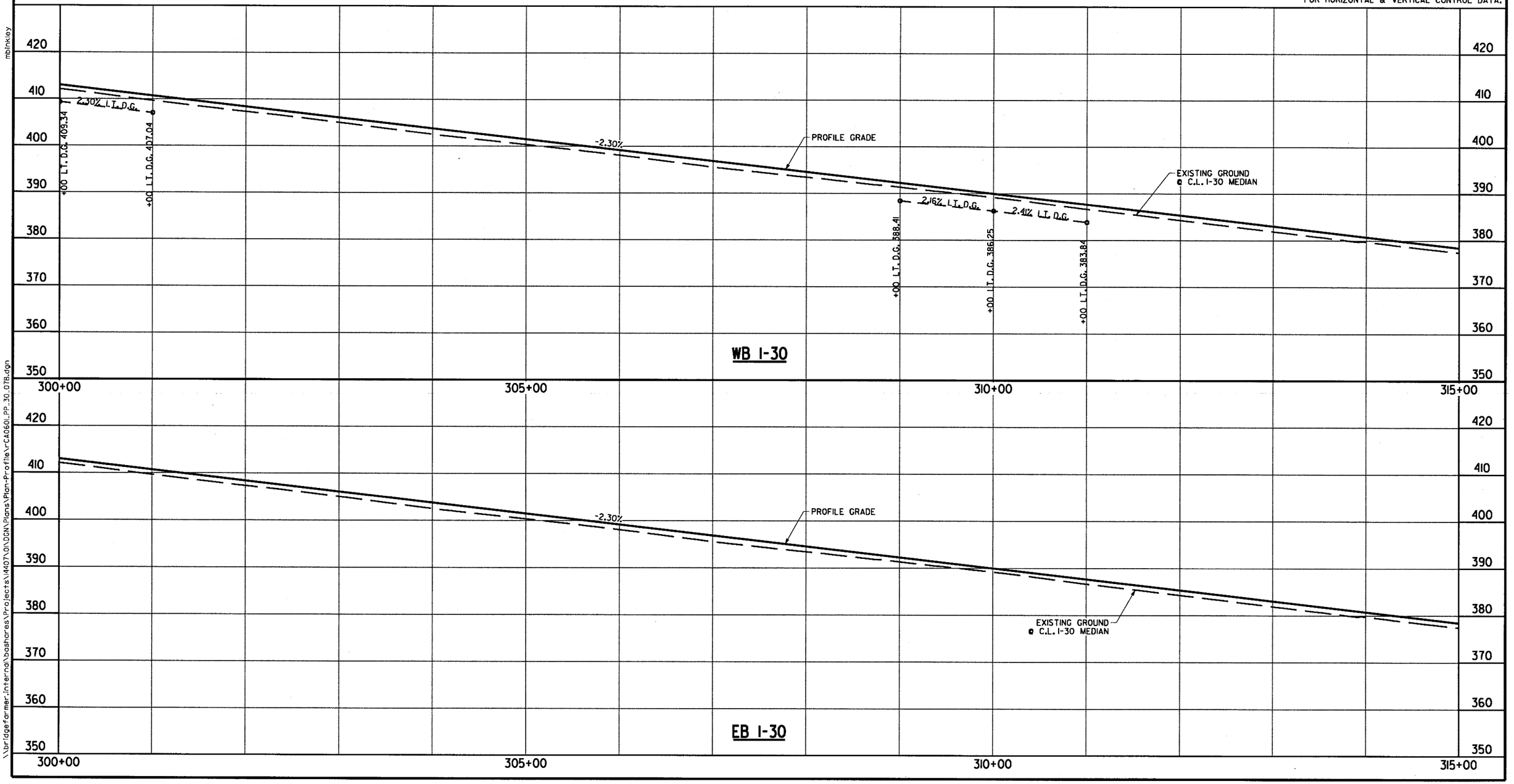
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	668	1465

(2) PROFILE STA. 300+00 TO STA. 315+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	669	1465

② PLAN STA. 315+00 TO STA. 330+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17240 SHAHRIAR ZIAD
2018-06-22

LINE MI-F
STA. 317+42 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 199' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 319+43 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-F
STA. 319+43 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 7'-0"
WITH 18" X 96' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 320+42 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-F
STA. 320+42 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 12'-0"
WITH 18" X 27' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING BOX CULVERT AT STA. 320+69 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-G
STA. 321+23 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 12'-0"
WITH 18" X 36' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO R.C. BOX CULVERT AT STA. 320+96 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-G
STA. 323+26 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 6'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 321+23 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STA. 320+78 - IN PLACE
DBL. 8' X 8' X 256' R.C. BOX CULVERT
(SPAN = 17.79')
WITH 3:1 WINGS LT. & RT.
AND DROP INLET 94' LT. OF C.L. - RETAIN
AND DROP INLET 8' LT. OF C.L. - MODIFY
AND DROP INLET 77' RT. OF C.L. - RETAIN
RETAIN
Q50 = 2466.7 CFS D.A. = 811.1 ACRES

STA. 320+00 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OC-30-62-14

DOBBS CREEK

LINE MI-G
STA. 325+29 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 323+26 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-G
STA. 327+33 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 325+29 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. I-30 MEDIAN CURVE 3
P.I. = 335+56.36
DELTA = 13°11'56" LT.
DOC = 0°30'00"
T = 1325.76'
L = 2639.78'
P.C. = 322+30.60
P.T. = 348+70.38
Ls = N/A
e = N.C.

LINE MI-G
STA. 329+36 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 327+33 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A)	TERMINAL ANCHOR POST	GUARDRAIL TERMINAL
STA.	STA.	LOCATION	LIN. FT.	(TY. 1)	(TY. 2)
319+70.50	322+45.50	LT. OF WB I-30 =	225	1 EACH	1 EACH

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

EXIST. R/W
FRONTAGE ROAD B
18" R.C.P. RETAIN
WIRE FENCE
CONST. LIMIT
70' (TYP.)
EXIST. C/A
PROPOSED GUARDRAIL
P.C. 322+30.60 I-30 MEDIAN
300' TAPER
C.D.P.
+13.65
LINE Z-9
LINE MI-F
LINE MI-G
N86°17'23"E
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (SIDE TY. E)
C.L. I-30 MEDIAN
CONC. BARR. WALL (MEDIAN TY. A)
+18.22 158.85
+18.99 141.15
+27.74
+54.47
200' TAPER
650' DECEL. LANE
FRONTAGE ROAD A
TBM
J K DR.
DOBBS CREEK

STA. 316+42 TO STA. 322+92
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

STA. 324+00 TO STA. 332+50
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

LINE MI-F
STA. 317+42 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 317+42 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-F
STA. 319+43 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 319+43 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-F
STA. 320+42 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 11'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 320+42 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-G
STA. 321+23 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 11'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO R.C. BOX CULVERT AT STA. 321+23 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-G
STA. 323+26 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 323+26 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-G
STA. 325+29 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 325+29 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-G
STA. 327+33 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 327+33 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-G
STA. 329+36 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 329+36 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

PLAN MAIN LANES
STA. 315+00 TO STA. 330+00

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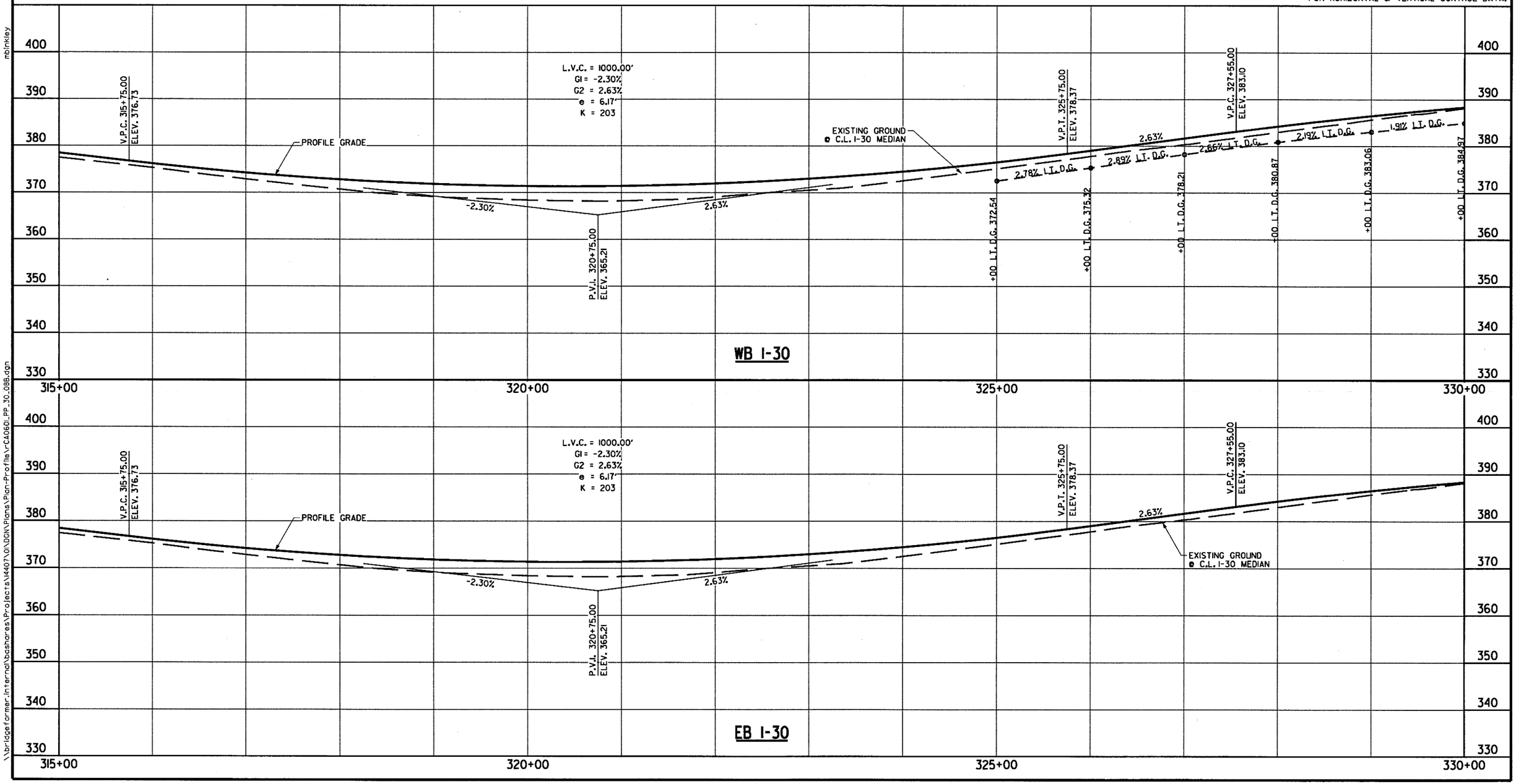
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	670	1465

(2) PROFILE STA. 315+00 TO STA. 330+00

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	671	1465
				② PLAN STA. 330+00 TO STA. 345+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
M. TAHHAN No. 12404
SHAHRIAR AZAD
2019-06-22

LINE MI-G
STA. 331+39 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 329+36 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STA. 332+86 - IN PLACE
24" X 45' R.C. PIPE CULVERT - ABANDON
WITH HDWLS. LT. & RT. - REMOVE

LINE Z-10
STA. 332+86 - IN PLACE
DROP INLET 76' RT. OF C.L. H = 7'-6" - REMOVE
WITH HEADWALL - REMOVE,
AND 24" X 82' R.C. PIPE CULVERT INLET - ABANDON
TO DROP INLET 7' LT. OF C.L. H = 5'-7" - REMOVE
AND 24" X 69' R.C. PIPE CULVERT OUTLET - ABANDON
WITH F.E.S. - REMOVE

LINE Z-10
STA. 332+78 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 8'-2"
CONNECT TO DROP INLET AT STA. 332+78 RT.
WITH 24" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-I
STA. 336+14 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 338+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-I
STA. 338+14 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 340+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-10
STA. 332+78 - CONSTRUCT
DROP INLET 84' LT. OF C.L. H = 3'-0"
WITH 24" X 59' R.C. PIPE CULVERT INLET
(CLASS IV) (TYPE 3 BEDDING) WITH F.E.S. ON LT.
AND 24" X 78' R.C. PIPE CULVERT OUTLET
(CLASS V) (TYPE 3 BEDDING) TO
DROP INLET 3' LT. OF C.L.
TYPE RM DROP INLET = 4'-0" X 3'-0"
Q50 = 18.6 CFS D.A. = 6.2 ACRES

LINE MI-I
STA. 340+14 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 342+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP 4 CURVE 1
P.I. = 401+24.53
DELTA = 7°27'41" LT.
DOC = 3°00'00"
T = 124.53'
L = 248.71'
P.C. = 400+00.00
P.T. = 402+48.71
Ls = 300'
e = -0.057 '/'

LINE MI-I
STA. 342+14 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 344+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-I
STA. 344+14 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 346+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP 4 CURVE 2
P.I. = 405+93.21
DELTA = 1°46'56" RT.
DOC = 3°00'00"
T = 29.71'
L = 59.41'
P.C. = 405+63.50
P.T. = 406+22.91
Ls = N/A
e = N/A

C.L. I-30 MEDIAN CURVE 3
P.I. = 335+56.36
DELTA = 13°11'56" LT.
DOC = 0°30'00"
T = 1325.76'
L = 2639.78'
P.C. = 322+30.60
P.T. = 348+70.38
Ls = N/A
e = N.C.

WIRE FENCE (TY. A)

STA.	STA.	LOCATION	LIN. FT.	16' GATE
342+50	363+38	LT. OF STA.	2105	2 EACH

INSTALLATION OF GUARDRAIL

STA.	STA.	LOCATION	GUARDRAIL (TY. A) LIN. FT.	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
405+14.25	407+33.00	LT. OF RAMP 4 =	150	1 EACH	1 EACH

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

MOUNTAIN VIEW RD.

300' TAPER

700' ACCELERATION LANE

EXIST. R/W

FRONTAGE ROAD B

EXIST. C/A

CONST. LIMIT

C.D.P.

WIRE FENCE

16' GATE

CONC. BARR. WALL (MEDIAN TY. A)

CONC. BARR. WALL (MEDIAN TY. SP-I)

CONC. BARR. WALL (SIDE TY. A)

CONC. BARR. WALL (MEDIAN TY. A)

LINE MI-G

LINE MI-I

LINE Z-10

PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE

C.L. I-30 MEDIAN STA. 337+35.34, 53.50' LT. =
C.L. RAMP 4 STA. 400+00.00

C.L. I-30 MEDIAN STA. 332+74.41, 53.50' RT. =
C.L. RAMP I STA. 100+00.00

STA. 400+00 TO STA. 404+50
C.L. RAMP 4 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

C.L. RAMP 4

RAMP 4

RAMP I

C.L. I-30 MEDIAN

I-30 MEDIAN

N78°45'58"E

N71°18'17"E

N73°5'14"E

N73°5'27"E

N86°17'23"E

N81°4'15"E

N86°56'42"E

N73°9'33"E

NOSE
+13.65
51.00' LT.

NOSE
+04.47
65.00' RT.

C.L. RAMP I

650' DECELERATION LANE

STA. 332+12 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OH-30-62-15

STA. 406+00
END RECONSTRUCTION
MATCH EXIST. PAV'T.

PROPOSED GUARDRAIL

INSPECTION STATION B

INSPECTION STATION A

20' TRANS.

PROP. R/W

EXIST. R/W

FRONTAGE ROAD A

MOUNTAIN VIEW CUTOFF

LINE MI-G
STA. 331+39 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 331+39 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-10
STA. 332+78 - CONSTRUCT
DROP INLET 78' RT. OF C.L. H = 8'-11"
WITH 24" X 62' R.C. PIPE CULVERT AND F.E.S.
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4'-0" X 3'-0"

NOTE: EXISTING R.C. PIPE CAN BE ABANDONED IN PLACE. CONTRACTOR SHALL CAP THE ENDS OF THE PIPE WITH FLOWABLE SELECT MATERIAL. (3 CU. YD.)

LINE Z-10
STA. 332+78 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 8'-3"
WITH 24" X 72' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET STA. 332+78 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP I CURVE I
P.I. = 101+46.99
DELTA = 5°52'28" RT.
DOC = 2°00'00"
T = 146.99'
L = 293.72'
P.C. = 100+00.00
P.T. = 102+93.72
Ls = 200'
e = -0.040 '/'

STA. 100+25 TO STA. 103+75
C.L. RAMP I - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

STA. 105+85
END RECONSTRUCTION
MATCH EXIST. PAV'T.

C.L. RAMP I CURVE 2
P.I. = 106+83.44
DELTA = 13°47'09" LT.
DOC = 3°00'00"
T = 230.88'
L = 459.53'
P.C. = 104+52.56
P.T. = 109+12.09
Ls = 150'
e = +0.025 '/'

WIRE FENCE (TY. A)

STA.	STA.	LOCATION	LIN. FT.	16' GATE
336+68	355+50	RT. OF STA.	1930	2 EACH

LINE MI-I
STA. 336+14 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 336+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-I
STA. 338+14 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 338+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-I
STA. 340+14 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 340+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-I
STA. 342+14 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 342+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-I
STA. 344+14 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 344+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

PLAN MAIN LANES
STA. 330+00 TO STA. 345+00

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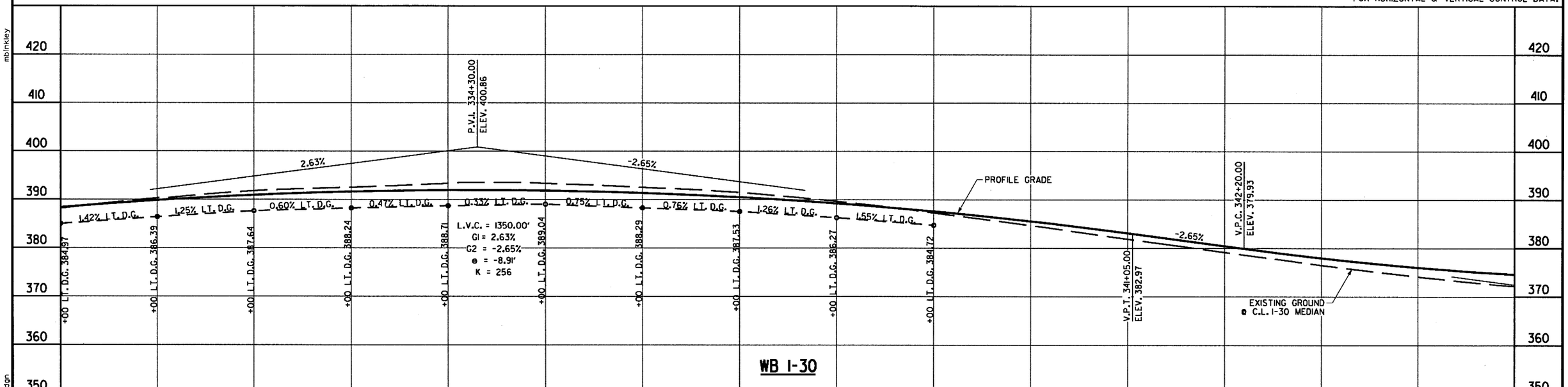
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	672	1465

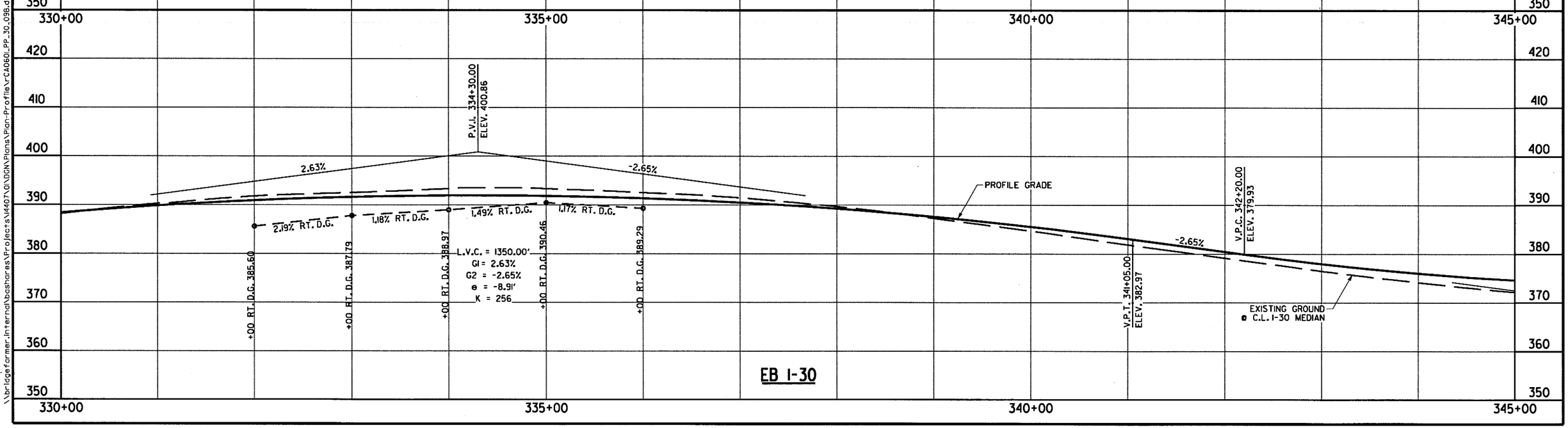
(2) PROFILE STA. 330+00 TO STA. 345+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD

Shah
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.





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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	673	1465

(2) PLAN STA. 345+00 TO STA. 360+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17240
SHARLAR A. ZEHR
2018-06-22

LINE MI-I
STA. 346+14 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 9'-0"
WITH 18" X 57' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING BOX CULVERT AT STA. 346+72 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-J
STA. 347+04 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 11'-0"
WITH 18" X 20' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING BOX CULVERT AT STA. 346+82 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-J
STA. 347+94 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 6'-0"
WITH 18" X 87' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 347+04 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-J
STA. 349+94 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 347+94 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A) LIN. FT.	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL	TERMINAL ANCHOR POST (TY. I)
STA.	STA.	LOCATION				
204+01.50	206+20.25	RT. OF RAMP 2 =	150	1 EACH	1 EACH	
349+70.00	352+45.00	LT. OF WB I-30 =	225	1 EACH		1 EACH

LINE MI-J
STA. 351+94 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 349+94 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-J
STA. 353+94 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 351+94 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-K
STA. 356+84 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 358+84 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-K
STA. 358+84 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 201' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 360+87 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

DODSON CREEK

STA. 350+00 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OC-30-62-16

LINE I
STA. 346+04 - CONSTRUCT
DROP INLET 84' LT. OF C.L. H = 5'-0"
WITH 18" X 66' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING R.C. BOX CULVERT
AT STA. 346+77
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE I
STA. 347+03 - CONSTRUCT
DROP INLET 84' LT. OF C.L. H = 7'-0"
WITH 24" X 19' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING R.C. BOX CULVERT
AT STA. 346+77
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE I
STA. 348+11 - CONSTRUCT
DROP INLET 83' LT. OF C.L. H = 4'-6"
WITH 18" X 103' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 347+03 LT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

× REMOVE DROP INLET/PIPE
(REFER TO DRAINAGE NOTES)

LINE I
STA. 346+73 - CONSTRUCT
DROP INLET 86' LT. OF C.L. H = 2'-10"
ON EXISTING R.C. BOX CULVERT
TYPE TM DROP INLET = 2'-6½" X 3'-0"

EXIST. R/W
EXIST. C/A
WIRE FENCE
16' GATE
FRONTAGE ROAD B
INSPECTION STATION B
FRONTAGE ROAD A
INSPECTION STATION A
C.L. RAMP 4
C.L. RAMP 3
C.L. RAMP 2
RAMP 2
CONST. LIMIT
LINE I
LINE H
LINE MI-I
LINE MI-J
LINE MI-K
P.I. 348+70.38 I-30 MEDIAN
C.L. I-30 MEDIAN
PROPOSED GUARDRAIL
C.D.P.
CONC. BARR. WALL (MEDIAN TY. A)
CONC. BARR. WALL (SIDE TY. A)
65' TRANS.
NOSE +67.06 51.00' RT.
STA. 203+45 BEGIN RECONSTRUCTION MATCH EXIST. PAV'T.
1015' ACCELERATION LANE
C.L. I-30 MEDIAN STA. 357+28.85, 53.50' RT. =
C.L. RAMP 2 STA. 208+00.00
N73°5'14"E
N73°5'27"E
N73°9'33"E
N68°14'22"E
+50
+30
2' R
4' L
105'
85'
95'
75'
48'
36'
26'
12'
10'
8'
6'

C.L. I-30 MEDIAN CURVE 3
P.I. = 335+56.36
DELTA = 13°11'56" LT.
DOC = 0°30'00"
T = 1325.76'
L = 2639.78'
P.C. = 322+30.60
P.T. = 348+70.38
Ls = N/A
e = N.C.

LINE MI-I
STA. 346+14 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 8'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 346+14 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE H
STA. 346+07 - CONSTRUCT
DROP INLET 70' RT. OF C.L. H = 5'-0"
WITH 18" X 65' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 346+74 RT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

STA. 346+77 - IN PLACE
10' X 8' X 486' R.C. BOX CULVERT
WITH 31 WINGS LT. & RT. - RETAIN
WITH DROP INLET 180' LT. - RETAIN
AND DROP INLET 85' LT. - MODIFY
AND DROP INLET 8' LT. - MODIFY
AND DROP INLET 63' RT. - MODIFY
AND DROP INLET 197' RT. - RETAIN
Q50 = 1080.5 CFS D.A. = 284.2 ACRES

LINE H
STA. 346+74 - CONSTRUCT
DROP INLET 71' RT. OF C.L. H = 7'-6"
ON EXISTING R.C. BOX CULVERT
TYPE TM DROP INLET = 2'-6½" X 3'-0"

LINE H
STA. 347+05 - CONSTRUCT
DROP INLET 70' RT. OF C.L. H = 6'-0"
WITH 24" X 28' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 346+74 RT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE H
STA. 348+11 - CONSTRUCT
DROP INLET 68' RT. OF C.L. H = 5'-0"
WITH 18" X 103' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLETAT STA. 347+05 RT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE MI-J
STA. 347+04 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 10'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 347+04 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-J
STA. 347+94 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 347+94 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-J
STA. 349+94 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 349+94 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-J
STA. 351+94 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 351+94 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP 4 CURVE 1
P.I. = 401+24.53
DELTA = 7°27'41" LT.
DOC = 3°00'00"
T = 124.53'
L = 248.71'
P.C. = 400+00.00
P.T. = 402+48.71
Ls = 300'
e = -0.057 '/'

LINE MI-J
STA. 353+94 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 353+94 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP 4 CURVE 2
P.I. = 405+93.21
DELTA = 1°46'56" RT.
DOC = 3°00'00"
T = 29.71'
L = 59.41'
P.C. = 405+63.50
P.T. = 406+22.91
Ls = N/A
e = N/A

STA. 357+20 TO STA. 361+20, RT.
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

LINE MI-K
STA. 356+84 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 356+84 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-K
STA. 358+84 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 358+84 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

PLAN MAIN LANES
STA. 345+00 TO STA. 360+00

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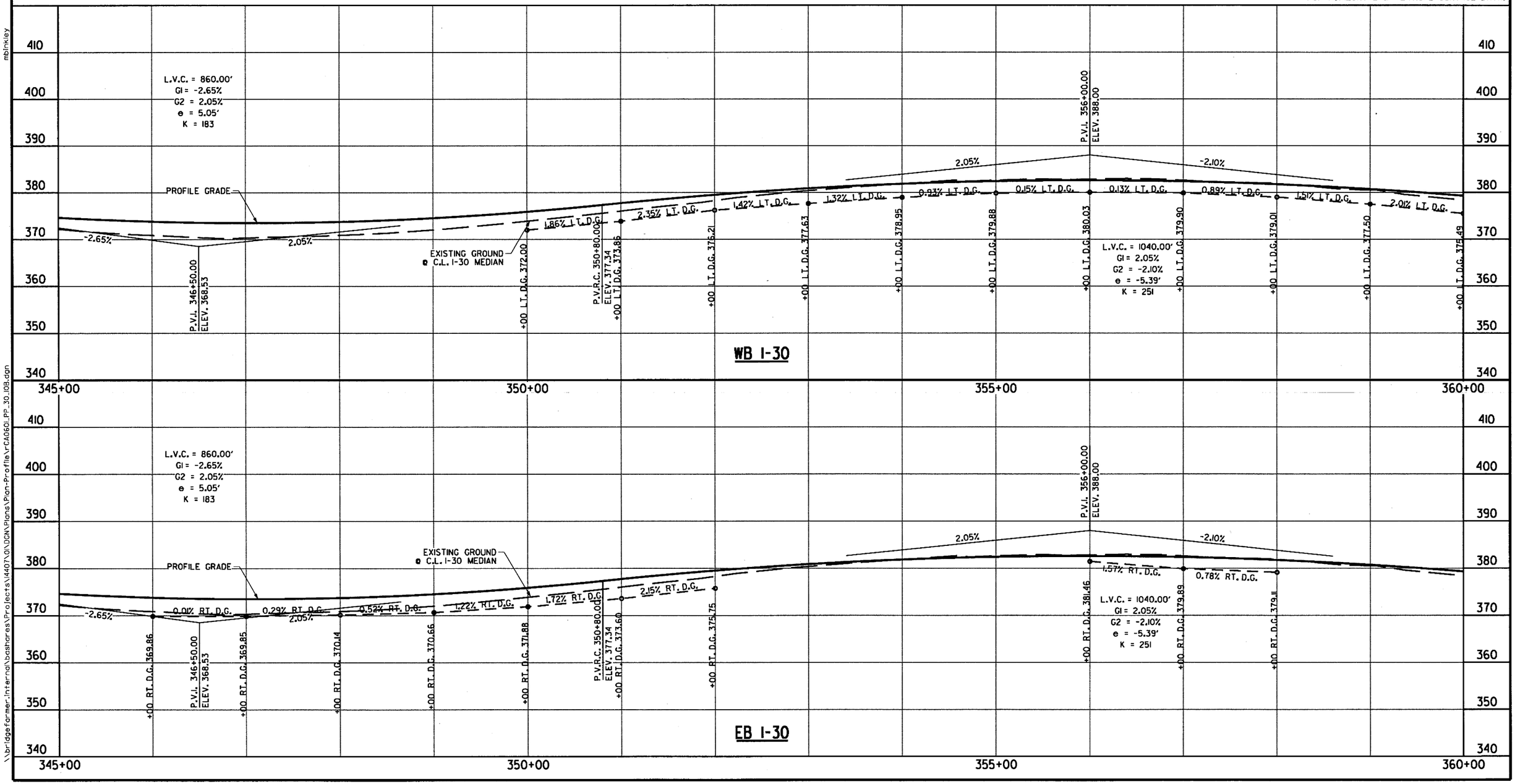
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	674	1465

② PROFILE STA. 345+00 TO STA. 360+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
10240
SHAHNAWAR AZAD
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	675	1465

(2) PLAN STA. 360+00 TO STA. 375+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JAMES H. MAR 12404
2019-06-22

STA. 364+84 - IN PLACE
DROP INLET 104' LT. OF C.L. H = 3'-3" - REMOVE
WITH 30" X 49' R.C. PIPE CULVERT INLET - REMOVE
WITH HDWL. LT. - REMOVE
AND 30" X 28' R.C. PIPE CULVERT OUTLET - REMOVE
TO DROP INLET 73' LT. OF C.L. H = 6'-0" - REMOVE
WITH 30" X 59' R.C. PIPE CULVERT OUTLET - ABANDON
TO DROP INLET 9' LT. OF C.L. H = 6'-0" - REMOVE
WITH 30" X 85' R.C. PIPE CULVERT OUTLET - ABANDON
TO DROP INLET 80' RT. OF C.L. H = 3'-6" - REMOVE
WITH 30" X 56' R.C. PIPE CULVERT OUTLET
ON A 30° RT. FWD. SKEW - ABANDON
WITH HDWL. RT. - REMOVE

LINE MI-K
STA. 360+87 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 6'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 362+90 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP 3 CURVE 1
P.I. = 303+05.50
DELTA = 5°33'51" RT.
DOC = 3°00'00"
T = 92.81'
L = 185.48'
P.C. = 302+12.69
P.T. = 303+98.17
Ls = 250'
e = +0.025 '/'

LINE MI-K
STA. 362+90 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 364+94 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-K
STA. 364+94 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 10'-2"
WITH 48" X 4' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 364+94 RT.
TYPE ST DROP INLET = 5'-0" X 3'-0"

LINE J
STA. 363+93 - CONSTRUCT
DROP INLET 70' LT. OF C.L. H = 4'-0"
WITH 24" X 97' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 364+94 LT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE Z-II
STA. 364+94 - CONSTRUCT
DROP INLET 68' LT. OF C.L. H = 6'-1"
WITH 48" X 62' R.C. PIPE CULVERT OUTLET
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 364+94 LT.
TYPE RM DROP INLET = 4'-10" X 3'-0"

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A)	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
STA.	STA.	LOCATION	LIN. FT.		
367+49.50	371+68.25	LT. OF RAMP 3 =	350	1 EACH	1 EACH

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

LINE Z-II
STA. 364+94 - CONSTRUCT
DROP INLET 107' LT. OF C.L. H = 5'-10"
WITH 48" X 47' R.C. PIPE CULVERT INLET
(CLASS IV) (TYPE 3 BEDDING)
WITH F.E.S. LT.
AND 48" X 36' R.C. PIPE CULVERT OUTLET
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 364+94 LT.
TYPE RM DROP INLET = 4'-10" X 3'-0"
050 = 57.7 CFS D.A. = 17.0 ACRES

C.L. RAMP 3 CURVE 2
P.I. = 309+07.40
DELTA = 5°33'38" LT.
DOC = 3°00'00"
T = 92.75'
L = 185.35'
P.C. = 308+14.65
P.T. = 310+00.00
Ls = 300'
e = -0.057 '/'

STA. 369+33 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OH-30-62-17

LINE MI-L
STA. 367+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 367+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

TRIBUTARY TO SALINE RIVER

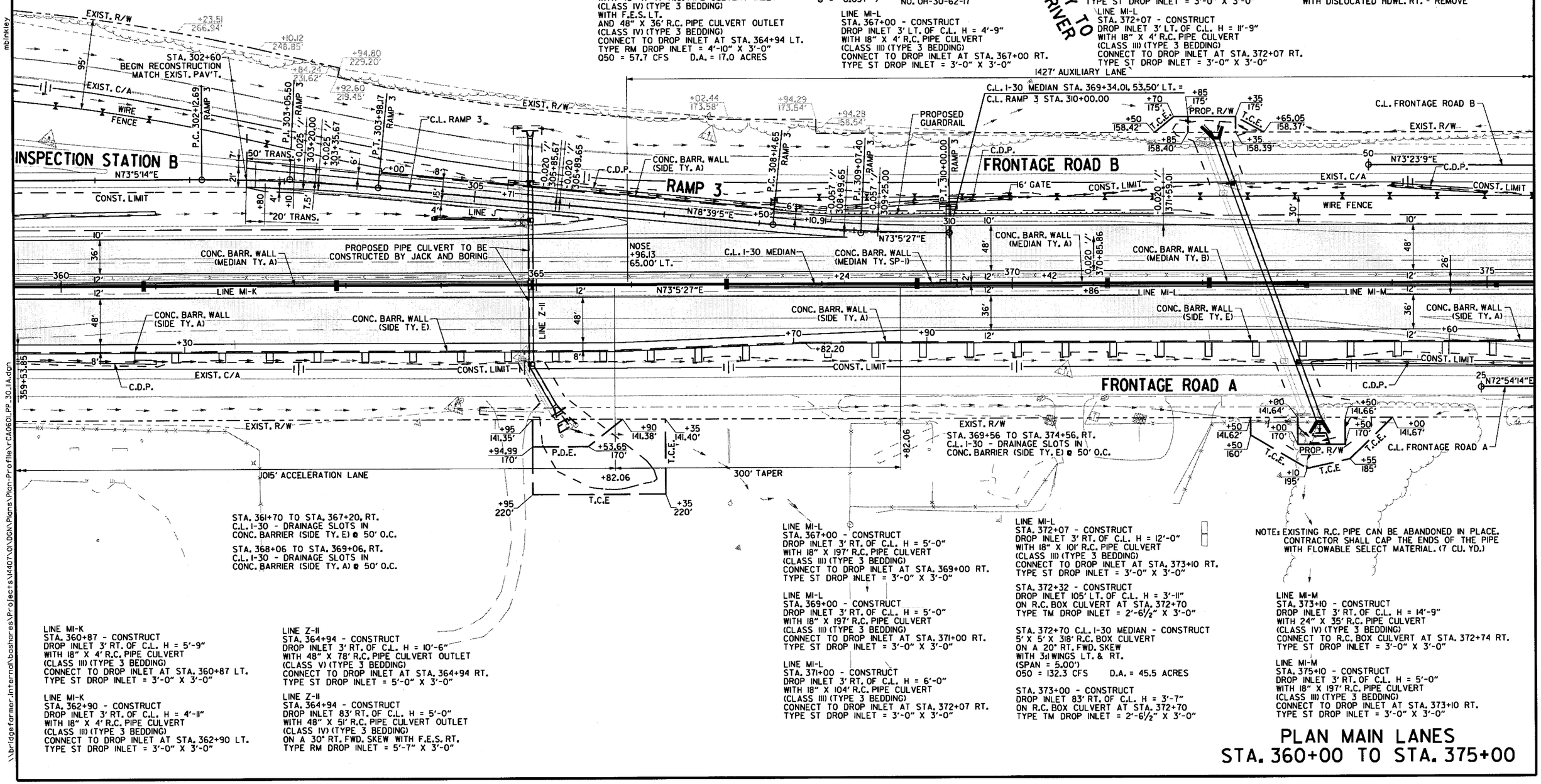
LINE MI-L
STA. 369+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 369+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-L
STA. 371+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 371+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-L
STA. 372+07 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 11'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 372+07 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STA. 372+22 - IN PLACE
DROP INLET 94' LT. OF C.L. H = 6'-8"
WITH 48" X 56' R.C. PIPE CULVERT INLET
ON A 20° RT. FWD. SKEW - ABANDON
WITH HDWL. LT. - REMOVE
AND 48" X 89' R.C. PIPE CULVERT OUTLET TO
STA. 372+53 - ABANDON
DROP INLET 8' LT. OF C.L. H = 15'-10"
WITH 48" X 93' R.C. PIPE CULVERT OUTLET TO
STA. 372+84 - ABANDON
DROP INLET 82' RT. OF C.L. H = 7'-0"
WITH 48" X 53' R.C. PIPE CULVERT OUTLET
ON A 20° RT. FWD. SKEW - ABANDON
WITH DISLOCATED HDWL. RT. - REMOVE

WIRE FENCE (TY. A)				
STA.	STA.	LOCATION	LIN. FT.	16' GATE
367+50	397+74	RT. OF F.R. B	3012	2 EACH



STA. 361+70 TO STA. 367+20, RT.
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

STA. 368+06 TO STA. 369+06, RT.
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

LINE MI-K
STA. 360+87 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 360+87 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-K
STA. 362+90 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-11"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 362+90 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE Z-II
STA. 364+94 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 10'-6"
WITH 48" X 78' R.C. PIPE CULVERT OUTLET
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 364+94 RT.
TYPE ST DROP INLET = 5'-0" X 3'-0"

LINE Z-II
STA. 364+94 - CONSTRUCT
DROP INLET 83' RT. OF C.L. H = 5'-0"
WITH 48" X 51' R.C. PIPE CULVERT OUTLET
(CLASS IV) (TYPE 3 BEDDING)
ON A 30° RT. FWD. SKEW WITH F.E.S. RT.
TYPE RM DROP INLET = 5'-7" X 3'-0"

LINE MI-L
STA. 367+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 369+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-L
STA. 369+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 371+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-L
STA. 371+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6'-0"
WITH 18" X 104' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 372+07 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-L
STA. 372+07 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 12'-0"
WITH 18" X 101' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 373+10 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STA. 372+32 - CONSTRUCT
DROP INLET 105' LT. OF C.L. H = 3'-11"
ON R.C. BOX CULVERT AT STA. 372+70
TYPE TM DROP INLET = 2'-6½" X 3'-0"

STA. 372+70 C.L. I-30 MEDIAN - CONSTRUCT
5' X 5' X 318' R.C. BOX CULVERT
ON A 20° RT. FWD. SKEW
WITH 31I WINGS LT. & RT.
(SPAN = 5.00')
050 = 132.3 CFS D.A. = 45.5 ACRES

STA. 373+00 - CONSTRUCT
DROP INLET 83' RT. OF C.L. H = 3'-7"
ON R.C. BOX CULVERT AT STA. 372+70
TYPE TM DROP INLET = 2'-6½" X 3'-0"

NOTE: EXISTING R.C. PIPE CAN BE ABANDONED IN PLACE. CONTRACTOR SHALL CAP THE ENDS OF THE PIPE WITH FLOWABLE SELECT MATERIAL. (7 CU. YD.)

LINE MI-M
STA. 373+10 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 14'-9"
WITH 24" X 35' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO R.C. BOX CULVERT AT STA. 372+74 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-M
STA. 375+10 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 373+10 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

PLAN MAIN LANES
STA. 360+00 TO STA. 375+00

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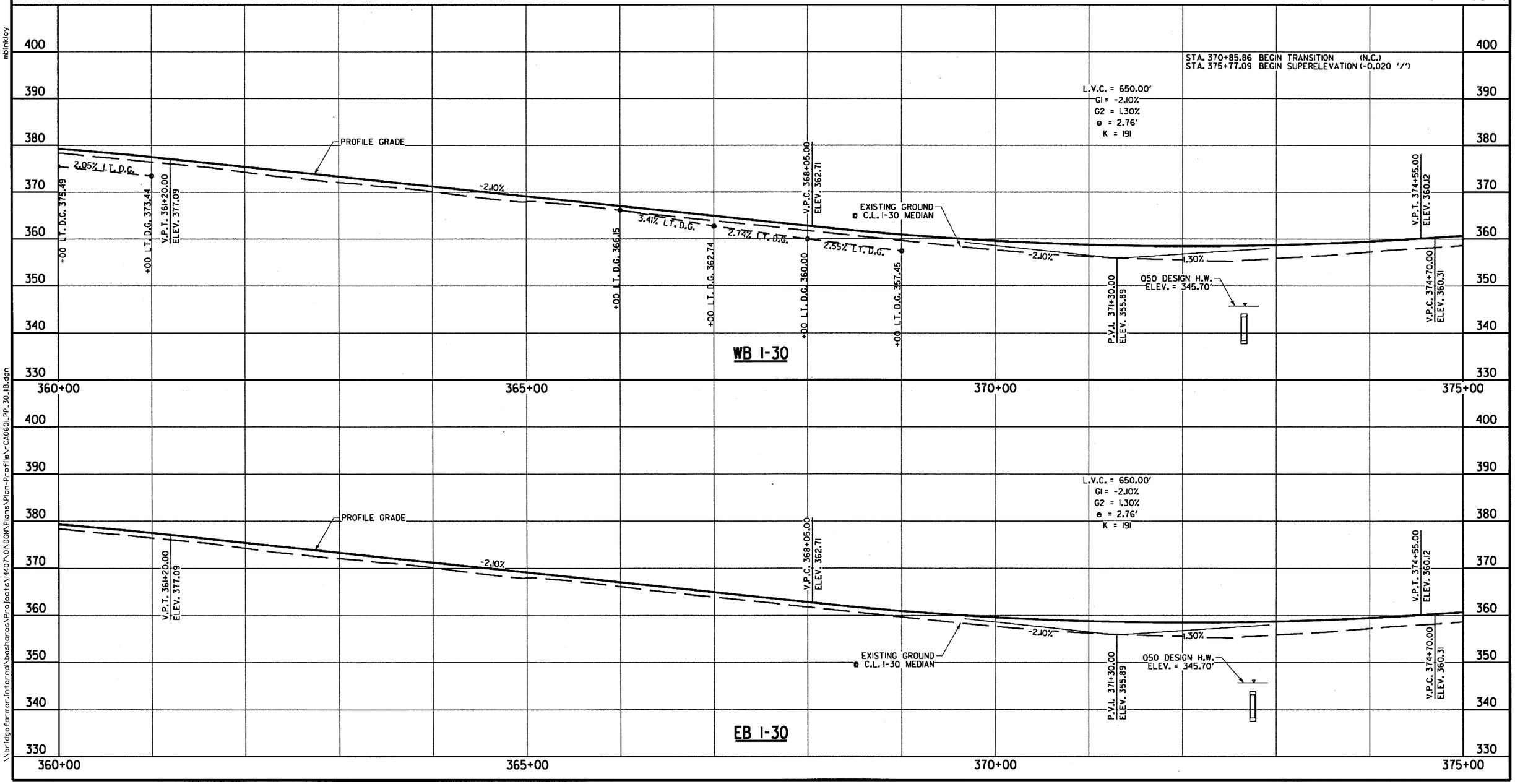
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHARIAR HAQ
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	676	1465

② PROFILE STA. 360+00 TO STA. 375+00

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	677	1465

② PLAN STA. 375+00 TO STA. 390+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24241
SHAHRIAR AZAD
2018-06-22

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A) LIN. FT.	TERMINAL ANCHOR POST (TY. A)	GUARDRAIL TERMINAL (TY. 2)
STA.	STA.	LOCATION			
378+10	380+85	LT. OF RAMP 5 =	225	1 EACH	1 EACH

C.L. RAMP 5 CURVE 1
P.I. = 501+17.52
DELTA = 7°02'32" LT.
DOC = 3°00'00"
T = 117.52'
L = 234.74'
P.C. = 500+00.00
P.T. = 502+34.74
Ls = 300'
e = -0.057 '/'

C.L. FRONTAGE ROAD B CURVE 1
P.I. = 55+78.44
DELTA = 7°20'14" LT.
DOC = 3°00'00"
T = 122.45'
L = 244.57'
P.C. = 54+55.99
P.T. = 57+00.56
Ls = 200.00'
e = 0.040 '/'

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

C.L. FRONTAGE ROAD B CURVE 2
P.I. = 65+26.77
DELTA = 48°49'56" LT.
DOC = 10°00'00"
T = 260.10'
L = 488.32'
P.C. = 62+66.67
P.T. = 67+54.99
Ls = 250.00'
e = 0.094 '/'

STA. 378+58 - CONSTRUCT OVERHEAD SIGN STRUCTURE NO. OC-30-62-19

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

1427' AUXILIARY LANE

C.L. I-30 MEDIAN STA. 378+57.46, 53.50' LT. =
C.L. RAMP 5 STA. 500+00.00

STA. 52+75
BEGIN RECONSTRUCTION
MATCH EXIST. PAV'T.

FRONTAGE ROAD B

RAMP 5

RAMP I

FRONTAGE ROAD A

C.L. I-30 MEDIAN STA. 377+58.75, 41.50' RT. =
C.L. RAMP I STA. 100+00.00

STA. 377+60 - CONSTRUCT OVERHEAD SIGN STRUCTURE NO. OH-30-62-18

STA. 31+60
BEGIN WIDENING & OVERLAY
MATCH EXIST. PAV'T.
BEGIN CONC. BARR. WALL
(PARAPET TY. SP-4)

STA. 375+06 TO STA. 378+06, RT.
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

LINE MI-M
STA. 377+10 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 375+10 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE K
STA. 380+49 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 297' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 383+49 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE K
STA. 383+49 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 5'-6"
WITH 24" X 297' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 386+49 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

C.L. RAMP I CURVE 1
P.I. = 100+75.02
DELTA = 3°00'00" RT.
DOC = 2°00'00"
T = 75.02'
L = 150.00'
P.C. = 100+00.00
P.T. = 101+50.00
Ls = N/A
e = N/A

LINE K
STA. 386+49 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 5'-6"
WITH 24" X 60' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 108+97 LT.
TYPE ST DROP INLET = 4'-0" X 4'-0"

LINE K
STA. 108+97 C.L. RAMP I- CONSTRUCT
DROP INLET 9' LT. OF C.L. H = 7'-9"
WITH 24" X 80' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 109+79 LT.
TYPE ST DROP INLET = 4'-0" X 4'-0"

LINE K
STA. 109+79 C.L. RAMP I- CONSTRUCT
DROP INLET 10' LT. OF C.L. H = 5'-6"
WITH 24" X 48' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 110+24 RT.
TYPE ST DROP INLET = 3'-0" X 5'-0"

LINE K
STA. 110+24 C.L. RAMP I- CONSTRUCT
DROP INLET 12' RT. OF C.L. H = 5'-6"
WITH 24" X 148' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 111+74 RT.
TYPE ST DROP INLET = 3'-0" X 5'-0"

C.L. FRONTAGE ROAD A CURVE 1
P.I. = 34+86.62
DELTA = 5°07'33" LT.
DOC = 1°30'00"
T = 170.98'
L = 341.72'
P.C. = 33+15.64
P.T. = 36+57.36
Ls = 200.00'
e = 0.021'/'

LINE K
STA. 111+74 C.L. RAMP I- CONSTRUCT
DROP INLET 13' RT. OF C.L. H = 5'-6"
WITH 24" X 147' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 113+24 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

C.L. RAMP I CURVE 2
P.I. = 106+56.35
DELTA = 8°18'45" LT.
DOC = 1°45'00"
T = 237.91'
L = 474.99'
P.C. = 104+18.43
P.T. = 108+93.42
Ls = 300'
e = +0.037 '/'

STA. 387+78 - IN PLACE
DROP INLET 8' LT. OF C.L. H = 10'-10"
WITH 24" X 163' R.C. PIPE INLET
ON A 10° LT. FWD. SKEW WITH HDWL. RT.
AND 24" X 166' R.C. PIPE OUTLET
ON A 10° LT. FWD. SKEW WITH HDWL. LT.
REMOVE

LINE-L
STA. 389+05 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 297' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 392+05 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. FRONTAGE ROAD A CURVE 2
P.I. = 40+96.86
DELTA = 72°12'30" RT.
DOC = 19°00'00"
T = 219.93'
L = 380.04'
P.C. = 38+76.93
P.T. = 42+56.97
Ls = 250.00'
e = 0.095 '/'

PLAN MAIN LANES
STA. 375+00 TO STA. 390+00

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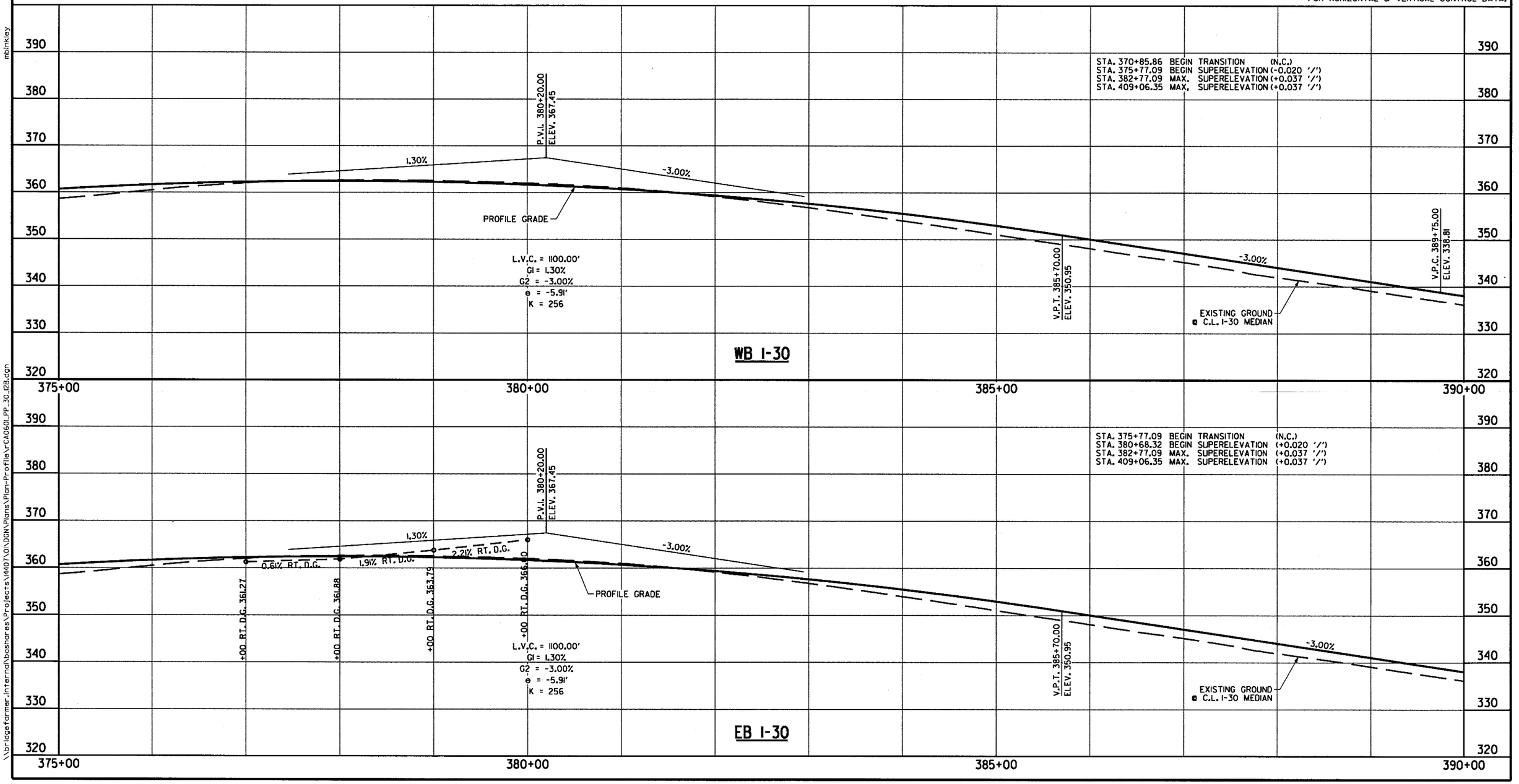
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	678	1465

(2) PROFILE STA. 375+00 TO STA. 390+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRAM AMID
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	679	1465

PLAN STA. 390+00 TO STA. 405+00

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REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

FRONTAGE ROAD B

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

WIRE FENCE (TY. A)

STA.	STA.	LOCATION	LIN. FT.
114+40	116+96	RT. RAMP 1	272
204+41	205+30	RT. RAMP 2	90
205+93	206+66	RT. RAMP 2	76

REFER TO THE DRAINAGE LAYOUT ON THE NEXT SHEET FOR ADDITIONAL INFORMATION

C.L. RAMP 4 CURVE 1
P.I. = 401+50.51
DELTA = 6°00'54" LT.
DOC = 2°00'00"
T = 150.51'
L = 300.75'
P.C. = 400+00.00
P.T. = 403+00.75
Ls = N/A
e = -0.037 '/'

C.L. RAMP 4 CURVE 4
P.I. = 411+59.11
DELTA = 24°39'39" LT.
DOC = 24°45'00"
T = 50.60'
L = 99.64'
P.C.C. = 411+08.51
P.T. = 412+08.15
Ls = N/A
e = N/A

C.L. RAMP 5 CURVE 2
P.I. = 512+97.14
DELTA = 11°31'26" LT.
DOC = 1°15'00"
T = 462.51'
L = 921.90'
P.C. = 508+34.63
P.C.C. = 517+56.54
Ls = 300'
e = -0.026 '/'

C.L. RAMP 5 CURVE 3
P.I. = 518+81.81
DELTA = 47°14'09" LT.
DOC = 20°00'00"
T = 125.27'
L = 236.19'
P.C.C. = 517+56.54
P.T. = 519+92.72
Ls = 200'
e = -0.060 '/'

C.L. HWY. 67 STA. 525+90.53, 36.50' LT. =
C.L. RAMP 5 STA. 519+92.72

C.L. RAMP 4 STA. 401+40.04 =
C.L. HWY. 67 STA. 523+71.66
∠ = 48°5'20"

C.L. RAMP 4 CURVE 3
P.I. = 410+75.56
DELTA = 125°47'50" LT.
DOC = 42°00'00"
T = 266.57'
L = 299.52'
P.C.C. = 408+08.99
P.C.C. = 411+08.51
Ls = 200'
e = -0.100 '/'

C.L. RAMP 4 CURVE 2
P.I. = 406+84.10
DELTA = 74°24'18" LT.
DOC = 24°45'00"
T = 175.73'
L = 300.63'
P.C. = 405+08.37
P.C.C. = 408+08.99
Ls = 300'
e = -0.100 '/'

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15

C.L. RAMP 3

C.L. RAMP 4

C.L. RAMP 5

C.L. RAMP I

C.L. RAMP 2

C.L. FRONTAGE ROAD B

C.L. FRONTAGE ROAD A

C.L. HWY. 67

C.L. I-30 MEDIAN STA. 395+94.50, 54.17' LT. =
C.L. RAMP 4 STA. 400+00.00

C.L. HWY. 67 STA. 520+99.90 =
C.L. RAMP I STA. 118+32.96 =
C.L. RAMP 2 STA. 200+00.00
∠ = 60°29'22"

C.L. HWY. 67 RT. TURN LANES STA. 523+08.26 =
C.L. HWY. 67 RAMP 2 STA. 202+54.55, 4.16' LT.

C.L. HWY. 67 RT. TURN LANES STA. 517+60.00 =
C.L. HWY. 67 STA. 517+60.00, 41.94' RT.

C.L. HWY. 67 STA. 522+98.74 =
C.L. I-30 MEDIAN STA. 396+88.28
∠ = 49°56'24"

TRIBUTARY TO SALINE RIVER

HWY. 67

BRIDGE A7411

BRIDGE B7411

RAMP 1

RAMP 2

RAMP 3

RAMP 4

RAMP 5

PROPOSED GUARDRAIL

CONC. BARR. WALL (SIDE TY. A)

CONC. BARR. WALL (MEDIAN TY. C)

CONC. BARR. WALL (MEDIAN TY. C-1)

CONC. BARR. WALL (SIDE TY. E)

CONC. BARR. WALL (SIDE TY. SP-1)

CONC. BARR. WALL (SIDE TY. SP-2)

CONC. BARR. WALL (SIDE TY. SP-4)

CONC. BARR. WALL (PARAPET TY. SP-1)

CONC. BARR. WALL (SIDE TY. C)

CONC. BARR. WALL (SIDE TY. C-1)

CONC. BARR. WALL (SIDE TY. A)

RETAINING WALL 'BB'

RETAINING WALL 'CC'

RETAINING WALL 'DD'

RETAINING WALL 'EE'

CONCRETE ISLAND (TYPE C CURB FACE)

CONCRETE ISLAND (TYPE B CURB FACE)

CURB (TY. A)

CONC. BARR. WALL (SIDE TY. A)

CONST. LIMIT

EXIST. R/W

PROP. R/W

PROP. R/W. C/A & FENCE

PROP. C/A & FENCE

WIRE FENCE

16' GATE

1300' ACCELERATION LANE

100' TAPER

200' TAPER

200' TRANSITION

400' TAPER

50' SHLDR. & BARR. TRANS.

50' SHLDR. TRANS.

75' SHOULDER TRANSITION

60' CURVE

50' CURVE

90' CURVE

95' CURVE

25' CURVE

90' R

R 70'

R 2'

DUMPED RIPRAP LINED CHANNEL

100 YR. FLOODPLAIN LIMIT

STA. 399+85 C.L. I-30 MEDIAN - IN PLACE
DBL. 10' X 6' X 463' R.C. BOX CULVERT
ON A 34° RT. FWD. SKEW
WITH 31' WINGS LT. & RT.
REMOVE

STA. 399+78 C.L. I-30 MEDIAN - CONSTRUCT
TRIPLE 11' X 6' X 540' R.C. BOX CULVERT
ON A 34° RT. FWD. SKEW
WITH 31' WINGS LT. & RT.
(SPAN = 43.70')
050 = 1811.9 D.A. = 458.9 ACRES

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	UNIT
392+25	395+44	LT. OF EB I-30	319 LIN. FT.
392+30	394+99	RT. OF EB I-30	269 LIN. FT.
393+02	396+33	LT. OF WB I-30	319 LIN. FT.
397+62	400+85	RT. OF EB I-30	319 LIN. FT.
398+55	401+74	RT. OF WB I-30	319 LIN. FT.
399+06	401+75	LT. OF WB I-30	269 LIN. FT.

INSTALLATION OF GUARDRAIL STA.	STA.	LOCATION	GUARDRAIL (TY. A) LIN. FT.	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
403+60	405+28.75	LT. OF RAMP 4 =	100	1 EACH	1 EACH
202+45.92	204+10	RT. OF RAMP 2 =	150	1 EACH	1 EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNAR
2018-06-03

PLAN MAIN LANES
STA. 390+00 TO STA. 405+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	680	1465

PLAN STA. 390+00 TO STA. 405+00

LINE M
STA. 517+63 C.L. RAMP 5 - CONSTRUCT
DROP INLET 42' RT. OF C.L. H = 23'-9"
WITH 18" X 39' R.C. PIPE CULVERT
(CLASS V) (TYPE I BEDDING)
CONNECT TO DROP INLET
AT STA. 518+00 RT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE M
STA. 518+00 C.L. RAMP 5 - CONSTRUCT
DROP INLET 38' RT. OF C.L. H = 3'-6"
WITH 18" X 78' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. LT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE L
STA. 392+05 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 296' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 395+03 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

STA. 378+00 TO STA. 396+00, LT.
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. A) @ 50' O.C.

LINE L
STA. 395+03 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 22'-4"
WITH 24" X 108' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 117+72 LT.
TYPE ST DROP INLET = 4'-0" X 3'-0"

C.L. RAMP 4 CURVE 1
P.I. = 401+50.51
DELTA = 6°00'54" LT.
DOC = 2°00'00"
T = 150.51'
L = 300.75'
P.C. = 400+00.00
P.T. = 403+00.75
Ls = N/A
e = -0.037 '/'

LINE L
STA. 117+72 C.L. RAMP 1 - CONSTRUCT
DROP INLET 29' LT. OF C.L. H = 8'-0"
WITH 30" X 79' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 520+51 LT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

C.L. RAMP 4 CURVE 4
P.I. = 411+59.11
DELTA = 24°39'39" LT.
DOC = 24°45'00"
T = 50.60'
L = 99.64'
P.C.C. = 411+08.51
P.T. = 412+08.15
Ls = N/A
e = N/A

LINE N
STA. 402+74 C.L. RAMP 4 - CONSTRUCT
DROP INLET 15' LT. OF C.L. H = 5'-0"
WITH 18" X 81' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 403+58 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE N
STA. 403+58 C.L. RAMP 4 - CONSTRUCT
DROP INLET 15' LT. OF C.L. H = 12'-5"
WITH 18" X 81' R.C. PIPE CULVERT OUTLET
ON A 45° LT. FWD. SKEW
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP 4 CURVE 3
P.I. = 410+75.56
DELTA = 125°47'50" LT.
DOC = 42°00'00"
T = 266.57'
L = 299.52'
P.C.C. = 408+08.99
P.C.C. = 411+08.51
Ls = 200'
e = -0.100 '/'

C.L. RAMP 4 CURVE 2
P.I. = 406+84.10
DELTA = 74°24'18" LT.
DOC = 24°45'00"
T = 175.73'
L = 300.63'
P.C. = 405+08.37
P.C.C. = 408+08.99
Ls = 300'
e = -0.100 '/'

LINE Z-15
STA. 408+50 C.L. RAMP 4 - CONSTRUCT
30" X 111' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. LT. & RT.

LINE L-1
STA. 518+18 C.L. HWY. 67 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 230' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 520+51 RT.
TYPE MO DROP INLET = 4' DIA.

C.L. RAMP 5 CURVE 2
P.I. = 512+97.14
DELTA = 11°31'26" LT.
DOC = 1°15'00"
T = 462.51'
L = 921.90'
P.C. = 508+34.63
P.C.C. = 517+56.54
Ls = 300'
e = -0.026 '/'

C.L. RAMP 5 CURVE 3
P.I. = 518+81.81
DELTA = 47°14'09" LT.
DOC = 20°00'00"
T = 125.27'
L = 236.19'
P.C.C. = 517+56.54
P.T. = 519+92.72
Ls = 200'
e = -0.060 '/'

LINE L
STA. 520+51 C.L. HWY. 67 - CONSTRUCT
DROP INLET 5' RT. OF C.L. H = 10'-9"
WITH 30" X 162' R.C. PIPE CULVERT OUTLET
ON A 22°49'16" RT. FWD. SKEW
WITH F.E.S. RT.
(CLASS III) (TYPE 3 BEDDING)
TYPE MO DROP INLET = 4' DIA.

STA. 378+00.00
BEGIN DRAINAGE OPENINGS
IN CONC. BARR. WALL

STA. 396+00.00
END DRAINAGE OPENINGS
IN CONC. BARR. WALL

PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORING

PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORING

STA. 395+19 - IN PLACE
DROP INLET 8' LT. OF C.L. H = 3'-5"
WITH 18" X 120' R.C. PIPE CULVERT
WITH HDWL. LT.
REMOVE

LINE K
STA. 113+24 C.L. RAMP 1 - CONSTRUCT
DROP INLET 21' RT. OF C.L. H = 8'-0"
WITH 24" X 64' R.C. PIPE CULVERT OUTLET
WITH F.E.S.
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3'-0" X 4'-0"

STA. 201+37 - IN PLACE
24" X 101' R.C. PIPE CULVERT 68' LT. OF C.L.
WITH HEADWALLS LT. AND RT.
REMOVE

STA. 403+76 - IN PLACE
DROP INLET 7' LT. OF C.L. H = 7'-3"
WITH 18" X 112' R.C. PIPE CULVERT
WITH HDWL. RT.
REMOVE

LINE L-2
STA. 522+43 C.L. HWY. 67 - CONSTRUCT
DROP INLET 91' RT. OF C.L. H = 4'-6"
WITH 18" X 139' R.C. PIPE CULVERT OUTLET
(CLASS IV) (TYPE 3 BEDDING)
WITH F.E.S. RT.
TYPE RM DROP INLET = 4'-0" X 3-0"'

LINE O-2
STA. 208+50 - CONSTRUCT
DROP INLET 15' LT. OF C.L. H = 14'-0"
WITH 18" X 84' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
WITH F.E.S. RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE O
STA. 398+23 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 400+23 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE O
STA. 400+23 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 297' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 403+23 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP 2 CURVE 1
P.I. = 201+57.64
DELTA = 22°41'53" LT.
DOC = 9°00'00"
T = 127.78'
L = 252.20'
P.C. = 200+29.87
P.T. = 202+82.07
Ls = N/A
e = N/A

LINE O
STA. 403+23 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6'-0"
WITH 18" X 297' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 406+22 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR AZAD
2015-07-20

DRAINAGE LAYOUT PLAN MAIN LANES STA. 390+00 TO STA. 405+00

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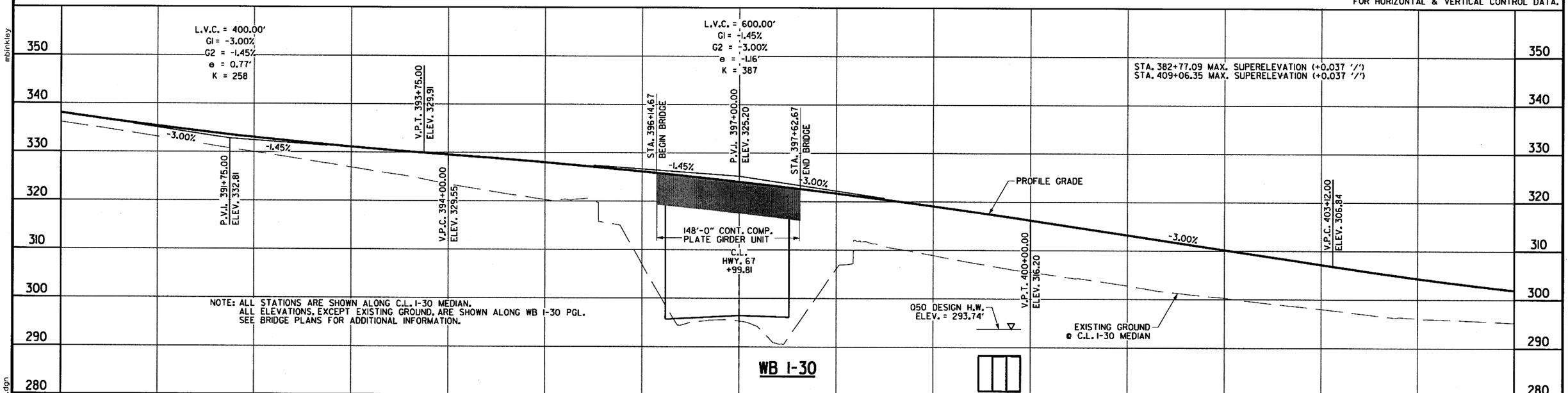
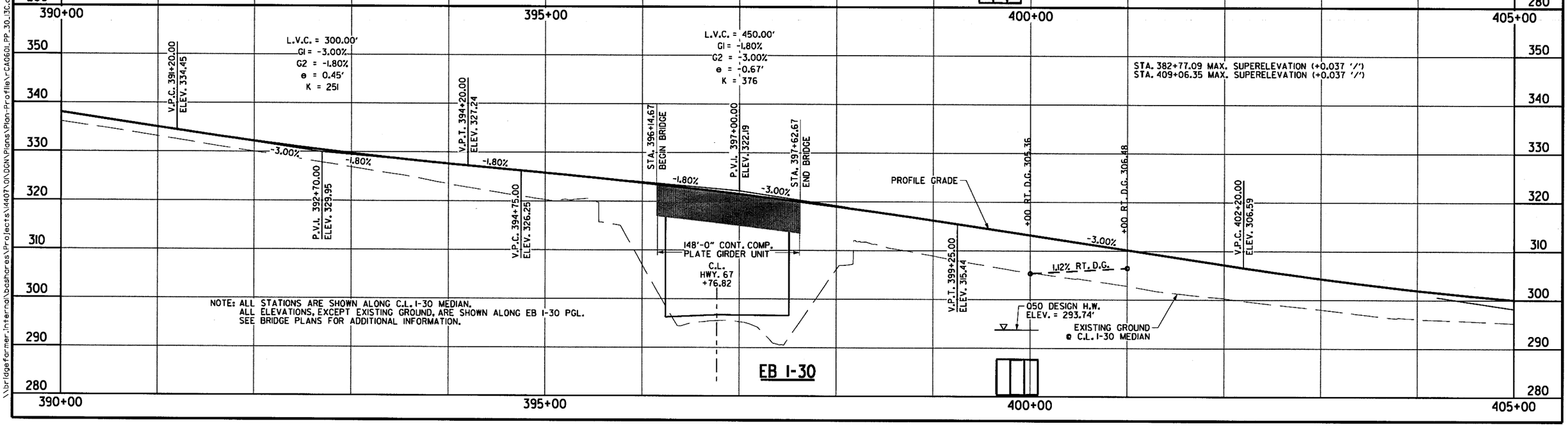
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	681	1465

(2) PROFILE STA. 390+00 TO STA. 405+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD
2018-07-13

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.





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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	682	1465

② PLAN STA. 405+00 TO STA. 420+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR NILI
2018-06-22

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A) LIN. FT.	TERMINAL ANCHOR POSTS (TY. I)	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
STA.	STA.	LOCATION				
408+71.11	410+89.86	RT. OF EB I-30 =	150		I EACH	I EACH
403+31.25	407+00.00	LT. OF WB I-30 =	350	I EACH		I EACH

WIRE FENCE (TY. A)			
STA.	STA.	LOCATION	LIN. FT.
302+56	305+68	LT. RAMP 3	282

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	LOCATION	UNIT
408+35	411+54	LT. OF EB I-30	319 LIN. FT.
408+44	411+13	RT. OF EB I-30	269 LIN. FT.
417+04	420+23	RT. OF WB I-30	319 LIN. FT.
417+44	420+13	LT. OF WB I-30	269 LIN. FT.

REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

C.L. RAMP 3 CURVE 1
P.I. = 306+46.75
DELTA = 54°29'26" LT.
DOC = 10°00'00"
T = 295.03'
L = 544.91'
P.C. = 303+51.71
P.T. = 308+96.62
Ls(1) = 375'
Ls(2) = 300'
e = -0.094 '/'

LINE Z-16
STA. 305+30 - CONSTRUCT
30" X 144' R.C. PIPE CULVERT
ON A 20° LT. FWD. SKEW
(CLASS V) (TYPE 3 BEDDING)
WITH F.E.S. LT. & RT.

STA. 305+51 - IN PLACE
18" X 79' R.C. PIPE CULVERT
WITH HDWLS. LT. & RT.
REMOVE

STA. 410+40 - IN PLACE
18" X 79' R.C. PIPE CULVERT
WITH HDWLS. LT. & RT.
REMOVE

LINE O-3
STA. 410+40 - CONSTRUCT
DROP INLET 60' LT. OF C.L. H = 12'-9"
WITH 18" X 81' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

C.L. RAMP 3 CURVE 2
P.I. = 319+40.23
DELTA = 4°00'00" RT.
DOC = 1°00'00"
T = 200.08'
L = 400.00'
P.C. = 317+40.15
P.T. = 321+40.15
Ls = N/A
e = N/A

STA. 317+56 TO STA. 325+06, LT.
C.L. RAMP 3 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

LINE O
STA. 406+22 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 5'-6"
WITH 24" X 136' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 407+61 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE O
STA. 407+61 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 6'-6"
WITH 30" X 87' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 408+51 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE O
STA. 408+51 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 12'-6"
WITH 30" x 112' R.C. PIPE OUTLET ON RT.
(CLASS V) (TYPE 3 BEDDING)
WITH F.E.S. RT.
TYPE ST DROP INLET = 4'-0" X 4'-0"

LINE O-1
STA. 409+41 - CONSTRUCT
DROP INLET 3' RT OF C.L. H = 5'-0"
WITH 18" X 87' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 408+51 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE O-1
STA. 410+72 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 128' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 409+41 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STA. 409+77 - IN PLACE
MODIFIED STACK PIPE INLET IN MEDIAN
WITH 18" X 118' R.C. PIPE OUTLET ON RT.
WITH HDWL.
REMOVE

STA. 410+75 - IN PLACE
12" X 243' R.C. PIPE CULVERT HDWL RT.
ON A 20° LT. FWD. SKEW WITH HDWL. LT. AT 411+31
REMOVE

STA. 416+62 - IN PLACE
12" X 249' R.C. PIPE CULVERT HDWL RT.
ON A 20° LT. FWD. SKEW WITH HDWL. LT. AT 417+82
REMOVE

PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE
PROPOSED GUARDRAIL
PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORING
CONST. LIMIT
EXIST. R/W & C/A
PROP. FENCE
PROP. R/W, C/A & FENCE
100 YR. FLOODPLAIN LIMIT
WETLAND LIMITS
400' TAPER
200' TAPER
RAMP 3
RAMP 2
C.L. RAMP 3
C.L. RAMP 2
C.L. I-30 MEDIAN
C.D.P.
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (SIDE TY. E)
CONC. BARR. WALL (MEDIAN TY. C)
CONC. BARR. WALL (MEDIAN TY. C-1)
CONC. BARR. WALL (MEDIAN TY. B)
CONC. BARR. WALL (MEDIAN TY. A)
BRIDGE C7412
BRIDGE A7412
BRIDGE B7412
1205' AUX. LANE
1101.75' ACCELERATION LANE
200' MEDIAN TRANSITION
300' TAPER
CRASH ATTENUATOR
NOSE +44.83 65.67' LT.
NOSE +23.14 51.62' RT.
SHLDR. & BARR. TRANS.
75' SHLDR. TRANS.
50' SH. TRANS.
SALINE RIVER RELIEF
C.L. I-30 MEDIAN STA. 409+03.14, 54.17' RT. =
C.L. RAMP 2 STA. 213+71.52

PLAN MAIN LANES
STA. 405+00 TO STA. 420+00

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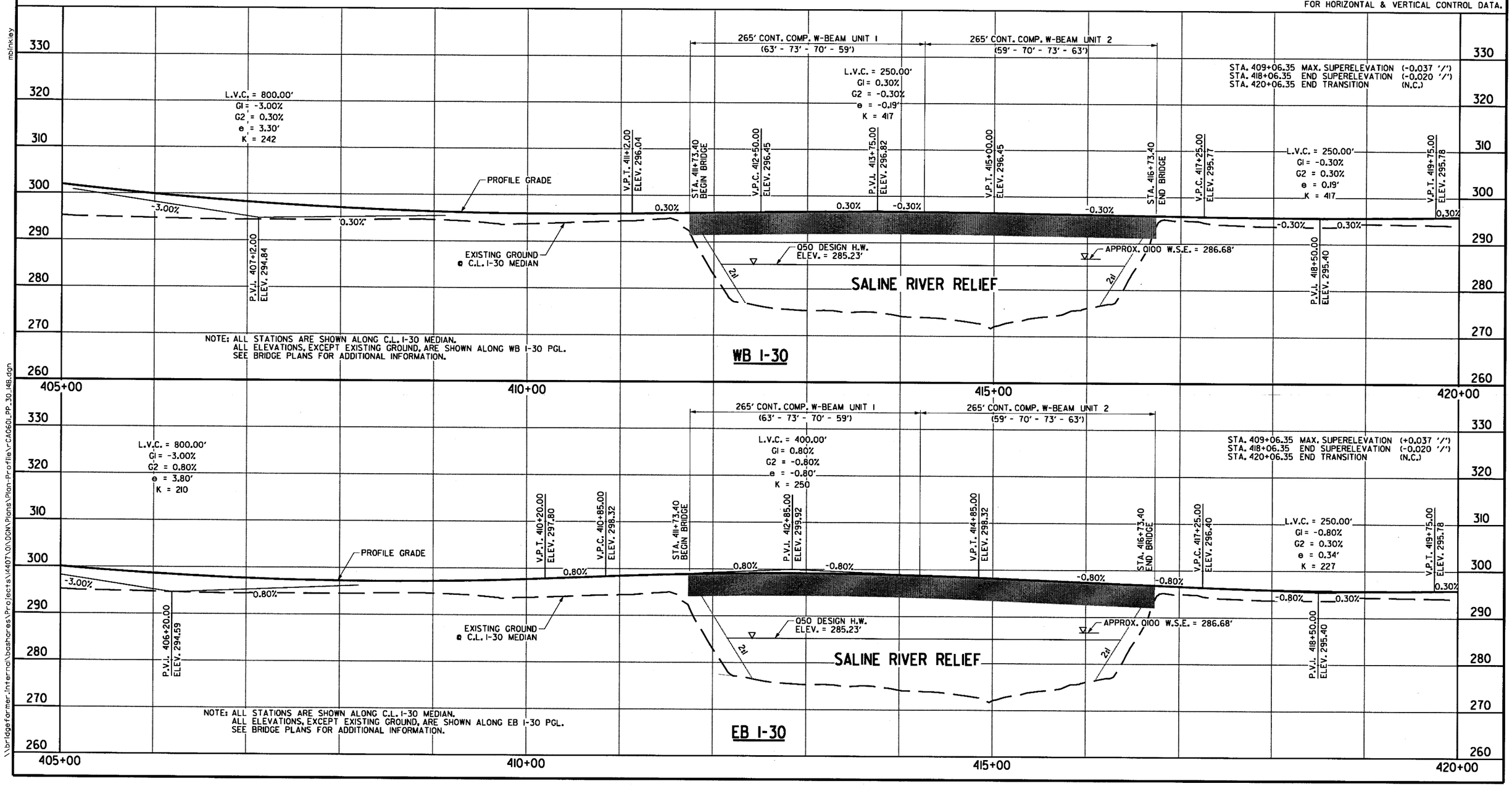
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON ARP
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	683	1465

② PROFILE STA. 405+00 TO STA. 420+00

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	684	1465

② PLAN STA. 420+00 TO STA. 432+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
NO. 12404
2018-06-22

SALINE RIVER RELIEF

C.L. RAMP 3 CURVE 2
P.I. = 319+40.23
DELTA = 4°00'00" RT.
DOC = 1°00'00"
T = 200.08'
L = 400.00'
P.C. = 317+40.15
P.T. = 321+40.15
Ls = N/A
e = N/A

LINE MI-N
STA. 420+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 6'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 420+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-N
STA. 421+50 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 421+50 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-N
STA. 423+50 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 423+50 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

C.L. RAMP 3 CURVE 3
P.I. = 324+37.03
DELTA = 4°00'00" LT.
DOC = 2°00'00"
T = 100.04'
L = 200.00'
P.C. = 323+36.99
P.T. = 325+36.99
Ls = N/A
e = N/A

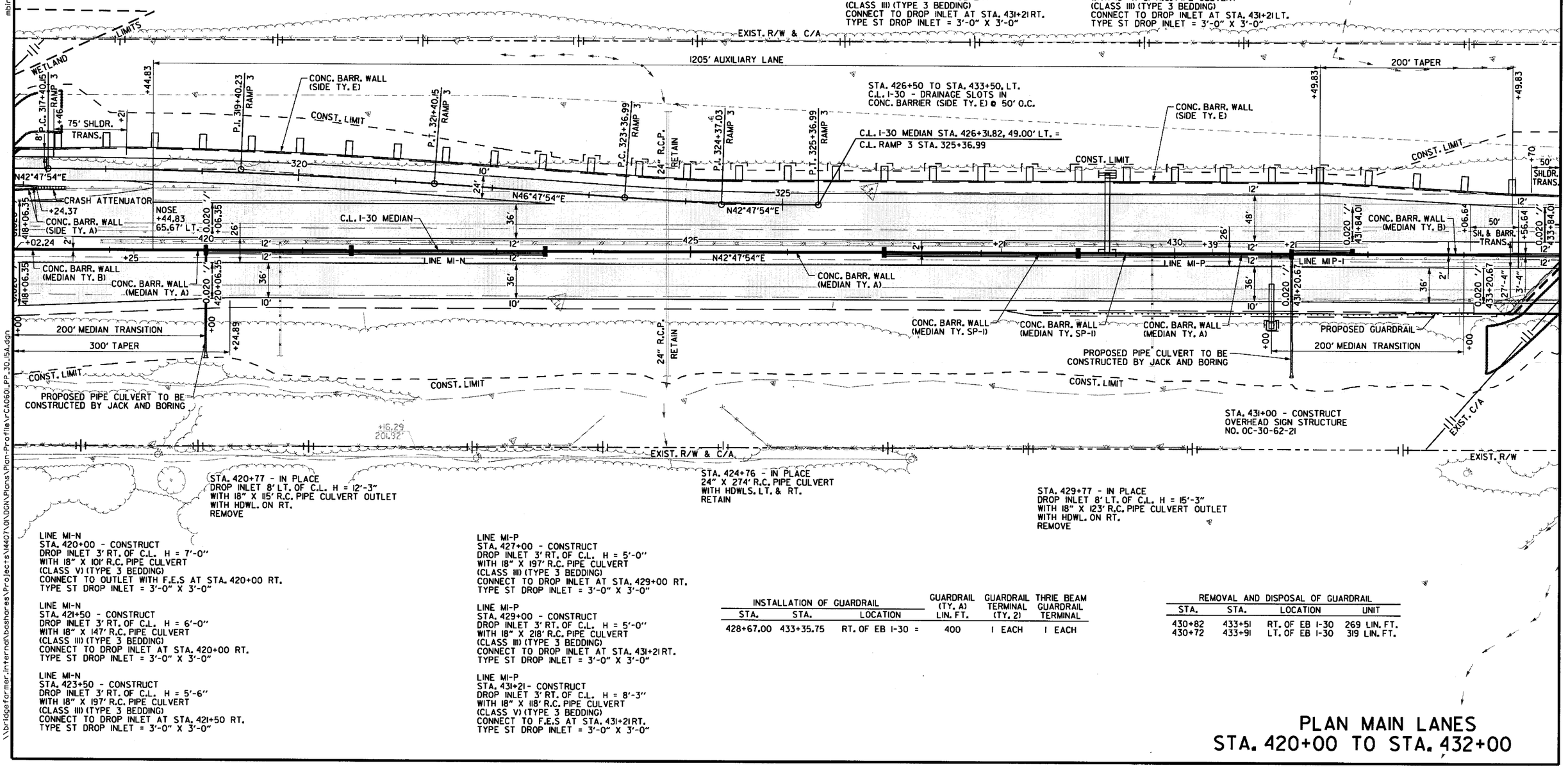
STA. 429+30 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OH-30-62-20

LINE MI-P
STA. 427+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 427+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-P
STA. 429+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 429+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-P-1
STA. 431+21 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 431+21 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-P-1
STA. 431+84 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 61' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 431+21 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"



STA. 420+77 - IN PLACE
DROP INLET 8' LT. OF C.L. H = 12'-3"
WITH 18" X 115' R.C. PIPE CULVERT OUTLET
WITH HDWL. ON RT.
REMOVE

STA. 424+76 - IN PLACE
24" X 274' R.C. PIPE CULVERT
WITH HDWLS. LT. & RT.
RETAIN

STA. 429+77 - IN PLACE
DROP INLET 8' LT. OF C.L. H = 15'-3"
WITH 18" X 123' R.C. PIPE CULVERT OUTLET
WITH HDWL. ON RT.
REMOVE

LINE MI-N
STA. 420+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 7'-0"
WITH 18" X 101' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO OUTLET WITH F.E.S AT STA. 420+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-N
STA. 421+50 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6'-0"
WITH 18" X 147' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 420+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-N
STA. 423+50 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-6"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 421+50 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-P
STA. 427+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 429+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-P
STA. 429+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 218' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 431+21 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-P
STA. 431+21 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 8'-3"
WITH 18" X 118' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO F.E.S AT STA. 431+21 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A)	GUARDRAIL TERMINAL	THRIE BEAM GUARDRAIL TERMINAL
STA.	STA.	LOCATION	LIN. FT.	(TY. 2)	
428+67.00	433+35.75	RT. OF EB I-30 =	400	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL			
STA.	STA.	LOCATION	UNIT
430+82	433+51	RT. OF EB I-30	269 LIN. FT.
430+72	433+91	LT. OF EB I-30	319 LIN. FT.

PLAN MAIN LANES
STA. 420+00 TO STA. 432+00

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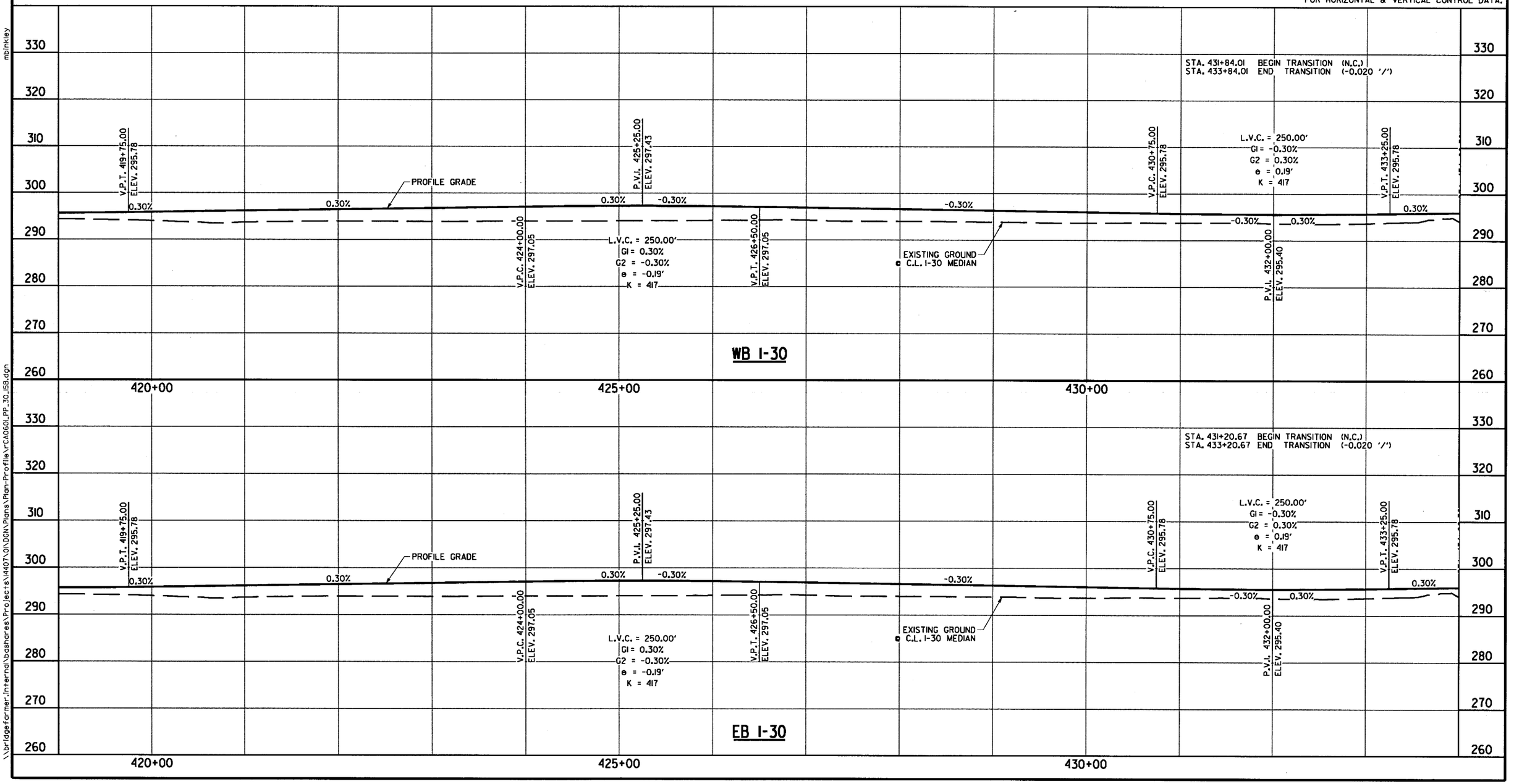
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	685	1465
				(2) PROFILE STA. 420+00 TO STA. 432+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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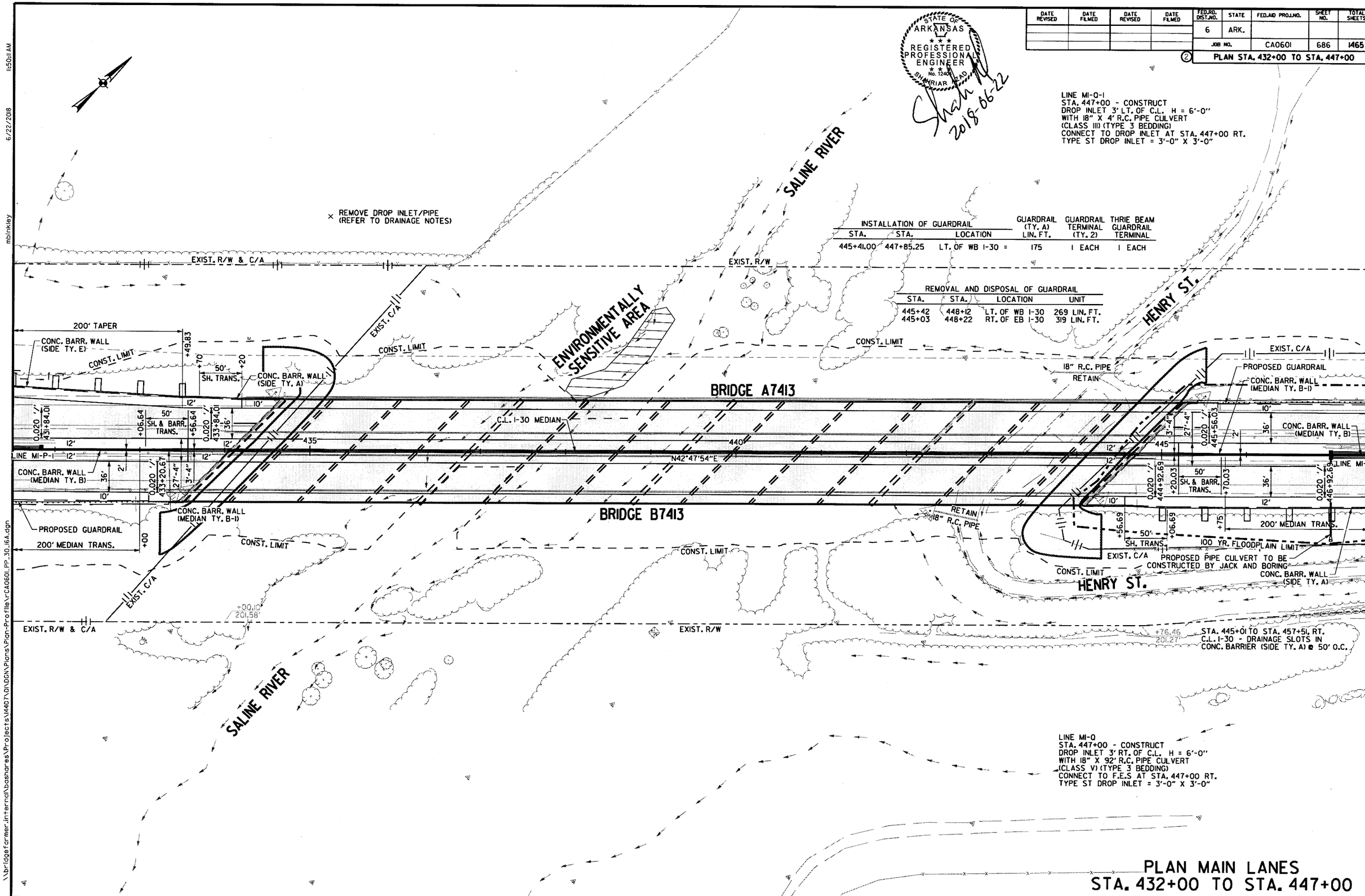
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	686	1465

(2) PLAN STA. 432+00 TO STA. 447+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR AZAD

Shah 2018-06-22



INSTALLATION OF GUARDRAIL

STA.	STA.	LOCATION	GUARDRAIL (TY. A) LIN. FT.	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
445+41.00	447+85.25	LT. OF WB I-30 =	175	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	UNIT
445+42	448+12	LT. OF WB I-30	269 LIN. FT.
445+03	448+22	RT. OF EB I-30	319 LIN. FT.

PLAN MAIN LANES
STA. 432+00 TO STA. 447+00

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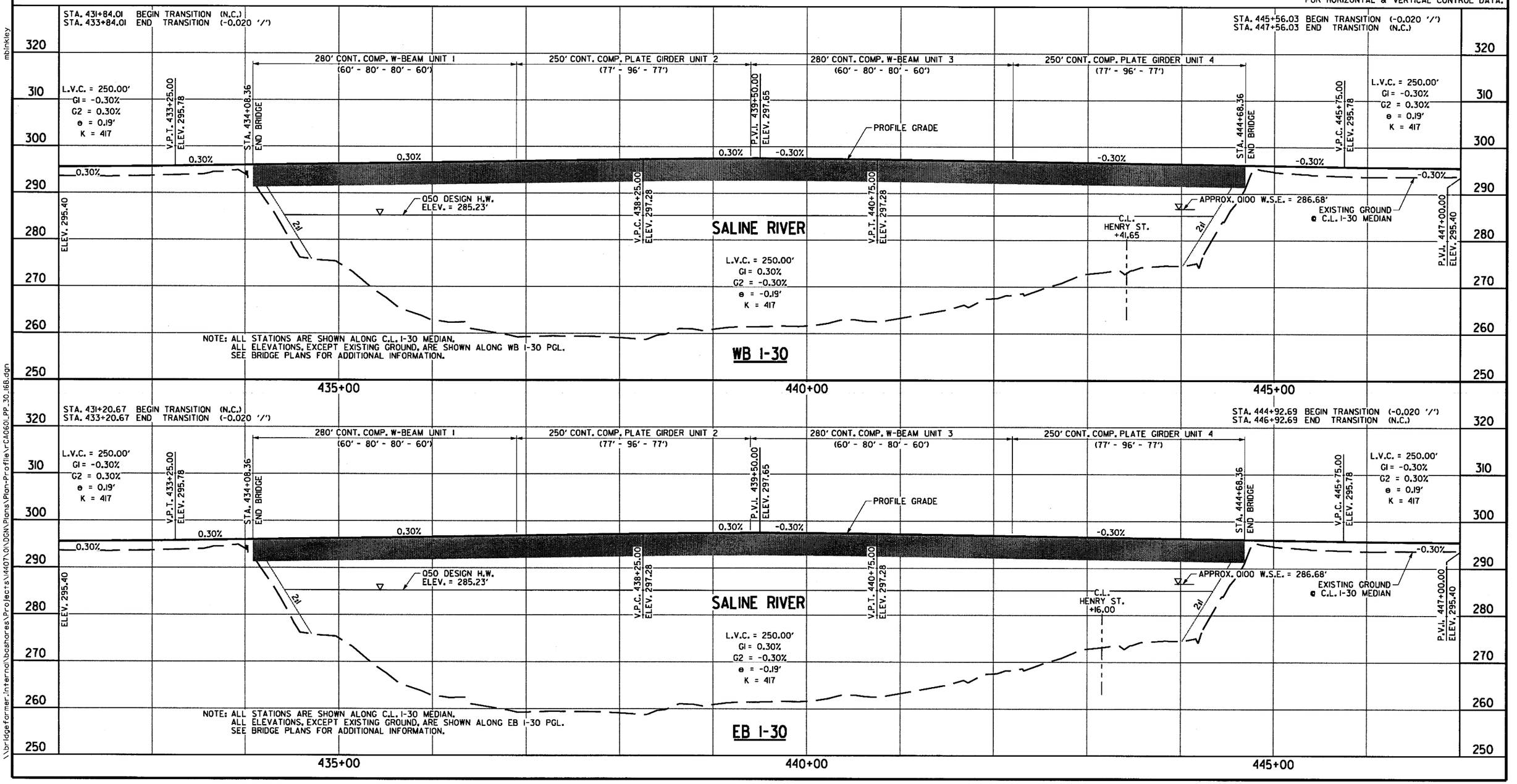
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	687	1465

(2) PROFILE STA. 432+00 TO STA. 447+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	688	1465
				② PLAN STA. 447+00 TO STA. 462+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2018-06-22

LINE MI-O-I
STA. 447+56 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 54' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 447+00 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-O
STA. 449+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 449+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-O
STA. 451+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 451+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-R
STA. 457+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 459+00 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-R
STA. 459+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 209' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 461+11 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LNIE MI-R
STA. 461+11 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 6'-0"
WITH 18" X 84' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO F.E.S AT STA. 461+11 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STA. 452+00 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OC-30-62-22

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A) LIN. FT.	TERMINAL ANCHOR POST (TY. I)	GUARDRAIL TERMINAL (TY. 2)
STA.	STA.	LOCATION			
451+70	454+45	LT. OF WB I-30 =	225	1 EACH	1 EACH

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

EXIST. R/W
+76.62 218.82'
EXIST. R/W & C/A
+76.09 168.93'
EXIST. R/W & C/A
+75.91 169.16'
+75.91 159.16'
+98.26 159.20'
EXIST. C/A
PROPOSED GUARDRAIL
CONST. LIMIT
100 YR. FLOODPLAIN LIMIT
PROPOSED GUARDRAIL
100 YR. FLOODPLAIN LIMIT
CONST. LIMIT
PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORING
300' TAPER
+85.88
CONCRETE BARR. WALL (MEDIAN TY. B)
C.L. I-30 MEDIAN
LINE MI-O-I
LINE MI-O
LINE MI-R
LINE MI-R-5
N42°47'54"E
N46°17'54"E
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL MEDIAN TY. A)
200' MEDIAN TRANS.
CONST. LIMIT
100 YR. FLOODPLAIN LIMIT
HENRY ST.
DBL. 30" R.C.P.
DBL. 36" R.C.P.
RETAIN
EXIST. C/A
EXIST. R/W & C/A
+76.18 151.07'
C.L. I-30 MEDIAN STA. 457+02.36, 41.50' RT. =
C.L. RAMP I STA. 100+00.00
P.C. 100+00.00 RAMP I
P.I. 100+58.35 RAMP I
P.T. 101+16.67 RAMP I
C.L. RAMP I
CONC. BARR. WALL (SIDE TY. E)
EXIST. R/W & C/A
+98.12 150.80'
36" C.M.P. RETAIN
P.C. 105+11.18 RAMP I

STA. 448+77 - IN PLACE
DROP INLET 8' LT. OF C.L. H = 11'-6"
WITH 18" X 100' R.C. PIPE OUTLET
WITH HDWL. RT.
REMOVE

STA. 457+02 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OC-30-62-23

STA. 101+50 TO STA. 111+50, RT.
C.L. RAMP I - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

LAKE SUNSET

STA. 456+77 - IN PLACE
DROP INLET 9' LT. OF C.L. H = 8'-7"
WITH 18" X 89' R.C. PIPE CULVERT OUTLET
WITH HDWL. RT.
REMOVE

C.L. RAMP I CURVE I
P.I. = 100+58.35
DELTA = 3°30'00" RT.
DOC = 3°00'00"
T = 58.35'
L = 116.67'
P.C. = 100+00.00
P.T. = 101+16.67
Ls = N/A
e = N/A

LINE MI-R
STA. 457+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 457+00 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-R
STA. 459+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 459+00 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-R
STA. 461+11 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 461+11 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-O
STA. 449+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 447+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-O
STA. 451+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 449+00 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

PLAN MAIN LANES
STA. 447+00 TO STA. 462+00

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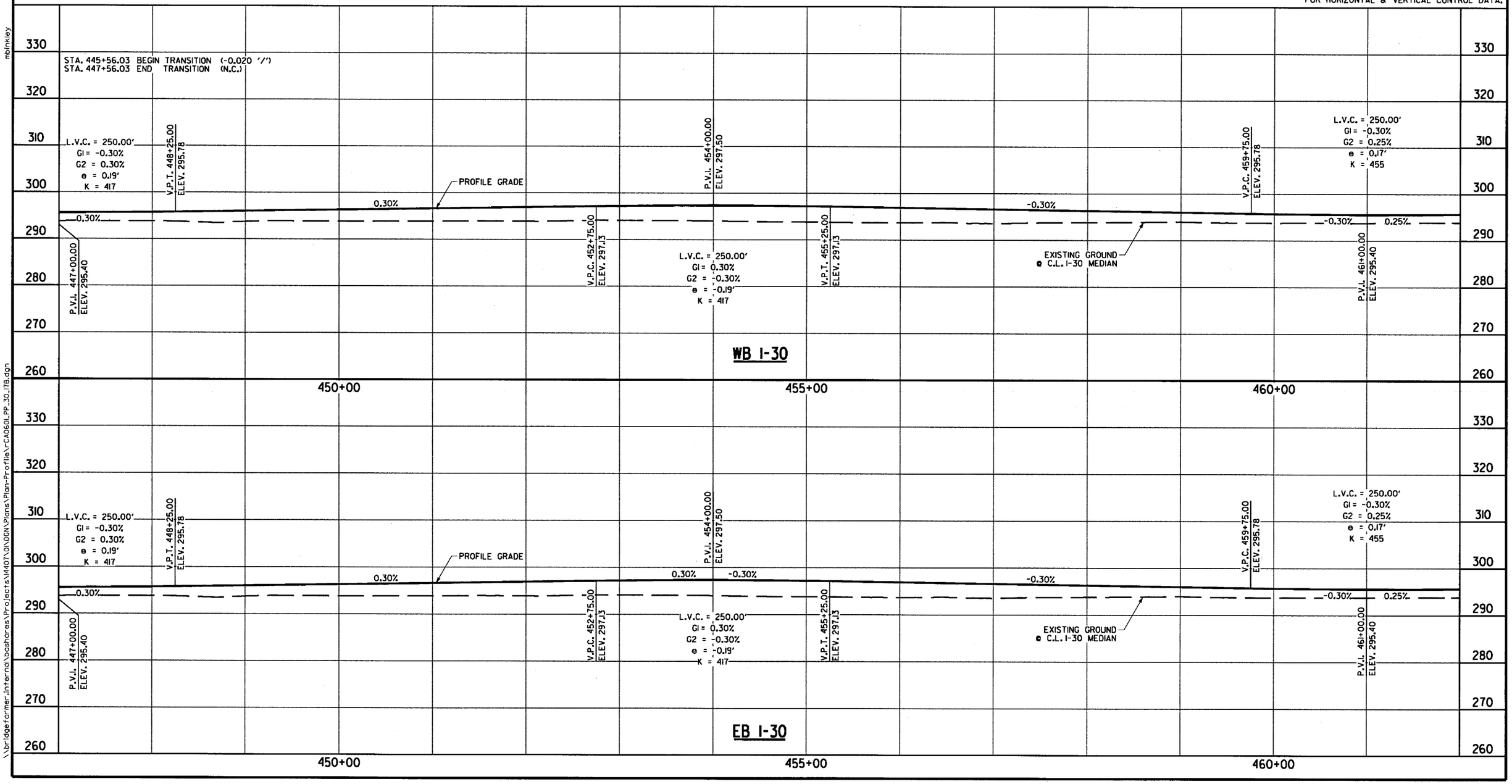
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	689	1465
				②	PROFILE STA. 447+00 TO STA. 462+00			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AHMED
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	690	1465

(2) PLAN STA. 462+00 TO STA. 477+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM AZIMI
2018-06-22

LINE MI-R-5
STA. 463+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 186' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 461+11 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-R-5
STA. 465+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 463+00 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE MI-R-5
STA. 467+00 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 465+00 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

100 YR. FLOODPLAIN LIMIT

C.L. RAMP 4 CURVE 1
P.I. = 401+78.56
DELTA = 1°47'08" LT.
DOC = 0°30'00"
T = 178.56'
L = 357.09'
P.C. = 400+00.00
P.T. = 403+57.09
Ls = N/A
e = N.C.

C.L. I-30 MEDIAN CURVE 5
P.I. = 481+89.06
DELTA = 28°18'18" RT.
DOC = 1°25'00"
T = 1019.83'
L = 1998.01'
P.C. = 471+69.23
P.T. = 491+67.24
Ls = 420'
e = 0.054 '/'

LINE P-I
STA. 469+98 - CONSTRUCT
DROP INLET 4' LT. OF C.L. H = 5'-0"
WITH 24" X 93' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 469+26 RT.
TYPE ST DROP INLET = 5'-0" X 4'-0"

LINE P-I
STA. 470+53 - CONSTRUCT
DROP INLET 4' LT. OF C.L. H = 5'-0"
WITH 24" X 51' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 469+98 LT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE P-I
STA. 472+02 - CONSTRUCT
DROP INLET 4' LT. OF C.L. H = 5'-0"
WITH 18" X 146' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 470+53 LT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE P-I
STA. 473+52 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 147' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 472+02 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE P-I
STA. 475+51 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 473+52 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE P-I
STA. 477+01 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 147' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 475+51 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

300' TAPER
750' ACCELERATION LANE
C.L. I-30 MEDIAN STA. 467+34.61, 53.50' LT. =
C.L. RAMP 4 STA. 400+00.00
+85.88
EXIST. R/W & C/A
CONST. LIMIT
P.C. 400+00.00 RAMP 4
P.I. 401+78.56 RAMP 4
P.T. 403+57.09 RAMP 4
C.L. RAMP 4
RAMP 4
N41°0'46"E
-0.020 '/' 409+18.00
-0.020 '/' 468+54.23
-0.020 '/' 470+81.26
+0.054 '/' 472+74.23
NOSE +35.88 51.00' LT.
CONC. BARR. WALL (MEDIAN TY. A-I)
CONC. BARR. WALL (MEDIAN TY. B)
CONC. BARR. WALL (MEDIAN TY. C)
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (SIDE TY. E)
C.L. I-30 MEDIAN
LINE MI-R-5
LINE P
LINE P-I
LINE Q
LINE Z-17
N42°47'54"E
N46°17'54"E
CRASH ATTENUATOR
CONC. BARR. WALL (SIDE TY. A) WITH CONC. CAP
-0.020 '/' 463+60.11
-0.020 '/' 106+36.27
P.C. 105+11.18 RAMP
P.I. 106+86.23 RAMP
P.T. 108+61.18 RAMP
+76.58 141.35'
+76.57 151.35'
CONST. LIMIT
100 YR. FLOODPLAIN LIMIT
PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORING
P.C. 471+69.23 I-30 MEDIAN
P.C. 111+87.41 RAMP
P.I. 113+15.76 RAMP
P.T. 114+44.07 RAMP I
RAMP I
N45°21'54"E
PROPOSED GUARDRAIL
EXIST. R/W & C/A
STA. 116+00.51 END DRAINAGE OPENINGS IN CONC. BARR. WALL
+56.81 138.03'
C.D.P.
P.C. 117+65.66 RAMP
P.I. 118+35.83 RAMP
P.T. 118+91.59 RAMP I
-0.020 '/' 106+43.48
-0.040 '/' 106+78.48
-0.040 '/' 107+19.91
-0.040 '/' 107+86.91
-0.040 '/' 108+78.48
85° CURVE
CONC. BARR. WALL (SIDE TY. A)
LINE Z-18
LINE N
C.L. FRONTAGE ROAD C
STA. 85+50.00 BEGIN RECONSTRUCTION MATCH EXIST. PAV'T
STA. 85+00.00 BEGIN MILL & INLAY
N18°19'34"E
FRTG. RD. C
P.C. 87+87.87 FRTG. RD. C
+62.84 260.39'
+80.10 211.35'
+10.47 346.75'
+35.66 338.17'
CONCRETE ISLAND (TYPE C CURB FACE)
C.L. FRONTAGE ROAD C STA. 86+92.60 =
C.L. SOUTH ST. RAMP I STA. 119+40.16
∠ = 90°0'0"

STA. 112+50 TO STA. 113+50, RT.
C.L. RAMP I - DRAINAGE SLOTS IN CONC. BARRIER (SIDE TY. A) @ 50' O.C.

STA. 114+00 TO STA. 116+00, RT.
C.L. RAMP I - DRAINAGE SLOTS IN CONC. BARRIER (SIDE TY. E) @ 50' O.C.

STA. 464+76 - IN PLACE
DROP INLET 9' LT. OF C.L. H = 5'-6"
WITH 18" X 78' R.C. PIPE OUTLET
WITH HDWL. RT.
REMOVE

C.L. RAMP I CURVE 2
P.I. = 106+86.23
DELTA = 3°30'00" LT.
DOC = 1°00'00"
T = 175.05'
L = 350.00'
P.C. = 105+11.18
P.T. = 108+61.18
Ls = N/A
e = N.C.

LINE P
STA. 467+27 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 6'-6"
WITH 30" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 465+27 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE P
STA. 465+27 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 10'-6"
WITH 30" X 47' R.C. PIPE OUTLET ON RT.
(CLASS III) (TYPE 3 BEDDING) WITH F.E.S.
TYPE ST DROP INLET = 4'-0" X 4'-0"

LINE P
STA. 469+26 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 6'-6"
WITH 30" X 196' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 467+27 RT.
TYPE ST DROP INLET = 5'-0" X 4'-0"

C.L. RAMP I CURVE 3
P.I. = 113+15.76
DELTA = 2°34'00" RT.
DOC = 1°00'00"
T = 128.35'
L = 256.65'
P.C. = 111+87.41
P.T. = 114+44.07
Ls = N/A
e = N.C.

C.L. RAMP I CURVE 4
P.I. = 118+35.83
DELTA = 62°57'41" RT.
DOC = 50°00'00"
T = 70.17'
L = 125.92'
P.C. = 117+65.66
P.T. = 118+91.59
Ls = 85'
e = -0.040 '/'

LINE MI-R-5
STA. 463+00 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 4'-9"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET AT STA. 463+00 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A) LIN. FT.	TERMINAL ANCHOR POST (TY. I)	THRIE BEAM GUARDRAIL TERMINAL
STA.	STA.	LOCATION			
113+50	117+93.75	LT. OF RAMP I =	425	1 EACH	1 EACH

LINE P
STA. 471+27 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 5'-0"
WITH 24" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 469+26 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

STA. 471+75 - IN PLACE
DROP INLET 9' LT. OF C.L. H = 5'-6"
WITH 18" X 90' R.C. PIPE OUTLET
WITH F.E.S RT.
REMOVE

LINE P
STA. 473+29 - CONSTRUCT
DROP INLET 59' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 471+27 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE P
STA. 475+32 - CONSTRUCT
DROP INLET 59' RT. OF C.L. H = 5'-0"
WITH 18" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 479+29 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

STA. 118+55 - IN PLACE
DBL. 30" X 132' R.C. PIPE CUL'T.
ON A 38° LT. FWD. SKEW
WITH F.E.S. LT. & RT.
REMOVE

LINE Z-17
STA. 118+60 - CONSTRUCT
TRIPLE 36" X 106' R.C. PIPE CULVERT
ON A 30° LT. FWD. SKEW
(CLASS IV) (TYPE 3 BEDDING)
WITH F.E.S. LT. & RT.
Q50 = 194 C.F.S. D.A. = XX ACRES

PLAN MAIN LANES
STA. 462+00 TO STA. 477+00

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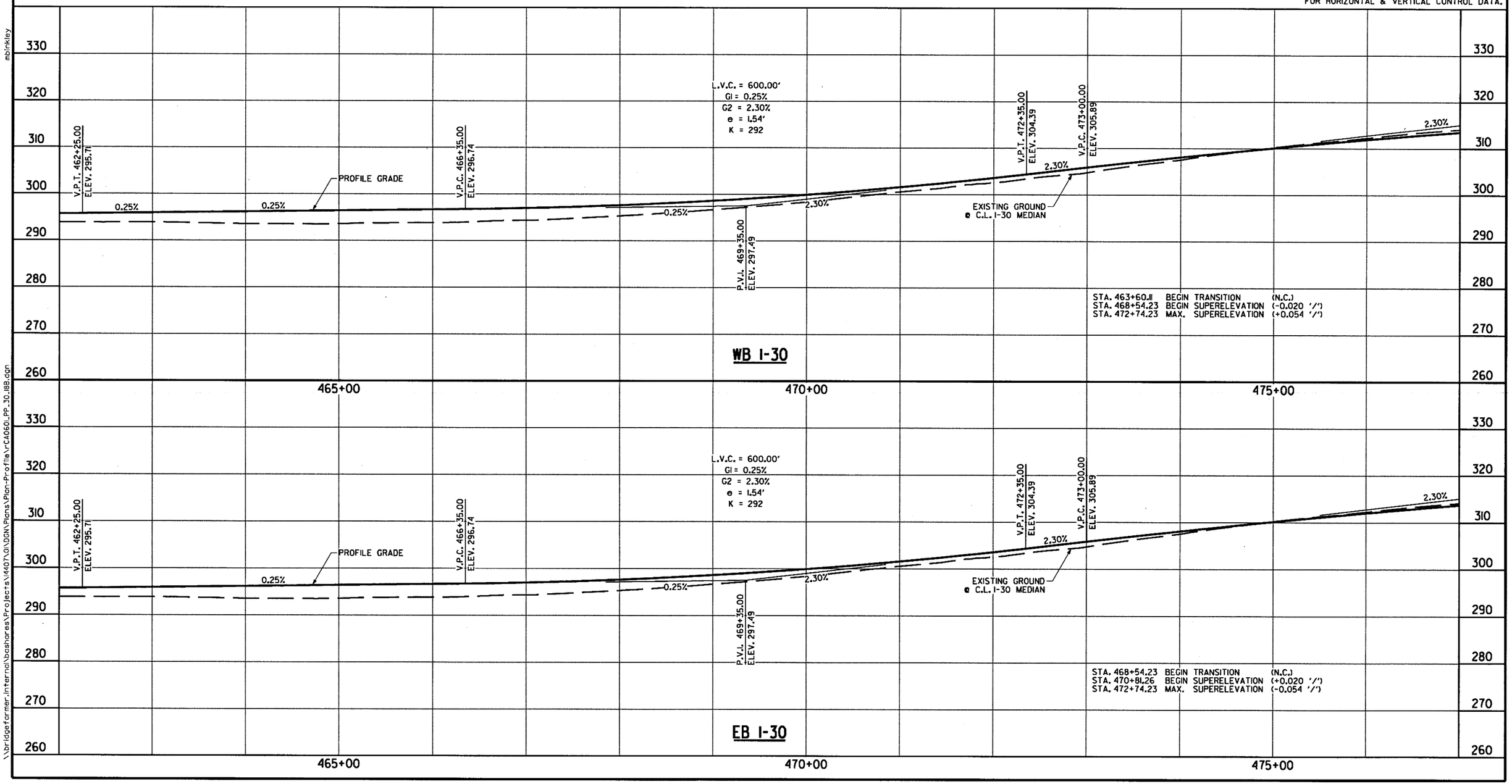
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	691	1465

(2) PROFILE STA. 462+00 TO STA. 477+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	692	1465

2 PLAN STA. 477+00 TO STA. 490+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12804
SHAHRIAR AZAD
2018-06-22

W. SOUTH ST. (HWY. 229) — N82°10'22"W — EXIST. R/W — KING RD.

WIRE FENCE (TY. A)

STA.	STA.	LOCATION	LIN. FT.	12' GATE
478+26	491+70	RT. OF F.R. D	1421	1 EACH

C.L. RAMP 4 CURVE 2
P.I. = 412+44.53
DELTA = 5°33'24" RT.
DOC = 2°00'00"
T = 139.03'
L = 277.84'
P.C. = 411+05.50
P.T. = 413+83.34
Ls = 250'
e = +0.028 '/'

C.L. AR 229 CURVE 1
P.I. = 10+95.05
DELTA = 38°44'33" LT.
DOC = 26°00'00"
T = 77.48'
L = 149.01'
P.C. = 10+17.57
P.T. = 11+66.58
Ls = N/A
e = N/A

C.L. I-30 MEDIAN CURVE 5
P.I. = 481+89.06
DELTA = 28°18'18" RT.
DOC = 1°25'00"
T = 1019.83'
L = 1998.01'
P.C. = 471+69.23
P.T. = 491+67.24
Ls = 420'
e = 0.054 '/'

C.L. FRONTAGE ROAD D CURVE 1
P.I. = 127+52.07
DELTA = 26°29'17" RT
DOC = 13°30'00"
T = 99.89'
L = 196.21'
P.C. = 126+52.18
P.T. = 128+48.39
Ls = N/A
e = N/A

STA. 477+59 - IN PLACE
DROP INLET 86' LT. OF C.L. H = 5'-11"
WITH 24" X 61' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 477+69, 53' LT.
REMOVE

STA. 477+69 - IN PLACE
DROP INLET 53' LT. OF C.L. H = 4'-0"
WITH 24" X 76' R.C. PIPE CULVERT OUTLET
WITH F.E.S.
REMOVE

STA. 476+90 - CONSTRUCT
DIKE IN DITCH ON LT.

STA. 481+59 - IN PLACE
DROP INLET 26' LT. OF C.L. H = 7'-0"
WITH 30" X 326' R.C. PIPE CULVERT OUTLET
WITH F.E.S. AT STA. 478+38
REMOVE

STA. 485+53 - IN PLACE
DROP INLET 159' LT. OF C.L. H = 4'-5"
WITH 24" X 4' R.C. PIPE CULVERT OUTLET TO
JUNCTION BOX AT STA. 485+52
RETAIN

LINE T
STA. 130+04 - IN PLACE
JUNCTION BOX 22' RT. OF C.L. H = 4'-6"
WITH 24" X 69' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 485+37, 81' LT.
RETAIN J.B. & REMOVE PIPE CULVERT
CONSTRUCT
24" X 34' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. ON RT.

STA. 130+04 - IN PLACE
DROP INLET 14' RT. OF C.L. H = 4'-5"
WITH 24" X 4' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 130+04, 22' RT.
RETAIN

STA. 485+24 - IN PLACE
DROP INLET 23' LT OF C.L. H = 4'-10"
WITH 24" X 365' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 481+59, 26' LT.
REMOVE

STA. 133+03 - IN PLACE
DROP INLET 18' LT. OF C.L. H = 2'-6"
WITH 18" X 39' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 132+61, 18' LT.
RETAIN

STA. 132+61 - IN PLACE
DROP INLET 18' LT. OF C.L. H = 2'-11"
WITH 18" X 36' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 487+98, 111' LT.
RETAIN

STA. 487+98 - IN PLACE
DROP INLET 111' LT OF C.L. H = 6'-8"
WITH 24" X 255' R.C. PIPE CULVERT OUTLET TO
JUNCTION BOX AT STA. 130+04, 22' RT.
RETAIN

STA. 485+37 - IN PLACE
DROP INLET 81' LT. OF C.L. H = 4'-4"
WITH 24" X 29' R.C. PIPE CULVERT AND
WITH 24" X 57' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 485+24, 23' LT.
REMOVE

LINE U
STA. 135+28 C.L. FRTG. RD. D - CONSTRUCT
DROP INLET 32' RT. OF C.L. H = 5'-4"
WITH 36" X 355' R.C. PIPE OUTLET
(CLASS III) (TYPE 3 BEDDING) WITH F.E.S.
TYPE RM SPECIAL DROP INLET = 4'-0" X 5'-0"

STA. 482+00 - CONSTRUCT
OVERHEAD SIGN STRUCTURE
NO. OC-30-62-24

STA. 413+56.20
END RECONSTRUCTION
MATCH EXIST. PAV'T.
BEGIN MILL & INLAY

STA. 11+30.57
END MILL & INLAY

STA. 11+38.99
END MILL & INLAY

C.L. RAMP 4 STA. 413+80.99 =
C.L. HWY. 229 STA. 10+05.50
∠ = 89°57'11"

C.L. FRONTAGE ROAD C STA. 94+04.36 =
C.L. FAIRFIELD RD. STA. 8+00.00
∠ = 90°26'33"

C.L. FRONTAGE ROAD C STA. 86+92.60 =
C.L. SOUTH ST. RAMP 1 STA. 119+40.16
∠ = 90°00'00"

RAMP 4 — FRONTAGE ROAD D — FRONTAGE ROAD C — FAIRFIELD RD. — TROUTT

OBLITERATE EXISTING ROADWAY

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

STA. 89+64 - CONSTRUCT
APPROACH ON RT. = 15 CU. YDS.

STA. 100+80 - CONSTRUCT
APPROACH ON RT. = 5 CU. YDS.

C.L. FRONTAGE ROAD C CURVE 1
P.I. = 89+13.10
DELTA = 39°19'10" RT.
DOC = 13°00'00"
T = 157.46'
L = 302.46'
P.C. = 87+55.64
P.T. = 90+58.10
Ls = 250.00'
e = 0.100 '/'

C.L. FAIRFIELD RD. CURVE 1
P.I. = 6+87.88
DELTA = 34°36'53" LT.
DOC = 19°00'00"
T = 93.97'
L = 182.18'
P.C. = 5+93.91
P.T. = 7+76.09
Ls = N/A
e = N.C.

C.L. FRONTAGE ROAD C CURVE 2
P.I. = 98+24.69
DELTA = 13°27'29" RT.
DOC = 1°45'00"
T = 386.29'
L = 769.02'
P.C. = 94+38.40
P.T. = 102+07.42
Ls = 200.00'
e = 0.025 '/'

STA. 89+20.00 - IN PLACE
24" x 80' R.C.
PIPE CULVERT RT. SIDE DRAIN
WITH F.E.S.
REMOVE

CONCRETE ISLAND
(TYPE C CURB FACE)

STA. 88+00
BEGIN CURB (TY. A)

LINE Z-18
STA. 477+30 - CONSTRUCT
DBL. 36" X 148' R.C. PIPE CULVERT
ON A 20° LT. FWD. SKEW
(CLASS IV) (TYPE 3 BEDDING)
WITH F.E.S. LT. & RT.
Q50 = 107.0 CFS D.A. = 33.76 ACRES

STA. 5+90.00
BEGIN RECONSTRUCTION
MATCH EXIST. PAV'T.

LINE S
STA. 483+98 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'- 6"
WITH 42" X 116' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 482+78
TYPE ST DROP INLET = 3'-0" X 5'-0"

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A)	TERMINAL ANCHOR POST (TY. I)	GUARDRAIL TERMINAL (TY. 2)
STA.	STA.	LOCATION	LIN. FT.		
481+70.00	483+70.00	LT. OF WB I-30 =	150	1 EACH	1 EACH

LAT S-1
STA. 478+67 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 58' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 478+64 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE S
STA. 478+64 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'-7"
WITH 42" X 109' R.C. PIPE OUTLET
(CLASS IV) (TYPE 3 BEDDING)
WITH F.E.S. RT.
TYPE ST DROP INLET = 3'-0" X 5'-0"

LAT S-2
STA. 480+71 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 57' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET ON RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE S
STA. 480+71 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'-0"
WITH 42" X 202' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 478+64 RT.
TYPE ST DROP INLET = 3'-0" X 5'-0"

LAT S-3
STA. 482+78 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 57' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET ON RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE S
STA. 482+78 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'-3"
WITH 42" X 202' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 480+71 RT.
TYPE ST DROP INLET = 3'-0" X 5'-0"

LAT S-4
STA. 484+85 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 57' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET ON RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE S
STA. 484+85 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'-6"
WITH 42" X 84' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 483+98 RT.
TYPE ST DROP INLET = 3'-0" X 5'-0"

LAT S-5
STA. 486+92 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-3"
WITH 18" X 58' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET ON RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE S
STA. 486+92 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'-3"
WITH 36" X 202' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 484+85 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LAT S-6
STA. 488+95 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-0"
WITH 18" X 58' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET ON RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE S
STA. 488+95 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'-9"
WITH 36" X 197' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 486+92 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

PLAN MAIN LANES
STA. 477+00 TO STA. 490+00

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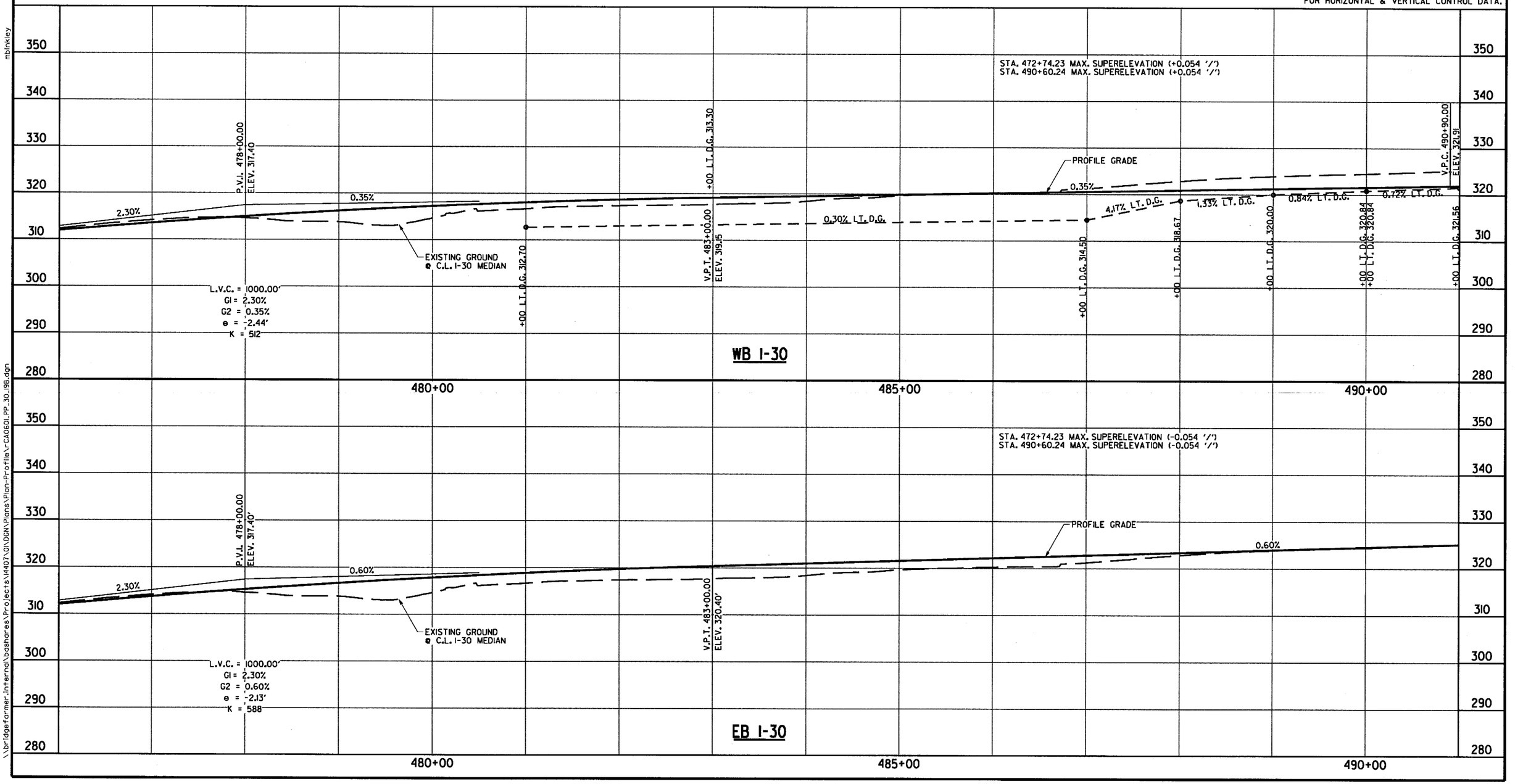
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	693	1465

(2) PROFILE STA. 477+00 TO STA. 490+00

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	694	1465

② PLAN STA. 490+00 TO STA. 504+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR NAZARI
2018-05-03

SEE FRONTAGE ROAD PLAN & PROFILE SHEETS FOR ADDITIONAL DRAINAGE INFORMATION

STA. 492+85 - IN PLACE
DROP INLET 19' LT OF C.L. H = 2'-8"
WITH 18" X 56' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 492+84, 40' RT.
REMOVE

WIRE FENCE (TY. A)

STA.	STA.	LOCATION	LIN. FT.
146+64	149+05	LT. OF F.R. D	251

LINE U
STA. 137+28 C.L. FRTG. RD. D - CONSTRUCT
JUNCTION BOX 28' RT. OF C.L. H = 8'-6"
WITH 36" X 197' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 135+28 RT.
TYPE ST JUNCTION BOX = 3'-0" X 4'-0"

LINE U
STA. 494+58 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 58' LT. OF C.L. H = 7'-0"
WITH 36" X 200' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO JUNCTION BOX
AT STA. 137+28 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

STA. 501+64 - IN PLACE
DROP INLET 59' LT OF C.L. H = 5'-7"
WITH 24" X 5' R.C. PIPE CULVERT OUTLET TO
JCT. BOX AT STA. 501+64, 52' LT.
REMOVE

LINE U
STA. 498+53 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 58' LT. OF C.L. H = 6'-0"
WITH 36" X 197' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 496+52 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE U
STA. 496+52 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 58' LT. OF C.L. H = 6'-3"
WITH 36" X 192' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 494+58 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE U
STA. 500+57 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 58' LT. OF C.L. H = 6'-0"
WITH 30" X 197' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 498+53 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

STA. 501+64 - IN PLACE
JCT. BOX 52' LT OF C.L. H = 5'-7"
WITH 24" X 123' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 501+64, 73' RT.
REMOVE

C.L. FRTG. RD. D CURVE 2
P.I. = 144+53.10
DELTA = 8°45'20" LT.
DOC = 2°00'00"
T = 219.32'
L = 437.78'
P.C. = 142+33.79
P.C.C. = 146+71.56
Ls = MATCH EXIST.
e = MATCH EXIST.

C.L. FRTG. RD. D CURVE 3
P.I. = 147+44.63
DELTA = 21°39'30" LT.
DOC = 15°00'00"
T = 73.07'
L = 144.39'
P.C.C. = 146+71.56
P.T. = 148+15.95
Ls = N/A
e = N.C.

LINE U
STA. 145+23 C.L. FRTG. RD. D - CONSTRUCT
DROP INLET 13' RT. OF C.L. H = 5'-0"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 500+57 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE U
STA. 502+92 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 58' LT. OF C.L. H = 7'-0"
WITH 30" X 228' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 500+57 RT.
TYPE ST DROP INLET = 4'-0" X 4'-0"

STA. 145+77 - CONSTRUCT
APPROACH ON LT. = 0 CU. YDS.

C.L. ROUNDABOUT
CENTER OF CURVE =
P.I. 149+61.21 FRTG. RD. D
DELTA = 360°00'00" LT.
DOC = 98°47'09"
R = 58.00'
L = 364.42'
P.C. = 65+00.00
P.T. = 68+64.42
Ls = N/A
e = N.C.

PIKE RD.
BASS LN.
CROUCH ST.
C.L. SOUTH ST.
AIRLANE DR.
FRONTAGE ROAD D
FRONTAGE ROAD C
C.L. FRONTAGE ROAD C
C.L. FRONTAGE ROAD D
C.L. I-30 MEDIAN STA. 494+00.00, 13.00' LT. =
C.L. WB I-30 STA. 3494+00.00
C.L. I-30 MEDIAN STA. 494+00.00, 13.00' RT. =
C.L. EB I-30 STA. 2494+00.00
C.L. FRONTAGE ROAD C STA. 109+53.37 =
C.L. AIRLANE DR. STA. 5+00.00
∠ = 110°5'32"
EXIST. R/W
PROP. R/W
PROP. C/A & FENCE
CONST. LIMIT
WIRE FENCE
C.D.P.
12' GATE
CONC. BARR. WALL (MEDIAN TY. C)
CONC. BARR. WALL (MEDIAN TY. B)
C.L. I-30 MEDIAN
MILL & INLAY
CURB (TY. A)
BEGIN CURB (TY. A) & WIDENING LT. & RT.
STA. 144+45 BEGIN CURB (TY. A)
STA. 144+35 BEGIN RECONST'N, MATCH EXIST. PAV'T. END MILL & INLAY
STA. 109+77.55 END RECONSTRUCTION MATCH EXIST. PAV'T. BEGIN MILL & INLAY
STA. 114+93.66 END MILL & INLAY BEGIN RECONSTRUCTION MATCH EXIST. PAV'T
EXISTING SIGN TO REMAIN
END CURB (TY. A) MATCH EXIST.
STA. 4+70.81 C.L. AIRLANE DR. END RECONSTRUCTION MATCH EXIST. PAV'T.
STA. 104+38 - CONSTRUCT APPROACH ON RT. = 5 CU. YDS.
STA. 106+88 - CONSTRUCT APPROACH ON RT. = 5 CU. YDS.
STA. 102+78 - CONSTRUCT APPROACH ON RT. = 150 CU. YDS.
REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)
STA. 492+84 - IN PLACE
DROP INLET 40' RT OF C.L. H = 5'-3"
WITH 18" X 756' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 485+24, 23' LT.
REMOVE

C.L. I-30 MEDIAN CURVE 5
P.I. = 481+89.06
DELTA = 28°18'18" RT.
DOC = 1°25'00"
T = 1019.83'
L = 1998.01'
P.C. = 471+69.23
P.T. = 491+67.24
Ls = 420'
e = 0.054 '/'

B.L. EB I-30 CURVE 4
P.I. = 2503+93.61
DELTA = 19°34'44" LT
DOC = 2°00'00"
T = 494.29'
L = 978.95'
P.C. = 2498+99.32
P.T. = 2508+78.27
Ls = 420'
e = 0.070'/'

C.L. I-30 MEDIAN CURVE 6
P.I. = 503+67.34
DELTA = 19°14'44" LT.
DOC = 1°44'35"
T = 557.31'
L = 1104.12'
P.C. = 498+10.03
P.T. = 509+14.15
Ls = N/A
e = N/A

B.L. WB I-30 CURVE 4
P.I. = 3503+65.13
DELTA = 19°14'44" LT
DOC = 1°45'00"
T = 555.11'
L = 1099.75'
P.C. = 3498+10.03
P.T. = 3509+09.78
Ls = 420
e = 0.062

C.L. FRTG. RD. C CURVE 3
P.I. = 114+49.62
DELTA = 18°17'59" LT.
DOC = 2°00'00"
T = 461.42'
L = 914.98'
P.C. = 109+88.20
P.T. = 119+03.18
Ls = 200.00'
e = 0.028 '/'

LAT S-7
STA. 490+98 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-0"
WITH 18" X 58' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET ON RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LAT S-8
STA. 492+99 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4'-10"
WITH 18" X 58' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET ON RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE S
STA. 490+98 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 8'-3"
WITH 36" X 197' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 488+95 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE S
STA. 492+99 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 9'-2"
WITH 36" X 198' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 490+98 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE S
STA. 495+03 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'-0"
WITH 36" X 202' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 492+99 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE S
STA. 497+04 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 7'-0"
WITH 36" X 81' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 496+42 RT.
TYPE ST DROP INLET = 6'-0" X 4'-0"

LINE S
STA. 496+42 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 7'-0"
WITH 36" X 135' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 495+03 RT.
TYPE ST DROP INLET = 6'-0" X 4'-0"

LINE S
STA. 499+08 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 6'-3"
WITH 30" X 200' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 497+04 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE S
STA. 501+07 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 6'-3"
WITH 30" X 197' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 499+08 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE S
STA. 503+11 - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 7'-0"
WITH 30" X 202' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 501+07 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

PLAN MAIN LANES
STA. 490+00 TO STA. 504+00

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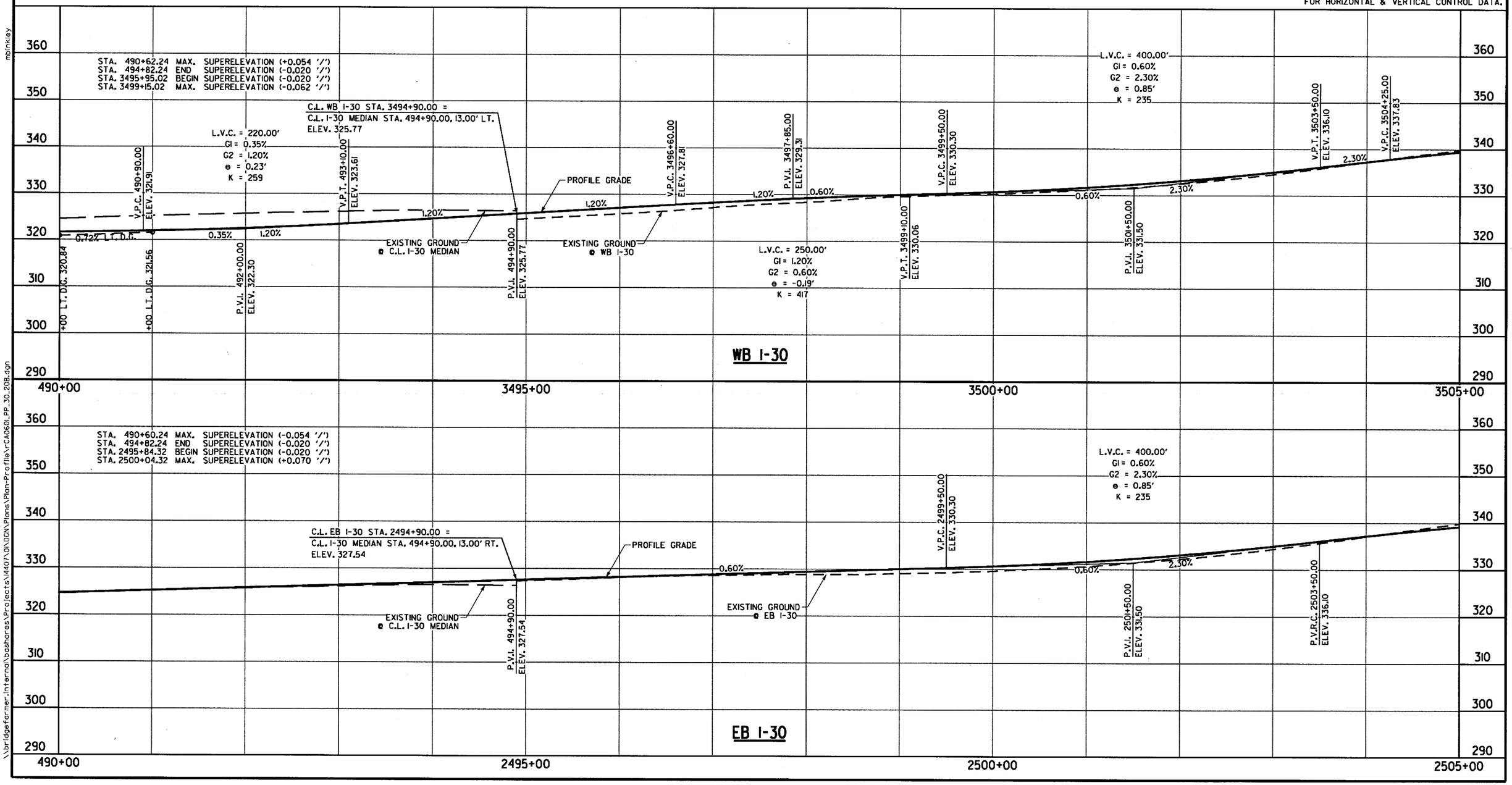
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	695	1465

(2) PROFILE STA. 490+00 TO STA. 504+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALLRED
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	696	1465

(2) PLAN STA. 504+00 TO STA. 518+00

REFER TO THE DRAINAGE LAYOUT ON THE NEXT SHEET FOR ADDITIONAL INFORMATION

REFER TO SOUTH ST. PLAN FOR ADDITIONAL GEOMETRIC INFORMATION

STATE OF ARKANSAS — REGISTERED PROFESSIONAL ENGINEER — No. 12405 — SHARI RAY — 2018-07-20

C.L. ROUNDABOUT
CENTER OF CURVE =
P.I. 149+61.21 FRTG. RD. D
DELTA = 360°00'00" LT.
DOC = 98°47'09"
R = 58.00'
L = 364.42'
P.C. = 65+00.00
P.T. = 68+64.42
Ls = N/A
e = N.C.

C.L. I-30 MEDIAN CURVE 6
P.I. = 503+67.34
DELTA = 19°14'44" LT.
DOC = 1°44'35"
T = 557.31'
L = 1104.12'
P.C. = 498+10.03
P.T. = 509+14.15
Ls = N/A
e = N/A

C.L. BELL ST. STA. 41+82.80 =
C.L. SEVIER ST. STA. 51+72.94
∠ = 88°32'57"

C.L. BELL ST. CURVE 1
P.I. = 41+00.08
DELTA = 20°26'15" RT.
DOC = 20°00'00"
T = 51.64'
L = 102.19'
P.C. = 40+48.44
P.T. = 41+50.62
Ls = N/A
e = N.C.

C.L. FRTG. RD. D CURVE 4
P.I. = 150+80.75
DELTA = 11°26'23" LT.
DOC = 18°00'00"
T = 31.88'
L = 63.55'
P.C. = 150+48.87
P.C.C. = 151+12.42
Ls = N/A
e = N.C.

C.L. FRTG. RD. D CURVE 5
P.I. = 151+72.47
DELTA = 10°46'34" LT.
DOC = 9°00'00"
T = 60.04'
L = 119.73'
P.C.C. = 151+12.42
P.C.C. = 152+32.16
Ls = N/A
e = N.C.

C.L. FRTG. RD. D CURVE 6
P.I. = 153+00.95
DELTA = 6°11'06" LT.
DOC = 4°30'00"
R = 1273.24'
T = 68.79'
L = 137.44'
P.C.C. = 152+32.16
P.C.C. = 153+69.60
Ls = N/A
e = N.C.

C.L. FRTG. RD. D CURVE 7
P.I. = 154+35.56
DELTA = 2°58'02" LT.
DOC = 2°15'00"
T = 65.96'
L = 131.88'
P.C.C. = 153+69.60
P.T. = 155+01.49
Ls = N/A
e = N.C.

C.L. I-30 MEDIAN
P.I. = 517+41.16
DELTA = 0°20'00" LT.

B.L. WB I-30
P.I. = 3517+36.75
DELTA = 0°20'00" LT

B.L. WB I-30 CURVE 4
P.I. = 3503+65.13
DELTA = 19°14'44" LT
DOC = 1°45'00"
T = 555.11'
L = 1099.75'
P.C. = 3498+10.03
P.T. = 3509+09.78
Ls = 420
e = 0.062

REMOVAL & DISPOSAL OF EXISTING IMPACT ATTENUATION BARRIER
STA. 509+30 RT. OF EB I-30 = 1 EACH
STA. 509+70 LT. OF WB I-30 = 1 EACH

REMOVAL & DISPOSAL OF EXISTING CRASH CUSHION
STA. 516+25 I-30 MEDIAN = 1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	LIN. FT.
2507+14	2510+64	LT. OF EB I-30	350
3508+38	3511+88	RT. OF WB I-30	350

WIRE FENCE (TY. A)

STA.	STA.	LOCATION	LIN. FT.
20+50	23+51	LT. OF SOUTH ST.	411
24+50	26+30	LT. OF SOUTH ST.	264

STA. 517+75.26
END CONC. BARR. WALL (MEDIAN TY. B)
END RECONSTRUCTION
BEGIN WIDENING

STA. 155+04.40
END CURB (TY. A) 35' R

STA. 154+50.00
END RECONSTRUCTION
MATCH EXIST. PAV'T

STA. 156+88.39
END CURB TY. A

STA. 114+93.66
END CURB TY. A

STA. 115+00.00
END MILL AND INLAY
BEGIN NOTCH, WIDEN, & OVERLAY
MATCH EXIST. PAV'T.

STA. 72+57 - CONSTRUCT
APPROACH ON RT. = 5 CU. YDS.

STA. 73+92 - CONSTRUCT
APPROACH ON RT. = 5 CU. YDS.

STA. 96+30.00
END RECONSTRUCTION
BEGIN NOTCH, WIDEN, & OVERLAY

STA. 509+06 - CONSTRUCT
BRIDGE MOUNT SIGN STRUCTURE
NO. BM-030-62-25

STA. 77+05 - CONSTRUCT
APPROACH ON RT. = 10 CU. YDS.

STA. 200+06.79 CONSTRUCTED BY JACK AND BORE
END NOTCH, WIDEN, & OVERLAY
BEGIN RECONSTRUCTION

STA. 200+44.72
END CURB (TY. A)

STA. 205+20
END CURB (TY. A)

STA. 6+30
END CONSTRUCTION
MATCH EXIST. PAV'T.

C.L. FRTG. RD. C CURVE 3
P.I. = 114+49.62
DELTA = 18°17'59" LT.
DOC = 2°00'00"
T = 461.42'
L = 914.98'
P.C. = 109+88.20
P.T. = 119+03.18
Ls = 200.00'
e = 0.028 '/'

B.L. EB I-30 CURVE 4
P.I. = 2503+93.61
DELTA = 19°34'44" LT
DOC = 2°00'00"
T = 494.29'
L = 978.95'
P.C. = 2498+99.32
P.T. = 2508+78.27
Ls = 420'
e = 0.070'/'

C.L. LEANDER ST. CURVE 1
P.I. = 63+12.26
DELTA = 52°53'43" LT.
DOC = 38°00'00"
T = 75.00'
L = 139.20'
P.C. = 62+37.25
P.T. = 63+76.45
Ls = N/A
e = N.C.

C.L. RAMP 2 CURVE 1
P.I. = 202+73.97
DELTA = 4°17'05" LT.
DOC = 1°00'00"
T = 214.33'
L = 428.46'
P.C. = 200+59.64
P.T. = 204+88.10
Ls = N/A
e = N.C.

C.L. SEVIER ST. CUL-DU-SAC
P.I. = 5+40.77
DELTA = 35°30'49" LT.
DOC = 45°00'00"
T = 40.77'
L = 78.92'
P.C. = 5+00.00
P.T. = 5+78.92
Ls = N/A
e = N.C.

REMOVAL & DISPOSAL OF PIER PROTECTION

STA.	STA.	LOCATION	LIN. FT.
509+35.35	509+69.08	LT. OF WB I-30 =	34
509+35.81	509+69.35	I-30 MEDIAN =	68
509+36.07	509+69.63	RT. OF EB I-30 =	34

STA. 26+40 TO STA. 29+22 C.L. SOUTH ST. - IN PLACE
282'-3 5/8" X 46'-10" BRIDGE CONSISTING
OF 40'-40'-60'-60'-40'-40' COMPOSITE W-BEAM SPANS
REMOVE AS EXISTING BRIDGE STRCTURE = 1.00 LUMP SUM

INSTALLATION OF GUARDRAIL

STA.	STA.	LOCATION	GUARDRAIL (TY. A) LIN. FT.	THRIE BEAM GUARDRAIL TERMINAL	GUARDRAIL TERMINAL (TY. 2)
25+83.75	26+52.50	RT. OF SOUTH ST. =	0	1 EACH	1 EACH

WIRE FENCE (TY. A)

STA.	STA.	LOCATION	LIN. FT.	16' GATE
60+20	63+48	RT. OF LEANDER	407	
201+04	210+46	RT. OF RAMP 2	966	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	LIN. FT.
25+13	26+37	LT. OF SOUTH ST.	128
25+60	26+37	RT. OF SOUTH ST.	74
29+21	29+67	RT. OF SOUTH ST.	45
29+21	31+31	LT. OF SOUTH ST.	199

OBLITERATE EXISTING ROADWAY

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

CHAIN LINK FENCE (4 FT. HEIGHT)

STA.	STA.	LOCATION	LIN. FT.	4' GATE
30+13	30+13	LT. OF SOUTH ST.	200	1 EACH

PLAN MAIN LANES
STA. 504+00 TO STA. 518+00

BELL ST. · W. SOUTH ST. · SEVIER ST. · McNIEL CREEK · 100 YR. FLOODPLAIN LIMIT · FRONTAGE ROAD D · RAMP 2 · LEANDER ST. · BRIDGE 07414 · EXIST. R/W · PROP. R/W · CONST. LIMIT · CONCRETE ISLAND (TYPE B CURB FACE) · CONCRETE ISLAND (TYPE C CURB FACE) · CONCRETE ISLAND (TYPE C CURB FACE) · CONC. BARR. WALL (MEDIAN TY. C) · CONC. BARR. WALL (MEDIAN TY. B) · CONC. BARR. WALL (MEDIAN TY. SP-2) · RETAINING WALL 'GG' · RET. WALL 'FF' · PROPOSED PIPE TO BE CONSTRUCTED BY JACK AND BORE · PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE · 24" R.C. PIPE TO BE REMOVED · 16' GATE · 50' R · 480' MERGING TAPER · 120' TAPER · 225' TAPER · 30' CURVE · 40' CURVE · 15' CURVE · 14° CURVE · 22° CURVE · 20° CURVE · 70° CURVE · 35° CURVE · 55° CURVE · 50° CURVE · C.L. SOUTH ST. GUARDRAIL · C.L. SOUTH ST. RAMP A · C.L. SOUTH ST. RAMP C · C.L. SOUTH ST. RAMP D · C.L. FRONTAGE ROAD C · C.L. LEANDER ST. · C.L. SOUTH ST. (RAMP B) · C.L. RAMP 2 · C.L. I-30 MEDIAN · C.L. FRTG. RD. D · C.L. BELL ST. STA. 40+00.00 = C.L. SOUTH ST. STA. 23+74.41 ∠ = 90°00'00" · C.L. LEANDER ST. STA. 60+00.00 = C.L. SOUTH ST. STA. 32+27.24 ∠ = 106°20'09" · C.L. SEVIER ST. STA. 58+00.00 = C.L. FRTG. RD. D STA. 158+20.30 ∠ = 40°05'01" · B.L. WB I-30 · B.L. EB I-30 · CURB (TY. A) · CURB (TY. E) · SAWCUT · CURB & GUTTER (TYPE A) · CONCRETE ISLAND (TYPE B CURB FACE) · CONCRETE ISLAND (TYPE C CURB FACE) · CURB (TY. A) (TYP.) · C.D.P. · C.D.P. (TYP.) · P.C.C. · P.T. · P.C. · P.I. · T.C.E. · LINE U · LINE S · LINE V · LINE W · LAT U-1 · LAT V-3 · N69°32'41"E · N58°46'07"E · N42°38'38"E · N80°05'04"E · N71°6'13"E · N70°56'10"E · N52°38'11"E · N51°51'28"E · N51°31'28"E · N48°21'6"E · N86°59'41"E · S86°18'00"E · S38°27'42"E · N04°45'16"E · S86°42'38"E · N0°14'58"E · N15°10'39"W · 2505 EB I-30 · 2506 EB I-30 · 2507 EB I-30 · 3505 WB I-30 · 3506 WB I-30 · 3507 WB I-30 · 3508 WB I-30 · 3509 WB I-30 · 2508 EB I-30 · 2509 EB I-30 · 3510 WB I-30 · 3511 WB I-30 · 2510 EB I-30 · 2511 EB I-30 · 3515 WB I-30 · 3516 WB I-30 · 3517 WB I-30 · 2515 EB I-30 · 2516 EB I-30 · 2517 EB I-30 · 3514 WB I-30 · 3513 WB I-30 · 3512 WB I-30 · 2512 EB I-30 · 2513 EB I-30 · 2514 EB I-30 · 3503 WB I-30 · 2503 EB I-30 · 2504 EB I-30 · 3504 WB I-30 · 2505 I-30 MEDIAN · 3505 I-30 MEDIAN · 2506 I-30 MEDIAN · 3506 I-30 MEDIAN · 2507 I-30 MEDIAN · 3507 I-30 MEDIAN · 2508 I-30 MEDIAN · 3508 I-30 MEDIAN · 2509 I-30 MEDIAN · 3509 I-30 MEDIAN · 2510 I-30 MEDIAN · 3510 I-30 MEDIAN · 2511 I-30 MEDIAN · 3511 I-30 MEDIAN · 2512 I-30 MEDIAN · 3512 I-30 MEDIAN · 2513 I-30 MEDIAN · 3513 I-30 MEDIAN · 2514 I-30 MEDIAN · 3514 I-30 MEDIAN · 2515 I-30 MEDIAN · 3515 I-30 MEDIAN · 2516 I-30 MEDIAN · 3516 I-30 MEDIAN · 2517 I-30 MEDIAN · 3517 I-30 MEDIAN · 2503+67.34 I-30 MEDIAN · 2503+93.61 I-30 MEDIAN · 3503+67.34 I-30 MEDIAN · 3503+93.61 I-30 MEDIAN · P.I. 114+49.62 FRTG. RD. C · P.I. 503+67.34 I-30 MEDIAN · P.I. 2503+93.61 EB I-30 · P.I. 3503+65.13 WB I-30 · P.I. 147+44.63 FRTG. RD. D · P.I. 148+15.95 FRTG. RD. D · P.I. 149+61.21 FRTG. RD. D · P.I. 150+48.87 FRTG. RD. D · P.I. 150+80.75 FRTG. RD. D · P.I. 151+72.47 FRTG. RD. D · P.I. 152+32.16 FRTG. RD. D · P.I. 153+00.95 FRTG. RD. D · P.I. 153+69.60 FRTG. RD. D · P.I. 154+35.56 FRTG. RD. D · P.I. 155+01.49 FRTG. RD. D · P.I. 119+03.18 FRTG. RD. C · P.I. 509+14.15 I-30 MEDIAN · P.I. 509+09.78 WB I-30 · P.I. 2508+78.27 EB I-30 · P.I. 509+09.78 I-30 MEDIAN · P.I. 2508+78.27 I-30 MEDIAN · P.I. 509+14.15 I-30 MEDIAN · P.I. 3508+04.45 WB I-30 · P.I. 2508+04.45 EB I-30 · P.I. 3507+73.27 WB I-30 · P.I. 2507+73.27 EB I-30 · P.I. 3507+82.33 WB I-30 · P.I. 2507+82.33 EB I-30 · P.I. 3507+90.67 WB I-30 · P.I. 2507+90.67 EB I-30 · P.I. 3506+40.77 WB I-30 · P.I. 2506+40.77 EB I-30 · P.I. 3506+90.67 WB I-30 · P.I. 2506+90.67 EB I-30 · P.I. 3506+24.78 WB I-30 · P.I. 2506+24.78 EB I-30 · P.I. 3516+24.78 WB I-30 · P.I. 2516+24.78 EB I-30 · P.I. 3517+41.16 WB I-30 · P.I. 2517+41.16 EB I-30 · P.I. 3517+36.75 WB I-30 · P.I. 2517+36.75 EB I-30 · P.I. 3514+36.74 WB I-30 · P.I. 2514+36.74 EB I-30 · P.I. 3513+36.74 WB I-30 · P.I. 2513+36.74 EB I-30 · P.I. 3512+36.74 WB I-30 · P.I. 2512+36.74 EB I-30 · P.I. 3511+36.74 WB I-30 · P.I. 2511+36.74 EB I-30 · P.I. 3510+36.74 WB I-30 · P.I. 2510+36.74 EB I-30 · P.I. 3509+36.74 WB I-30 · P.I. 2509+36.74 EB I-30 · P.I. 2508+36.74 EB I-30 · P.I. 2507+36.74 EB I-30 · P.I. 2506+36.74 EB I-30 · P.I. 2505+36.74 EB I-30 · P.I. 2504+36.74 EB I-30 · P.I. 2503+36.74 EB I-30 · P.I. 2502+73.97 RAMP 2 · P.I. 202+73.97 RAMP 2 · P.I. 204+88.10 RAMP 2 · P.I. 5+40.77 · P.C. 29+92.11 · P.C. 200+59.64 RAMP 2 · P.C. 62+37.25 · P.C. 2+00.00 · P.C. 5+00.00 · P.T. 26+24.44 · P.T. 155+01.49 · P.T. 63+76.45 · P.T. 5+78.92 · P.T. 204+88.10 RAMP 2 · P.O.E. 7+00.00 · P.O.E. 2+00.00 · P.C.C. 153+69.60 · P.C.C. 152+32.16 · P.C.C. 151+12.42 · P.C.C. 150+48.87 · P.C.C. 200+59.64 RAMP 2 · P.C.C. 153+69.60 FRTG. RD. D · P.C.C. 152+32.16 FRTG. RD. D · P.C.C. 151+12.42 FRTG. RD. D · P.C.C. 150+48.87 FRTG. RD. D

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LINE S-11
STA. 29+50 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 28' LT. OF C.L. H = 12'-3"
WITH 18" X 41' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. LT.
TYPE MO DROP INLET = 4' DIA.

LINE S-12
STA. 29+50 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 31' RT. OF C.L. H = 9'-6"
WITH 18" X 34' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. RT.
TYPE MO DROP INLET = 4' DIA.

LINE U-5-1
STA. 24+56 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 42' RT. OF C.L. H = 6'-0"
WITH 18" X 27' R.C. PIPE CULVERT OUTLET .
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. RT.
TYPE MO DROP INLET = 4' DIA.

LINE U-8
STA. 26+00 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 29' LT. OF C.L. H = 12'-0"
WITH 18" X 45' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. LT.
TYPE MO DROP INLET = 4' DIA.

LINE U-4-1
STA. 22+56 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 55' RT. OF C.L. H = 6'-0"
WITH 18" X 19' R.C. PIPE CULVERT OUTLET
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. RT.
TYPE MO DROP INLET = 4' DIA.

LINE U-1
STA. 41+53 C.L. BELL ST. - CONSTRUCT
DROP INLET 47' RT. OF C.L. H = 4'-0"
WITH 18" X 25' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 41+29 RT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE U-1
STA. 41+29 C.L. BELL ST. - CONSTRUCT
DROP INLET 24' RT. OF C.L. H = 6'-0"
WITH 18" X 36' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 41+33 LT.
TYPE MO DROP INLET = 4' DIA.

LINE U-1
STA. 41+33 C.L. BELL ST. - CONSTRUCT
DROP INLET 16' LT. OF C.L. H = 7'-0"
WITH 24" X 146' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 23+00 LT.
TYPE MO DROP INLET = 4' DIA.

LINE U-1
STA. 23+00 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 26' LT. OF C.L. H = 10'-0"
WITH 24" X 108' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 22+00 LT.
TYPE MO DROP INLET = 4' DIA.

LINE U-1
STA. 22+00 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 26' LT. OF C.L. H = 7'-0"
WITH 24" X 116' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 20+93 LT.
TYPE MO DROP INLET = 4' DIA.

LINE U-1
STA. 20+93 - CONSTRUCT
DROP INLET 28' LT. OF C.L. H = 7'-10"
WITH 24" X 168' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 148+35 LT.
TYPE MO DROP INLET = 5' DIA.

LINE U
STA. 154+97 C.L. FRTG. RD. D - CONSTRUCT
DROP INLET 40' LT. OF C.L. H = 6'-0"
WITH 18" X 11' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 154+97 LT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE U
STA. 154+97 C.L. FRTG. RD. D - CONSTRUCT
DROP INLET 26' LT. OF C.L. H = 6'-0"
WITH 18" X 156' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 153+35 LT.
TYPE MO DROP INLET = 4' DIA.

LINE U
STA. 153+35 C.L. FRTG. RD. D - CONSTRUCT
DROP INLET 26' LT. OF C.L. H = 5'-6"
WITH 18" X 34' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 508+71 LT.
TYPE MO DROP INLET = 4' DIA.

LINE U
STA. 508+71 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 57' LT. OF C.L. H = 5'-0"
WITH 18" X 183' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 506+82 LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE U
STA. 506+82 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 58' LT. OF C.L. H = 5'-0"
WITH 18" X 202' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 504+74 LT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE U
STA. 504+74 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 58' LT. OF C.L. H = 6'-0"
WITH 18" X 175' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 502+92 LT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE U-3
STA. 21+21 - CONSTRUCT
DROP INLET 78' RT. OF C.L. H = 6'-2"
WITH 18" x 38' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 20+96 RT.
AND 18" X 19' R.C. PIPE CULVERT INLET
(CLASS III) (TYPE 3 BEDDING)
WITH F.E.S. RT.
TYPE MO DROP INLET = 4' DIA.

LINE U-3
STA. 20+96 - CONSTRUCT
DROP INLET 41' RT. OF C.L. H = 7'-0"
WITH 18" X 66' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 20+93 LT.
TYPE MO DROP INLET = 4' DIA.

LINE U-3-2
STA. 150+81 C.L. FRTG. RD. D - CONSTRUCT
DROP INLET 57' LT. OF C.L. H = 5'-0"
WITH 18" X 61' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 21+21 RT.
TYPE MO DROP INLET = 4' DIA.

LINE U-3-2
STA. 150+83 C.L. FRTG. RD. D - CONSTRUCT
DROP INLET 20' LT. OF C.L. H = 5'-0"
WITH 18" X 35' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 150+81 LT.
TYPE ST DROP INLET = 3' X 3'

LINE U-5-2
STA. 24+49 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 44' LT. OF C.L. H = 8'-0"
WITH 18" X 30' R.C. PIPE CULVERT OUTLET
WITH F.E.S. LT.
(CLASS III) (TYPE 3 BEDDING)
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 31+97 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 21' RT. OF C.L. H = 6'-6"
WITH 18" X 39' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 31+99 LT.
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 32+09 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 42' RT. OF C.L. H = 5'-6"
WITH 18" X 21' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 31+97 RT.
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 31+99 C.L. SOUTH ST. - CONSTRUCT
DROP INLET 22' LT. OF C.L. H = 7'-0"
WITH 18" X 53' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 81+08 RT.
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 81+08 C.L. RAMP B - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 7'-0"
WITH 18" X 79' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 81+93 RT.
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 81+93 C.L. RAMP B - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 6'-0"
WITH 18" X 93' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 82+89 RT.
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 82+89 C.L. RAMP B - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 6'-0"
WITH 18" X 149' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 84+42 RT.
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 84+42 C.L. RAMP B - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 5'-6"
WITH 18" X 14' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 84+61 RT.
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 84+61 C.L. RAMP B - CONSTRUCT
DROP INLET 5' RT. OF C.L. H = 6'-0"
WITH 8' EXTENSION
WITH 24" X 200' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 202+99 RT.
TYPE MO DROP INLET = 4' DIA.

LINE V-2
STA. 202+99 C.L. RAMP 2 - CONSTRUCT
DROP INLET 25' RT. OF C.L. H = 8'-0"
WITH BACK OPENING
WITH 24" X 48' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 514+90 RT.
TYPE MO DROP INLET = 4' DIA.

LINE V-3
STA. 203+81 C.L. RAMP 2 - CONSTRUCT
DROP INLET 29' RT. OF C.L. H = 6'-0"
WITH 18" X 79' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 202+99 RT.
TYPE MO DROP INLET = 4' DIA.

LAT V-2-4
STA. 91+78 C.L. RAMP C - CONSTRUCT
DROP INLET 11' RT. OF C.L. H = 5'-0"
WITH 18" X 53' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 82+89 RT.
TYPE MO DROP INLET = 4' DIA.

LAT V-2-3
STA. 200+24 C.L. RAMP 2 - CONSTRUCT
DROP INLET 13' RT. OF C.L. H = 4'-0"
WITH 18" X 66' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 84+42 RT.
TYPE MO DROP INLET = 4' DIA.

LINE Y
STA. 5+97 SEVIER ST./DWY. - CONSTRUCT
DROP INLET 17' RT. OF C.L. H = 5'-6"
WITH 18" X 56' R.C. PIPE CULVERT OUTLET
WITH F.E.S. LT.
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4'-0" X 3'-0"

LAT S-10
STA. 119+22 - CONSTRUCT
DROP INLET ON 63' RT. H = 3'-0"
WITH 18" X 22' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TO D.I. ON RT. @ STA. 119+10
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE S
STA. 121+65 C.L. FRTG. RD. C - CONSTRUCT
DROP INLET 45' RT. OF C.L. H = 4'-2"
WITH 18" X 14' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 121+65 RT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE S
STA. 121+65 C.L. FRTG. RD. C - CONSTRUCT
DROP INLET 28' RT. OF C.L. H = 5'-2"
WITH 18" X 183' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 119+79 RT.
TYPE MO DROP INLET = 4' DIA.

LINE S
STA. 119+79 C.L. FRTG. RD. C - CONSTRUCT
DROP INLET 28' RT. OF C.L. H = 6'-0"
WITH 24" X 66' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 119+10 RT.
TYPE MO DROP INLET = 4' DIA.

LINE S
STA. 119+10 C.L. FRTG. RD. C - CONSTRUCT
DROP INLET 41' RT. OF C.L. H = 6'-7"
WITH 24" X 58' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 118+85 LT.
TYPE MO DROP INLET = 4' DIA.

LINE S
STA. 118+85 C.L. FRTG. RD. C - CONSTRUCT
DROP INLET 16' LT. OF C.L. H = 7'-0"
WITH 24" X 64' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 507+87 RT.
TYPE MO DROP INLET = 4' DIA.

LINE S
STA. 507+87 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 6'-6"
WITH 24" X 111' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 506+73 RT.
TYPE ST DROP INLET = 4'-0" X 4'-0"

LINE S
STA. 506+73 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 7'-0"
WITH 30" X 198' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 504+73 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE S
STA. 504+73 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 7'-0"
WITH 30" X 160' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 503+11 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE V
STA. 510+02 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-0"
WITH 18" X 65' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 510+70 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE V
STA. 510+70 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-6"
WITH 18" X 83' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 511+28 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE V
STA. 511+28 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 62' RT. OF C.L. H = 7'-0"
WITH 24" x 149' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 512+80 RT.
TYPE ST DROP INLET = 3' X 3'

LINE V
STA. 512+80 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 61' RT. OF C.L. H = 7'-0"
WITH 24" X 207' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 514+90 RT.
TYPE ST DROP INLET = 3'-0" X 4'-0"

LINE V
STA. 514+90 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 60' RT. OF C.L. H = 7'-0"
WITH 24" X 7' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 514+90 RT.
TYPE ST DROP INLET = 4'-0" X 4'-0"

LINE V
STA. 514+90 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 70' RT. OF C.L. H = 9'-0"
WITH 30" X 217' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 517+10 RT.
TYPE RM SPECIAL DROP INLET = 4'-0" X 5'-0"

LINE V
STA. 517+10 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 67' RT. OF C.L. H = 8'-0"
WITH 30" X 102' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 518+16 RT.
TYPE RM SPECIAL DROP INLET = 5'-0" X 4'-0"

LINE V-1
STA. 516+75 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5'-0"
WITH 18" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 516+75 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE V-1
STA. 516+75 C.L. I-30 MEDIAN - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5'-4"
WITH 18" X 244' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 519+33 RT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

LINE S-9
STA. 118+06 C.L. FRTG. RD. C - CONSTRUCT
DROP INLET 24' RT. OF C.L. H = 6'-0"
WITH 18" X 122' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 71+53 RT.
TYPE MO DROP INLET = 4' DIA.

LINE S-9
STA. 71+53 C.L. RAMP A - CONSTRUCT
DROP INLET 4' RT. OF C.L. H = 5'-0"
WITH 18" X 121' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 115+63 RT.
TYPE MO DROP INLET = 4' DIA.

LINE S-9
STA. 115+63 C.L. FRTG. RD. C - CONSTRUCT
DROP INLET 23' RT. OF C.L. H = 4'-6"
WITH 18" X 42' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 115+63 LT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

LINE S-9
STA. 115+63 C.L. FRTG. RD. C - CONSTRUCT
DROP INLET 16' LT. OF C.L. H = 5'-3"
WITH 18" X 67' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 504+73 RT.
TYPE MO DROP INLET = 4' DIA.

LINE W
STA. 159+18 C.L. FRTG. RD. D - CONSTRUCT
DROP INLET 45' LT. OF C.L. H = 3'-0"
WITH 18" X 63' R.C. PIPE CULVERT OUTLET
(CLASS V) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4'-0" X 3'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHARRIAR
2018-07-20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	697	1465

(2) DRAINAGE LAYOUT STA. 504+00 TO STA. 518+00

EXISTING

STA. 158+58 - IN PLACE
DROP INLET 48' LT. OF C.L. H = 4'-0"
WITH 18" X 123' C.M. PIPE CULVERT INLET
WITH 18" X 37' C.M. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 159+18, 45' LT.
REMOVE

STA. 159+18 - IN PLACE
DROP INLET 45' LT. OF C.L. H = 7'-8"
WITH 18" X 8' C.M. PIPE CULVERT OUTLET
RETAIN

STA. 513+50 - IN PLACE
DROP INLET 69' RT. OF C.L. H = 3'-3"
WITH 24" X 171' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STATION 514+56, 70' LT.
REMOVE

STA. 514+56 - IN PLACE
DROP INLET 70' LT. OF C.L. H = 4'-3"
REMOVE

STA. 516+76 - IN PLACE
DROP INLET AT C.L. MEDIAN H = 5'-0"
WITH 24" X 247' R.C. PIPE CULVERT OUTLET
TO DROP INLET AT STA. 519+23
REMOVE

STA. 506+58 - IN PLACE
JUNCTION BOX 55' LT. OF C.L. H = 4'-1"
WITH 18" X 81' R.C. PIPE CULVERT INLET
WITH F.E.S. AND
WITH 18" X 179' R.C. PIPE CULVERT OUTLET TO
JUNCTION BOX AT STA. 504+74, 54' LT.
REMOVE

STA. 115+63 - IN PLACE
DROP INLET 15' LT. OF C.L. H = 2'-8"
WITH 18" X 35' R.C. PIPE CULVERT INLET
WITH HEADWALL ON RT. AND
WITH 24" X 64' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 504+74, 9' RT.
REMOVE

STA. 504+74 - IN PLACE
DROP INLET 9' RT. OF C.L. H = 2'-7"
WITH 24" X 61' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 504+74, 54' LT.
REMOVE

STA. 504+74 - IN PLACE
JUNCTION BOX 54' LT. OF C.L. H = 4'-7"
WITH 24" X 303' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 501+64, 52' LT.
REMOVE

STA. 507+54 - IN PLACE
DROP INLET 7' RT. OF C.L. H = 2'-5"
WITH 18" X 142' R.C. PIPE CULVERT INLET
WITH HEADWALL AT STA. 508+15, 136' RT. AND
WITH 18" X 278' R.C. PIPE CULVERT OUTLET TO
DROP INLET AT STA. 504+74, 9' RT.
REMOVE

STA. 32+22 - IN PLACE
DROP INLET 33' LT. OF C.L. H = 1'-9"
WITH 18" X 41' C.M. PIPE CULVERT OUTLET
WITH HEADWALL AT STA. 31+76, 33' LT.
REMOVE

STA. 52+19 - IN PLACE
18" X 90' C.M. PIPE CULVERT
ON A 20°32' RT. FWD. SKEW - ABANDON
WITH HEADWALL ON RIGHT - REMOVE

STA. 203+50 - IN PLACE
18" X 40' C.M. PIPE CULVERT
RT. SIDE DRAIN
REMOVE

STA. 204+20 - IN PLACE
18" X 54' C.M. PIPE CULVERT
RT. SIDE DRAIN WITH 'L' HEADWALL AND
WITH 12" X 103' R.C. PIPE CULVERT INLET
REMOVE

NOTE: EXISTING C.M. PIPE CAN BE ABANDONED IN PLACE.
CONTRACTOR SHALL CAP THE ENDS OF THE PIPE
WITH FLOWABLE SELECT MATERIAL. (3 CU. YD.)

DRAINAGE LAYOUT
PLAN MAIN LANES
STA. 504+00 TO STA. 518+00

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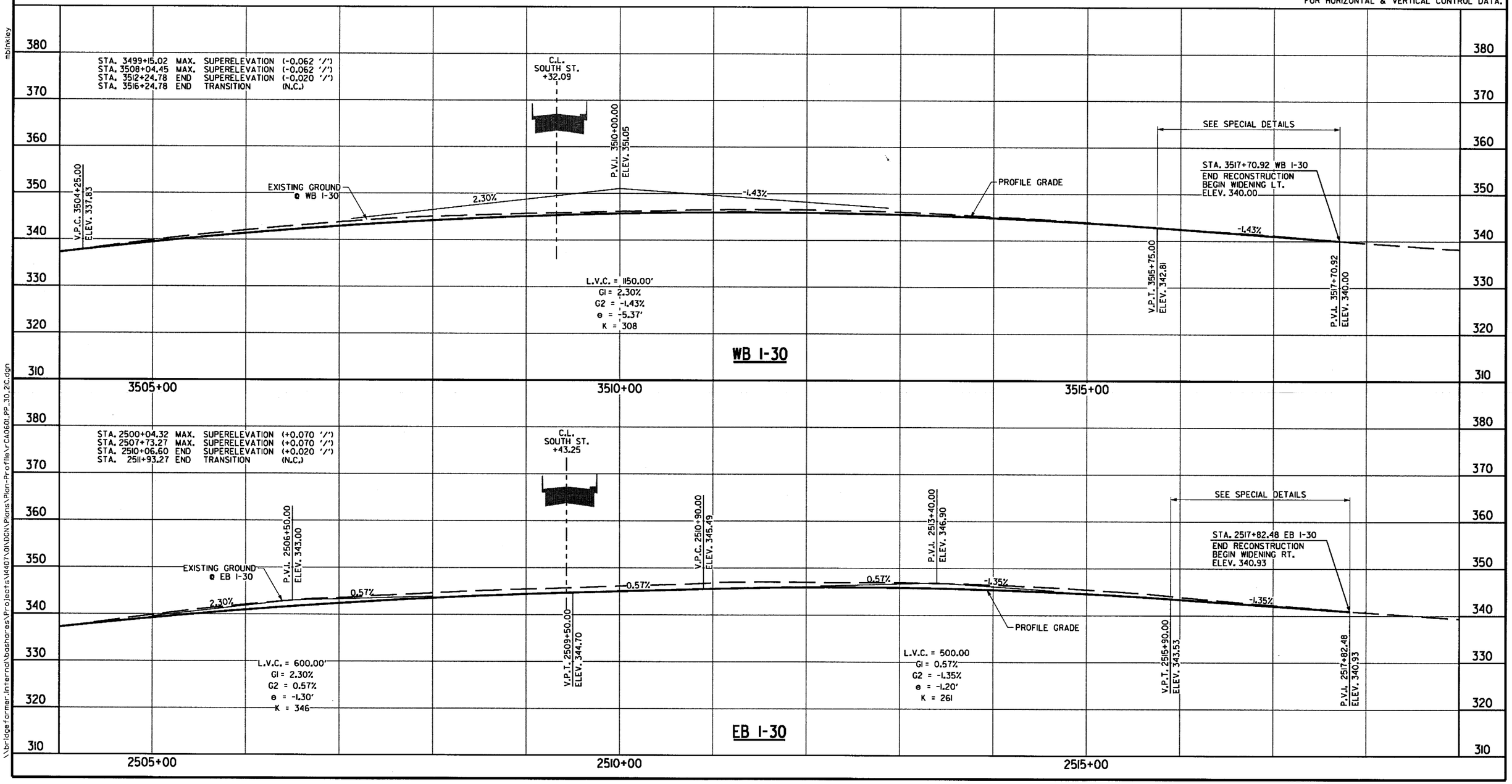
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	698	1465

(2) PROFILE STA. 504+00 TO STA. 518+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17240
SHAHRIAR AZAD
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	699	1465
				②	PLAN STA. 518+00 TO STA. 533+00			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHANNIAR AZIMI
2018-07-20

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7/18/2018
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REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

100 YR. FLOODPLAIN LIMIT

MUAQUA AVE.

EXIST. R/W

+95.68 199.89'

+95.68 149.89'

30" C.M.P. RETAIN

McNEIL CREEK

STA. 527+28 - IN PLACE
OVERHEAD SIGN STRUCTURE
NO. OH-30-62-26
RETAIN

+45.68 199.88'

EDGEMOOR TERRACE

STA. 557+58 - IN PLACE
OVERHEAD SIGN STRUCTURE
NO. OH-030-62-27
RETAIN

PINEWOOD DR.

EXIST. R/W

CONC. BARR. WALL (MEDIAN TY. C)

STA. 517+75.26
END CONC. BARR. WALL (MEDIAN TY. B)
END RECONSTRUCTION
BEGIN WIDENING

11+70.94

30" R.C.P. RETAIN

STA. 3519+71.68
END WIDENING LT.
END CONC. BARR. WALL (MEDIAN TY. C)
MATCH EXISTING CONC. BARR. WALL

100 YR. FLOODPLAIN LIMIT

+45.68 149.88'

FRONTAGE ROAD D

END JOB CA0601
STA. 531+75.78
LOG MILE 116.24

EXIST. C/A

RAMP 3

SAWCUT

STA. 2519+35.95
END WIDENING LT.
MATCH EXIST. PVMT.

48.7'

C.L. I-30 MEDIAN

STA. 529+00.00
BEGIN CONC. BARR. WALL (MEDIAN TY. B)

STA. 531+55.00
END CONC. BARR. WALL (MEDIAN TY. B)
BEGIN CONC. BARR. WALL (MEDIAN TY. A)

STA. 540+00.00
END CONC. BARR. WALL (MEDIAN TY. A)

+70.84
+81.94
+81.89
+00
+18
+28
12'
26'
36'
24'
10'
7.5'
2' R
LINE V-1
LINE V
CONC. BARR. WALL (MED. TY. B)
SAWCUT
NOSE +75.78 38.00' RT.
N48°21'6"E
210
207+19.11
-0.020
30" R.C.P. RETAIN
RAMP 2
C.L. RAMP 2
+08.10
WIRE FENCE
P.C. 209+44.11 RAMP 2
-0.021 '/'
210+19.11
C.D.P.
P.I. 211+02.79 RAMP 2
211+86.38
P.T. 212+61.38 RAMP 2
PROPOSED GUARDRAIL
STA. 2525+56.71
BEGIN CONC. BARR. WALL (SIDE TY. E)
-0.020
2526+82.15
+75.78
STA. 2531+75.78
END WIDENING RT.
MATCH EXIST. PVM'T.
+03.67
100 YR. FLOODPLAIN LIMIT
STA. 2531+75.78
END CONC. BARR. WALL (SIDE TY. E)
MATCH EXIST. BARR. WALL
McNEIL CREEK
480' MERGING TAPER
EXIST. R/W & C/A
700' ACCELERATION LANE
EXIST. R/W & C/A
300' TAPER

3520 520 3525 525 2520 2525 2530 530

N51°31'28"E

LINE V
STA. 518+16 - CONSTRUCT
DROP INLET 64' RT. OF C.L. H = 7'-0"
WITH 30" X 102' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 519+20 RT.
TYPE RM SPECIAL DROP INLET = 5'-0" X 4'-0"

SEVIER ST.

STA. 519+23 - IN PLACE
DROP INLET 66' RT. OF C.L. H = 6'-6" - REMOVE
WITH 30" X 53' R.C. PIPE CULVERT INLET
ON A 2°30' LT. FWD. SKEW WITH HDWL. LT.
AND 30" X 140' R.C. PIPE CULVERT
ON A 2°30' LT. FWD. SKEW
TO DROP INLET 76' LT. OF C.L. H = 14'-10" - RETAIN
WITH 30" X 72' R.C. PIPE CULVERT
ON A 2°30' LT. FWD. SKEW
TO MANHOLE 150' LT. OF C.L. H = 17'-2" - RETAIN
WITH 36" X 107' C.M. PIPE CULVERT OUTLET
ON A 57°30' LT. FWD. SKEW
Q50 = 56.4 CFS D.A. = 10.3 ACRES

LINE V
STA. 519+20 - CONSTRUCT
JUNCTION BOX 60' RT. OF C.L. H = 9'-0"
CONNECT TO EXISTING PIPE LT.
WITH 30" X 8' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
AND CONNECT TO EXISTING PIPE RT.
WITH 30" X 10' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
REMOVE 14' OF EXIST. 30" R.C. PIPE
TYPE ST JUNCTION BOX = 4'-0" X 4'-0"

LINE V-1
STA. 519+33 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 13'-6"
CONNECT TO EXISTING PIPE RT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO EXISTING PIPE LT.
WITH 30" X 4' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 4'-0" X 3'-0"

C.L. RAMP 2 CURVE 2
P.I. = 211+02.79
DELTA = 3°10'22" RT.
DOC = 1°00'00"
T = 158.68'
L = 317.27'
P.C. = 209+44.11
P.T. = 212+61.38
Ls = 200'
e = 0.021 '/'

STA. 525+78 TO STA. 528+28, RT.
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	LIN. FT.
2525+02	2526+86	RT. OF EB I-30	194

INSTALLATION OF GUARDRAIL			GUARDRAIL (TY. A)	GUARDRAIL TERMINAL (TY. 2)	GUARDRAIL THRIE BEAM TERMINAL
STA.	STA.	LOCATION	LIN. FT.		
2523+38.50	2525+57.25	RT. OF EB I-30 =	150	I EACH	I EACH

STA. 528+16 - IN PLACE
TRL 10' X 10' X 228' R.C. BOX CULVERT
ON A 30° RT. FWD. SKEW
WITH WINGS LT. & RT.
RETAIN

100 YR. FLOODPLAIN LIMIT

STA. 528+93 TO STA. 529+43, RT.
C.L. I-30 - DRAINAGE SLOTS IN
CONC. BARRIER (SIDE TY. E) @ 50' O.C.

PLAN MAIN LANES
STA. 518+00 TO STA. 533+00

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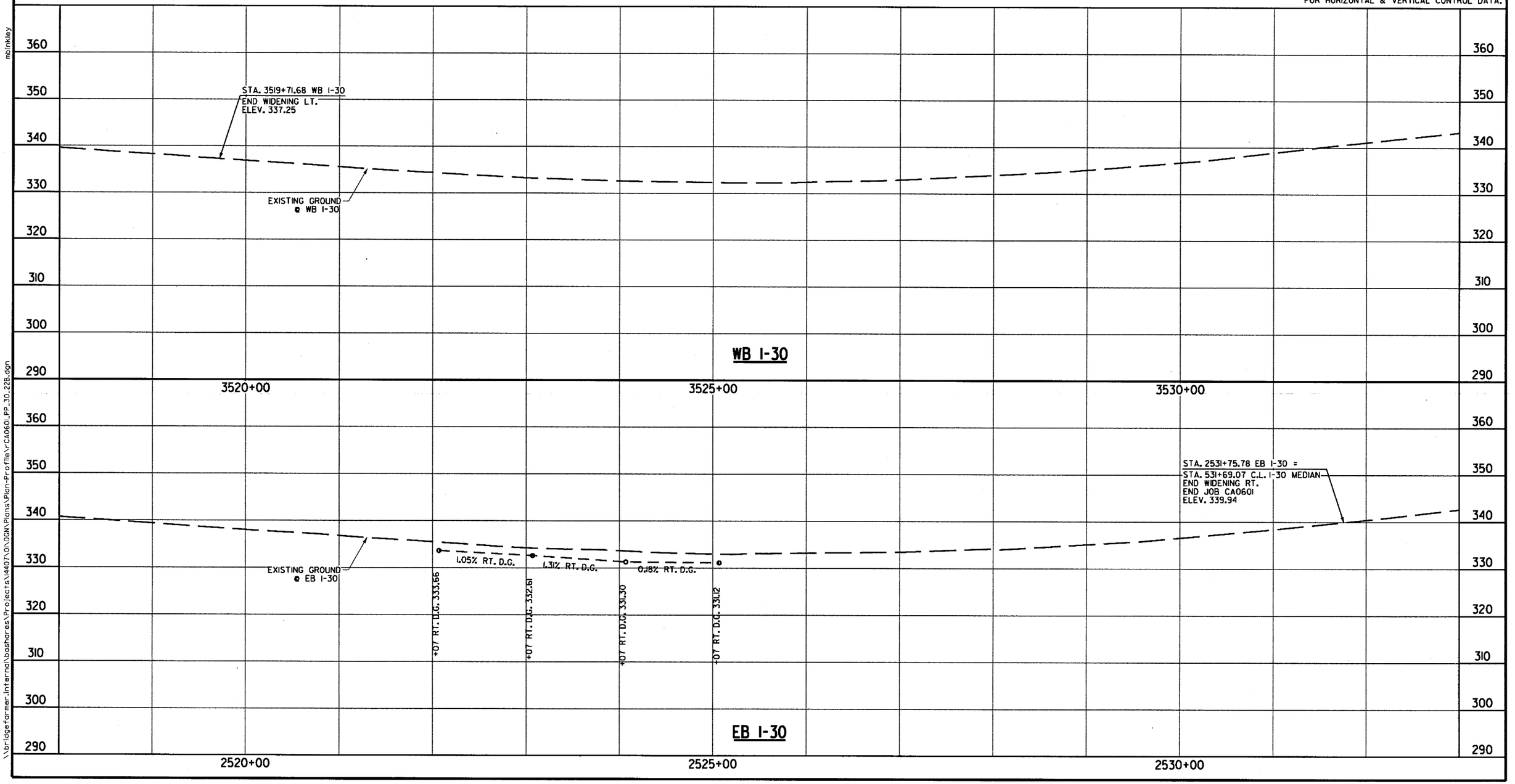
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. ZIND
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	700	1465

(2) PROFILE STA. 518+00 TO STA. 533+00

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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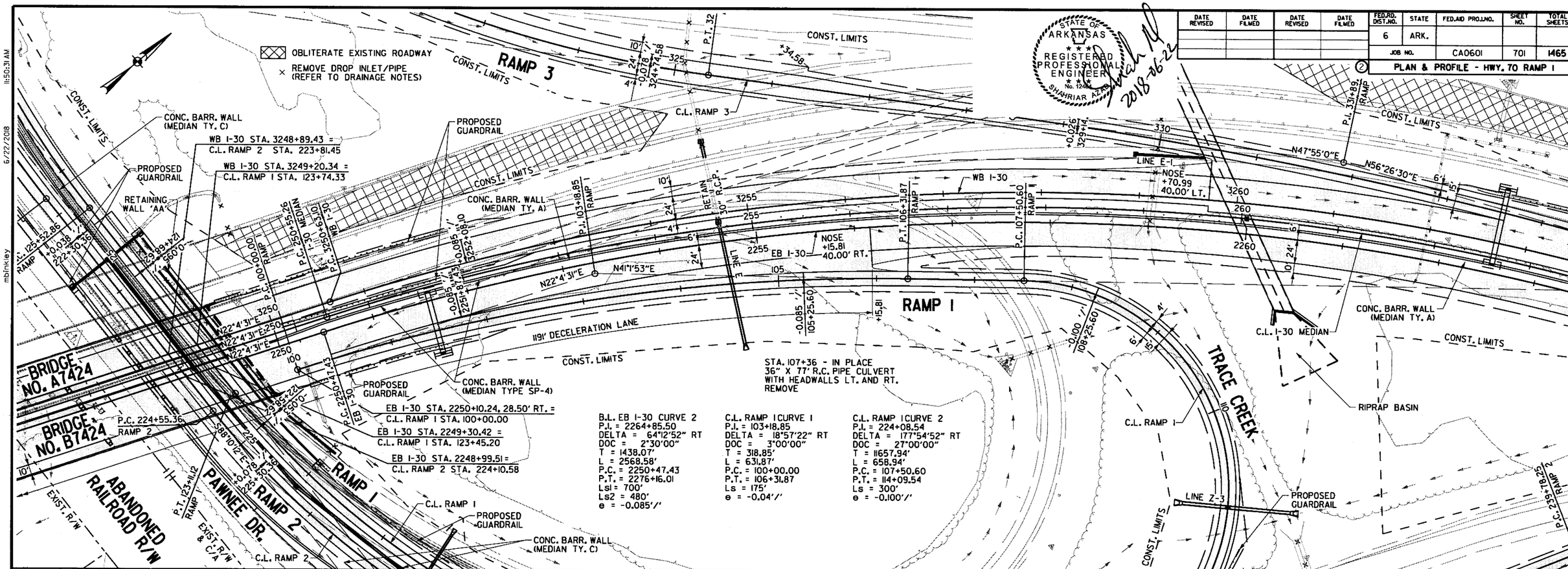
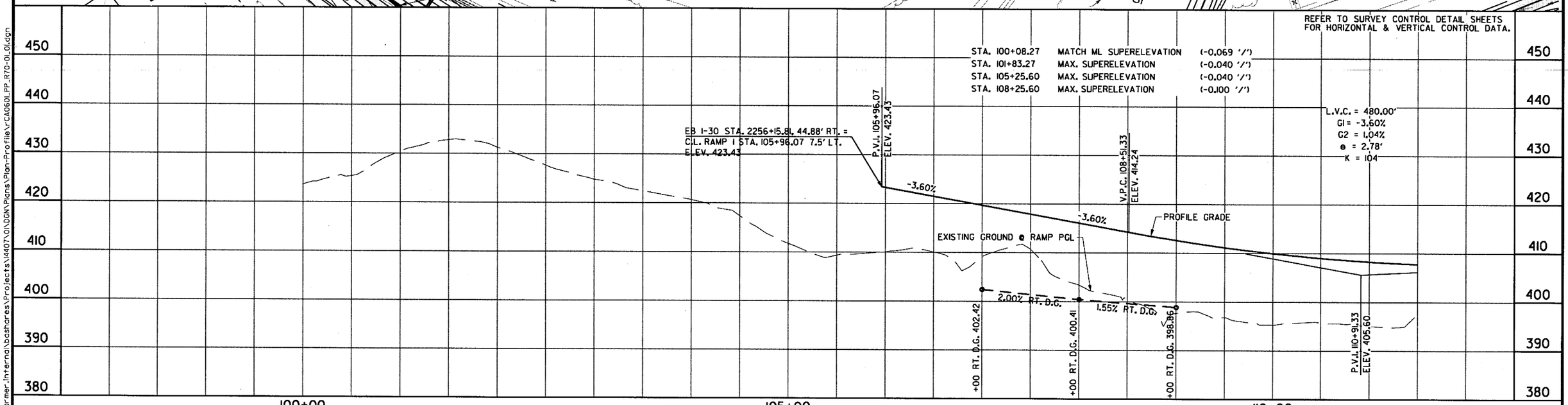
				6	ARK.			
				JOB NO.		CA0601	701	1465

PLAN & PROFILE - HWY. 70 RAMP 1

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12484 SHAHRIAR AZAD

2018-06-22





PLAN & PROFILE
HWY. 70 RAMP 1

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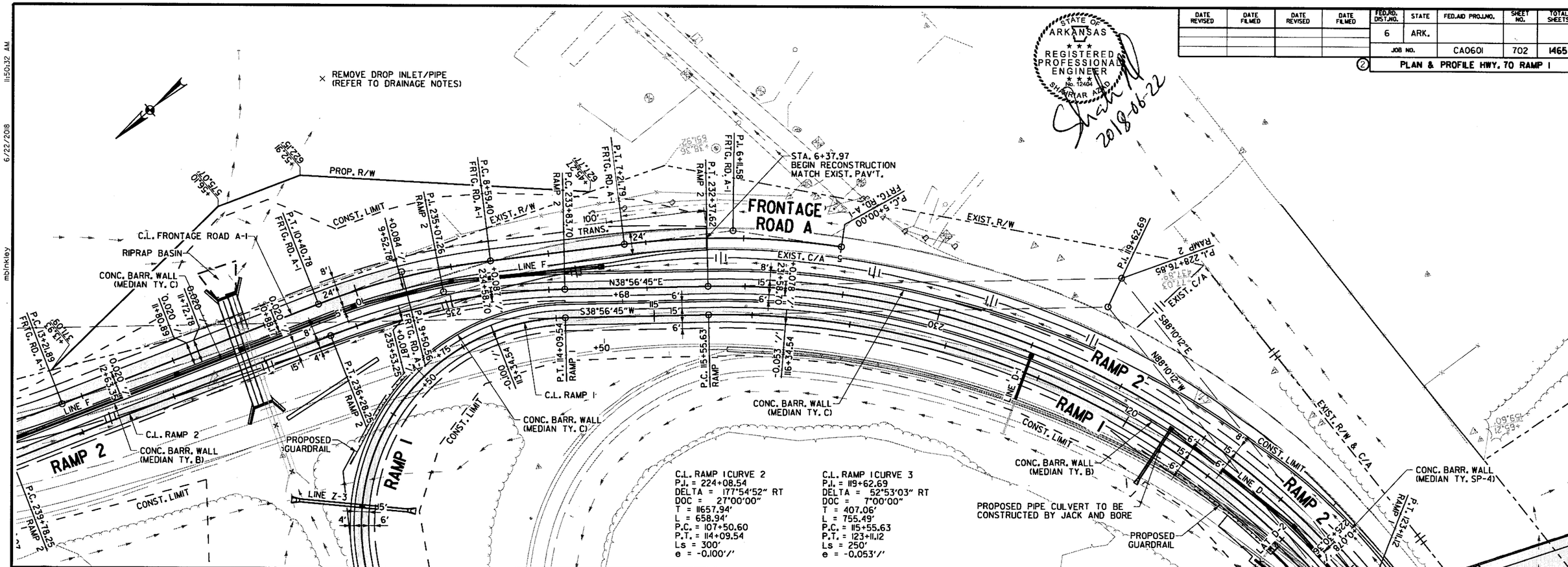
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	702	1465

(2) PLAN & PROFILE HWY. 70 RAMP 1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22



PLAN & PROFILE
HWY. 70 RAMP 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	703	1465

② PLAN & PROFILE HWY. 70 RAMP 1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHAHRIAR ADHAMI
2018-07-20

STA. 121+98 - IN PLACE
DROP INLET 8' RT. OF C.L.
WITH 18" X 21' R.C. PIPE OUTLET
REMOVE

STA. 124+98 - IN PLACE
DROP INLET 12' LT. OF C.L.
WITH 18" X 20' R.C. PIPE OUTLET
REMOVE

STA. 127+98 - IN PLACE
DROP INLET 22' LT. OF C.L.
REMOVE

ABANDONED RAILROAD R/W

EXIST. R/W

C.L. I-30 MEDIAN

EB I-30

WB I-30

CONC. BARR. WALL (MEDIAN TY. C)

CONC. BARR. WALL (MEDIAN TY. SP-2)

EXIST. R/W & C/A

600' MERGING TAPER

PROPOSED GUARDRAIL

C.D.P.

CONST. LIMITS

C.L. RAMP 2

C.L. RAMP 4

C.L. RAMP 1

C.L. RAMP 3

RAMP 1

RAMP 2

RAMP 3

RAMP 4

HWY. 70

PAWNEE DR.

FRONTAGE ROAD B

RETAINING WALL 'AA'

CONC. BARR. WALL (MEDIAN TY. B)

CONC. BARR. WALL (MEDIAN TY. A-1)

P.I. 123+11.12 RAMP 2

P.C. 224+55.16 RAMP 2

P.I. 221+78.83 RAMP 2

P.I. 125+52.86 RAMP 1

P.I. 127+49.04 RAMP 1

P.I. 129+51.42 RAMP 2

P.C. 217+69.9 RAMP 2

P.I. 219+86.41 RAMP 4

P.I. 216+19.99 RAMP 2

P.I. 214+22.80 RAMP 2

P.C. 212+48.87 RAMP 2

P.T. 422+91.68

P.I. 134+07.39 RAMP 1

P.C. 131+22.85 RAMP 1

P.I. 132+65.93 RAMP 1

P.C. 313+74.71 RAMP 3

P.I. 319+98.38 RAMP 3

P.I. 129+76.88 RAMP 1

P.C. 100+00.00 RAMP 1

P.C. 2250+47.43

P.C. 250+55.26

P.C. 3250+63.10

STA. 122+50
BEGIN DRAINAGE OPENINGS IN CONC. BARR. WALL

STA. 124+50
END DRAINAGE OPENINGS IN CONC. BARR. WALL

STA. 125+36.12
END RECONSTRUCTION
BEGIN OVERLAY

STA. 132+59.03
END OVERLAY
BEGIN RECONSTRUCTION

OBLITERATE EXISTING ROADWAY

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

STA. 124+99 - IN PLACE
DROP INLET 12' RT. OF C.L.
WITH 18" X 292' R.C. PIPE OUTLET
REMOVE

TURNDOWN SECTION

NOSE +43.33 -14.00' RT. -0.078

EB I-30 STA. 2248+99.51 = C.L. RAMP 2 STA. 224+10.58

EB I-30 STA. 2249+30.42 = C.L. RAMP 1 STA. 123+45.20

WB I-30 STA. 3248+89.43 = C.L. RAMP 2 STA. 223+81.45

WB I-30 STA. 3249+20.34 = C.L. RAMP 1 STA. 123+74.33

C.L. RAMP 1 CURVE 3
P.I. = 119+62.69
DELTA = 52°53'03" RT
DOC = 7°00'00"
T = 407.06'
L = 755.49'
P.C. = 115+55.63
P.T. = 123+11.12
Ls = 250'
e = -0.053'/'

C.L. RAMP 1 CURVE 4
P.I. = 127+49.04
DELTA = 23°13'09" RT
DOC = 6°00'00"
T = 196.19'
L = 386.99'
P.C. = 125+52.86
P.T. = 131+22.85
Ls = N/A
e = N/A

C.L. RAMP 1 CURVE 5
P.I. = 132+65.93
DELTA = 14°56'18" LT
DOC = 5°15'00"
T = 143.08'
L = 284.54'
P.C. = 131+22.85
P.T. = 134+07.39
Ls = N/A
e = N/A

C.L. RAMP 3 CURVE 2
P.I. = 319+98.38
DELTA = 52°11'38" LT
DOC = 4°30'00"
T = 623.67'
L = 1159.87'
P.C. = 313+74.71
P.T. = 325+34.58
Ls1 = 300'
Ls2 = 240'
e = -0.078'/'

PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE

LINE C
STA. 127+98 - CONSTRUCT
DROP INLET 21' LT. OF C.L. H = 4' - 6"
CONNECT TO EXISTING PIPE LT.
WITH 24" X 4' R.C. PIPE @
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

C.L. RAMP 3 STA. 313+41.02, 16.50' RT. = C.L. RAMP 1 STA. 134+07.39

LINE D
STA. 125+00 - CONSTRUCT
DROP INLET 24' RT. OF C.L. H = 3' - 0"
CONNECT TO DROP INLET AT STA. 222+66 LT.
WITH 18" X 40' R.C. PIPE
(CLASS IV) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

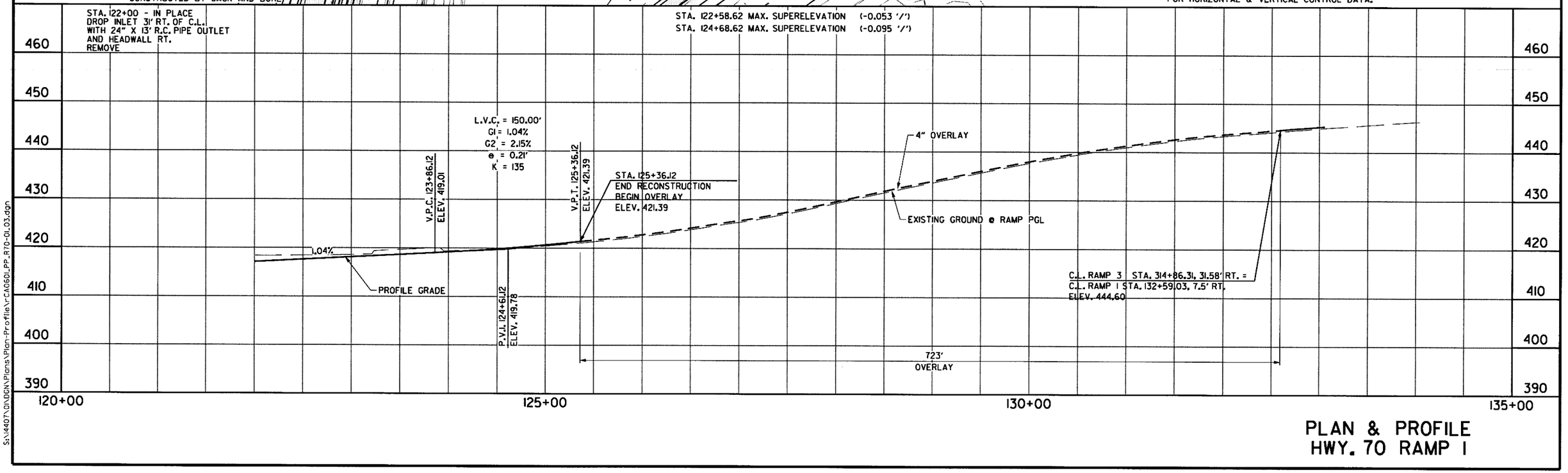
S65°06'46"E

S79°53'22"E

N88°10'12"W

S88°10'12"E

N64°57'03"W



PLAN & PROFILE
HWY. 70 RAMP 1

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	704	1465

PLAN & PROFILE - HWY. 70 RAMP 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

EXIST. R/W
EXIST. C/A
FRONTAGE ROAD B
CONST. LIMITS
RAMP 3
RAMP 1
RAMP 2
RAMP 4
713' ACCELERATION LANE
300' TAPER
HWY. 70
EXIST. R/W & C/A

PROJECT CA0610 STA. 1440+42.52= RAMP 3 STA. 300+00.00
BEGIN MILL AND OVERLAY
MATCH EXIST. PAV'T.

PROJECT CA0610 STA. 1440+42.52= RAMP 2 STA. 200+00.00
BEGIN MILL AND OVERLAY
MATCH EXIST. PAV'T.

P.O.B. 300+00.00 RAMP 3
P.C. 303+70.05 RAMP 3
P.I. 306+20.73 RAMP 3
P.T. 308+68.55 RAMP 3
P.O.B. 200+00.00 RAMP 2
P.C. 203+78.66 RAMP 2
P.I. 206+28.82 RAMP 2
P.T. 208+76.15 RAMP 2
P.O.E. 427+96.59 RAMP 4
P.T. 422+96.68 RAMP 4
P.C. 212+41.87 RAMP 6

C.L. RAMP 3
C.L. RAMP 2
C.L. RAMP 4

S64°56'03"E
S64°58'46"E
S79°53'21"E
S79°54'16"E
N74°25'53"W

NOSE +54.65 31.89' RT.

C.L. RAMP 2 CURVE 1
P.I. = 206+28.82
DELTA = 14°55'29" LT
DOC = 3°00'00"
T = 250.16'
L = 497.49'
P.C. = 203+78.66
P.T. = 208+76.15
Ls = N/A
e = N/A

C.L. RAMP 2 STA. 206+93.72, 9.00' RT. = C.L. RAMP 4 STA. 427+97.80

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

4" OVERLAY
2230' OVERLAY
EXISTING GROUND ℄ RAMP PGL
C.L. RAMP 2 STA. 200+00.00 = BEGIN OVERLAY ELEV. 449.84
100.00' VERTICAL TRANSITION FROM EXISTING (MILL AND OVERLAY)

470 460 450 440 430 420 410 400

200+00 205+00 210+00

PLAN & PROFILE HWY. 70 RAMP 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	705	1465

PLAN & PROFILE - HWY. 70 RAMP 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN R. FRIAR
2018-07-20

EXIST. R/W
EXIST C/A
FRONTAGE ROAD B
CONST. LIMITS
C.L. RAMP 3
RAMP 3
RAMP 1
RAMP 2
RAMP 4
C.L. RAMP 1
C.L. RAMP 2
C.L. RAMP 4
TURNDOWN SECTION
OBLITERATE EXISTING ROADWAY
REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)
CONC. BARR. WALL (MEDIAN TY. A-1)
CONC. BARR. WALL (MEDIAN TY. C)
CONC. BARR. WALL (MEDIAN TY. SP-2)
PROPOSED GUARDRAIL
RETAINING WALL 'AA'
PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE
C.D.P.
LINE D
LAT D-4
PAWNEE DR.
ABANDONED RAILROAD R/W
600' MERGING TAPER
2" ACHM SURFACE COURSE TO FACE OF BARRIER
EB I-30
WB I-30
C.L. I-30 MEDIAN
BEGIN RECONSTRUCTION
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

S79°54'16"E
N64°57'03"W
S65°06'46"E
N88°10'12"W
S88°10'12"E

C.L. RAMP 2 CURVE 2
P.I. = 214+27.80
DELTA = 14°47'30" RT
DOC = 4°00'00"
T = 185.93'
L = 369.79'
P.C. = 212+41.87
P.T. = 216+11.66
Ls = N/A
e = N/A

C.L. RAMP 4 CURVE 5
P.I. = 419+86.41
DELTA = 38°06'07" LT
DOC = 6°00'00"
T = 329.76'
L = 635.03'
P.C. = 416+56.65
P.C.C. = 422+91.68
Ls = N/A
e = N/A

C.L. RAMP 2 CURVE 3
P.I. = 219+51.42
DELTA = 23°03'25" LT
DOC = 5°00'00"
T = 233.73'
L = 461.14'
P.C. = 217+17.69
P.T. = 221+78.83
Ls = N/A
e = N/A

C.L. RAMP 2 CURVE 4
P.I. = 228+76.85
DELTA = 52°53'03" LT
DOC = 6°45'38"
T = 421.49'
L = 782.26'
P.C. = 224+55.36
P.T. = 232+37.62
Ls = 300'
e = 0.078'/'

LINE D
STA. 222+66 - CONSTRUCT
DROP INLET 11' LT. OF C.L. H = 7' - 0"
CONNECT TO DROP INLET AT STA. 224+08 LT.
WITH 18" X 139' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

LINE D
STA. 224+08 - CONSTRUCT
DROP INLET 11' LT. OF C.L. H = 7' - 0"
CONNECT TO DROP INLET AT STA. 225+70 LT.
WITH 24" X 158' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

LAT D-4
STA. 222+66 - CONSTRUCT
DROP INLET 35' RT. OF C.L. H = 5' - 0"
CONNECT TO DROP INLET AT STA. 222+66 RT.
WITH 18" X 44' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE RM DROP INLET = 4' X 3'

LINE D
STA. 225+70 - CONSTRUCT
DROP INLET 11' LT. OF C.L. H = 6' - 2"
CONNECT TO DROP INLET AT STA. 227+33 LT.
WITH 24" X 158' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

LINE D
STA. 227+33 - CONSTRUCT
DROP INLET 11' LT. OF C.L. H = 6' - 0"
CONNECT TO AND CONSTRUCT F.E.S. LT.
WITH 24" X 59' R.C. PIPE CULVERT
(CLASS V) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	UNIT
218+57	232+14	LT. OF HWY. 70 RAMP 2	1305 LIN. FT.
220+62	222+61	RT. OF HWY. 70 RAMP 2	203 LIN. FT.

2230' OVERLAY
4" OVERLAY
EXISTING GROUND ℄ RAMP PGL

STA. 222+30.36 MATCH EXIST. SUPERELEVATION (APPROX. +0.038 '/')
STA. 225+30.36 MAX. SUPERELEVATION (+0.078 '/')

L.V.C. = 1170.00'
GI = 0.87%
G2 = -3.54%
e = -6.45'
K = 265

STA. 222+30.36
END OVERLAY
BEGIN RECONSTRUCTION
ELEV. 421.76

L.V.C. = 150.00'
GI = -1.51%
G2 = -1.00%
e = 0.10'
K = 291

V.P.C. 222+30.36 ELEV. 421.76
V.P.T. 223+80.36 ELEV. 419.87
P.V.I. 223+05.36 ELEV. 420.62

0.21% RT. D.G.
1.67% RT. D.G.
1.94% RT. D.G.
-1.00%
2.00% RT. D.G.

+00 RT. D.G. 425.30
+00 RT. D.G. 425.09
+00 RT. D.G. 423.42
+00 RT. D.G. 421.48
+00 RT. D.G. 415.23

215+00 220+00 225+00

400 410 420 430 440 450 460 470

PLAN & PROFILE
HWY. 70 RAMP 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	706	1465

PLAN & PROFILE - HWY. 70 RAMP 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEVEN C. MILLAR
12406
2019-06-22

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE

CONC. BARR. WALL (MEDIAN TYPE B)

CONC. BARR. WALL (MEDIAN TYPE C)

C.L. RAMP 2 CURVE 4
P.I. = 228+76.85
DELTA = 52°53'03" LT
DOC = 6°45'38"
T = 421.49'
L = 782.26'
P.C. = 224+55.36
P.T. = 232+37.62
Ls = 300'
e = 0.078'/'

C.L. RAMP 2 CURVE 5
P.I. = 235+07.26
DELTA = 20°10'32" LT
DOC = 8°15'00"
T = 123.56'
L = 244.55'
P.C. = 233+83.70
P.T. = 236+28.25
Ls1 = 300'
Ls2 = 500'
e = 0.087'/'

LINE D-1
STA. 228+96 - CONSTRUCT
DROP INLET 11' LT OF C.L. H = 5'-0'
CONNECT TO EXISTING DROP INLET AT STA. 228+94 LT.
WITH 18" X 45' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
MODIFY EXISTING DROP INLET
TYPE ST DROP INLET = 3' X 3'

2" ACHM SURFACE COURSE TO FACE OF BARRIER

RAMP 1
RAMP 2
FRONTAGE ROAD A
CONST. LIMIT
EXIST. C/A
EXIST. R/W
PROP. R/W
C.L. RAMP 1
C.L. RAMP 2
C.L. FRONTAGE ROAD A-1
LINE Z-3
LINE D-1
LINE F
PROPOSED GUARDRAIL
C.D.P.
RIPRAP BASIN
CONC. BARR. WALL (MEDIAN TY. A)
TURNDOWN SECTION
CONST. LIMIT
EXIST. C/A
EXIST. R/W
CONC. BARR. WALL (MEDIAN TYPE C)
CONST. LIMIT
EXIST. R/W

P.I. 228+76.85 RAMP 2
P.I. 6+69.29 FRTG. RD. A-1
P.C. 5+00.00 FRTG. RD. A-1
P.I. 6+11.58 FRTG. RD. A-1
P.C. 115+55.63 RAMP 1
P.T. 232+37.62 RAMP 2
P.T. 7+21.79 FRTG. RD. A-1
P.C. 233+83.70 RAMP 2
P.I. 235+07.26 RAMP 2
P.C. 8+59.40 FRTG. RD. A-1
P.T. 114+09.54 RAMP 1
P.I. 9+50.56 FRTG. RD. A-1
P.I. 236+28.25 RAMP 2
P.T. 10+40.78 FRTG. RD. A-1
P.C. 239+78.25 RAMP 2
P.I. 14+07.07 FRTG. RD. A-1
P.C.C. 14+91.00 FRTG. RD. A-1
P.C. 11+72.78 FRTG. RD. A-1
P.I. 243+47.29
P.C.C. 13+21.89 FRTG. RD. A-1

STA. 6+37.97
BEGIN RECONSTRUCTION
MATCH EXIST. PAV'T.

STA. 14+91.00
END RECONSTRUCTION
MATCH EXIST. PAV'T.

100' TRANS.
69' 75' TRANS.

C.L. RAMP 2 CURVE 6
P.I. = 243+47.29
DELTA = 55°58'11" RT
DOC = 8°15'00"
T = 369.03'
L = 678.42'
P.C. = 239+78.25
P.T. = 246+56.67
Ls = 300'
e = -0.087'/'

STA. 11+21 C.L. FRONTAGE RD A - IN PLACE
DBL. 4' X 6' X 158' R.C. BOX CULVERT
ON A 3° LT. FWD. SKEW
REMOVE WINGS LT. & RT. AND MODIFY EX. INLET LT.
REMOVE 85' LT.
RETAIN 71' AND EXTEND 39' RT.
TO A COMPLETED LENGTH OF 116'
CONSTRUCT 3:1 WING 'B' LT. & WING 'A' RT.
Q50 = 1222.5 CFS D.A. = 278.83 ACRES

STA. 11+32 C.L. FRONTAGE RD - CONSTRUCT
10' X 6' X 116' R.C. BOX CULVERT
ON A 3° LT. FWD. SKEW
WITH 3:1 WING 'A' LT. & WING 'B' RT.
(SPAN = 20.69')
Q50 = 1222.5 CFS D.A. = 278.83 ACRES

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

STA. 231+58.70 MAX. SUPERELEVATION (+0.078 '/')
STA. 234+58.70 MAX. SUPERELEVATION (+0.087 '/')
STA. 235+53.25 MAX. SUPERELEVATION (+0.087 '/')
STA. 240+53.25 MAX. SUPERELEVATION (-0.087 '/')

+00 RT. D.G. 415.23
1.71% RT. D.G.
+00 RT. D.G. 411.52
1.53% RT. D.G.
+00 RT. D.G. 409.99
2.02% RT. D.G.
+00 RT. D.G. 407.97
1.35% RT. D.G.
+00 RT. D.G. 406.62
1.41% RT. D.G.
+00 RT. D.G. 405.21
-1.00%
V.P.C. 230+87.32 ELEV. 412.80
P.V.I. 231+87.32 ELEV. 411.80
L.V.C. = 200.00'
G1 = -1.00%
G2 = -1.74%
e = -0.19'
K = 269
V.P.T. 232+87.32 ELEV. 410.06
-1.74%
V.P.C. 234+03.25 ELEV. 408.04
L.V.C. = 150.00'
G1 = -1.74%
G2 = -0.50%
e = 0.23'
K = 121
V.P.T. 235+53.25 ELEV. 406.35
P.V.I. 234+78.25 ELEV. 406.73
PROFILE GRADE
EXISTING GROUND ℄ RAMP PGL
-0.50%
Q50 DESIGN H.W. ELEV. = 400.03
+00 LT. D.G. 400.87
8.87% LT. D.G.
+00 LT. D.G. 392.00
1.83% LT. D.G.
+00 LT. D.G. 393.83
2.86% LT. D.G.
V.P.C. 240+53.25 ELEV. 403.85
+00 LT. D.G. 399.55
0.25% LT. D.G.
LT. D.G. 399.80
P.V.I. 242+03.25
L.V.C. =
G1 =
G2 =
e =
K

450 440 430 420 410 400 390 380

230+00 235+00 240+00

PLAN & PROFILE HWY. 70 RAMP 2

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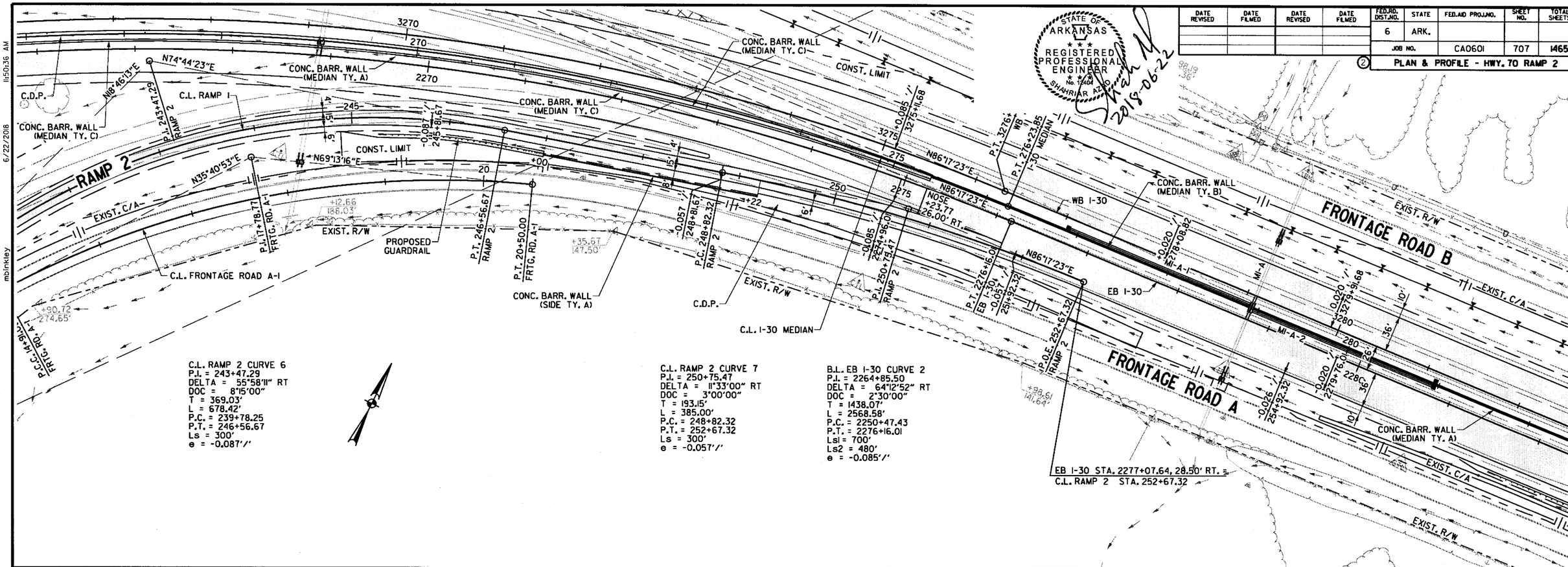
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	707	1465

② PLAN & PROFILE - HWY. 70 RAMP 2

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

Shah N 2018-06-22

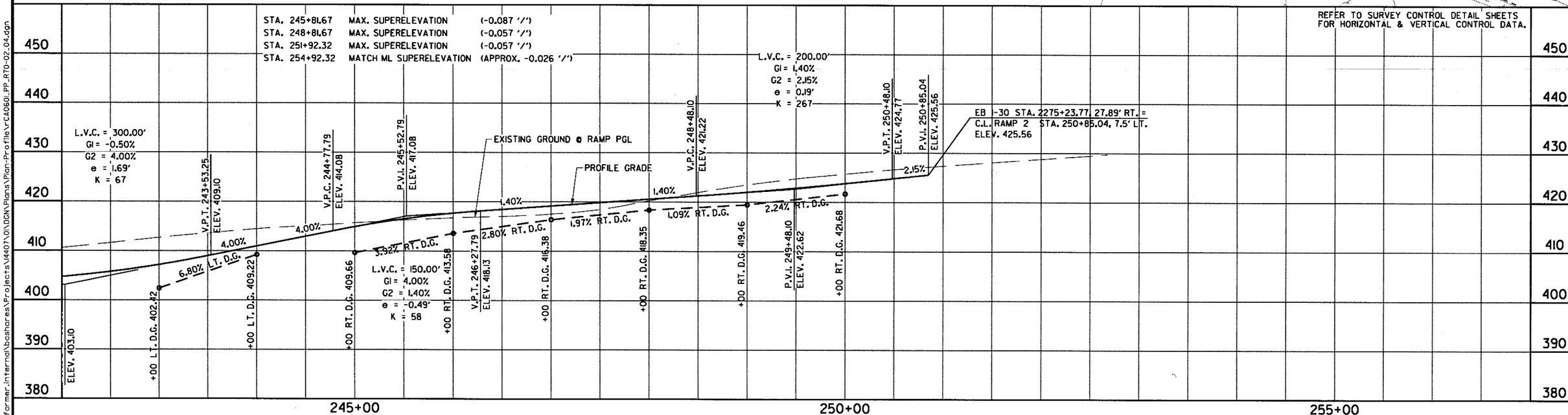


C.L. RAMP 2 CURVE 6
P.I. = 243+47.29
DELTA = 55°58'11" RT
DOC = 8°15'00"
T = 369.03'
L = 678.42'
P.C. = 239+78.25
P.T. = 246+56.67
Ls = 300'
e = -0.087'/'

C.L. RAMP 2 CURVE 7
P.I. = 250+75.47
DELTA = 11°33'00" RT
DOC = 3°00'00"
T = 193.15'
L = 385.00'
P.C. = 248+82.32
P.T. = 252+67.32
Ls = 300'
e = -0.057'/'

B.L. EB I-30 CURVE 2
P.I. = 2264+85.50
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 2250+47.43
P.T. = 2276+16.01
Ls1 = 700'
Ls2 = 480'
e = -0.085'/'

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



PLAN & PROFILE
HWY. 70 RAMP 2

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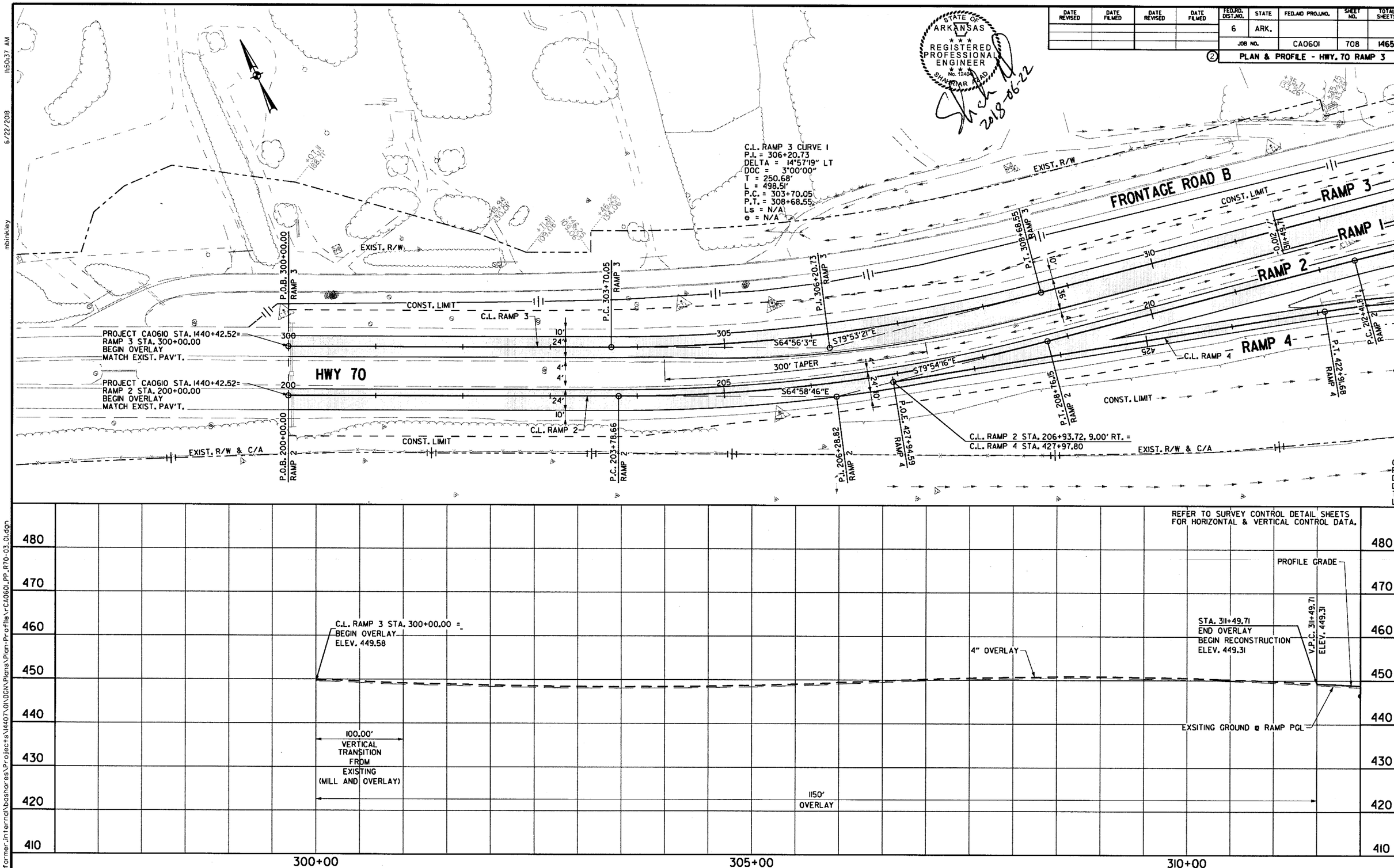
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	708	1465

(2) PLAN & PROFILE - HWY. 70 RAMP 3

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASAD
2018-06-22



PLAN & PROFILE
HWY. 70 RAMP 3

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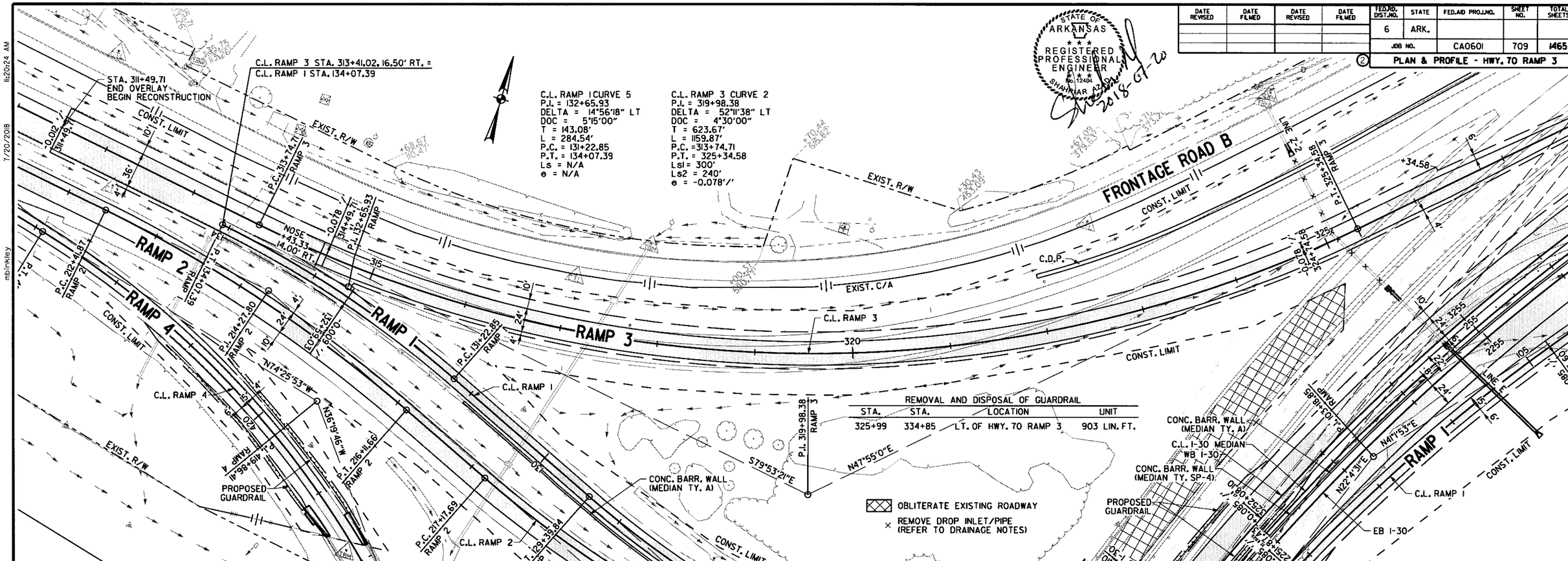
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	709	1465

PLAN & PROFILE - HWY. 70 RAMP 3

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD 2018-07-20



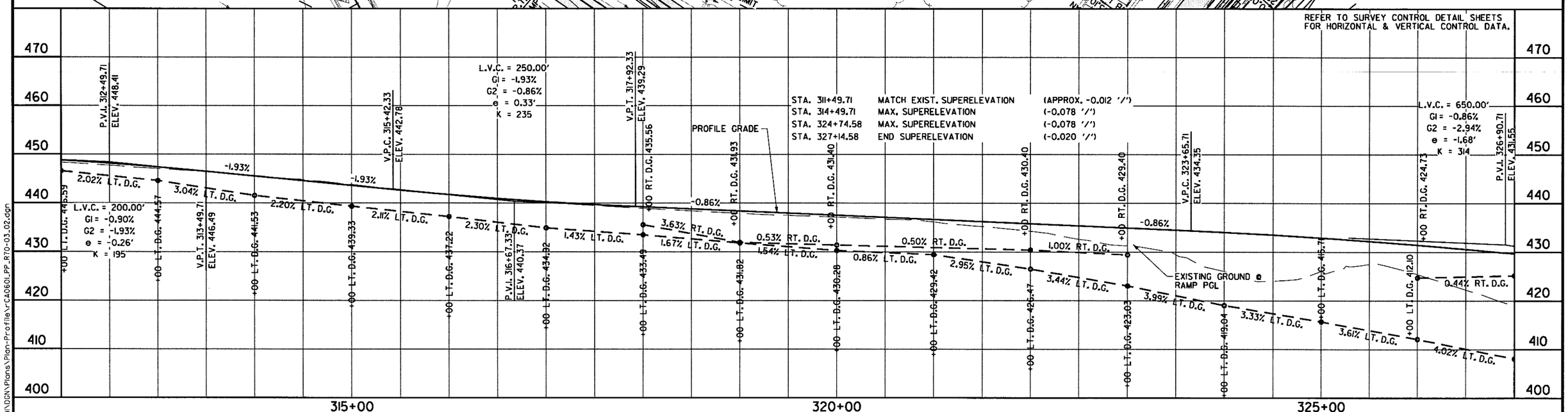
REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	UNIT
325+99	334+85	LT. OF HWY. 70 RAMP 3	903 LIN. FT.

OBLITERATE EXISTING ROADWAY

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



STA.			
STA. 311+49.71	MATCH EXIST. SUPERELEVATION	(APPROX. -0.012 '/')
STA. 314+49.71	MAX. SUPERELEVATION	(-0.078 '/')
STA. 324+74.58	MAX. SUPERELEVATION	(-0.078 '/')
STA. 327+14.58	END SUPERELEVATION	(-0.020 '/')

PLAN & PROFILE
HWY. 70 RAMP 3

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				6	ARK.			
				JOB NO.		CA0601	710	1465

② PLAN & PROFILE - HWY. 70 RAMP 3

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-10-22

FRONTAGE ROAD B
EXIST. R/W
EXIST. C/A
CONST. LIMIT
C.D.P.
C.L. RAMP 3
P.T. 325+34.58 RAMP 3
P.C. 328+47.46 RAMP 3
P.I. 331+89.08 RAMP 3
P.T. 335+29.45 RAMP 3
WB I-30 STA. 3264+37.75, 28.50' LT. =
C.L. RAMP 3 STA. 335+29.45
I-30
WB I-30
RAMP 3
NOSE +70.99 40.00' LT.
N47°55'0"E
N56°26'30"E
LAT G-1
LINE G
CONC. BARR. WALL EB I-30 (MEDIAN TY. SP-I)
CONC. BARR. WALL (MEDIAN TY. C)
C.L. I-30 MEDIAN
CONC. BARR. WALL (MEDIAN TY. C)
P.I. 105+31.87 RAMP 1
P.C. 107+50.60 RAMP 1
RAMP 1
LINE E
C.L. RAMP 1
CONC. BARR. WALL (MEDIAN TY. A)
TRACE CREEK
RIPRAP BASIN
N41°1'53"E
N22°4'31"E
P.I. 243+47.29 RAMP 2
RAMP 2
C.L. RAMP 2
STA. 14+91.00 END RECONSTRUCTION MATCH EXIST. PAV'T.
N35°40'53"E
N69°13'16"E
N74°44'23"E
N18°46'13"E
P.C. 239+18.25 RAMP 2
P.I. 14+40.07 FRTG. RD. A-1
C.L. FRONTAGE ROAD A-1
P.I. 17+78.77 FRTG. RD. A-1
OBLITERATE EXISTING ROADWAY
REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

C.L. RAMP 3 CURVE 3
P.I. = 331+89.08
DELTA = 8°31'29" RT
DOC = 1°15'00"
T = 341.62'
L = 681.98'
P.C. = 328+47.46
P.T. = 335+29.45
Ls1 = 200''
Ls2 = 300'
e = 0.026'/'

B.L. WB I-30 CURVE 2
P.I. = 3265+01.17
DELTA = 64°12'52" RT
DOC = 2°30'00"
T = 1438.07'
L = 2568.58'
P.C. = 3250+63.10
P.T. = 3276+31.68
Ls1 = 725'
Ls2 = 480'
e = 0.085'/'

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

STA. 327+14.58	BEGIN SUPERELEVATION	(-0.020 '/')
STA. 329+14.58	MAX. SUPERELEVATION	(+0.026 '/')
STA. 334+54.45	MAX. SUPERELEVATION	(+0.026 '/')
STA. 337+54.45	MATCH ML SUPERELEVATION	(+0.085 '/')

L.V.C. = 650.00'
GI = -0.86%
G2 = -2.94%
e = -1.68'
K = 314
PROFILE GRADE
-2.94%
P.V.I. 330+55.22 ELEV. 420.85
WB I-30 STA. 3259+70.99, 44.82' LT.
C.L. RAMP 3 STA. 330+55.22, 7.5' RT.
ELEV. 420.85
RT. D.G. 425.17
+00 LT. D.G. 408.08
+00 LT. D.G. 403.83
+00 LT. D.G. 399.72
+00 LT. D.G. 396.78
V.P.T. 330+15.71 ELEV. 422.01
4.25% LT. D.G.
4.11% LT. D.G.
2.94% LT. D.G.
EXISTING GROUND ℄ RAMP PGL

460 450 440 430 420 410 400 390

330+00 335+00 340+00

PLAN & PROFILE
HWY. 70 RAMP 3

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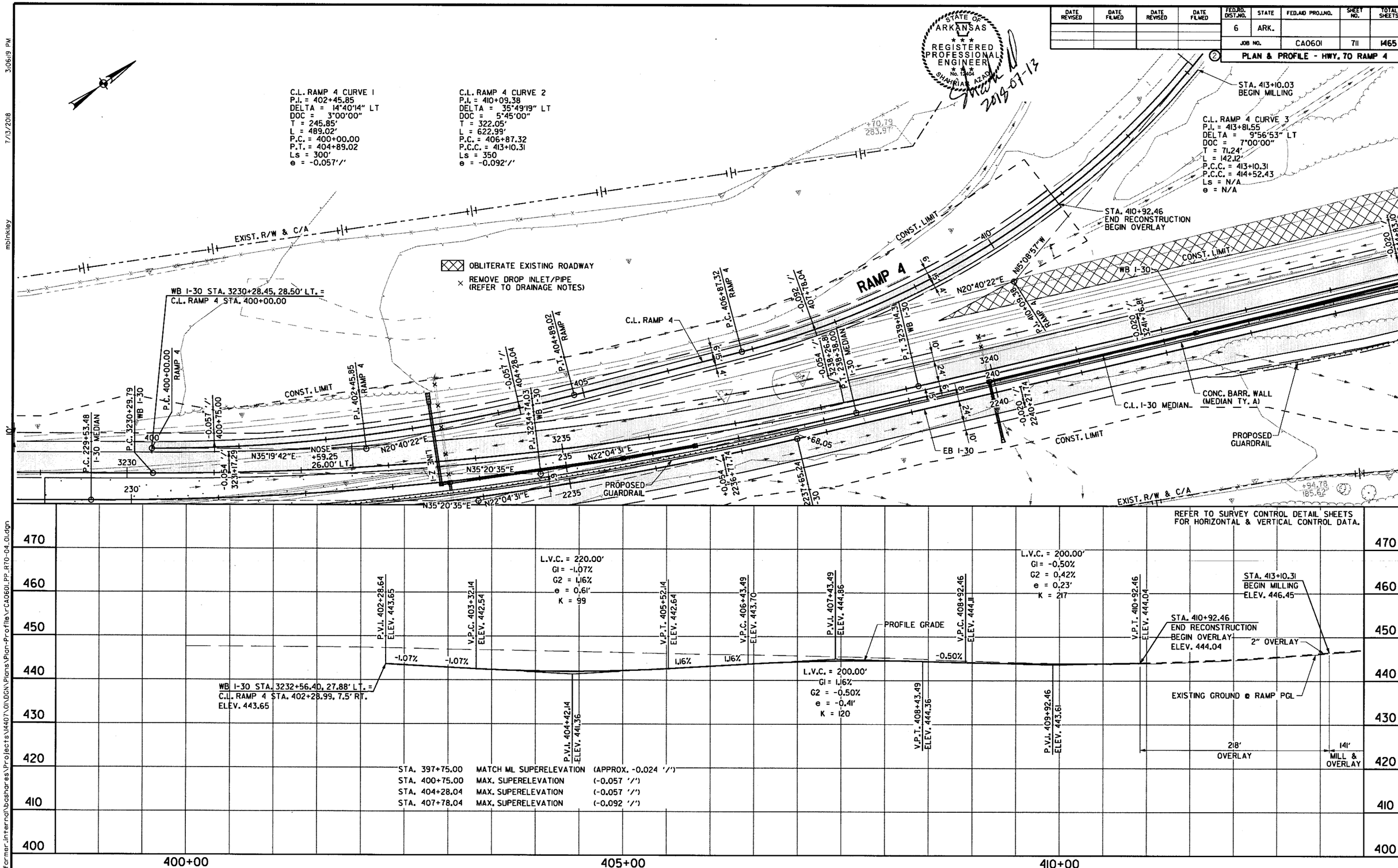
				6	ARK.			
				JOB NO.		CA0601	711	1465

PLAN & PROFILE - HWY. 70 RAMP 4

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13



PLAN & PROFILE
HWY. 70 RAMP 4

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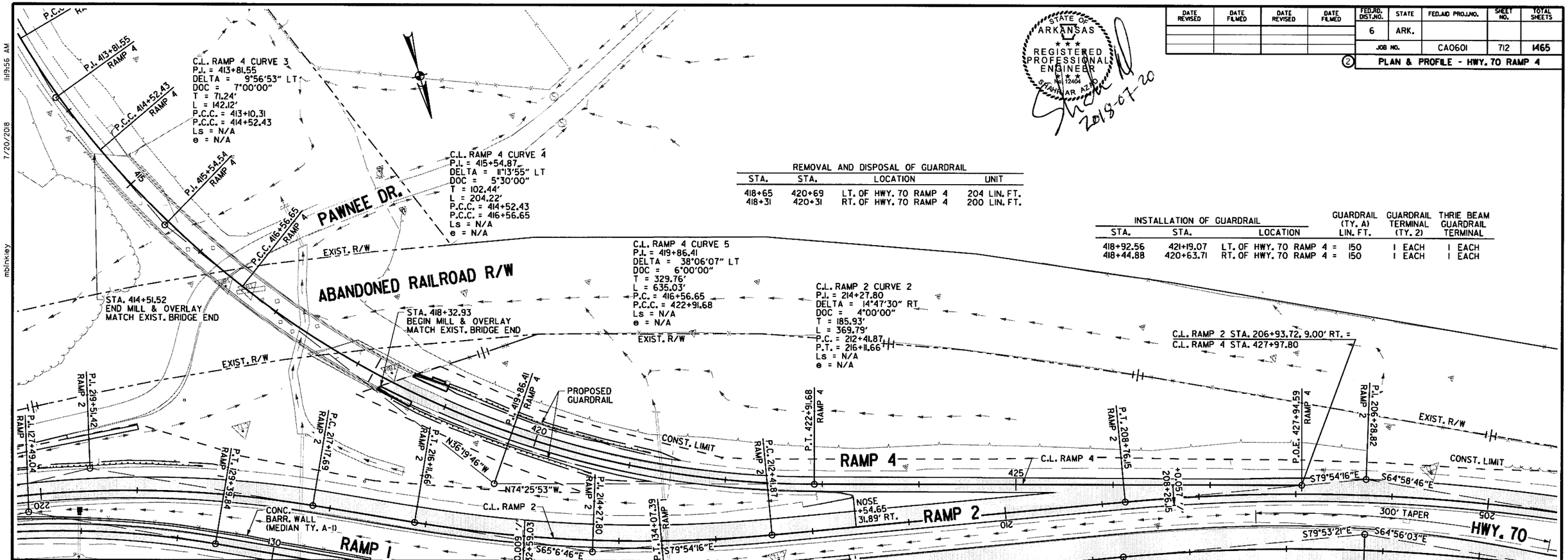
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	712	1465

(2) PLAN & PROFILE - HWY. 70 RAMP 4

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHNAR AZAD

2018-07-20

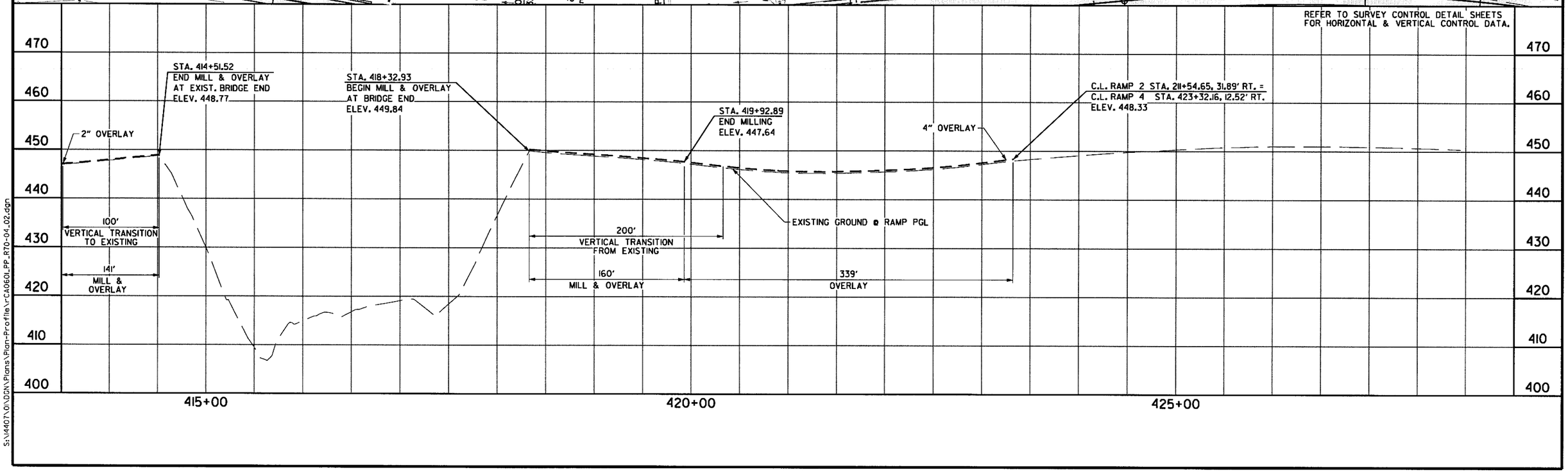


REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	UNIT
418+65	420+69	LT. OF HWY. 70 RAMP 4	204 LIN. FT.
418+31	420+31	RT. OF HWY. 70 RAMP 4	200 LIN. FT.

INSTALLATION OF GUARDRAIL

STA.	STA.	LOCATION	GUARDRAIL (TY. A) LIN. FT.	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
418+92.56	421+19.07	LT. OF HWY. 70 RAMP 4 =	150	1 EACH	1 EACH
418+44.88	420+63.71	RT. OF HWY. 70 RAMP 4 =	150	1 EACH	1 EACH



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				6	ARK.			
				JOB NO.		CA0601	713	1465

PLAN & PROFILE - INSPECTION STA. RAMP 1

300' TAPER
700' ACCELERATION LANE
EXIST. R/W
EXIST. C/A
FRONTAGE ROAD B
C.L. I-30 MEDIAN STA. 337+35.34, 53.50' LT. =
C.L. RAMP 4 STA. 400+00.00
C.D.P.
16' GATE
P.C. 400+00.00 RAMP 4
P.I. 401+24.53 RAMP 4
P.T. 402+48.71 RAMP 4
CONC. BARR. WALL (SIDE TY. A)
RAMP 4
STA. 406+00.00
END RECONSTRUCTION
MATCH EXIST. PAV'T.
20' TRANS.
N71°18'17"E
C.L. RAMP 4
C.L. I-30 MEDIAN STA. 332+74.41, 53.50' RT. =
C.L. RAMP 1 STA. 100+00.00
C.L. I-30 MEDIAN
LINE Z-10
LINE MI-
NOSE
+13.65
51.00' LT.
N78°45'58"E
N73°5'27"E
CONC. BARR. WALL (MEDIAN TY. A)
CONC. BARR. WALL (SIDE TY. A)
N86°17'23"E
N81°4'15"E
P.I. 335+56.36 I-30 MEDIAN
NOSE
+04.47
65.00' RT.
RAMP 1
CONST. LIMIT
C.L. RAMP 1
P.C. 100+00.00 RAMP 1
P.I. 101+46.99 RAMP 1
P.T. 102+93.72 RAMP 1
P.C. 104+52.56 RAMP 1
P.T. 109+12.09 RAMP 1
P.I. 106+83.44 RAMP 1
20' TRANS.
STA. 105+85.00
END RECONSTRUCTION
MATCH EXIST. PAV'T.
N86°56'42"E
N73°9'33"E
INSPECTION STATION A
WIRE FENCE
EXIST. C/A
FRONTAGE ROAD A
EXIST. R/W
T.C.E.
650' DECELERATION LANE
MOUNTAIN VIEW CUTOFF

C.L. I-30 MEDIAN CURVE 3
P.I. = 335+56.36
DELTA = 13°11'56" LT.
DOC = 0°30'00"
T = 1325.76'
L = 2639.78'
P.C. = 322+30.60
P.T. = 348+70.38
Ls = N/A
e = N.C.

C.L. RAMP 1 CURVE 1
P.I. = 101+46.99
DELTA = 5°52'28" RT.
DOC = 2°00'00"
T = 146.99'
L = 293.72'
P.C. = 100+00.00
P.T. = 102+93.72
Ls = 200'
e = -0.040 '/'

C.L. RAMP 1 CURVE 2
P.I. = 106+83.44
DELTA = 13°47'09" LT.
DOC = 3°00'00"
T = 230.88'
L = 459.53'
P.C. = 104+52.56
P.T. = 109+12.09
Ls = 150'
e = +0.025 '/'

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

REFER TO THE MAIN LANE PLAN SHEETS FOR ADDITIONAL INFORMATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ABOLMAALI
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

C.L. I-30 MEDIAN STA. 336+04.47, 69.78' RT. =
C.L. RAMP 1 STA. 103+31.96, 7.5' LT.
ELEV. 390.19
MAIN LANES
PROFILE GRADE
-1.00%
-2.32%
0.36% RT. D.G.
1.22% RT. D.G.
2.64% RT. D.G.
P.V.I. 103+31.96 ELEV. 390.19
V.P.C. 104+60.00 ELEV. 388.91
P.V.I. 105+20.00 ELEV. 388.31
V.P.T. 105+80.00 ELEV. 386.92
P.V.I. 105+85.00 ELEV. 386.81
+00 RT. D.G. 388.38
+50 RT. D.G. 388.20
+00 RT. D.G. 387.59
+50 RT. D.G. 386.27
L.V.C. = 120.00'
G1 = -1.00%
G2 = -2.32%
e = -0.20'
K = 91
EXISTING GROUND
@ RAMP PGL
C.L. RAMP 1 STA. 105+85.00 =
END RECONSTRUCTION
ELEV. 386.81

STA. 98+50.00 BEGIN	SUPERELEVATION	(-0.020 '/')
STA. 100+50.00 MAX.	SUPERELEVATION	(-0.040 '/')
STA. 102+56.22 MAX.	SUPERELEVATION	(-0.040 '/')
STA. 104+67.57 MAX.	SUPERELEVATION	(+0.025 '/')
STA. 105+55.00 MAX.	SUPERELEVATION	(+0.025 '/')
STA. 105+85.00 MATCH	EXIST. SUPERELEV.	(+0.015 '/')

410 400 390 380 370 360 350 340
100+00 105+00 110+00

PLAN & PROFILE
INSPECTION STATION RAMP 1

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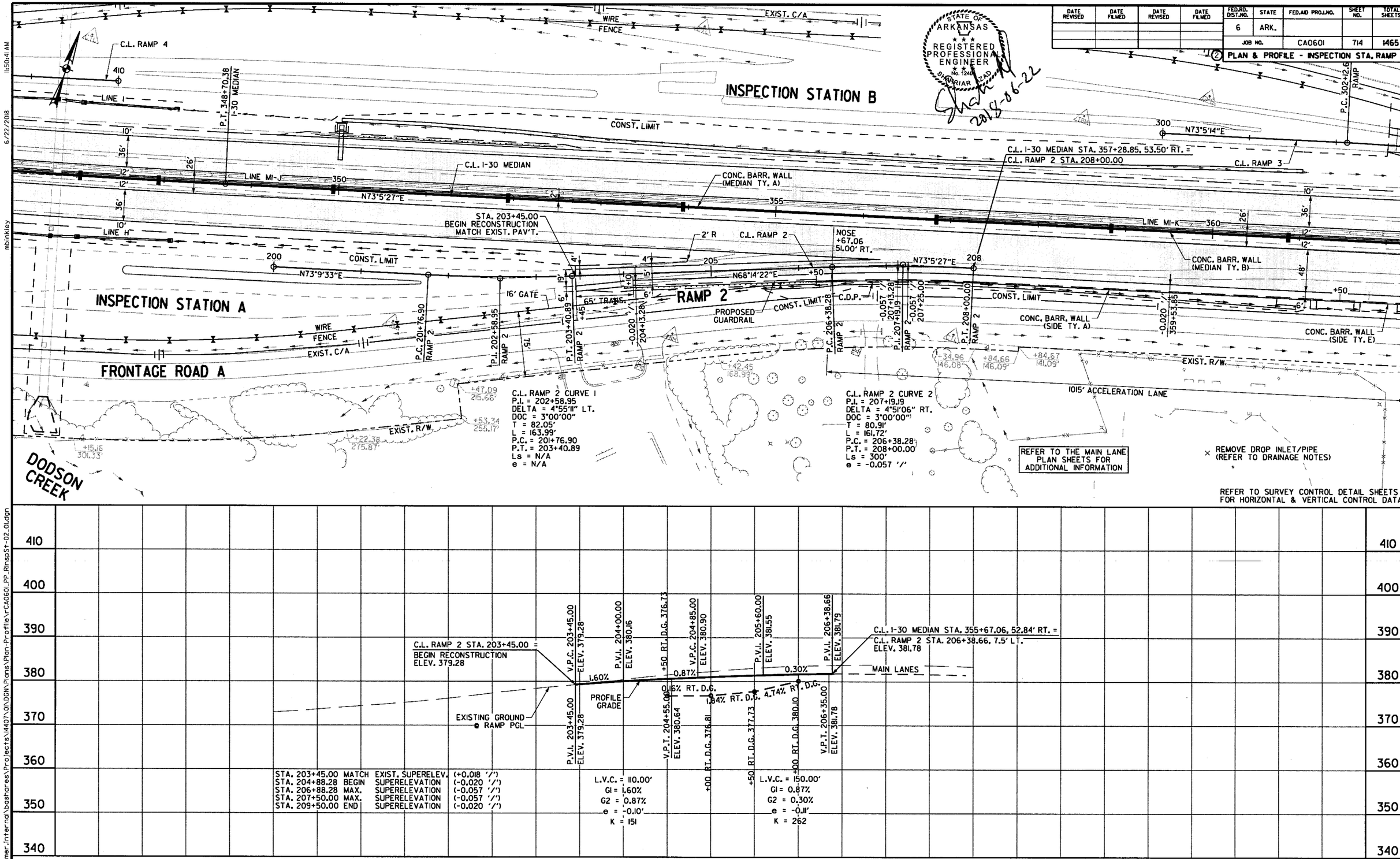
				6	ARK.			
				JOB NO.		CA0601	714	1465

PLAN & PROFILE - INSPECTION STA. RAMP 2

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12400 SHAHRIAR ZAD

Shah 2018-06-22



PLAN & PROFILE
INSPECTION STATION RAMP 2

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				6	ARK.			
				JOB NO.		CA0601	715	1465

(2) PLAN & PROFILE - INSPECTION STA. RAMP 3

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12408
SHARIAR ZIAD
2018-06-22

C.L. RAMP 3 CURVE 1
P.I. = 303+05.50
DELTA = 5°33'51" RT.
DOC = 3°00'00"
T = 92.81'
L = 185.48'
P.C. = 302+12.69
P.T. = 303+98.17
Ls = 250'
e = +0.025 '/'

C.L. RAMP 3 CURVE 2
P.I. = 309+07.40
DELTA = 5°33'38" LT.
DOC = 3°00'00"
T = 92.75'
L = 185.35'
P.C. = 308+14.65
P.T. = 310+00.00
Ls = 300'
e = -0.057 '/'

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

REFER TO THE MAIN LANE PLAN SHEETS FOR ADDITIONAL INFORMATION

TRIBUTARY TO SALINE RIVER

EXIST. R/W
STA. 302+60.00 BEGIN RECONSTRUCTION MATCH EXIST. PAV'T.
EXIST. C/A
WIRE FENCE
16' GATE
C.L. RAMP 3
INSPECTION STATION B
CONST. LIMIT
50' TRANS.
+20' TRANS.
RAMP 3
P.C. 302+12.69 RAMP 3
P.I. 303+05.50 RAMP 3
P.T. 303+98.17 RAMP 3
+0.025 '/' 303+20.00
+0.025 '/' 303+35.67
-0.020 '/' 305+85.67
-0.020 '/' 305+89.65
C.D.P.
CONC. BARR. WALL (SIDE TY. A)
P.C. 308+14.65 RAMP 3
-0.057 '/' 308+89.65
P.I. 309+07.40 RAMP 3
-0.057 '/' 309+25.00
P.T. 310+00.00 RAMP 3
-0.020 '/' 371+59.01
1427' AUXILIARY LANE
C.L. I-30 MEDIAN STA. 369+34.01, 53.50' LT. =
C.L. RAMP 3 STA. 310+00.00
FRONTAGE ROAD B
16' GATE
CONST. LIMIT
PROP. C/A & FENCE
PROP. R/W
T.C.E.
EXIST. R/W
NOSE +96.13 65.00' LT.
PROPOSED GUARDRAIL
LINE J
LINE Z-11
LINE MI-K
LINE MI-L
LINE MI-M
C.L. I-30 MEDIAN
CONC. BARR. WALL (MEDIAN TY. A)
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (SIDE TY. E)
CONC. BARR. WALL (MEDIAN TY. B)
-0.020 '/' 359+53.85
1015' ACCELERATION LANE
300' TAPER
FRONTAGE ROAD A
N73°5'14"E
N78°39'5"E
N73°5'27"E

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

C.L. RAMP 3 STA. 302+60.00 = BEGIN RECONSTRUCTION ELEV. 376.18

+60 LT. D.G. 373.10
+00 LT. D.G. 371.67
+50 LT. D.G. 371.06
+00 LT. D.G. 370.38
+50 LT. D.G. 369.66

3.58% LT. D.G.
1.36% LT. D.G.
1.22% LT. D.G.
1.04% LT. D.G.
-2.65%
-2.00%

L.V.C. = 120.00'
G1 = -2.65%
G2 = -2.00%
e = 0.10'
K = 184

V.P.C. 305+35.00 ELEV. 368.88
V.P.I. 305+95.00 ELEV. 367.29
V.P.T. 306+55.00 ELEV. 366.09
V.P.I. 306+61.84 ELEV. 365.95

C.L. I-30 MEDIAN STA. 365+96.13, 69.83' LT. =
C.L. RAMP 3 STA. 306+61.84, 7.5' RT.
ELEV. 365.95

P.V.I. 302+60.00 ELEV. 376.18

EXISTING GROUND @ RAMP PGL
PROFILE GRADE
MAIN LANES

STA. 305+60.00	MATCH	EXIST. SUPERELEV.	(+0.010 '/')
STA. 303+10.00	MAX.	SUPERELEVATION	(+0.025 '/')
STA. 303+60.67	MAX.	SUPERELEVATION	(+0.025 '/')
STA. 305+10.67	END	SUPERELEVATION	(-0.020 '/')
STA. 306+64.65	BEGIN	SUPERELEVATION	(-0.020 '/')
STA. 306+64.65	MAX.	SUPERELEVATION	(-0.057 '/')
STA. 309+50.00	MAX.	SUPERELEVATION	(-0.057 '/')
STA. 311+50.00	END	SUPERELEVATION	(-0.020 '/')

400 390 380 370 360 350 340 330

300+00 305+00 310+00

PLAN & PROFILE INSPECTION STATION RAMP 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	716	1465

(2) PLAN & PROFILE - INSPECTION STA. RAMP 4

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAN ARMSTRONG
2018-06-22

C.L. RAMP 4 CURVE 1
P.I. = 401+24.53
DELTA = 7°27'41" LT.
DOC = 3°00'00"
T = 124.53'
L = 248.71'
P.C. = 400+00.00
P.T. = 402+48.71
Ls = 300'
e = -0.057 '/'

C.L. I-30 MEDIAN CURVE 3
P.I. = 335+56.36
DELTA = 13°11'56" LT.
DOC = 0°30'00"
T = 1325.76'
L = 2639.78'
P.C. = 322+30.60
P.T. = 348+70.38
Ls = N/A
e = N.C.

C.L. RAMP 4 CURVE 2
P.I. = 405+93.21
DELTA = 1°46'56" RT.
DOC = 3°00'00"
T = 29.71'
L = 59.41'
P.C. = 405+63.50
P.T. = 406+22.91
Ls = N/A
e = N/A

REFER TO THE MAIN LANE PLAN SHEETS FOR ADDITIONAL INFORMATION

700' ACCELERATION LANE

C.L. RAMP 4 P.C. STA. 400+00.00 =
C.L. I-30 MEDIAN STA. 337+35.34, 53.50' LT.

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

DODSON CREEK

FRONTAGE ROAD B

INSPECTION STATION B

INSPECTION STATION A

RAMP 4

RAMP 1

CONC. BARR. WALL (SIDE TY. A)

CONC. BARR. WALL (MEDIAN TY. A)

PROPOSED GUARDRAIL

WIRE FENCE

C.D.P.

CONST. LIMIT

EXIST. C/A

EXIST. R/W

PROP. FENCE

16' GATE

20' TRANS.

STA. 406+00.00
END RECONSTRUCTION
MATCH EXIST. PAV'T.

STA. 105+85.00
END RECONSTRUCTION
MATCH EXIST. PAV'T.

C.L. I-30 MEDIAN

C.L. RAMP 1

C.L. RAMP 4

LINE I

LINE MI

LINE H

NOSE +13.65 51.00' LT.

NOSE +04.47 65.00' RT.

N71°18'17"E

N78°45'58"E

N73°5'14"E

N73°5'27"E

N86°56'42"E

N73°9'33"E

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

C.L. I-30 MEDIAN STA. 339+13.65, 52.85' LT. =
C.L. RAMP 4 STA. 401+77.03, 7.5' RT.
ELEV. 386.52

C.L. RAMP 4 STA. 406+00.00 =
END RECONSTRUCTION
ELEV. 375.40

MAIN LANES

PROFILE GRADE

-2.15%

-2.75%

V.P.C. 401+80.00 ELEV. 386.46

P.V.I. 402+60.00 ELEV. 384.74

P.V.I. 401+77.03 ELEV. 386.52

V.P.T. 403+40.00 ELEV. 382.54

P.V.I. 406+00.00 ELEV. 375.40

EXISTING GROUND
@ RAMP PGL

L.V.C. = 160.00'
G1 = -2.15%
G2 = -2.75%
e = -0.12'
K = 268

STA. 398+50.00	BEGIN	SUPERELEVATION	(-0.020 '/')
STA. 400+50.00	MAX.	SUPERELEVATION	(-0.057 '/')
STA. 401+98.71	MAX.	SUPERELEVATION	(-0.057 '/')
STA. 403+98.71	END	SUPERELEVATION	(-0.020 '/')
STA. 405+00.00	BEGIN	TRANSITION	(-0.020 '/')
STA. 406+00.00	END	TRANSITION MATCH EXISTING SLOPE	(+0.010 '/')

410 400 390 380 370 360 350 340

400+00 405+00 410+00

PLAN & PROFILE
INSPECTION STATION RAMP 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	717	1465

PLAN & PROFILE - HWY. 67 RAMP I

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR A. 2018-06-22

FRONTAGE RD. B
C.L. FRONTAGE ROAD B
EXIST. R/W
CONST. LIMIT
C.L. RAMP 5
RAMP 5
C.D.P.
PROP. C/A & FENCE
N66°2'56"E
300' TAPER
300' ACCELERATION LANE
C.L. I-30 MEDIAN
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (MEDIAN TY. C)
CONC. BARR. WALL (MEDIAN TY. C-I)
CONC. BARR. WALL (SIDE TY. SP-2)
CONC. BARR. WALL (SIDE TY. A) WITH CONC. CAP
CONC. BARR. WALL (MED. TY. C-I)
CONC. BARR. WALL (SIDE TY. SP-I)
RETAINING WALL 'BB'
RETAINING WALL 'CC' & CONC. BARR. WALL (TY. C CURB FACE) (SIDE TY. SP-2)
RETAINING WALL 'DD'
CONC. ISLAND
BRIDGE B7411
NOSE +51.27 63.00' RT.
CRASH CUSHION
LINE K
LINE L
LINE Z-13
C.L. RAMP I
PROP. C/A
N72°54'14"E
N67°46'43"E
N73°5'27"E
N67°46'41"E
TRANS.
EXIST. R/W
FRONTAGE RD. A
CONST. LIMIT
CONC. BARR. WALL (SIDE TY. SP-I)
C.L. FRONTAGE ROAD A
RAMP I
CONC. BARR. WALL (SIDE TY. A)
CURB (TY. C) (TYP.)
C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'
C.L. RAMP I CURVE 1
P.I. = 100+75.02
DELTA = 3°00'00" RT.
DOC = 2°00'00"
T = 75.02'
L = 150.00'
P.C. = 100+00.00
P.T. = 101+50.00
Ls = N/A
e = N/A
C.L. RAMP I CURVE 2
P.I. = 106+56.35
DELTA = 8°18'45" LT.
DOC = 1°45'00"
T = 237.91'
L = 474.39'
P.C. = 104+18.43
P.T. = 108+93.42
Ls = 300'
e = +0.037 '/'
STA. 31+60.00
BEGIN WIDENING & OVERLAY
MATCH EXIST. PAV'T.
BEGIN CONC. BARR. WALL
(SIDE TY. SP-I)
REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)
C.L. RAMP I STA. 118+32.96 =
C.L. RAMP 2 STA. 200+00.00
∠ = 60°29'22"
C.L. HWY. 67 STA. 520+99.90/=
C.L. HWY. 67
PROP. C/A & FENCE
EXIST. R/W
CONST. LIMIT
PROP. R/W & C/A
TRANS.
P.C. 104+18.43 RAMP I
P.C. 33+15.64 FRTG. RD. A
P.I. 106+56.35 RAMP I
P.I. 34+86.62 FRTG. RD. A
P.T. 36+57.36 FRTG. RD. A
P.T. 108+93.42 RAMP I
P.C. 38+76.93 FRTG. RD. A
P.C. 40+98.86 FRTG. RD. A
P.T. 42+56.97 FRTG. RD. A
P.C. 200+29.87 RAMP 2
T.C.E.
200' TRANSITION
S40°0'49"E
N41°43'2"E
STA. 108+18.42 MATCH ML SUPERELEVATION (+0.037 '/')
STA. 111+18.42 END SUPERELEVATION (-0.020 '/')
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.
(5) RT. TURNOUT PAV'T. EDGE
P.C. = 116+36.70, 18.00' RT. (RAMP I)
P.C.C. = 117+09.23, 43.88' RT. (RAMP I)
DELTA = 39°16'09" RT.
DOC = 50°00'00"
T = 40.88'
L = 78.54'
(6) RT. TURNOUT PAV'T. EDGE
P.C.C. = 117+09.23, 43.88' RT. (RAMP I)
P.T. = 519+36.81, 33.74' LT. (HWY. 67)
DELTA = 83°03'29" RT.
DOC = 95°00'00"
T = 50.41'
L = 87.43'
MAIN LANES
V.P.C. 108+05.00 ELEV. 353.30
V.P.I. 107+98.50 ELEV. 353.50
V.P.I. 109+80.00 ELEV. 348.05
V.P.T. 111+55.00 ELEV. 334.23
V.P.C. 114+60.00 ELEV. 310.15
V.P.I. 116+20.00 ELEV. 297.51
V.P.T. 117+80.00 ELEV. 298.34
V.P.I. 117+94.69 ELEV. 298.42
-3.00%
-7.90%
0.52%
1.24% RT. D.G.
7.59% RT. D.G.
C.L. I-30 MEDIAN STA. 385+51.27, 67.64' RT. =
C.L. RAMP I STA. 107+98.50, 7.5' LT.
ELEV. 353.50
L.V.C. = 350.00'
G1 = -3.00%
G2 = -7.90%
e = -2.14'
K = 71
L.V.C. = 320.00'
G1 = -7.90%
G2 = 0.52%
e = 3.37'
K = 38
EXISTING GROUND @ RAMP PGL
PROFILE GRADE
C.L. HWY. 67 STA. 520+87.57, 37.00' LT. =
C.L. RAMP I STA. 117+94.69, 7.5' LT.
ELEV. 298.42
C.L. HWY. 67 +99.90
105+00
110+00
115+00
360
350
340
330
320
310
300
290

PLAN & PROFILE
HWY. 67 RAMP I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	718	1465

② PLAN & PROFILE - HWY. 67 RAMP 2

BRIDGE A7411

BRIDGE B7411

RAMP 4

RAMP 3

RAMP 2

CONC. BARR. WALL (MEDIAN TY. C-1)

CONC. BARR. WALL (SIDE TY. A)

CONC. BARR. WALL (MEDIAN TY. C)

PROPOSED GUARDRAIL

RETAINING WALL "EE"

CONC. ISLAND (TY. C CURB FACE)

50' TRANS.

90' R

2' R

NOSE +80.05 52.00' LT.

NOSE +23.14 51.62' RT.

CONST. LIMIT

C.L. I-30 MEDIAN

C.D.P.

C.L. RAMP 2

C.L. HWY. 67 RT. TURN LANES

EXIST. R/W & C/A

PROP. R/W & C/A & FENCE

WIRE FENCE

DUMPED RIPRAP LINED CHANNEL

400' TAPER

200' TAPER

1090.07' ACCELEERATION LANE

100 YR. FLOODPLAIN LIMIT

C.L. I-30 MEDIAN STA. 409+03.14, 54.17' RT. = C.L. HWY. 67 RAMP 2 STA. 213+71.52

C.L. HWY. 67 STA. 520+99.90 = C.L. RAMP 1 STA. 118+32.96 = C.L. RAMP 2 STA. 200+00.00
∠ = 60°29'22"

C.L. HWY. 67 RT. TURN LANES STA. 523+08.26 = C.L. HWY. 67 RAMP 2 STA. 202+54.55, 4.16' LT.

⑦ LT. TURNOUT PAV'T. EDGE
P.C. = 522+60.27, 11.00' RT. (HWY. 67)
P.C.C. = 201+69.41, 16.50' LT. (RAMP 2)
DELTA = 132°41'17" LT
R = 70.00'
T = 171.21'
L = 157.48'

STA. 201+46 - IN PLACE 18" X 83' R.C. PIPE CULVERT WITH HDWLS. LT. & RT. REMOVE

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

C.L. RAMP 2 CURVE 1
P.I. = 201+57.64
DELTA = 22°41'53" LT.
DOC = 9°00'00"
T = 127.78'
L = 252.20'
P.C. = 200+29.87
P.T. = 202+82.07
Ls = N/A
e = N/A

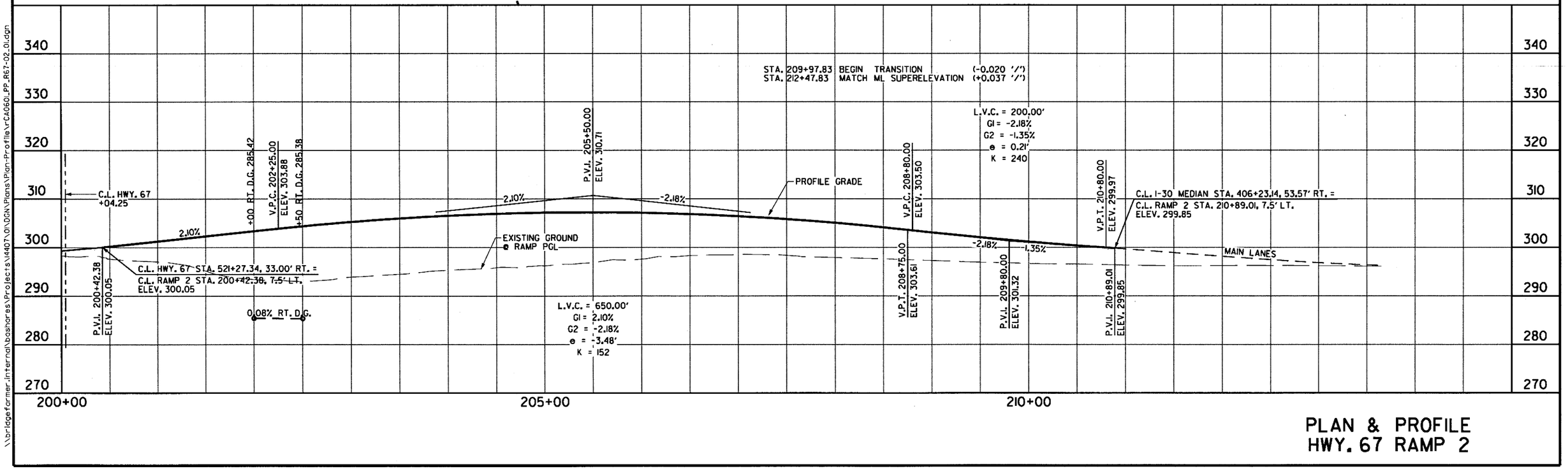
C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

C.L. HWY. 67 CURVE 3
P.I. = 516+88.52
DELTA = 17°44'18" LT.
DOC = 2°30'00"
T = 357.62'
L = 709.53'
P.C. = 513+30.89
P.T. = 520+40.42
Ls(1) = 360'
Ls(2) = 600'
e = 0.067 '/'

C.L. HWY. 67 RT. TURN LANES CURVE 1
P.I. = 521+15.68
DELTA = 31°58'38" RT
DOC = 24°00'00"
T = 68.41'
L = 133.24'
P.C. = 520+47.27
P.T. = 521+80.51
Ls = N/A
e = N/A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12446
SHAHRIAR SHAHIDI
2018-07-13

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



PLAN & PROFILE
HWY. 67 RAMP 2

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	719	1465

PLAN & PROFILE - HWY. 67 RAMP 3

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 23404
2019-06-22

REFER TO MAIN LANE PLAN SHEETS FOR DRAINAGE INFORMATION

(9) RT. TURNOUT PAV'T. EDGE
P.C. = 531+99.49 (HWY. 67)
P.C.C. = 300+82.58 (RAMP 2)
DELTA = 66°11'01"
DOC = 80°00'00"
T = 46.67'
L = 82.73'

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

(8) RT. TURNOUT PAV'T. EDGE
P.C.C. = 300+82.58 (RAMP 3)
P.T. = 302+24.93 (RAMP 3)
DELTA = 29°47'46"
DOC = 20°00'00"
T = 76.22'
L = 148.98'

C.L. RAMP 3 CURVE 1
P.I. = 306+46.75
DELTA = 54°29'26" LT.
DOC = 10°00'00"
T = 295.03'
L = 544.91'
P.C. = 303+51.71
P.T. = 308+96.62
Ls(1) = 375'
Ls(2) = 300'
e = -0.094 '/'

C.L. FRONTAGE ROAD B
80° CURVE
CONC. ISLAND (TY. C CURB FACE)
CONC. ISLAND (TY. B CURB FACE)
C.L. HWY. 67 STA. 530+51.32 =
C.L. FRONTAGE ROAD B STA. 80+00.00 =
Δ = 94°23'10"
C.L. RAMP 3 STA. 300+00.00
Δ = 85°36'50"
CONC. ISLAND (TY. C CURB FACE)
EXIST. R/W & C/A
PROP. R/W & FENCE
100 YR. FLOOD PLAIN LIMIT
CONST. LIMIT
STA. 302+20 END CURB (TY. A)
EXIST. R/W
400' TAPER
RAMP 3
WETLAND LIMITS
BRIDGE C7412
BRIDGE A7412
BRIDGE B7412
EXIST. C/A
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (MEDIAN TY. C-1)
CONC. BARR. WALL (MEDIAN TY. B)
CONC. BARR. WALL (MEDIAN TY. C)
C.L. I-30 MEDIAN
PROPOSED GUARDRAIL
C.L. RAMP 4
C.D.P.
STA. 409+00 END CURB (TY. A)
RAMP 4
PROPOSED PIPE CULVERT TO BE CONSTRUCTED BY JACK AND BORE
200' TAPER
REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15

C.L. HWY. 67 +00.00

STA. 300+70.46 BEGIN SUPERELEVATION (-0.020 '/')
STA. 304+45.46 MAX. SUPERELEVATION (-0.094 '/')
STA. 308+21.62 MAX. SUPERELEVATION (-0.094 '/')
STA. 311+21.62 END SUPERELEVATION (-0.020 '/')

L.V.C. = 400.00'
G1 = -3.05%
G2 = 0.35%
e = 1.70'
K = 118

V.P.C. 301+00.00 ELEV. 298.01
PROFILE GRADE
-3.05%
P.V.I. 300+36.20 ELEV. 299.96
V.P.T. 305+00.00 ELEV. 292.62
0.35%
EXISTING GROUND @ RAMP PGL
P.V.I. 303+00.00 ELEV. 291.91
L10% RT. D.G.
0.60% RT. D.G.
L00% RT. D.G.
4.94% RT. D.G.
SALINE RIVER
C.L. HWY. 67 STA. 530+54.18, 37.00' RT. =
C.L. RAMP 3 STA. 300+36.20, 12.00' RT.
ELEV. 299.96
+50 RT. D.G. 285.35
+00 RT. D.G. 284.80
+50 RT. D.G. 284.50
+00 RT. D.G. 284.00
+50 RT. D.G. 286.47

265' CONT. COMP. W-BEAM UNIT I
(63' - 73' - 70' - 59')
STA. 311+61.27 BEGIN BRIDGE
P.V.I. 312+80.00 ELEV. 295.38
0.35%
-0.25%
V.P.C. 311+55.00 ELEV. 294.94
APPROX. 0100 W.S.E. = 286.68'
050 DESIGN H.W. ELEV. = 285.23'
L.V.C. = 250.00'
G1 = 0.35%
G2 = -0.25%
e = -0.19'

330 320 310 300 290 280 270 260

300+00 305+00 310+00

PLAN & PROFILE
HWY. 67 RAMP 3

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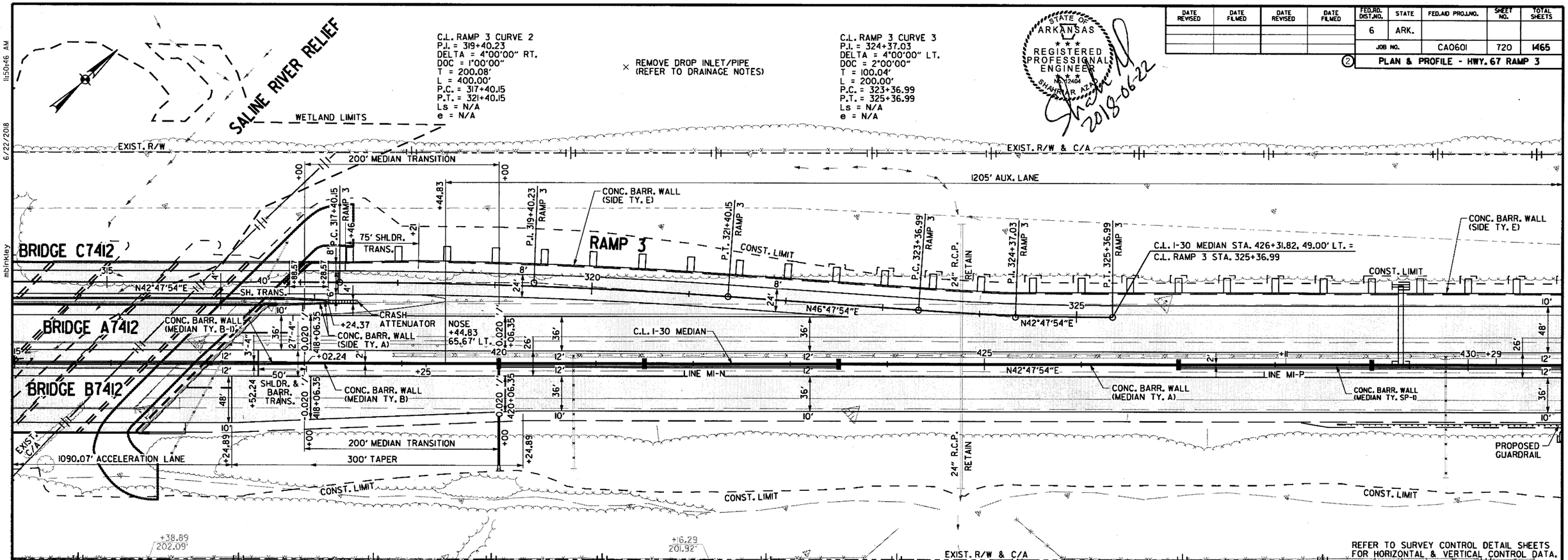
				6	ARK.			
				JOB NO.		CA0601	720	1465

(2) PLAN & PROFILE - HWY. 67 RAMP 3

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

Shahriar 2018-06-22



PLAN & PROFILE
HWY. 67 RAMP 3

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	721	1465

PLAN & PROFILE - HWY. 67 RAMP 4

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-07-13

TRIBUTARY TO SALINE RIVER

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

C.L. HWY. 67 CURVE 4
P.I. = 530+01.73
DELTA = 7°01'41" RT.
DOC = 1°45'00"
T = 201.05'
L = 401.60'
P.C. = 528+00.68
P.T. = 532+02.28
Ls(1) = 675'
Ls(2) = 575'
e = 0.049 '/'

C.L. RAMP 4 CURVE 4
P.I. = 411+59.11
DELTA = 24°39'39" LT.
DOC = 24°45'00"
T = 50.60'
L = 99.64'
P.C.C. = 411+08.51
P.T. = 412+08.15
Ls = N/A
e = N/A

C.L. RAMP 4 CURVE 1
P.I. = 401+50.51
DELTA = 6°00'54" LT.
DOC = 2°00'00"
T = 150.51'
L = 300.75'
P.C. = 400+00.00
P.T. = 403+00.75
Ls = N/A
e = -0.037 '/'

HWY. 67

EXIST. R/W

PROP. R/W & C/A

CONST. LIMIT

1300' ACCELERATION LANE

100' TAPER

60' CURVE

125' @ 90.4' R

NOSE +06.52 47.00' RT.

C.L. HWY. 67 STA. 525+90.53, 36.50' LT. =
C.L. RAMP 5 STA. 519+92.72

C.L. RAMP 4 STA. 401+40.04 =
C.L. HWY. 67 STA. 523+71.66
∠ = 48°5'20"

RAMP 5

PROP. C/A & FENCE

RETAINING WALL 'CC'

RETAINING WALL 'DD'

CONC. BARR. WALL (MEDIAN TY. C)

BRIDGE A7411

LINE M

LINE N

PROPOSED GUARDRAIL

RAMP 4

C.L. RAMP 4

C.D.P.

CONC. ISLAND (TY. C CURB FACE)

CURB (TY. A)

20° CURVE

RAMP 3

PROP. R/W, C/A & FENCE

400' TAPER

200' TAPER

EXIST. R/W & C/A

WIRE FENCE

100 YR. FLOOD PLAIN LIMIT

LINE Z-15

LINE Z-16

C.L. RAMP 3

STA. 408+23 - IN PLACE
18" X 75' R.C. PIPE CULVERT
WITH HDWLS. LT. & RT.
REMOVE

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

C.L. RAMP 4 CURVE 3
P.I. = 410+75.56
DELTA = 125°47'50" LT.
DOC = 42°00'00"
T = 266.57'
L = 299.52'
P.C.C. = 408+08.99
P.C.C. = 411+08.51
Ls = 200'
e = -0.100 '/'

C.L. RAMP 4 CURVE 2
P.I. = 406+84.10
DELTA = 74°24'18" LT.
DOC = 24°45'00"
T = 175.73'
L = 300.63'
P.C. = 405+08.37
P.C.C. = 408+08.99
Ls = 300'
e = -0.100 '/'

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15

C.L. I-30 MEDIAN

C.L. I-30 MEDIAN STA. 395+94.50, 54.17' LT. =
C.L. RAMP 4 STA. 400+00.00

STA. 402+83.37 MATCH ML SUPERELEVATION (-0.037 '/')
STA. 405+83.37 MAX. SUPERELEVATION (-0.100 '/')
STA. 412+78.15 MAX. SUPERELEVATION (-0.100 '/')
STA. 526+70.00 MATCH 67 SUPERELEVATION (-0.020 '/')

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

C.L. I-30 MEDIAN STA. 398+80.05, 53.57' LT. =
C.L. RAMP 4 STA. 402+82.48, 7.5' RT.
ELEV. 318.13'

MAIN LANES

C.L. HWY. 67 +40.04

P.V.I. 402+82.48 ELEV. 318.13

V.P.C. 402+90.00 ELEV. 317.91

P.V.I. 403+90.00 ELEV. 315.01

V.P.T. 404+90.00 ELEV. 311.61

L.V.C. = 200.00'
G1 = -2.90%
G2 = -3.40%
e = -0.13'
K = 400

-2.90%

-3.40%

V.P.C. 407+65.00 ELEV. 302.26

C.L. HWY. 67 STA. 529+06.52, 51.59' RT. =
C.L. RAMP 4 STA. 411+03.13, 7.5' RT.
ELEV. 298.99

L.V.C. = 320.00'
G1 = -3.40%
G2 = 1.22%
e = 1.85'
K = 69

1.22%

V.P.T. 410+85.00 ELEV. 298.77

P.V.I. 409+25.00 ELEV. 296.82

P.V.I. 411+03.13 ELEV. 298.99

2.00% LT. D.G.

+50 LT. D.G. 291.10

+00 LT. D.G. 290.10

+50 LT. D.G. 289.10

+00 LT. D.G. 288.10

340 330 320 310 300 290 280 270

400+00 405+00 410+00

PLAN & PROFILE HWY. 67 RAMP 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	722	1465

② PLAN & PROFILE - HWY. 67 RAMP 5

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AMID
2019-06-22

C.L. RAMP 5 CURVE 1
P.I. = 501+17.52
DELTA = 7°02'32" LT.
DOC = 3°00'00"
T = 117.52'
L = 234.74'
P.C. = 500+00.00
P.T. = 502+34.74
Ls = 300'
e = -0.057 '/'

C.L. I-30 MEDIAN CURVE 4
P.I. = 396+53.01
DELTA = 30°17'33" LT.
DOC = 1°00'00"
T = 1550.93'
L = 3029.26'
P.C. = 381+02.09
P.T. = 411+31.35
Ls(1) = 700'
Ls(2) = 900'
e = 0.037 '/'

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

C.L. RAMP 5 CURVE 2
P.I. = 512+97.14
DELTA = 11°31'26" LT.
DOC = 1°15'00"
T = 462.51'
L = 921.90'
P.C. = 508+34.63
P.C.C. = 517+56.54
Ls = 300'
e = -0.026 '/'

1427' AUXILIARY LANE
C.L. I-30 MEDIAN STA. 378+57.46, 53.50' LT. =
C.L. RAMP 5 STA. 500+00.00
STA. 52+75.00 BEGIN RECONSTRUCTION MATCH EXIST. PAV'T.
EXIST. R/W
PROP. R/W
CONST. LIMIT
EXIST. C/A
PROP. FENCE
75' TRANS.
PROPOSED GUARDRAIL
FRONTAGE ROAD B
RAMP 5
C.L. FRONTAGE ROAD B
C.L. RAMP 5
1300' ACCELERATION LANE
300' TAPER
C.L. I-30 MEDIAN
CONC. BARR. WALL (MEDIAN TY. A)
CONC. BARR. WALL (MEDIAN TY. B)
CONC. BARR. WALL (SIDE TY. A)
CONC. BARR. WALL (SIDE TY. D)
CONC. BARR. WALL (SIDE TY. E)
RETAINING WALL 'AA'
NOSE +22.97 51.32' LT.
NOSE +51.27 63.00' RT.
CRASH ATTENUATOR
LINE K
LINE L
150' TRANSITION
200' TAPER
PROP. C/A
FRONTAGE ROAD A
RAMP I
C.D.P.
N73°23'9"E
N73°5'27"E
N66°2'56"E
N76°5'27"E
N72°54'14"E
N67°46'45"E
N17°13'0"E

STA. 376+32.46 MATCH SUPERELEVATION (-0.020 '/')
STA. 500+75.00 MAX. SUPERELEVATION (-0.057 '/')
STA. 501+59.74 MAX. SUPERELEVATION (-0.057 '/')
STA. 504+59.74 END SUPERELEVATION (-0.020 '/')

STA. 506+09.63 BEGIN SUPERELEVATION (-0.020 '/')
STA. 509+09.63 MAX. SUPERELEVATION (-0.026 '/')
STA. 516+44.04 MAX. SUPERELEVATION (-0.026 '/')

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

C.L. I-30 MEDIAN STA. 380+22.97, 51.32' LT. =
C.L. RAMP 5 STA. 501+65.07, 7.5' RT.
ELEV. 360.27

P.V.I. 501+65.07 ELEV. 360.27
V.P.C. 501+70.00 ELEV. 360.20
P.V.I. 502+70.00 ELEV. 358.85
V.P.T. 503+70.00 ELEV. 356.65
N.P.C. 505+00.00 ELEV. 353.79
P.V.I. 506+00.00 ELEV. 351.59
V.P.T. 507+00.00 ELEV. 348.59
+50 LT. D.G. 338.81
+00 LT. D.G. 336.22
V.P.C. 509+90.00 ELEV. 339.89
+50 LT. D.G. 331.93
P.V.I. 511+50.00

PROFILE GRADE
EXISTING GROUND @ RAMP PGL

-1.35%
-2.20%
-3.00%
5.18% LT. D.G.
8.58% LT. D.G.

L.V.C. = 200.00'
G1 = -1.35%
G2 = -2.20%
e = -0.21'
K = 235

L.V.C. = 200.00'
G1 = -2.20%
G2 = -3.00%
e = -0.20'
K = 250

500+00 505+00 510+00

PLAN & PROFILE HWY. 67 RAMP 5

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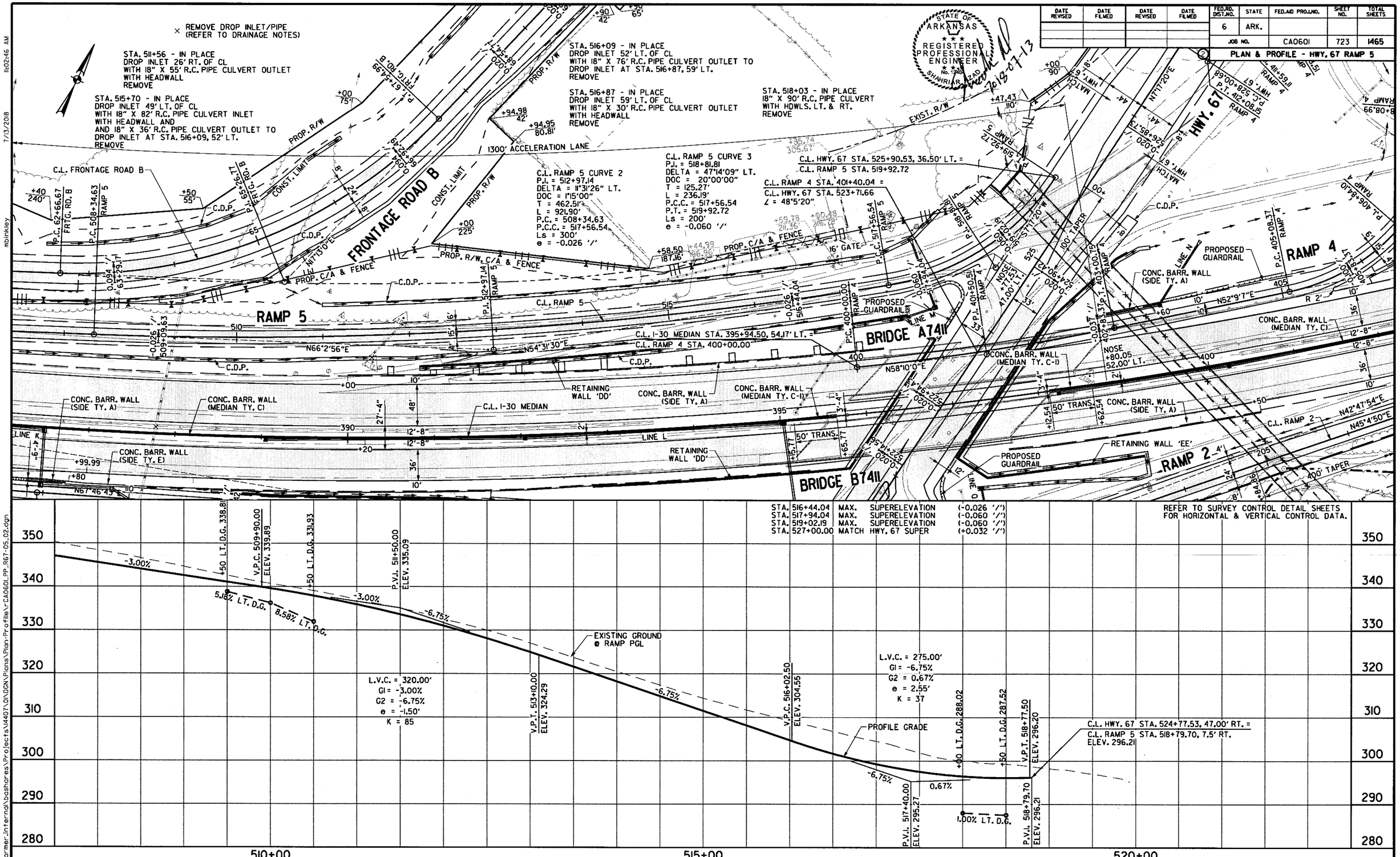
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	723	1465

PLAN & PROFILE - HWY. 67 RAMP 5



PLAN & PROFILE
HWY. 67 RAMP 5

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	724	1465

(2) PLAN & PROFILE - SOUTH ST. RAMP I

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SPARKLER AZ
2018-06-23

300' TAPER

750' ACCELERATION LANE

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

REFER TO THE MAIN LANE PLAN SHEETS FOR ADDITIONAL INFORMATION

EXIST. R/W & C/A

CONST. LIMIT

P.C. 400+00.00 RAMP 4

P.I. 401+78.56 RAMP 4

P.T. 403+57.09 RAMP 4

C.L. RAMP 4

RAMP 4

R 2'

LINE O

N41°0'46"E

DIKE

CONST. LIMIT

-0.020 '/' 409+18.00

CONC. BARR. WALL (MEDIAN TY. A)

C.L. I-30 MEDIAN

-0.020 '/' 468+54.23

N42°47'54"E

-0.020 '/' 470+81.26

NOSE +35.88 51.00' LT.

-0.054 '/' 472+74.23

CONC. BARR. WALL (MEDIAN TY. C)

LINE M-R

LINE P-I

NOSE +37.96 63.00' RT.

-0.020 '/' 463+60.11

CRASH ATTENUATOR

CONC. BARR. WALL (SIDE TY. A) WITH CONC. CAP +47.96

CONC. BARR. WALL (MEDIAN TY. B)

LINE P

I-30 MEDIAN 471+59.23

CONC. BARR. WALL (SIDE TY. A)

N46°17'54"E

CONC. BARR. WALL (SIDE TY. E)

-0.020 '/' 106+36.27

P.C. 105+11.18 RAMP

P.I. 106+86.23 RAMP

CONST. LIMIT

P.T. 108+61.18 RAMP

+76.58 141.35'

+76.57 151.35'

C.L. RAMP I

CONST. LIMIT

P.C. 111+87.41 RAMP I

P.I. 113+15.76 RAMP I

P.T. 114+44.07 RAMP I

RAMP I

PROPOSED GUARDRAIL

EXIST. R/W & C/A

+56.8 138.03'

-0.020 '/' 117+65.66

P.C. 117+65.66 RAMP I

P.I. 118+35.83 RAMP I

P.T. 118+91.59 RAMP I

-0.020 '/' +03.48

-0.040 '/' +86.40

-0.040 '/' +18.48

-0.020 '/' +03.48

C.D.P.

LINE Z-17

LINE Z-18

LINE P

LINE N

100 YR. FLOODPLAIN LIMIT

(19) RT. TURNOUT PAV'T. EDGE
P.C.C. = 117+89.61 (RAMP I)
P.T. = 86+02.99 (FRTG. RD. C)
DELTA = 140°59'21" RT.
DOC = 85°00'00"
R = 67.41'
T = 190.23'
L = 165.87'
E = 134.47'

C.L. RAMP I CURVE 1
P.I. = 100+58.35
DELTA = 3°30'00" RT.
DOC = 3°00'00"
T = 58.35'
L = 116.67'
P.C. = 100+00.00
P.T. = 101+16.67
Ls = N/A
e = N/A

(20) LT. TURNOUT PAV'T. EDGE
P.R.C. = 118+69.25 (RAMP I)
P.T. = 87+68.67 (FRTG. RD. C)
DELTA = 77°03'14" LT.
DOC = 76°23'40"
R = 75.00'
T = 59.72'
L = 100.86'
E = 20.87'

C.L. RAMP I CURVE 2
P.I. = 106+86.23
DELTA = 3°30'00" LT.
DOC = 1°00'00"
T = 175.05'
L = 350.00'
P.C. = 105+11.18
P.T. = 108+61.18
Ls = N/A
e = N.C.

C.L. RAMP I CURVE 3
P.I. = 113+15.76
DELTA = 2°34'00" RT.
DOC = 1°00'00"
T = 128.35'
L = 256.65'
P.C. = 111+87.41
P.T. = 114+44.07
Ls = N/A
e = N.C.

C.L. RAMP I CURVE 4
P.I. = 118+35.83
DELTA = 62°57'41" RT.
DOC = 50°00'00"
T = 70.17'
L = 125.92'
P.C. = 117+65.66
P.T. = 118+91.59
Ls = 85'
e = -0.040 '/'

C.L. FRONTAGE ROAD C CURVE
P.I. = 89+13.10
DELTA = 39°19'10" RT.
DOC = 13°00'00"
T = 157.46'
L = 302.46'
P.C. = 87+55.64
P.T. = 90+58.10
Ls = 250.00'
e = 0.100 '/'

+STA. 85+50.00
END RECONSTRUCTION
MATCH EXIST. PAV'T.

+62.84 260.39'

STA. 118+55 - IN PLACE DBL. 30" X 132' R.C. PIPE CUL'T. ON A 38° LT. FWD. SKEW WITH F.E.S. LT. & RT. REMOVE

N18°19'34"E

P.C. FRTG. RD. C

CONC. ISLAND (TYPE B CURB FACE)

+80.40 211.35'

C.L. FRONTAGE ROAD C STA. 86+92.60 =
C.L. SOUTH ST. RAMP I STA. 119+40.16
∠ = 90°0'0"

STA. 117+01.91 BEGIN SUPERELEVATION (-0.020 '/')
STA. 117+86.91 MAX. SUPERELEVATION (-0.040 '/')
STA. 118+18.48 MAX. SUPERELEVATION (-0.040 '/')
STA. 119+03.48 END SUPERELEVATION (-0.020 '/')

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

C.L. I-30 MEDIAN STA. 463+37.96, 67.93' RT. =
C.L. RAMP I STA. 106+36.27, 7.5' LT.
ELEV. 294.89

P.V.I. 106+36.27 ELEV. 294.89

MAIN LANES

PROFILE GRADE

0.25%

EXISTING GROUND ℄ RAMP PGL

V.P.C. 109+50.00 ELEV. 295.67

L.V.C. = 350.00'
GI = 0.25%
G2 = 1.60%
e = 0.59'
K = 259

P.V.I. 111+25.00 ELEV. 296.11

V.P.T. 113+00.00 ELEV. 298.91

1.00% RT. D.G. 293.30
0.84% RT. D.G. 293.80
1.00% RT. D.G. 294.22
0.76% RT. D.G. 294.60
1.00% RT. D.G. 295.10
1.06% RT. D.G. 295.60
0.98% RT. D.G. 296.10
1.00% RT. D.G. 296.63
0.76% RT. D.G. 297.12
1.00% RT. D.G. 297.50
1.42% RT. D.G. 298.00
1.18% RT. D.G. 298.71
+50 RT. D.G. 302.30

V.P.C. 116+75.00 ELEV. 304.91

L.V.C. = 250.00'
GI = 1.60%
G2 = -1.25%
e = -0.89'
K = 88

P.V.I. 118+00.00 ELEV. 306.91

1.60%

-1.25%

V.P.T. 119+25.00 ELEV. 305.34

P.V.I. 119+28.16 ELEV. 305.30

C.L. FRONTAGE ROAD C STA. 87+00.74, 12.00' LT. =
C.L. RAMP I STA. 119+28.16, 7.5' LT.
ELEV. 305.30

C.L. FRONTAGE ROAD C +40.16

330 320 310 300 290 280 270 260

105+00 110+00 115+00 120+00

PLAN & PROFILE SOUTH ST. RAMP I

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	725	1465

(2) PLAN & PROFILE - SOUTH ST. RAMP 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12626
SHAHRIAR AZAD
2018-06-22

REFER TO THE MAIN LANE PLAN SHEETS FOR ADDITIONAL INFORMATION

McNEIL CREEK
100 YR. FLOODPLAIN LIMIT
FRONTAGE ROAD
RAMP 3
EXIST. C/A
EXIST. R/W
30" C.M.P. RETAIN
30" R.C.P. RETAIN
CONC. ISLAND (TYPE B CURB FACE)
PROP. R/W
LINE W
C.L. SEVIER ST. STA. 58+0.00 =
C.L. FRTG. RD. D STA. 158+20.30
Δ = 40°05'01"
C.L. FRONTAGE ROAD D
FRONTAGE ROAD D
STA. 156+88.39 END CURB TY. A
C.L. I-30 MEDIAN
N51°51'28"E
CONC. BARR. WALL (MEDIAN TY. C)
STA. 517+75.26 END CONC. BARR. WALL (MEDIAN TY. B) END RECONSTRUCTION
STA. 3519+71.68 END WIDENING LT. END CONC. BARR. WALL (SIDE TY. A) MATCH EXISTING CONC. BARR. WALL
P.I. 3517+36.75 WB I-30
100' TRANSITION
STA. 517+75.26 BEGIN WIDENING RT.
STA. 200+06.79 N51°31'28"E END NOTCH, WIDEN, & OVERLAY BEGIN RECONSTRUCTION
STA. 200+44.72 END CURB TY. A
LINE V
LINE V-2
LINE V-3
LAT V-3
50' CURVE
C.D.P.
EXIST. R/W
PROP. C/A & FENCE
RAMP 2
P.C. 200+59.64
P.I. 202+73.97
P.T. 204+88.10
CONC. ISLAND (TYPE C CURB FACE)
CONC. ISLAND WITH (TYPE B CURB FACE)
PROP. R/W & C/A & FENCE
CURB (TY. A) (TYP.)
C.L. LEANDER ST.
N04°45'16"E
T.C.E.
16' GATE
50' R
STA. 205+20.00 END CURB (TY. A)
P.I. 517+41.16 I-30 MEDIAN
C.D.P.
RAMP 2
CONST. LIMIT
WIRE FENCE
EXIST. R/W & C/A
480' MERGING TAPER
700' ACCELERATION LANE
SEVIER ST.
STA. 6+30.00 END CONSTRUCTION MATCH EXIST. PAV'T.
P.O.E. 7+00.00
C.L. RAMP 2 CURVE 1
P.I. = 202+73.97
DELTA = 4°17'05" LT.
DOC = 1°00'00"
T = 214.33'
L = 428.46'
P.C. = 200+59.64
P.T. = 204+88.10
Ls = N/A
e = N.C.
C.L. RAMP 2 CURVE 2
P.I. = 211+02.79
DELTA = 3°10'22" RT.
DOC = 1°00'00"
T = 158.68'
L = 317.27'
P.C. = 209+44.11
P.T. = 212+61.38
Ls = 200'
e = 0.021 '/'
C.L. I-30 MEDIAN
P.I. = 517+41.16
DELTA = 0°20'00" LT.
B.L. WB I-30
P.I. = 3517+36.75
DELTA = 0°20'00" LT
× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)
EB I-30 STA. 2524+57.15, 40.50' RT. = C.L. RAMP 2 STA. 212+61.38
PROPOSED GUARDRAIL
SAWCUT
NOSE +75.78 38.00' RT.
REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

STA. 207+19.11 BEGIN SUPERELEVATION (-0.020 '/')
STA. 210+19.11 MAX. SUPERELEVATION (-0.021 '/')
STA. 211+86.38 MAX. SUPERELEVATION (-0.021 '/')
STA. 2526+82.15 END SUPERELEVATION (-0.020 '/')

C.L. FRONTAGE ROAD C STA. 123+00.00, 12.00' LT. = C.L. RAMP 2 STA. 200+06.79, 7.5' LT. ELEV. 346.80
P.V.I. 200+06.79 ELEV. 346.80
V.P.C. 202+20.00 ELEV. 347.76
P.V.I. 203+80.00 ELEV. 348.48
V.P.C. 205+75.00 ELEV. 342.25
V.P.T. 205+40.00 ELEV. 343.37
P.V.I. 206+75.00 ELEV. 339.05
V.P.T. 207+75.00 ELEV. 337.90
P.V.I. 209+79.90 ELEV. 335.54
L.V.C. = 320.00' G1 = 0.45% G2 = -3.20% e = -1.46' K = 88
L.V.C. = 200.00' G1 = -3.20% G2 = -1.15% e = 0.51' K = 98
0.45%
-3.20%
-1.15%
3.28% RT. D.G.
4.58% RT. D.G.
5.14% RT. D.G.
1.36% RT. D.G.
5.20% RT. D.G.
0.40% RT. D.G.
1.62% RT. D.G.
1.08% RT. D.G.
0.76% RT. D.G.
+00 RT. D.G. 341.57
+50 RT. D.G. 339.93
+00 RT. D.G. 337.74
+50 RT. D.G. 335.17
+00 RT. D.G. 332.57
+50 RT. D.G. 336.25
+00 RT. D.G. 336.05
+50 RT. D.G. 335.24
+00 RT. D.G. 334.70
+50 RT. D.G. 334.32
PROFILE GRADE
EXISTING GROUND @ RAMP PGL
EB I-30 STA. 2521+75.78, 39.90' RT. = C.L. RAMP 2 STA. 209+79.90, 7.5' LT. ELEV. 335.54
MAIN LANES
200+00
205+00
210+00

PLAN & PROFILE
SOUTH ST. RAMP 2

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	726	1465

PLAN & PROFILE SOUTH ST. RAMP 4

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17404
SHAHRIAR AZAD
2018-06-22

C.L. RAMP 4 CURVE 1
P.I. = 401+78.56
DELTA = 1°47'08" LT.
DOC = 0°30'00"
T = 178.56'
L = 357.09'
P.C. = 400+00.00
P.T. = 403+57.09
Ls = N/A
e = N.C.

REFER TO THE MAIN LANE PLAN SHEETS FOR ADDITIONAL INFORMATION

C.L. I-30 MEDIAN CURVE 5
P.I. = 481+89.06
DELTA = 28°18'18" RT.
DOC = 1°25'00"
T = 1019.83'
L = 1998.01'
P.C. = 471+69.23
P.T. = 491+67.24
Ls = 420'
e = 0.054 '/'

C.L. RAMP 4 CURVE 2
P.I. = 412+44.53
DELTA = 5°33'24" RT.
DOC = 2°00'00"
T = 139.03'
L = 277.84'
P.C. = 411+05.50
P.T. = 413+83.34
Ls = 250'
e = +0.028 '/'

(21) RT. TURNOUT PAV'T. EDGE
P.R.C. = 412+21.51 (RAMP 4)
P.C.C. = 412+96.27, 46.06' LT. (RAMP 4)
DELTA = 52°37'54" RT.
DOC = 60°00'00"
R = 95.57'
T = 47.27'
L = 87.79'
E = 11.05'

LINE Q
STA. 407+11 - CONSTRUCT
DROP INLET 14' RT. OF C.L. H = 4'-2"
WITH 18" X 41' R.C. PIPE CULVERT OUTLET
(CLASS V) (TYPE 3 BEDDING)
WITH F.E.S. ON LT.
TYPE ST DROP INLET = 3'-0" X 3'-0"

OBLITERATE EXISTING ROADWAY
× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

100 YR. FLOODPLAIN

750' ACCELERATION LANE

C.L. I-30 MEDIAN STA. 467+34.61, 53.50' LT. =
C.L. RAMP 4 STA. 400+00.00

EXIST. R/W & C/A

P.C. 400+00.00 RAMP 4
P.I. 401+78.56 RAMP 4
P.T. 403+57.09 RAMP 4

CONST. LIMIT

C.L. RAMP 4

RAMP 4

P.C. 411+05.50 RAMP 4
+0.028 '/' 411+68.00
+0.028 '/' 411+81.20
C.D.P.
P.I. 412+44.53 RAMP 4
(21)
P.I. 10+95.05
+93
+11
P.C. 10+17.57
INT. CURB (TY.A)
P.T. 413+83.34 RAMP 4
3.86.75.43"
N46°34'11"E
C.L. FRTG. RD. D

N42°47'54"E
N41°0'46"E
-0.020 '/' 409+18.00
-0.020 '/' 468+54.23
+0.020 '/' 470+81.20
NOSE +35.88 51.00' LT.
+0.054 '/' 472+74.23
LINE Q
R 2'
DIKE
WIRE FENCE
STA. 413+56.20 END RECONSTRUCTION MATCH EXIST. PAV'T.
PROP. C/A & FENCE
C.L. RAMP 4 STA. 413+80.99 =
C.L. HWY. 229 STA. 10+05.50
∠ = 89°57'11"
P.I. 481+89.06 I-30 MEDIAN

C.L. I-30 MEDIAN
12' LINE MI-R
CONC. BARR. WALL (MEDIAN TY. B)
LINE P-1
CONC. BARR. WALL (MEDIAN TY. C)
LINE P
PROPOSED GUARDRAIL
P.C. 471+69.23 I-30 MEDIAN
C.L. RAMP 1
CONC. BARR. WALL (SIDE TY. A)
LINE Z-18
LINE S
CONC. BARR. WALL (MEDIAN TY. C)
CONC. BARR. WALL (SIDE TY. E)
CONC. BARR. WALL (SIDE TY. A)
RAMP 1

W. SOUTH ST. (HWY. 229)
N82°10'22"W
EXIST. R/W
18" C.M.P. RETAIN
18" R.C. PIPE RETAIN
30" R.C. PIPE RETAIN
KING RD.
C.L. HWY. 229
P.T. 11+66.58
EXIST. R/W & C/A

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

STA. 409+18.00 BEGIN SUPERELEVATION (-0.020 '/')
STA. 411+68.00 MAX. SUPERELEVATION (+0.028 '/')
STA. 411+81.20 MAX. SUPERELEVATION (+0.028 '/')
STA. 413+56.20 END SUPERELEVATION (-0.005 '/')

C.L. I-30 MEDIAN STA. 471+35.88, 52.94' LT. =
C.L. RAMP 4 STA. 404+01.35, 7.5' RT.
ELEV. 303.46

V.P.C. 404+50.00 ELEV. 304.78
P.V.I. 406+00.00 ELEV. 308.83
V.P.T. 407+50.00 ELEV. 311.68
V.P.C. 411+35.00 ELEV. 318.99
P.V.I. 412+35.00 ELEV. 320.89
V.P.T. 413+35.00 ELEV. 321.13
P.V.I. 413+56.20 ELEV. 321.18

L.V.C. = 200.00'
G1 = 1.90%
G2 = 0.24%
e = -0.41'
K = 121

PROFILE GRADE
MAIN LANES
EXISTING GROUND @ RAMP PGL
2.70%
1.90%
0.24%
C.L. RAMP 4 STA. 413+56.20 = END RECONSTRUCTION ELEV. 321.18

P.V.I. 404+01.35 ELEV. 303.46

L.V.C. = 300.00'
G1 = 2.70%
G2 = 1.90%
e = -0.30'
K = 375

0.50% LT. D.G.
+50 LT. D.G. 310.00
+00 LT. D.G. 310.25

0.08% RT. D.G.
+00 RT. D.G. 311.93
0.40% RT. D.G.
+50 RT. D.G. 311.97
+00 RT. D.G. 312.17
0.18% RT. D.G.
+50 RT. D.G. 312.26
0.42% RT. D.G.
+00 RT. D.G. 312.47
0.20% RT. D.G.
+50 RT. D.G. 312.57

340 330 320 310 300 290 280 270

400+00 405+00 410+00

PLAN & PROFILE
SOUTH ST. RAMP 4

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	727	1465

② PLAN & PROFILE STA. 502+00 TO 514+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHAHRIAR AZAD
2018-06-22

C.L. HWY. 67 CURVE 1
P.I. = 502+09.37
DELTA = 7°04'05" LT.
DOC = 5°00'00"
T = 70.77'
L = 141.36'
P.C. = 501+38.60
P.C.C. = 502+79.96
Ls = N/A
e = N/A

C.L. HWY. 67 CURVE 2
P.I. = 505+75.37
DELTA = 54°32'59" LT.
DOC = 10°00'00"
T = 295.41'
L = 545.50'
P.C. = 502+79.96
P.T. = 508+25.46
Ls = N/A
e = N/A

C.L. HWY. 67 CURVE 3
P.I. = 516+88.52
DELTA = 17°44'18" LT.
DOC = 2°30'00"
T = 357.62'
L = 709.53'
P.C. = 513+30.89
P.T. = 520+40.42
Ls(1) = 360'
Ls(2) = 600'
e = 0.067 '/'

STA. 506+20 - IN PLACE
24" X 46' R.C. PIPE CULVERT
WITH HDWLS. LT. & RT.
RETAIN

STA. 511+39 - IN PLACE
18" X 25' R.C. PIPE CULVERT LT. SIDE DRAIN
REMOVE & INSTALL
18" X 48' PIPE CULVERT LT. SIDE DRAIN
CONSTRUCT APPROACH = 15 CU. YDS.

STA. 512+89 - IN PLACE
18" X 25' R.C. PIPE CULVERT LT. SIDE DRAIN
WITH F.E.S.
REMOVE & INSTALL
18" X 70' PIPE CULVERT LT. SIDE DRAIN
CONSTRUCT APPROACH = 45 CU. YDS.

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

600' MERGING TAPER

STA. 501+38.60
MATCH EXIST. PAV'T.
BEGIN OVERLAY

P.C. 501+38.60 HWY. 67
+48.23 39.96'
+47.58 40.04'
P.I. 502+09.37 HWY. 67
P.C.C. 502+79.96 HWY. 67
+90.37 40'
+90.38 40'
EXIST. R/W

STA. 506+50
MATCH EXIST. PAV'T.
BEGIN WIDENING & OVERLAY

P.I. 505+75.37 HWY. 67
N79°34'37"E
N25°01'38"E
505
24" R.C.P. RETAIN
3' 2' 24' 10' 20'
+14.47 39.97'
+17.95 55.08'
+60 60'
T.C.E.
+30 39.97'

+60 40.03'
50' TRANS.
+50 +00 +00
PROP. R/W
P.T. 508+25.46 HWY. 67
+95.06 90.61'
+78.06 42.56'
EXIST. R/W
C.D.P.
CURB (TY. A)
CONST. LIMIT
25'
40'
25' R (TYP.) 30' R
25' R
+43.66 100.64'
P.C. 513+30.89 HWY. 67
P.C. 43+ FRTG. RD.
EXIST. R/W
P.I. 44+07.19 FRTG. RD. A
CONST. LIMIT
C.D.P.
P.T. 44+56.32 FRTG. RD. A
10'
22'
3'
5'
0.067 '/'
514+43.39
0.068 '/'
507+43.39
0.020 '/'
508+79.75
+00
N24°16'38"E
N25°46'38"E
510
0.020 '/'
509+93.39
-0.020 '/'
512+00.29
12'
10'
16'
PROP. R/W
250'
+10.28 40'
+11.24 60'
+73.80 85'
200' TAPER
+15 68.82'
+15 85'
T.C.E.
CONST. LIMIT
C.L. HWY. 67
+40 103.22'
600' TAPER
PROP. R/W

STA. 507+05 - CONSTRUCT
APPROACH ON RT. = 5 CU. YDS.

STA. 508+75
END WIDENING & OVERLAY
BEGIN RECONSTRUCTION

STA. 508+73 - CONSTRUCT
APPROACH ON RT. = 10 CU. YDS.

STA. 511+40 - CONSTRUCT
APPROACH ON RT. = 5 CU. YDS.

AHTD MAINTENANCE OFFICE

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

511' OVERLAY
225' NOTCH, WIDEN & OVERLAY
100' VERTICAL TRANSITION FROM EXISTING

STA. 501+38.60 C.L. HWY. 67
BEGIN OVERLAY
ELEV. 327.37

STA. 506+50.00 C.L. HWY. 67
BEGIN WIDENING & OVERLAY
ELEV. 327.37

STA. 508+75.00 C.L. HWY. 67
BEGIN RECONSTRUCTION
ELEV. 330.51

P.V.I. 507+50.00
ELEV. 328.89
+00 RT. D.G. 326.53
V.P.C. 508+75.00
ELEV. 330.51
+00 RT. D.G. 330.14
1.30%
3.60% T.D.G.
P.V.I. 510+25.00
ELEV. 332.45
L.V.C. = 300.00'
G1 = 1.30%
G2 = -2.70%
e = -1.50'
K = 75
PROFILE GRADE
-2.70%
V.P.T. 511+75.00
ELEV. 328.40
V.P.C. 513+25.00
ELEV. 324.35
+00 RT. D.G. 319.72
3.60% T.D.G.
+00 RT. D.G. 316.12
EXISTING GROUND @ C.L. HWY. 67
L.V.C. =
G1 =
G2 =
e =

STA. 506+50.00 MATCH EXIST. SUPERELEVATION:
LT. LANE (-0.066 '/')
RT. LANE (+0.028 '/')

STA.	507+43.39	MAX. SUPERELEVATION	(0.068 '/')
STA.	508+79.75	END SUPERELEVATION	(0.020 '/')
STA.	509+93.39	END TRANSITION	(N.C.)
STA.	509+93.39	BEGIN TRANSITION	(N.C.)
STA.	512+00.29	BEGIN SUPERELEVATION	(0.020 '/')
STA.	514+43.39	MAX. SUPERELEVATION	(0.067 '/')

350 340 330 320 310 300 290 280

505+00 510+00

PLAN & PROFILE
HWY. 67
STA. 502+00 TO STA. 514+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	728	1465

② PLAN & PROFILE STA. 514+00 TO 528+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZIMI
No. 13401
2015-07-13

(2) HWY. 67 INSIDE PAV'T. EDGE
P.C. = 513+04.25, 5.29' LT.
P.T. = 520+62.42, 11.00' LT.
DELTA = 16°59'17" LT.
DOC = 2°15'00"
T = 380.30'
L = 755.03'

(1) HWY. 67 RT. INSIDE PAV'T. EDGE
P.C. = 513+19.23, 5.49' RT.
P.T. = 520+56.15, 11.00' RT.
DELTA = 18°29'17" LT.
DOC = 2°30'00"
T = 373.01'
L = 739.53'

C.L. HWY. 67 CURVE 3
P.I. = 516+88.52
DELTA = 17°44'18" LT.
DOC = 2°30'00"
T = 357.62'
L = 709.53'
P.C. = 513+30.89
P.T. = 520+40.42
Ls(1) = 360'
Ls(2) = 600'
e = 0.067 '/'

C.L. HWY. 67 STA. 515+40.46 =
C.L. FRONTAGE ROAD A STA. 45+00.00
∠ = 90°00'00"

C.L. HWY. 67 RT. TURN LANES STA. 517+60.00 =
C.L. HWY. 67 STA. 517+60.00, 41.94' RT.

C.L. HWY. 67 RAMP 4 P.C. STA. 400+00.00 =
C.L. I-30 MEDIAN STA. 395+94.50, 54.17' LT.

C.L. HWY. 67 STA. 522+98.74 =
C.L. I-30 MEDIAN STA. 396+88.28
∠ = 49°56'24"
C.L. RAMP 4 STA. 401+40.04 =
C.L. HWY. 67 STA. 523+71.66
∠ = 48°5'20"

C.L. HWY. 67 STA. 525+90.53, 36.50' LT. =
C.L. RAMP 5 STA. 519+92.72

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15

C.L. HWY. 67 RAMP 1 P.C. STA. 516+44.04

C.L. HWY. 67 RAMP 5 P.C. STA. 517+56.54

C.L. HWY. 67 RAMP 4 P.C. STA. 401+59.11

C.L. HWY. 67 RAMP 4 P.T. STA. 412+08.15

C.L. HWY. 67 RAMP 5 P.T. STA. 519+92.72

C.L. HWY. 67 RAMP 1 P.T. STA. 520+40.42

C.L. HWY. 67 RAMP 2 P.T. STA. 520+47.27

C.L. HWY. 67 RAMP 2 P.C. STA. 200+29.87

C.L. HWY. 67 RAMP 4 P.C. STA. 403+00.78

C.L. HWY. 67 RAMP 5 P.C. STA. 526+85.73

C.L. HWY. 67 RAMP 4 P.C. STA. 528+00.68

C.L. HWY. 67 RAMP 1 P.I. STA. 516+88.52

C.L. HWY. 67 RAMP 2 P.I. STA. 521+15.68

C.L. HWY. 67 RAMP 4 P.I. STA. 401+50.51

C.L. HWY. 67 RAMP 5 P.I. STA. 519+02.19

C.L. HWY. 67 RAMP 4 P.I. STA. 411+59.11

C.L. HWY. 67 RAMP 4 P.I. STA. 412+08.51

C.L. HWY. 67 RAMP 1 P.I. STA. 520+80.51

C.L. HWY. 67 RAMP 2 P.I. STA. 520+51.64

C.L. HWY. 67 RAMP 1 P.I. STA. 520+78.15

C.L. HWY. 67 RAMP 2 P.I. STA. 520+52.58

C.L. HWY. 67 I-30 MEDIAN P.I. STA. 396+53.01

C.L. HWY. 67 RAMP 1 P.C. STA. 513+19.23

C.L. HWY. 67 RAMP 2 P.C. STA. 513+30.89

C.L. HWY. 67 RAMP 1 P.T. STA. 520+56.15

C.L. HWY. 67 RAMP 2 P.T. STA. 520+42.64

C.L. HWY. 67 RAMP 4 P.T. STA. 403+37.37

C.L. HWY. 67 RAMP 5 P.T. STA. 526+08.37

C.L. HWY. 67 RAMP 4 P.T. STA. 411+59.11

C.L. HWY. 67 RAMP 4 P.T. STA. 412+08.51

C.L. HWY. 67 RAMP 1 P.I. STA. 516+88.52

C.L. HWY. 67 RAMP 2 P.I. STA. 521+15.68

C.L. HWY. 67 RAMP 4 P.I. STA. 401+50.51

C.L. HWY. 67 RAMP 5 P.I. STA. 519+02.19

C.L. HWY. 67 RAMP 4 P.I. STA. 411+59.11

C.L. HWY. 67 RAMP 4 P.I. STA. 412+08.51

C.L. HWY. 67 RAMP 1 P.C. STA. 513+30.89

C.L. HWY. 67 RAMP 2 P.C. STA. 513+30.89

C.L. HWY. 67 RAMP 1 P.T. STA. 520+40.42

C.L. HWY. 67 RAMP 2 P.T. STA. 520+47.27

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	729	1465

② PLAN & PROFILE STA. 528+00 TO 542+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 23404
SHAHRIAR AZAD
2018-06-22

C.L. HWY. 67 CURVE 4
P.I. = 530+01.73
DELTA = 7°01'41" RT.
DOC = 1°45'00"
T = 201.05'
L = 401.60'
P.C. = 528+00.68
P.T. = 532+02.28
Ls(1) = 675'
Ls(2) = 575'
e = 0.049 '/'

C.L. HWY. 67 CURVE 5
P.I. = 538+54.30
DELTA = 5°04'05" LT.
DOC = 2°30'00"
T = 101.66'
L = 203.19'
P.C. = 537+52.64
P.T. = 539+55.83
Ls = 300'
e = 0.067 '/'

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

LINE Z-14
STA. 536+26 - CONSTRUCT 48" X 114' R.C. PIPE CULVERT ON A 4° RT. FWD. SKEW (CLASS IV) (TYPE 3 BEDDING) WITH F.E.S. LT. & RT.
050 = 89.0 CFS D.A. = 13.0 ACRES

STA. 536+40 - IN PLACE
24" X 43' R.C. PIPE CULVERT WITH HDWLS. LT. & RT.
REMOVE

STA. 541+24 - IN PLACE
18" X 34' R.C. PIPE CULVERT WITH HDWLS. LT. & RT.
RETAIN

STA. 542+00
END WIDENING & OVERLAY
MATCH EXIST. PAV'T.

STA. 537+00
END RECONSTRUCTION
BEGIN WIDENING & OVERLAY

HWY. 67 LT. INSIDE PAV'T. EDGE P.C. STA. 537+00.93, 0.58' LT.

HWY. 67 RT. INSIDE PAV'T. EDGE P.C. STA. 537+94.57, 0.00' RT.

HWY. 67 LT. INSIDE PAV'T. EDGE P.T. STA. 532+76.40, 10.16' LT.

HWY. 67 RT. INSIDE PAV'T. EDGE P.T. STA. 531+31.41, 11.00' RT.

C.L. HWY. 67 STA. 530+51.32 =
C.L. FRONTAGE ROAD B STA. 80+00.00 =
∠ = 94°23'10"
C.L. RAMP 3 STA. 300+00.00
∠ = 85°36'50"

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15

P.T. 77+62.59 FRTG. RD. B

WIRE FENCE (TY. A)				
STA.	STA.	LOCATION	LIN. FT.	12' GATE
531+74	540+50	RT. OF HWY. 67	940'	1 EACH
531+48	533+50	LT. OF HWY. 67	205'	

INSTALLATION OF GUARDRAIL					
STA.	STA.	LOCATION	GUARDRAIL (TY. A) LIN. FT.	TERMINAL ANCHOR POST (TY. 1)	GUARDRAIL TERMINAL (TY. 2)
528+36	78+25.38	SW CORNER OF INTERSECTION OF HWY. 67 & FRTG. RD. B	175	1 EACH	1 EACH

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

STA. 526+85.73 BEGIN SUPERELEVATION (0.020 '/')
STA. 529+69.43 MAX. SUPERELEVATION (0.049 '/')
STA. 530+58.53 MAX. SUPERELEVATION (0.049 '/')
STA. 533+00.20 END SUPERELEVATION (0.020 '/')
STA. 535+27.64 BEGIN TRANSITION RT. (0.020 '/')
STA. 536+33.53 END TRANSITION LT. (0.020 '/')
STA. 536+65.57 BEGIN SUPERELEVATION (0.020 '/')
STA. 538+27.64 MAX. SUPERELEVATION (0.067 '/')
STA. 538+80.83 MAX. SUPERELEVATION (0.067 '/')
STA. 540+42.90 END SUPERELEVATION (0.020 '/')
STA. 541+80.83 END TRANSITION RT. (N.C.)

EXISTING GROUND ℄ C.L. HWY. 67
PROFILE GRADE
V.P.C. 527+80.00 ELEV. 299.85
P.V.I. 530+30.00 ELEV. 303.23
V.P.T. 532+80.00 ELEV. 300.73
V.P.C. 538+50.00 ELEV. 295.04
P.V.I. 539+50.00 ELEV. 294.05
V.P.T. 540+50.00 ELEV. 293.25
P.V.I. 541+00.00 ELEV. 292.85
P.V.I. 542+00.00 ELEV. 292.15
I.D.G.
1.67% LT. D.G.
+00 RT. D.G. 297.07
+00 RT. D.G. 298.74
C.L. FRONTAGE ROAD B/ RAMP 3 +51.32
L.V.C. = 500.00'
G1 = 1.35%
G2 = -1.00%
e = -1.47'
K = 213
-1.00%
L.V.C. = 200.00'
G1 = -1.00%
G2 = -0.80%
e = 0.05'
K = 1000
500' NOTCH, WIDEN & OVERLAY
-0.80%
-0.70%
100' VERTICAL TRANSITION TO EXISTING
STA. 542+00.00 C.L. HWY. 67
END WIDENING & OVERLAY
ELEV. 292.15
STA. 537+00.00 C.L. HWY. 67
END RECONSTRUCTION
BEGIN WIDENING & OVERLAY
ELEV. 294.56

330 320 310 300 290 280 270 260

530+00 535+00 540+00

PLAN & PROFILE HWY. 67 STA. 528+00 TO STA. 542+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	730	1465

PLAN - SOUTH ST.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZ
No. 18407
2018-06-22

(36) RT. TURNOUT PAV'T. EDGE
P.C.C. = 40+75.82, 31.08' RT.
P.C.C. = 41+28.10, 19.98' RT.
DELTA = 35°31'52" RT.
R = 80.00'
T = 26.63'
L = 49.61'

(37) RT. TURNOUT PAV'T. EDGE
P.C. = 40+48.77, 51.05' RT.
P.C.C. = 40+48.75, 31.08' RT.
DELTA = 35°36'14" RT.
R = 50.00'
T = 16.06'
L = 31.07'

(38) RT. TURNOUT PAV'T. EDGE
P.C.C. = 22+93.49, 22.50' LT.
P.T. = 40+71.28, 23.83' LT.
DELTA = 46°37'38" LT.
R = 120.00'
T = 51.71'
L = 97.65'

(39) RT. TURNOUT PAV'T. EDGE
P.C.C. = 68+44.46, 17.00' RT.
P.C.C. = 21+06.69, 22.50' LT.
DELTA = 36°53'17" LT.
R = 100.00'
T = 33.35'
L = 64.38'

(42) RT. TURNOUT PAV'T. EDGE
P.C.C. = 22+55.51, 45.61' RT.
P.C.C. = 24+58.14, 37.76' RT.
DELTA = 47°52'46" RT.
DOC = 30°00'00"
R = 190.99'
T = 84.79'
L = 159.60'

(34) RT. TURNOUT PAV'T. EDGE
P.C. = 51+26.90, 14.41' RT.
P.T. = 41+35.23, 12.43' LT.
DELTA = 89°00'07" RT.
R = 35.00'
T = 34.40'
L = 54.37'

(35) RT. TURNOUT PAV'T. EDGE
P.C.C. = 41+28.10, 19.98' RT
P.T. = 52+29.58, 13.59' RT.
DELTA = 96°03'20" RT.
R = 35.00'
T = 38.91'
L = 58.68'

C.L. SOUTH ST. CURVE 1
P.I. = 30+57.91
DELTA = 156°42'58" RT.
DOC = 28°00'00"
T = 993.17'
L = 559.70'
P.C. = 20+64.74
P.T. = 26+24.44
Ls = N/A
e = N.C.

(40) RT. TURNOUT PAV'T. EDGE
P.C.C. = 67+48.65, 17.00' RT.
P.C.C. = 21+84.20, 22.50' RT.
DELTA = 72°23'45" LT.
R = 100.00'
T = 70.10'
L = 126.35'

(43) RT. PAV'T. EDGE
P.C.C. = 24+58.14, 37.76' RT.
P.C.C. = 25+48.82, 31.71' RT.
DELTA = 30°18'49" RT.
DOC = 40°00'00"
T = 38.80'
L = 75.78'

(41) RT. TURNOUT PAV'T. EDGE
P.C.C. = 151+19.35, 38.18' RT.
P.C.C. = 22+55.51, 45.61' RT.
DELTA = 140°29'34" RT.
R = 90.00'
T = 250.62'
L = 220.69'

C.L. SOUTH ST. CURVE 2
P.I. = 31+75.39
DELTA = 48°14'56" LT.
DOC = 14°00'00"
T = 183.28'
L = 344.63'
P.C. = 29+92.11
P.T. = 33+36.74
Ls = N/A
e = N.C.

(46) RT. LANE EDGE
P.C. = 30+03.19, 12.15' RT.
P.T. = 33+35.44, 16.50' RT.
DELTA = 48°14'56" LT.
DOC = 14°00'00"
T = 183.28'
L = 344.63'

(47) LT. LANE EDGE
P.C. = 29+80.70, 12.00' LT.
P.T. = 33+38.10, 16.50' LT.
DELTA = 48°14'56" LT.
DOC = 14°00'00"
T = 183.28'
L = 344.63'

(48) LT. LANE EDGE
P.C.C. = 96+94.27, 7.50' LT.
P.T. = 117+83.29, 14.25' RT.
DELTA = 43°25'25" LT.
DOC = 22°00'00"
T = 103.70'
L = 197.38'

(45) RT. PAV'T. EDGE
P.C.C. = 25+70.31, 31.09' RT.
P.T. = 26+66.84, 24.00' RT.
DELTA = 17°00'38" RT.
R = 300.00'
T = 44.86'
L = 89.07'

C.L. LEANDER ST. CURVE 1
P.I. = 63+12.26
DELTA = 52°53'43" LT.
DOC = 38°00'00"
T = 75.00'
L = 139.20'
P.C. = 62+37.25
P.T. = 63+76.45
Ls = N/A
e = N.C.

C.L. BELL ST. CURVE 1
P.I. = 41+00.08
DELTA = 20°26'15" RT.
DOC = 20°00'00"
T = 51.64'
L = 102.19'
P.C. = 40+48.44
P.T. = 41+50.62
Ls = N/A
e = N.C.

C.L. RAMP A CURVE 1
P.I. = 71+22.66
DELTA = 33°22'04" RT.
DOC = 14°00'00"
T = 122.66'
L = 238.34'
P.C. = 70+00.00
P.T. = 72+38.34
Ls = N/A
e = N.C.

C.L. RAMP B CURVE 1
P.I. = 80+95.65
DELTA = 85°06'54" RT.
DOC = 55°00'00"
T = 95.65'
L = 154.75'
P.C. = 80+00.00
P.T. = 81+54.75
Ls = N/A
e = N.C.

C.L. RAMP B CURVE 2
P.I. = 83+42.71
DELTA = 9°21'22" LT.
DOC = 20°00'00"
T = 23.44'
L = 46.78'
P.C. = 83+19.27
P.T. = 83+66.05
Ls = N/A
e = N.C.

C.L. RAMP B CURVE 3
P.I. = 84+74.26
DELTA = 56°16'27" RT.
DOC = 50°00'00"
T = 61.28'
L = 112.55'
P.C. = 84+12.98
P.T. = 85+25.53
Ls = N/A
e = N.C.

C.L. RAMP C CURVE 1
P.I. = 91+39.31
DELTA = 119°07'41" RT.
DOC = 70°00'00"
T = 139.31'
L = 170.18'
P.C. = 90+00.00
P.C.C. = 91+70.18
Ls = N/A
e = N.C.

C.L. RAMP C CURVE 2
P.I. = 92+13.50
DELTA = 29°38'32" RT.
DOC = 35°00'00"
T = 43.32'
L = 84.69'
P.C.C. = 91+70.18
P.C.C. = 92+54.87
Ls = N/A
e = N.C.

C.L. RAMP C CURVE 3
P.I. = 93+87.54
DELTA = 116°39'07" RT.
DOC = 70°00'00"
T = 132.66'
L = 166.65'
P.C.C. = 92+54.87
P.T. = 94+21.52
Ls = N/A
e = N.C.

C.L. RAMP D CURVE 1
CENTER OF CURVE:
N = 2003521.4160
E = 1130876.5384
DELTA = 271°05'53" RT.
DOC = 66°15'00"
R = 86.48'
L = 409.20'
P.C. = 95+00.00
P.T. = 99+09.20
Ls = N/A
e = N.C.

REFER TO SURVEY CONTROL SHEETS FOR ADDITIONAL INFORMATION

REFER TO THE MAIN LANE PLAN SHEETS FOR ADDITIONAL INFORMATION

STA. 115+00
END MILL AND INLAY
BEGIN NOTCH, WIDEN, & OVERLAY
MATCH EXIST. PAV'T.

STA. 6+30.00
END CONSTRUCTION
MATCH EXIST. PAV'T.

STA 4+67 - CONSTRUCT APPROACH ON RT. = 5 CU. YDS.

STA 5+00 - CONSTRUCT APPROACH ON RT. = 0 CU. YDS.

STA 33+58 - CONSTRUCT APPROACH ON LT. = 5 CU. YDS.

STA 72+57 - INSTALL 18" X 28' PIPE CULVERT RT. SIDE DRAIN
CONSTRUCT APPROACH = 5 CU. YDS.

STA 73+92 - INSTALL 18" X 28' PIPE CULVERT RT. SIDE DRAIN
CONSTRUCT APPROACH = 5 CU. YDS.

STA 77+05 - INSTALL 18" X 28' PIPE CULVERT RT. SIDE DRAIN
CONSTRUCT APPROACH = 10 CU. YDS.

STA. 200+44.72
END CURB (TY. A)

STA. 200+06.79
END NOTCH, WIDEN, & OVERLAY
BEGIN RECONSTRUCTION

STA. 155+04.40
END CURB TY. A

STA. 156+88.39
END CURB TY. A

STA. 96+30.00
END RECONSTRUCTION
BEGIN NOTCH, WIDEN, & OVERLAY

STA. 33+80.00
END CURB & WIDENING
MATCH EXISTING

STA. 33+32.00
END CURB & WIDENING
MATCH EXISTING

STA. 33+00.00
END RECONSTRUCTION
MATCH EXIST. PAV'T.

REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

SEVIER ST.

W. SOUTH ST.

BELL ST.

LEANDER ST.

FRONTAGE ROAD D

FRONTAGE ROAD C

RAMP A

RAMP B

RAMP C

RAMP D

BRIDGE 07414

C.L. I-30 MEDIAN

C.L. RAMP 2

C.L. SOUTH ST. RAMP A

C.L. SOUTH ST. RAMP B

C.L. SOUTH ST. RAMP C

C.L. SOUTH ST.

C.L. FRONTAGE ROAD C

C.L. FRONTAGE ROAD D

C.L. LEANDER ST.

C.L. BELL ST.

C.L. SEVIER ST. STA. 58+00.00 = C.L. FRTG. RD. D STA. 158+20.30 ∠ = 40°05'01"

C.L. BELL ST. STA. 41+82.80 = C.L. SEVIER ST. STA. 51+72.94 ∠ = 88°32'57"

C.L. BELL ST. STA. 40+00.00 = C.L. SOUTH ST. STA. 23+74.41 ∠ = 90°00'00"

C.L. LEANDER ST. STA. 60+00.00 = C.L. SOUTH ST. STA. 32+27.24 ∠ = 106°20'09"

S86°18'00"E

N2°14'58"E

S32°38'11"W

N51°51'28"E

N52°38'11"E

S86°42'38"E

N59°55'19"E

S80°21'38"E

N04°45'16"E

N12°24'24"E

S38°27'42"E

S41°56'29"E

N69°32'41"E

N58°46'07"E

N80°59'04"E

S42°38'38"W

N48°21'6"W

CONC. ISLAND (TY. B CURB FACE)

CONC. ISLAND (TY. C CURB FACE)

CONC. ISLAND WITH TYPE B CURB FACE

CONC. ISLAND WITH TYPE C CURB FACE

CONC. ISLAND (TY. E) (TYP.)

CONC. BARR. WALL (MEDIAN TY. C)

CURB (TY. A) (TYP.)

CURB (TY. E) (TYP.)

PROPOSED GUARDRAIL

PROP. FENCE

PROP. R/W & C/A FENCE

PROP. R/W

EXIST. R/W

CONST. LIMIT

RETAINING WALL 'GG'

RET. WALL

SAWCUT

C.D.P.

P.C.C. 62+37.25

P.T. 5+78.92

P.O.E. 7+00.00

P.I. 31+75.39

P.T. 33+36.74

P.T. 33+36.74

WB I-30

EB I-30

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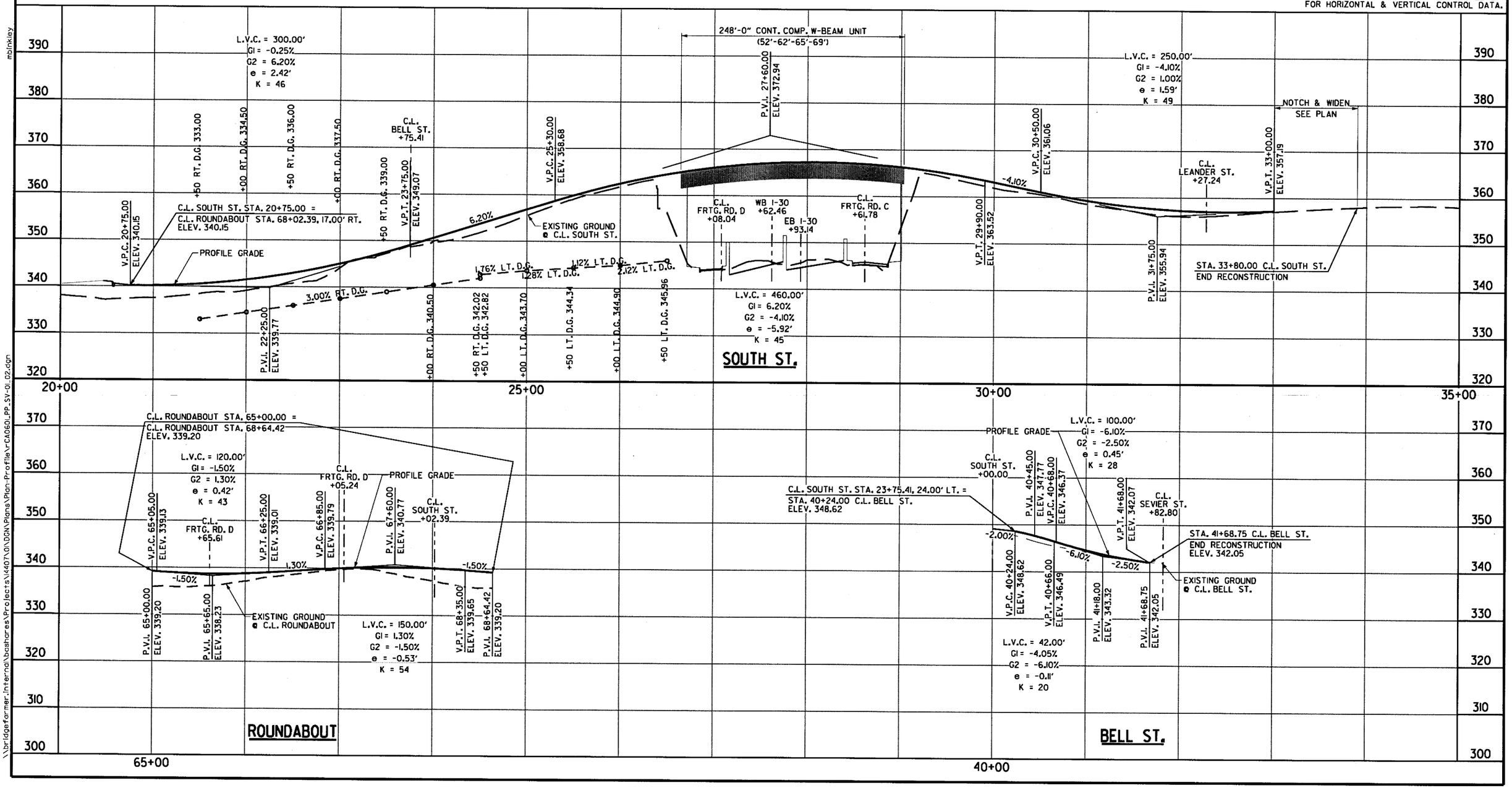
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	731	1465

(2) PROFILES - SOUTH & BELL STS. & ROUNDABOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. ALI
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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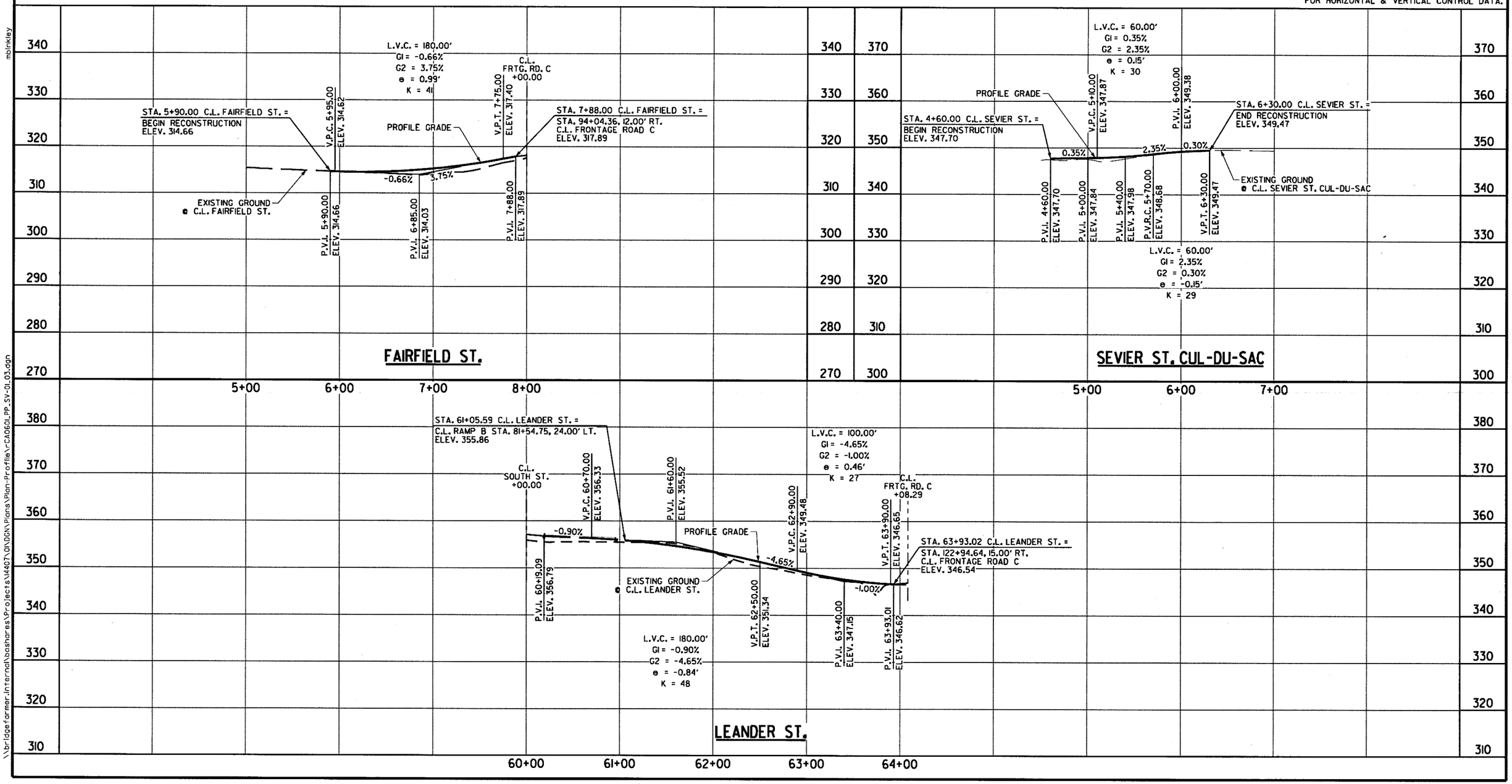
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	732	1465
				②	PROFILES - LEANDER & FAIRFIELD STS.			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2019-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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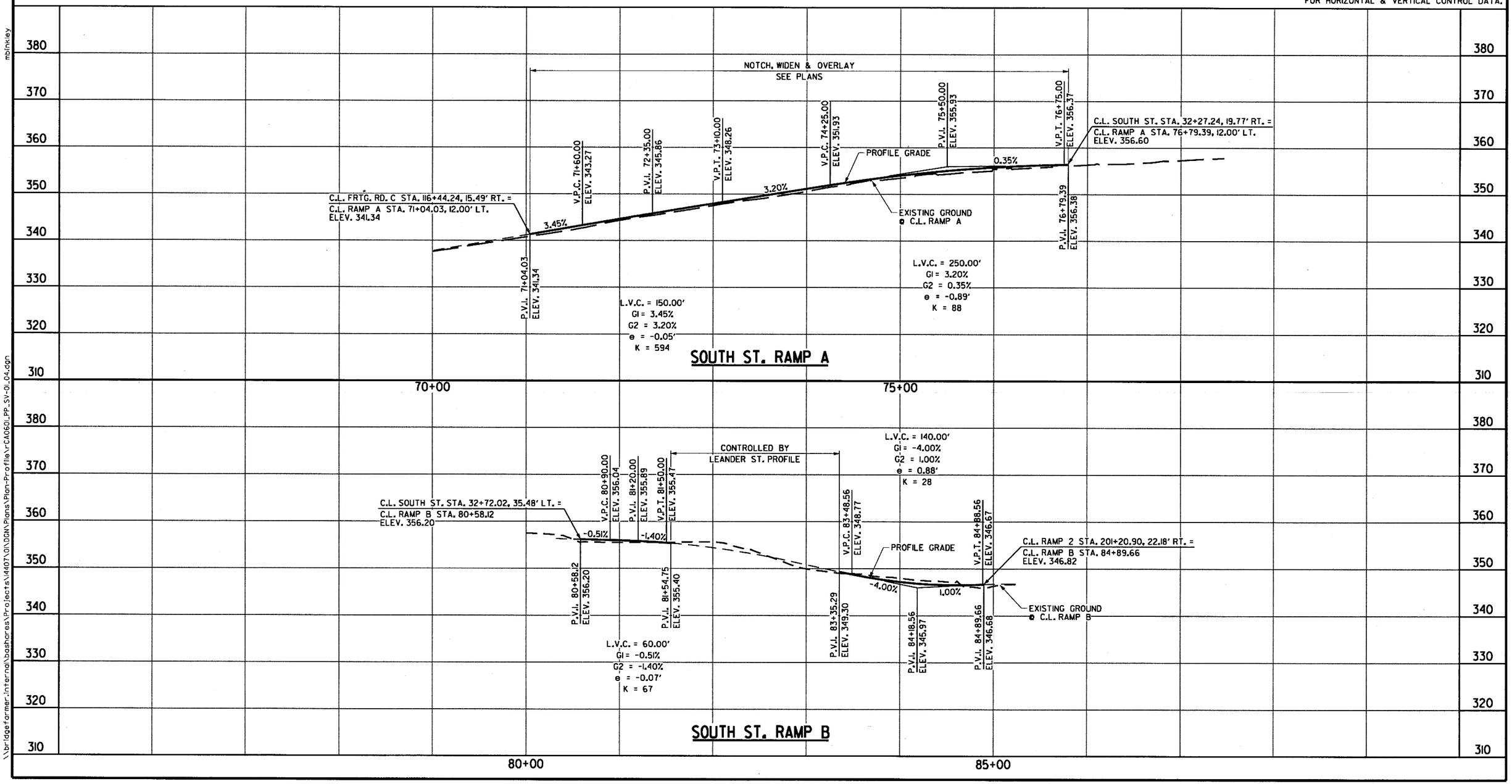
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	733	1465

(2) **PROFILES - RAMPS A & B**

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



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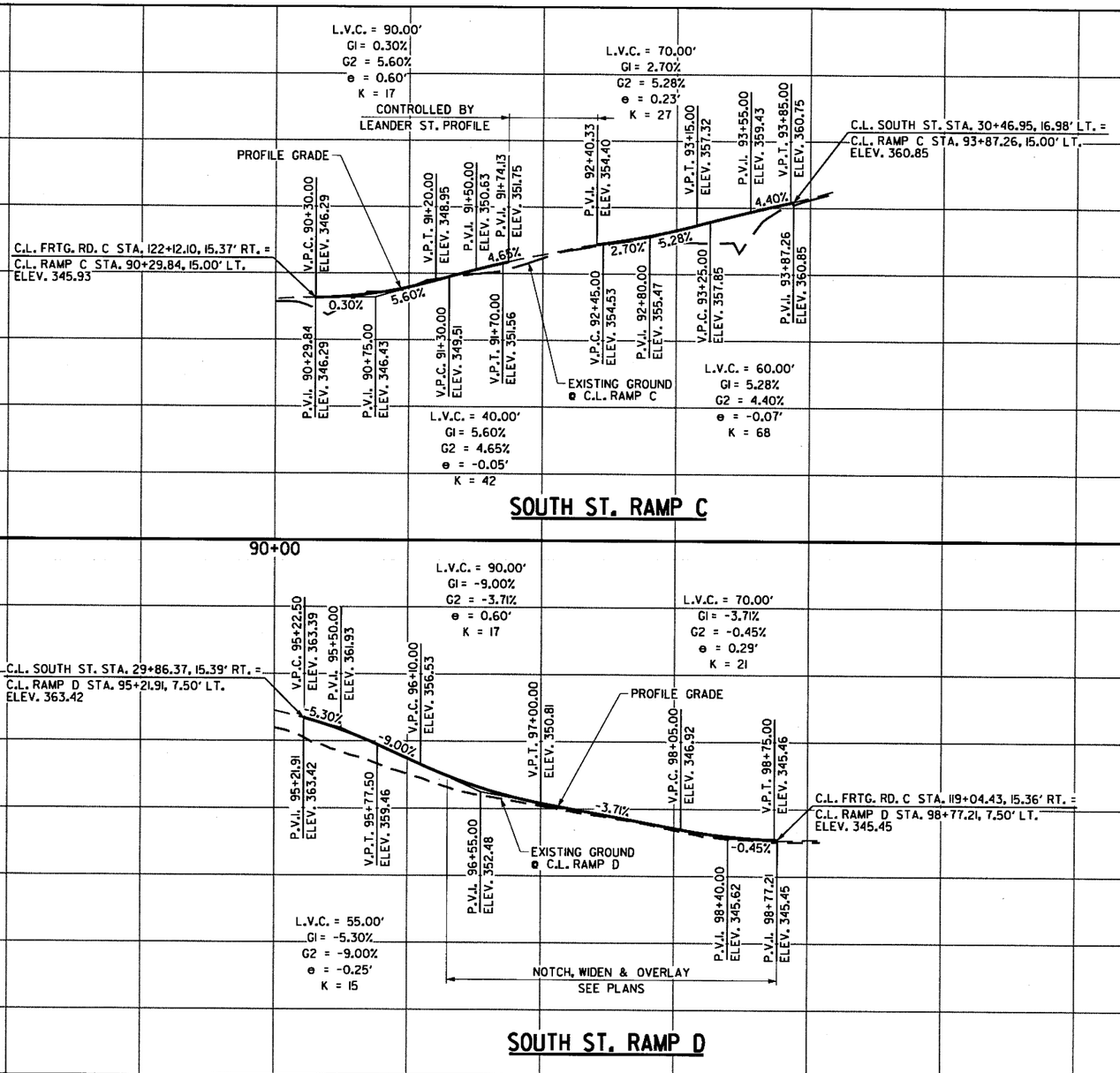
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAM
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	734	1465

(2) PROFILES - RAMPS C & D

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	735	1465

② PLAN & PROFILE FRONTAGE ROAD A

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13406
SHAHRIAR AZAD
2018-06-22

LINE F
STA. 7+49 - CONSTRUCT
DROP INLET 20' LT. OF C.L. H = 4' - 6"
CONNECT TO DROP INLET AT STA 9+02 LT.
WITH 24" X 150' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

LINE F
STA. 9+02 - CONSTRUCT
DROP INLET 15' LT. OF C.L. H = 6' - 7"
CONNECT TO DROP INLET AT STA. 10+08 LT.
WITH 24" X 100' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

STA. 11+21 C.L. FRONTAGE RD A - IN PLACE
DBL. 4' X 6' X 158' R.C. BOX CULVERT
ON A 3° LT. FWD. SKEW
REMOVE WINGS LT. & RT. AND MODIFY EX. INLET LT.
REMOVE 85' LT.
RETAIN 71' AND EXTEND 39' RT.
TO A COMPLETED LENGTH OF 116'
CONSTRUCT 3:1 WING 'B' LT. & WING 'A' RT.
Q50 = 1222.5 CFS D.A. = 278.83 ACRES

STA. 11+32 C.L. FRONTAGE RD A - CONSTRUCT
10' X 6' X 116' R.C. BOX CULVERT
ON A 3° LT. FWD. SKEW
WITH 3:1 WING 'A' LT. & WING 'B' RT.
(SPAN = 20.69')
Q50 = 1222.5 CFS D.A. = 278.83 ACRES

RAMP 1
RAMP 2
FRONTAGE ROAD A
CONST. LIMIT
EXIST. C/A
EXIST. R/W
LINE F
C.L. RAMP 1
C.L. RAMP 2
C.L. FRONTAGE ROAD A-1
PROPOSED GUARDRAIL
CONC. BARR. WALL (MEDIAN TY. A)
CONC. BARR. WALL (MEDIAN TY. B)
CONC. BARR. WALL (MEDIAN TY. C)
TURNDOWN SECTION (MEDIAN TY. A)
RIPRAP BASIN
WB I-30
EB I-30
C.L. I-30 MEDIAN
100' TRANS.
75' TRANS.

STA. 6+37.97
BEGIN RECONSTRUCTION
MATCH EXIST. PAV'T.

STA. 14+91.00
END RECONSTRUCTION
MATCH EXIST. PAV'T.

C.L. FRONTAGE RD A CURVE 1
P.I. = 6+11.58
N = 1992859.7540
E = 1109407.8250
DELTA = 15°31'32" LT
DOC = 7°00'00"
R = 818.51'
T = 111.58'
L = 221.79'
E = 7.57'
P.C. = 5+00.00
P.T. = 7+21.79
Ls = N/A
e = 0.084'/'

C.L. FRONTAGE RD A CURVE 1
P.I. = 6+11.58
DELTA = 15°31'32" LT
DOC = 7°00'00"
T = 111.58'
L = 221.79'
P.C. = 5+00.00
P.T. = 7+21.79
Ls = N/A
e = N/A

C.L. FRONTAGE RD A CURVE 2
P.I. = 9+50.56
DELTA = 14°15'22" LT
DOC = 7°51'34"
T = 91.16'
L = 181.39'
P.C. = 8+59.40
P.T. = 10+40.78
Ls = 220'
e = 0.084'/'

C.L. FRONTAGE RD A CURVE 3
P.I. = 14+07.07
DELTA = 16°54'40" RT
DOC = 10°00'00"
T = 85.18'
L = 169.11'
P.C. = 13+21.89
P.C.C = 14+91.00
Ls = 235'
e = -0.094'/'

C.L. FRONTAGE RD A CURVE 4
P.I. = 17+78.77
DELTA = 33°32'23" RT
DOC = 6°00'00"
T = 287.76'
L = 559.00'
P.C.C. = 14+91.00
P.T. = 20+50.00
Ls = N/A
e = N/A

LINE F
STA. 10+08 - CONSTRUCT
DROP INLET 15' LT. OF C.L. H = 5' - 8"
CONNECT TO DROP INLET AT STA. 11+35 LT.
WITH 24" X 120' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

LINE F
STA. 11+31 - CONSTRUCT
DROP INLET 15' LT. OF C.L. H = 5' - 11"
ON 10' X 6' R.C. BOX CULVERT
TYPE ST DROP INLET = 3' X 3'

LINE F
STA. 12+02 - CONSTRUCT
DROP INLET 15' LT. OF C.L. H = 7' - 6"
CONNECT TO R.C. BOX CULVERT AT STA. 11+37 LT.
WITH 24" X 63' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

LINE F
STA. 13+94 - CONSTRUCT
DROP INLET 19' LT. OF C.L. H = 6' - 2"
CONNECT TO DROP INLET AT STA. 12+40 LT.
WITH 24" X 192' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

LINE F
STA. 15+02 - CONSTRUCT
DROP INLET 25' LT. OF C.L. H = 5' - 3"
CONNECT TO DROP INLET AT STA. 13+94 LT.
WITH 24" X 110' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
TYPE ST DROP INLET = 3' X 3'

OBLITERATE EXISTING ROADWAY

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

L.V.C. = 150.00'
G1 = -0.98%
G2 = 1.25%
e = 0.42'
K = 67

L.V.C. = 130.00'
G1 = 1.25%
G2 = -1.58%
e = -0.46'
K = 46

L.V.C. = 250.00'
G1 = -1.58%
G2 = 1.77%
e = 1.05'
K = 75

P.V.I. 6+37.97 ELEV. 406.87
V.P.C. 6+50.78 ELEV. 406.74
P.V.I. 7+25.78 ELEV. 406.00
V.P.C. 8+02.46 ELEV. 406.96
V.P.T. 8+00.78 ELEV. 406.94
P.V.I. 8+67.46 ELEV. 407.77
V.P.T. 9+32.46 ELEV. 406.75
V.P.C. 11+76.28 ELEV. 402.90
P.V.I. 13+01.28 ELEV. 400.93
V.P.T. 14+26.28 ELEV. 403.14
P.V.I. 14+91.00 ELEV. 404.29

PROFILE GRADE
EXISTING GROUND @ RAMP PGL
Q50 DESIGN H.W. ELEV. = 400.03'

-0.98% 1.25% -1.58% -1.58% 1.77%

STA. 6+37.97 C.L. FRONTAGE ROAD A
BEGIN RECONSTRUCTION
ELEV. 406.87

STA. 14+91.00 C.L. FRONTAGE ROAD A
END RECONSTRUCTION
ELEV. 404.29

STA. 6+37.97	MATCH EXISTING	(APPROX. +0.084 '/')
STA. 9+52.78	MAX. SUPERELEVATION	(+0.084 '/')
STA. 11+72.78	END SUPERELEVATION	(N.C.)
STA. 11+80.89	BEGIN SUPERELEVATION	(N.C.)
STA. 14+15.89	MAX. SUPERELEVATION	(-0.094 '/')
STA. 14+91.00	MATCH EXISTING	(APPROX. -0.094 '/')

430 420 410 400 390 380 370 360

5+00 10+00 15+00 20+00

PLAN & PROFILE FRONTAGE ROAD A

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	736	1465
				PLAN STA. 30+00 TO STA. 45+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANE R. AZLIN
2019-06-22

FRONTAGE ROAD B
FRONTAGE ROAD A
RAMP 5
RAMP 1
HWY. 67
C.L. FRONTAGE ROAD B
C.L. RAMP 5
C.L. RAMP 1
C.L. FRONTAGE ROAD A
C.L. I-30 MEDIAN
LINE K
LINE L
LINE Z-12
PROP. R/W
EXIST. R/W
PROP. C/A & FENCE
CONCRETE BARR. WALL (SIDE TY. E)
CONCRETE BARR. WALL (SIDE TY. SP-2)
CONCRETE BARR. WALL (MEDIAN TY. C-1)
CONC. BARR. WALL (SIDE TY. SP-2)
RETAINING WALL 'BB'
RETAINING WALL 'CC'
RETAINING WALL 'DD'
CRASH ATTENUATOR
CONST. LIMIT
CONC. ISLAND (TY. C CURB FACE)
CONC. ISLAND (TY. B CURB FACE)
PROPOSED GUARDRAIL
1300' ACCELERATION LANE
300' TAPER
150' TRANSITION
200' TRANSITION
200' TAPER
600' TAPER
50' TRANS.
50' CURVE
95° CURVE
50' R
25' R
30' R
20' R (TYP.)
C.D.P.
N66°02'56"E
N76°05'27"E
N72°54'14"E
N67°46'43"E
N67°46'41"E
N73°05'27"E
S40°00'49"E
N01°17'20"E
N25°01'38"E
S70°12'43"E
NOSE +22.97 51.32' LT.
NOSE +51.27 63.00' RT.
STA. 40+80.00 END CONC. BARR. WALL (SIDE TY. SP-1)
C.L. HWY. 67 STA. 515+40.46 = C.L. FRONTAGE ROAD A STA. 45+00.00 ∠ = 90°00'00"

STA. 42+70 - IN PLACE 24" X 48' R.C. PIPE CULVERT WITH HDWLS. LT. & RT. REMOVE

STA. 39+58 - IN PLACE RT. 18" X 56' R.C. PIPE CULVERT WITH F.E.S LT. & RT. REMOVE

C.L. FRONTAGE ROAD A CURVE 2
P.I. = 40+96.86
DELTA = 72°12'30" RT.
DOC = 19°00'00"
T = 219.93'
L = 380.04'
P.C. = 38+76.93
P.T. = 42+56.97
Ls = 250.00'
e = 0.095 '/'

STA. 39+94 - IN PLACE 18" X 51' R.C. PIPE CULVERT RT. SIDE DRAIN WITH F.E.S. LT. & RT. REMOVE

STA. 39+94 - CONSTRUCT DOUBLE 18" X 63' PIPE CULVERT 18" SIDE DRAIN = 126 LIN. FT. CONSTRUCT APPROACH = 0 CU. YDS.

(12) RT. TURNOUT PAV'T. EDGE
P.C. = 44+38.28, 16.00' RT. (FRTG. RD. A)
P.T. = 514+89.66, 30.95' LT. (HWY. 67)
DELTA = 84°54'30" RT.
R = 35.00'
T = 32.02'
L = 51.87'

(13) RT. TURNOUT PAV'T. EDGE
P.C. = 517+24.89, 33.55' LT. (HWY. 67)
P.C.C. = 516+17.95, 55.55' LT. (HWY. 67)
DELTA = 27°02'02" RT.
DOC = 25°00'00"
T = 55.09'
L = 108.14'

(14) RT. TURNOUT PAV'T. EDGE
P.C.C. = 516+17.95, 55.55' LT. (HWY. 67)
P.T. = 43+39.31, 12.00' RT. (FRTG. RD. A)
DELTA = 98°06'29" RT.
DOC = 90°00'00"
T = 73.38'
L = 109.01'

STA. 31+60
BEGIN WIDENING & OVERLAY
MATCH EXIST. PAV'T.
BEGIN CONC. BARR. WALL
(SIDE TY. SP-1)

C.L. FRONTAGE ROAD A CURVE 1
P.I. = 34+86.62
DELTA = 5°07'33" LT.
DOC = 1°30'00"
T = 170.98'
L = 341.72'
P.C. = 33+15.64
P.T. = 36+57.36
Ls = 200.00'
e = 0.021'/'

C.L. FRONTAGE ROAD A CURVE 3
P.I. = 44+07.19
DELTA = 30°11'55" LT.
DOC = 30°00'00"
T = 51.53'
L = 100.66'
P.C. = 43+55.66
P.T. = 44+56.32
Ls = N/A
e = N/A

LINE Z-12
STA. 44+00 - CONSTRUCT
DBL. 30" X 84' R.C. PIPE CULVERT
(CLASS IV) (TYPE 3 BEDDING)
ON A 20° RT. FWD. SKEW
WITH F.E.S. LT. & RT.
050 = 45.1 CFS D.A. = 11.6 ACRES

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

INSTALLATION OF GUARDRAIL

STA.	STA.	LOCATION	GUARDRAIL (TY. A) LIN. FT.	GUARDRAIL TERMINAL (TY. 2)	THRIE BEAM GUARDRAIL TERMINAL
28+16.25	31+60.00	LT. OF FRTG. RD. A =	275	1 EACH	1 EACH
40+80.00	42+48.75	LT. OF FRONTAGE RD. A =	100	1 EACH	1 EACH

REMOVAL AND DISPOSAL OF GUARDRAIL

STA.	STA.	LOCATION	UNIT
26+60	42+04	LT. OF FRONTAGE RD. A	1572

PLAN FRONTAGE ROAD A STA. 30+00 TO STA. 45+00

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	737	1465

(2) PROFILE FRONTAGE ROAD A

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

STA. 31+65.64	BEGIN	TRANSITION	(N.C.)
STA. 33+60.76	BEGIN	SUPERELEVATION	(0.020 '/')
STA. 33+65.64	MAX.	SUPERELEVATION	(0.021 '/')
STA. 36+07.36	MAX.	SUPERELEVATION	(0.021 '/')
STA. 39+39.43	MAX.	SUPERELEVATION	(0.095 '/')
STA. 41+01.32	MAX.	SUPERELEVATION	(0.095 '/')
STA. 42+64.36	END	SUPERELEVATION	(0.020 '/')
STA. 43+51.32	END	TRANSITION	(N.C.)

STA. 31+50.00 C.L. FRONTAGE ROAD A
BEGIN WIDENING & OVERLAY
ELEV. 373.06

NOTCH, WIDEN, & OVERLAY

+60 T. D.G. 370.72

100' VERTICAL TRANSITION TO MATCH EXISTING

V.P.C. 32+85.00 ELEV. 373.58

P.V.I. 34+10.00 ELEV. 372.77

L.V.C. = 150.00'
GI = -6.10%
G2 = -4.50%
e = 0.30'
K = 94

0.75%
-0.65%
-0.65%
-6.10%
0.98% LT. D.G.

P.V.I. 31+50.00 ELEV. 373.06

+00 LT. D.G. 371.11

P.V.I. 32+50.00 ELEV. 373.81

L.V.C. = 250.00'
GI = -0.65%
G2 = -6.10%
e = -1.70'
K = 46

V.P.T. 35+35.00 ELEV. 365.14

EXISTING GROUND ℄ C.L. FRONTAGE RD. A

V.P.C. 36+95.00 ELEV. 355.38

V.P.T. 37+70.00 ELEV. 350.81

V.P.T. 38+45.00 ELEV. 347.43

V.P.C. 38+55.00 ELEV. 346.98

P.V.I. 39+30.00 ELEV. 343.61

-6.10%
-4.50%
-4.50%
-6.10%

L.V.C. = 150.00'
GI = -4.50%
G2 = -6.10%
e = -0.30'
K = 94

V.P.T. 40+05.00 ELEV. 339.03

V.P.C. 40+90.00 ELEV. 333.85

P.V.I. 41+50.00 ELEV. 330.19

STA. 41+50.00 C.L. FRONTAGE ROAD A =
END WIDENING & OVERLAY
BEGIN RECONSTRUCTION

-6.10%
-7.71%

L.V.C. = 120.00'
GI = -6.10%
G2 = -7.71%
e = -0.24'
K = 75

V.P.T. 42+10.00 ELEV. 325.56

V.P.C. 42+65.00 ELEV. 321.32

L.V.C. = 200.00'
GI = -7.71%
G2 = 2.10%
e = 2.45'
K = 20

-7.71%
-7.71%
2.10%

PROFILE GRADE

P.V.I. 43+65.00 ELEV. 313.62

V.P.T. 44+65.00 ELEV. 315.72

C.L. HWY. 67 STA. 515+40.46, 31.72' LT. =
STA. 44+68.28 C.L. FRONTAGE ROAD A
ELEV. 315.78

P.V.I. 44+68.28 ELEV. 315.78

FRONTAGE ROAD A

420 410 400 390 380 370 360 350 340 330 320 310 300 290 280 270

30+00 35+00 40+00 45+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	738	1465
				②	PLAN STA. 60+00 TO STA. 68+00				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

C.L. FRONTAGE ROAD B CURVE 1
P.I. = 55+78.44
DELTA = 7°20'14" LT.
DOC = 3°00'00"
T = 122.45'
L = 244.57'
P.C. = 54+55.99
P.T. = 57+00.56
Ls = 200.00'
e = 0.040 '/'

C.L. FRONTAGE ROAD B CURVE 2
P.I. = 65+26.77
DELTA = 48°49'56" LT.
DOC = 10°00'00"
T = 260.10'
L = 488.32'
P.C. = 62+66.67
P.T. = 67+54.99
Ls = 250.00'
e = 0.094 '/'

C.L. I-30 MEDIAN STA. 378+57.46, 53.50' LT. =
C.L. RAMP 5 STA. 500+00.00

C.L. I-30 MEDIAN STA. 377+58.75, 41.50' RT. =
C.L. RAMP 1 STA. 100+00.00

STA. 52+75
BEGIN RECONSTRUCTION
MATCH EXIST. PAV'T.

STA. 31+60
BEGIN WIDENING & OVERLAY
MATCH EXIST. PAV'T.
BEGIN CONC. BARR. WALL
(SIDE TY. SP-4)

1427' AUXILIARY LANE
1300' ACCELERATION LANE
300' TAPER
200' TAPER
150' TRANSITION
FRONTAGE ROAD B
FRONTAGE ROAD A
RAMP 5
RAMP 1
LINE K
LINE L
C.L. FRONTAGE ROAD A
PROPOSED GUARDRAIL
CRASH ATTENUATOR
NOSE +29.97 51.32' LT.
NOSE +51.27 63.00' LT.
WIRE FENCE
EXIST. R/W
PROP. R/W
PROP. R/W & C/A
CONST. LIMIT
C.D.P.
T.C.E.
× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

PLAN FRONTAGE ROAD B
STA. 60+00 TO STA. 68+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	739	1465

(2) PLAN STA. 68+00 TO STA. 80+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHAHRIAR AZAD
2018-07-13

WIRE FENCE (TY. A)			
STA.	STA.	LOCATION	LIN. FT.
77+00	78+52	LT. OF FRTG. RD. B	177'

C.L. FRONTAGE ROAD B CURVE 6
P.I. = 75+63.00
DELTA = 80°04'21" RT.
DOC = 16°00'00"
T = 300.87'
L = 500.45'
P.C. = 72+62.14
P.T. = 77+62.59
Ls = 250.00'
e = 0.089 '/'

(15) RT. TURNOUT PAV'T. EDGE
P.C. = 78+86.70, 65.73' RT. (FRTG. RD. B)
P.C.C. = 528+89.54, 33.00' LT. (HWY. 67)
DELTA = 77°16'58" RT.
DOC = 60°00'00"
T = 76.17'
L = 128.80'

(16A) RT. TURNOUT PAV'T. EDGE
P.C. = 78+59.95, 24.00' RT. (FRTG. RD. B)
P.C.C. = 79+19.05, 55.16' RT. (FRTG. RD. B)
DELTA = 55°36'20" RT.
DOC = 80°00'00"
T = 37.77'
L = 69.51'

(16) RT. TURNOUT PAV'T. EDGE
P.C.C. = 79+19.05, 55.16' RT. (FRTG. RD. B)
P.C.C. = 532+55.12, 43.58' LT. (HWY. 67)
DELTA = 26°27'14" RT.
DOC = 16°00'00"
T = 84.17'
L = 165.34'

(17) LT. INSIDE PAV'T. EDGE
P.C.C. = 73+04.72, 0.00' RT. (FRTG. RD. B)
P.T. = 78+25.48, 25.39' RT. (FRTG. RD. B)
DELTA = 87°31'38" RT.
DOC = 17°00'00"
T = 322.79'
L = 514.87'

(18) LT. TURNOUT INSIDE PAV'T. EDGE
P.C.C. = 78+30.33, 14.25' RT. (FRTG. RD. B)
P.T. = 79+33.88, 7.17' RT. (FRTG. RD. B)
DELTA = 37°00'12" LT.
DOC = 35°00'00"
T = 54.78'
L = 105.72'

(18A) LT. TURNOUT PAV'T. EDGE
P.C. = 79+62.81, 4.72' LT. (FRTG. RD. B)
P.T. = 531+31.41, 11.00' RT. (HWY. 67)
DELTA = 61°36'32" LT.
R = 90.00'
T = 53.66'
L = 96.78'

C.L. HWY. 67 STA. 530+51.32 =
C.L. FRONTAGE ROAD B STA. 80+00.00 =
∠ = 94°23'10"
C.L. RAMP 3 STA. 300+00.00
∠ = 85°36'50"

C.L. HWY. 67 CURVE 4
P.I. = 530+01.73
DELTA = 7°01'41" RT.
DOC = 1°45'00"
T = 201.05'
L = 401.60'
P.C. = 528+00.68
P.T. = 532+02.28
Ls(1) = 675'
Ls(2) = 575'
e = 0.049 '/'

FRONTAGE ROAD B
HWY. 67
RAMP 5
RAMP 4
RAMP 3
BRIDGE A7411
BRIDGE B7411
TRIBUTARY TO SALINE RIVER
400' MERGING TAPER
300' TAPER
100' TAPER
600' MERGING TAPER
CONST. LIMIT
PROP. R/W
PROP. R/W, C/A & FENCE
EXIST. R/W
C.D.P.
T.C.E.
RETAINING WALL 'CC'
C.L. I-30 MEDIAN
CONC. ISLAND (TY. C CURB FACE)
CONC. ISLAND (TY. B CURB FACE)
CONC. ISLAND WITH (TYPE C) CURB FACE
CURB (TY. A)
END CURB (TY. A)
PROPOSED GUARDRAIL
END PROP. C/A
12' GATE
WIRE FENCE
100 YR. FLOODPLAIN LIMIT

STA. 70+25 - CONSTRUCT
24" X 60' RT. SIDE DRAIN
CONSTRUCT APPROACH = 110 CU. YDS.

STA. 74+25 C.L. FRONTAGE ROAD B - CONSTRUCT
TRIPLE 10' X 6' X 103' R.C. BOX CULVERT
ON A 6' LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
(SPAN = 31.33')
Q50 = 1799.2 CFS D.A. = 438.3 ACRES

OBLITERATE EXISTING ROADWAY
REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

C.L. I-30 MEDIAN STA. 395+94.50, 54.17' LT. =
C.L. RAMP 4 STA. 400+00.00

C.L. HWY. 67 STA. 522+98.74 =
C.L. I-30 MEDIAN STA. 396+88.28
∠ = 49°56'24"

C.L. HWY. 67 STA. 525+90.53, 36.50' LT. =
C.L. RAMP 5 STA. 519+92.72

C.L. RAMP 4 STA. 401+40.04 =
C.L. HWY. 67 STA. 523+71.66
∠ = 48°5'20"

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15

C.L. HWY. 67 LT. INSIDE PAV'T. EDGE
P.T. STA. 532+76.40, 10.16' LT.

HWY. 67 RT. INSIDE PAV'T. EDGE
P.T. STA. 531+31.41, 11.00' RT.

80° CURVE
20° CURVE

PLAN FRONTAGE ROAD B
STA. 68+00 TO STA. 80+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	740	1465

(2) PROFILE STA. 60+00 TO STA. 80+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2018-06-22

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

STA. 53+05.99	BEGIN	TRANSITION	(N.C.)	
STA. 54+39.32	BEGIN	SUPERELEVATION	(0.020 '/')	
STA. 55+05.99	MAX.	SUPERELEVATION	(0.040 '/')	
STA. 56+50.56	MAX.	SUPERELEVATION	(0.040 '/')	
STA. 57+17.23	END	SUPERELEVATION	(0.020 '/')	
STA. 58+50.56	END	TRANSITION	(N.C.)	

STA. 60+79.17	BEGIN	TRANSITION	(N.C.)
STA. 61+66.89	BEGIN	SUPERELEVATION	(0.020 '/')
STA. 63+29.17	MAX.	SUPERELEVATION	(0.094 '/')
STA. 66+92.49	MAX.	SUPERELEVATION	(0.094 '/')
STA. 68+54.77	END	SUPERELEVATION	(0.020 '/')
STA. 69+42.49	END	TRANSITION	(N.C.)

STA. 70+74.64	BEGIN	TRANSITION	(N.C.)
STA. 71+66.38	BEGIN	SUPERELEVATION	(0.020 '/')
STA. 73+24.64	MAX.	SUPERELEVATION	(0.089 '/')
STA. 77+00.09	MAX.	SUPERELEVATION	(0.089 '/')
STA. 78+58.35	END	SUPERELEVATION	(0.020 '/')
STA. 79+50.09	END	TRANSITION	(N.C.)

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	741	1465

(2) PLAN & PROFILE STA. 85+00 TO STA. 99+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIYAR AZAD
2018-06-22

RAMP I
RAMP
C.L. RAMP 4
N41°0'46"E
N42°47'54"E
N45°21'54"E
CONST. LIMIT
LINE O
LINE M-I
LINE P
LINE Z-18
LINE Z-17
LINE R
LINE S
LINE R-4
DIKE
C.L. I-30 MEDIAN
CONC. BARR. WALL (MEDIAN TY. C)
CONC. BARR. WALL (SIDE TY. A)
C.D.P.
R 75'
50' R
EXIST. R/W & C/A
PROP. C/A
EXIST. R/W
PROP. R/W
CONST. LIMIT
CURB (TY. A)
T.C.E.
FRTG. RD. C
FRONTAGE ROAD C
FAIRFIELD RD.
C.L. FRONTAGE ROAD C
C.L. FAIRFIELD RD.
LAT S-1
LAT S-2
LAT S-3
LAT S-4
LAT S-5
LAT S-5.1
LAT S-6
N57°38'44"E
N18°19'34"E
N71°6'13"E
N31°54'43"W
N2°42'10"E
P.C. 117+65.56
P.T. 118+91.59
P.C. 87+55.64
P.T. 90+58.10
P.C. 94+38.40
P.T. 7+76.09
P.I. 6+87.88
P.C. 5+93.91
P.T. 98+24.69
C.L. FRONTAGE ROAD C STA. 94+04.36 = C.L. FAIRFIELD RD. STA. 8+00.00
∠ = 90°26'33"
STA. 89+64 - CONSTRUCT APPROACH ON RT. - 15 CU. YDS.
STA. 88+00 BEGIN CURBS (TY. A)
STA. 85+50 BEGIN RECONSTRUCTION MATCH EXIST. PAV'T.
STA. 85+50 BEGIN MILL & INLAY
STA. 5+90.00 BEGIN RECONSTRUCTION MATCH EXIST. PAV'T.
CONC. ISLAND (TYPE B CURB FACE)
STA. 89+20.00 - IN PLACE 24" X 80' R.C. PIPE CULVERT RT. SIDE DRAIN WITH F.E.S. REMOVE
C.L. FRONTAGE ROAD C STA. 86+92.60 = C.L. SOUTH ST. RAMP I STA. 119+40.16
∠ = 90°00'00"
× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)
STA. 118+55 - IN PLACE DBL. 30" X 132' R.C. PIPE CUL'T. ON A 38° LT. FWD. SKEW WITH F.E.S. LT. & RT. REMOVE
STA. 89+26 - IN PLACE 24" X 50' C.M. PIPE CULVERT, 35' RT. WITH F.E.S. LT. AND RT.
REFER TO SURVEY CONTROL DETAIL SHEETS REMOVE FOR HORIZONTAL & VERTICAL CONTROL DATA.

C.L. FRONTAGE ROAD C CURVE 1
P.I. = 89+13.10
DELTA = 39°19'10" RT.
DOC = 13°00'00"
T = 157.46'
L = 302.46'
P.C. = 87+55.64
P.T. = 90+58.10
Ls = 250.00'
e = 0.100 '/'

(30) RT. TURNOUT CURB FACE
P.C. = 93+33.78, 20.00' RT.
P.C.C. = 7+40.15, 28.38' LT.
DELTA = 84°29'8" RT.
R = 40.00'
T = 36.32'
L = 59.98'

(31) RT. TURNOUT CURB FACE
P.C.C. = 7+40.15, 28.38' LT.
P.T. = 5+95.57, 13.00' LT.
DELTA = 40°15'22" RT.
R = 195.00'
T = 71.47'
L = 137.01'

(32) RT. TURNOUT PAV'T. EDGE
P.C.C. = 7+36.39, 12.00' RT.
P.C.C. = 94+51.90, 23.26' RT.
DELTA = 69°28'56" RT.
R = 50.00'
T = 34.68'
L = 60.63'

(33) RT. TURNOUT PAV'T. EDGE
P.C.C. = 94+51.90, 23.26' RT.
P.C.C. = 95+53.04, 12.00' RT.
DELTA = 14°32'14" RT.
R = 400.00'
T = 34.68'
L = 101.49'

C.L. FAIRFIELD RD. CURVE 1
P.I. = 6+87.88
DELTA = 34°36'53" LT.
DOC = 19°00'00"
T = 93.97'
L = 182.18'
P.C. = 5+93.91
P.T. = 7+76.09
Ls = N/A
e = N.C.

C.L. FRONTAGE ROAD C CURVE 2
P.I. = 98+24.69
DELTA = 13°27'29" RT.
DOC = 1°45'00"
T = 386.29'
L = 769.02'
P.C. = 94+38.40
P.T. = 102+07.42
Ls = 200.00'
e = 0.025 '/'

LINE R
STA. 88+90 - CONSTRUCT DROP INLET 23' RT. OF C.L. H = 5'-0" WITH 18" X 59' R.C. PIPE CULVERT OUTLET WITH F.E.S. ON RT. (CLASS III) (TYPE 3 BEDDING) TYPE MO DROP INLET = 4' DIA.

LINE R
STA. 91+02 - CONSTRUCT DROP INLET 23' RT. OF C.L. H = 5'-0" WITH 18" X 198' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 88+90 RT. TYPE MO DROP INLET = 4' DIA.

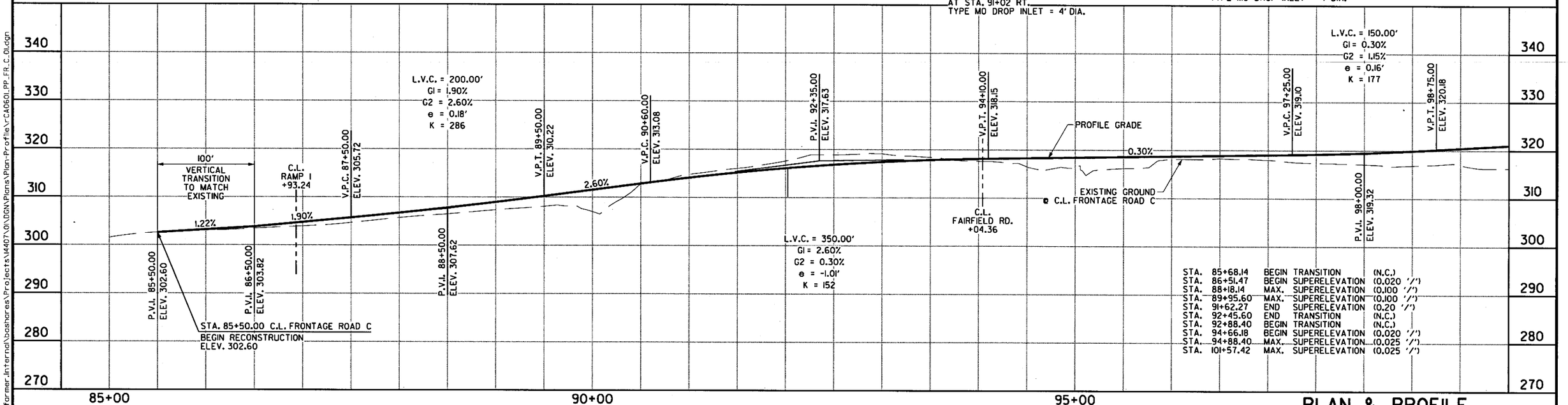
LINE R
STA. 92+46 - CONSTRUCT DROP INLET 23' LT. OF C.L. H = 5'-0" WITH 18" X 41' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET ON RT. TYPE MO DROP INLET = 4' DIA.

LINE R
STA. 92+46 - CONSTRUCT DROP INLET 23' RT. OF C.L. H = 5'-3" WITH 18" X 140' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 91+02 RT. TYPE MO DROP INLET = 4' DIA.

LINE R-4
STA. 96+84 - CONSTRUCT DROP INLET 16' RT. OF C.L. H = 4'-4" WITH 18" X 193' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 94+86 RT. TYPE MO DROP INLET = 4' DIA.

LINE R-4
STA. 94+86 - CONSTRUCT DROP INLET 20' RT. OF C.L. H = 4'-0" WITH 18" X 48' R.C. PIPE CULVERT (CLASS IV) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT C.L. I-30 STA. 483+98 RT. TYPE MO DROP INLET = 4' DIA.

LINE R-4
STA. 98+88 - CONSTRUCT DROP INLET 16' RT. OF C.L. H = 5'-0" WITH 18" X 200' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 96+84 RT. TYPE MO DROP INLET = 4' DIA.



STA. 85+68.14	BEGIN TRANSITION	(N.C.)	
STA. 86+51.47	BEGIN SUPERELEVATION	(0.020 '/')	
STA. 88+18.14	MAX. SUPERELEVATION	(0.100 '/')	
STA. 89+95.60	MAX. SUPERELEVATION	(0.100 '/')	
STA. 91+62.27	END SUPERELEVATION	(0.20 '/')	
STA. 92+45.60	END TRANSITION	(N.C.)	
STA. 92+88.40	BEGIN TRANSITION	(N.C.)	
STA. 94+66.18	BEGIN SUPERELEVATION	(0.020 '/')	
STA. 94+88.40	MAX. SUPERELEVATION	(0.025 '/')	
STA. 101+57.42	MAX. SUPERELEVATION	(0.025 '/')	

PLAN & PROFILE FRONTAGE ROAD C STA. 85+00 TO STA. 99+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	742	1465

(2) PLAN & PROFILE STA. 99+00 TO STA. 113+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 13404
2018-06-22

FRONTAGE ROAD D

C.L. FRONTAGE ROAD D

EXIST. R/W

MILL & INLAY

PROP C/A & FENCE

EXIST. C/A

C.D.P.

LINE U

CONC. BARR. WALL (MEDIAN TY. C)

C.L. I-30 MEDIAN

BEGIN NOTCH, WIDEN, MILL & INLAY STA. 143+85

WB I-30

EB I-30

STA. 144+35 MATCH EXIST. PAV'T. BEGIN RECONSTRUCTION

STA. 144+45 BEGIN CURB (TY. A)

PROP. R/W

LINE S

LINE R-4

CONC. BARR. WALL (MEDIAN TY. A)

CONC. BARR. WALL (MEDIAN TY. B)

80' TRANSITION

FRONTAGE ROAD C

CONST. LIMIT

PROP. R/W

T.C.E.

EXISTING SIGN TO REMAIN

END CURB (TY. A) MATCH EXISTING

STA. 109+77.55 END RECONSTRUCTION MATCH EXISTING PAVEMENT BEGIN MILL & INLAY

C.L. FRONTAGE ROAD C STA. 109+53.44 =
C.L. AIRLINE DR. STA. 5+00.00
∠ = 110°5'32"

STA. 4+70.81 C.L. AIRLINE DR. END RECONSTRUCTION MATCH EXIST. PAV'T.

C.L. AIRLANE DR.

AIRLANE DR.

N32°25'E

CURB (TY. A)

C.L. FRONTAGE ROAD C

STA. 100+80 - CONSTRUCT APPROACH ON RT = 5 CU. YDS.

R 40' (TYP.) STA. 104+38 - CONSTRUCT APPROACH ON RT. = 5 CU. YDS.

STA. 106+88 - CONSTRUCT APPROACH ON RT = 5 CU. YDS.

R 10' (TYP.)

C.L. FRONTAGE ROAD C CURVE 2
P.I. = 98+24.69
DELTA = 13°27'29" RT.
DOC = 1°45'00"
T = 386.29'
L = 769.02'
P.C. = 94+38.40
P.T. = 102+07.42
Ls = 200.00'
e = 0.025 '/'

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

LINE R-4
STA. 101+27 - CONSTRUCT
DROP INLET 16' RT. OF C.L. H = 5'-0"
WITH 18" x 234' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 96+88 RT.
TYPE MO DROP INLET = 4' DIA.

LINE R-4
STA. 103+50 - CONSTRUCT
DROP INLET 16' RT. OF C.L. H = 6'-0"
WITH 18" X 219' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 101+27 RT.
TYPE MO DROP INLET = 4' DIA.

LAT R-8
STA. 103+50 - CONSTRUCT
DROP INLET 16' LT. OF C.L. H = 5'-6"
WITH 18" X 28' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 103+50 RT.
TYPE MO DROP INLET = 4' DIA.

STA. 102+78 - CONSTRUCT
APPROACH ON RT. = 150 CU. YDS.

LINE R-4
STA. 105+40 - CONSTRUCT
DROP INLET 16' RT. OF C.L. H = 6'-0"
WITH 18" X 186' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 103+40 RT.
TYPE MO DROP INLET = 4' DIA.

LAT R-9
STA. 105+40 - CONSTRUCT
DROP INLET 16' LT. OF C.L. H = 5'-6"
WITH 18" X 28' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 105+40 RT.
TYPE MO DROP INLET = 4' DIA.

LINE R-4
STA. 107+13 - CONSTRUCT
DROP INLET 16' RT. OF C.L. H = 6'-0"
WITH 18" X 169' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 105+40 RT.
TYPE MO DROP INLET = 4' DIA.

LINE R-4
STA. 107+13 - CONSTRUCT
DROP INLET 16' LT. OF C.L. H = 6'-0"
WITH 18" X 27' R.C. PIPE CULVERT
(CLASS III) (TYPE 3 BEDDING)
CONNECT TO DROP INLET
AT STA. 107+13 RT.
TYPE MO DROP INLET = 4' DIA.

C.L. FRTG. RD. C CURVE 3
P.I. = 114+49.62
DELTA = 18°17'59" LT.
DOC = 2°00'00"
T = 461.42'
L = 914.98'
P.C. = 109+88.20
P.T. = 119+03.18
Ls = 200.00'
e = 0.028 '/'

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

STA. 101+57.42 MAX. SUPERELEVATION (0.025 '/')
STA. 101+79.64 END SUPERELEVATION (0.020 '/')
STA. 103+57.42 END TRANSITION (N.C.)

V.P.T. 98+75.00 ELEV. 320.18

C.L. DRIVEWAY +86

PROFILE GRADE

1.15%

EXISTING GROUND @ C.L. FRONTAGE ROAD C

V.P.C. 102+00.00 ELEV. 323.90

P.V.I. 102+75.00 ELEV. 324.76

L.V.C. = 150.00'
G1 = 1.15%
G2 = 0.65%
e = -0.09'
K = 302

V.P.T. 103+50.00 ELEV. 325.25

0.65%

P.V.I. 106+50.00 ELEV. 327.20

C.L. DRIVEWAY +96

V.P.C. 105+90.00 ELEV. 326.81

L.V.C. = 120.00'
G1 = 0.65%
G2 = 0.25%
e = -0.06'
K = 300

V.P.T. 107+10.00 ELEV. 327.35

0.25%

100' VERTICAL TRANSITION TO MATCH EXISTING

P.V.I. 108+75.55 ELEV. 327.77

0.33%

C.L. AIRLINE RD. +53.37

P.V.I. 109+75.55 ELEV. 328.10

STA. 109+77.55 C.L. FRONTAGE ROAD C
END RECONSTRUCTION
ELEV. 328.10

COLD MILLING & INLAY

360 350 340 330 320 310 300 290

100+00 105+00 110+00

PLAN & PROFILE FRONTAGE ROAD C STA. 99+00 TO STA. 113+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	743	1465

② PLAN & PROFILE STA. 113+00 TO STA. 123+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13404
SHANNON L. BARNETT
2013-06-22

3:03:18 PM 6/22/2018 mbinkley

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

FRONTAGE ROAD C
FRONTAGE ROAD D
W. SOUTH ST. BRIDGE 07414
SEVIER ST.
RAMP 2
CROUCH CEMETERY
EXIST. R/W
PROP. R/W
PROP. C/A & FENCE
C.L. FRONTAGE ROAD C
C.L. FRONTAGE ROAD D
C.L. SOUTH ST.
C.L. SOUTH ST. RAMP A
C.L. SOUTH ST. RAMP C
C.L. SOUTH ST. RAMP D
C.L. SEVIER ST. STA. 58+00.00 = C.L. FRTG. RD. D STA. 158+20.30 Δ = 40°05'01"
C.L. RAMP 2
C.L. 1-30 MEDIAN
WB I-30
EB I-30
LINE U
LINE U-3
LINE S
LINE S-9
LINE V
LINE V-2
LINE W
RETAINING WALL
CONC. BARR. WALL (MEDIAN TY. C)
CONC. ISLAND (TY. B CURB FACE)
CONC. ISLAND (TY. C CURB FACE)
CONC. ISLAND (TY. C CURB FACE) RAMP B
CURB (TY. A)
CURB (TYP.)
SAWCUT
C.D.P.
P.C.C.
P.I.
P.T.
P.C.C. 29+92.11
P.T. 63+16.45
P.C. 5+00.00
P.T. 5+78.92
P.I. 202+73.97 RAMP 2
P.I. 204+88.10 RAMP 2
P.I. 114+49.62 FRTG. RD. C
P.I. 503+67.34 I-30 MEDIAN
P.I. 2503+93.61 EB I-30
P.I. 3503+65.13 WB I-30
P.I. 509+14.15 I-30 MEDIAN
P.I. 119+03.18 FRTG. RD. C
P.I. 147+44.63 FRTG. RD. D
P.I. 148+15.95 FRTG. RD. D
P.I. 149+61.21 FRTG. RD. D
P.I. 150+48.87 FRTG. RD. D
P.I. 150+80.75 FRTG. RD. D
P.I. 151+12.42 FRTG. RD. D
P.I. 152+72.47 FRTG. RD. D
P.I. 153+00.95 FRTG. RD. D
P.I. 154+35.56 FRTG. RD. D
P.I. 155+01.49 FRTG. RD.
P.C.C. 146+71.56 FRTG. RD. D
P.C.C. 150+42.42 FRTG. RD. D
P.C.C. 152+32.16 FRTG. RD. D
P.C.C. 153+69.60 FRTG. RD. D
P.C. 20+64.74
P.C. 63+64.42
P.C. 200+59.60 RAMP 2
P.C. 207+25.00
P.C. 209+92.11
P.C. 210+63.97
P.C. 211+29.42
P.C. 211+93.27
P.C. 212+06.60
P.C. 212+82.34
P.C. 213+78.66
P.C. 214+40.66
P.C. 250+73.27
P.C. 251+93.27
P.C. 253+16.74
P.C. 253+59.60
P.C. 254+03.78
P.C. 254+35.78
P.C. 254+82.11
P.C. 255+16.74
P.C. 255+59.60
P.C. 256+03.78
P.C. 256+35.78
P.C. 256+82.11
P.C. 257+16.74
P.C. 257+59.60
P.C. 258+03.78
P.C. 258+35.78
P.C. 258+82.11
P.C. 259+16.74
P.C. 259+59.60
P.C. 260+03.78
P.C. 260+35.78
P.C. 260+82.11
P.C.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	744	1465

(2) PLAN & PROFILE STA. 144+00 TO STA. 158+00

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZIZ
2018-06-22

(23) INSIDE LANE EDGE
P.C.C. = 146+71.56, 0.00' LT.
P.C.C. = 148+51.85, 4.49' LT.
DELTA = 28°49'49" LT.
DOC = 16°00'00"
T = 92.05'
L = 180.19'

(24) INSIDE LANE EDGE
P.C.C. = 146+71.56, 0.00' RT.
P.T. = 148+12.30, 5.42' RT.
DELTA = 16°46'34" LT.
DOC = 11°51'10"
T = 71.28'
L = 141.54'

(25) RT. PAV'T. EDGE
P.C.C. = 147+45.13, 13.49' RT.
P.T. = 148+13.76, 18.88' RT.
DELTA = 4°49'50" LT.
R = 850.00'
T = 31.44'
L = 71.66'

(26) RT. PAV'T. EDGE
P.C. = 148+54.45, 24.15' RT.
P.C.C. = 66+05.04, 17.00' RT.
DELTA = 39°58'18" RT.
R = 85.00'
T = 30.91'
L = 59.30'

C.L. ROUNDABOUT
CENTER OF CURVE =
P.I. 149+61.21 FRTG. RD. D
DELTA = 360°00'00" LT.
DOC = 98°47'09"
R = 58.00'
L = 364.42'
P.C. = 65+00.00
P.T. = 68+64.42
Ls = N/A
e = N.C.

C.L. FRTG. RD. D CURVE 2
P.I. = 144+53.10
DELTA = 8°45'20" LT.
DOC = 2°00'00"
T = 219.32'
L = 437.78'
P.C. = 142+33.79
P.C.C. = 146+71.56
Ls = MATCH EXIST.
e = MATCH EXIST.

C.L. FRTG. RD. D CURVE 3
P.I. = 147+44.63
DELTA = 21°39'30" LT.
DOC = 15°00'00"
T = 73.07'
L = 144.39'
P.C.C. = 146+71.56
P.T. = 148+15.95
Ls = N/A
e = N.C.

(27) LT. PAV'T. EDGE
P.C.C. = 146+92.71, 12.04' LT.
P.C.C. = 148+54.28, 20.02' LT.
DELTA = 28°22'20" LT.
DOC = 18°00'00"
T = 80.46'
L = 157.62'

(28) LT. PAV'T. EDGE
P.C.C. = 148+54.28, 20.02' LT.
P.C.C. = 65+20.94, 17.00' RT.
DELTA = 39°29'34" LT.
R = 85.00'
T = 30.51'
L = 58.59'

(29) INSIDE LANE EDGE
P.C.C. = 150+42.53 10.81' LT.
P.C.C. = 150+97.78, 0.00' LT.
DELTA = 32°13'42" LT.
R = 100.00'
T = 28.89'
L = 56.25'

(30) OUTSIDE LANE EDGE
P.C.C. = 67+48.65, 17.00' RT.
P.C.C. = 151+07.70, 15.08' LT.
DELTA = 55°50'13" LT.
R = 100.00'
T = 52.99'
L = 97.45'

× REMOVE DROP INLET/PIPE (REFER TO DRAINAGE NOTES)

C.L. FRTG. RD. D
P.I. = 149+61.21
DELTA = 38°20'26" RT.

C.L. FRTG. RD. D CURVE 4
P.I. = 150+80.75
DELTA = 11°26'23" LT.
DOC = 18°00'00"
T = 31.88'
L = 63.55'
P.C. = 150+48.87
P.C.C. = 151+12.42
Ls = N/A
e = N.C.

C.L. FRTG. RD. D CURVE 5
P.I. = 151+72.47
DELTA = 10°46'34" LT.
DOC = 9°00'00"
T = 60.04'
L = 119.73'
P.C.C. = 151+12.42
P.C.C. = 152+32.16
Ls = N/A
e = N.C.

C.L. FRTG. RD. D CURVE 6
P.I. = 153+00.95
DELTA = 6°11'06" LT.
DOC = 4°30'00"
R = 1273.24'
T = 68.79'
L = 137.44'
P.C.C. = 152+32.16
P.C.C. = 153+69.60
Ls = N/A
e = N.C.

LINE W
STA. 156+75 C.L. FRTG. RD. D - CONSTRUCT DROP INLET 33' LT. OF C.L. H = 4'-0" WITH 18" X 81' R.C. PIPE CULVERT (CLASS IV) (TYPE 3 BEDDING) CONNECT TO JUNCTION BOX AT STA. 157+59 LT.
TYPE RM DROP INLET = 4'-0" X 3'-0"

STA. 159+18 - IN PLACE
DROP INLET 45' LT. OF C.L.
REMOVE

LINE W
STA. 157+59 C.L. FRTG. RD. D - CONSTRUCT JUNCTION BOX 38' LT. OF C.L. H = 5'-9" WITH 18" X 108' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 158+69 LT.
TYPE ST JUNCTION BOX = 3'-0" X 4'-0"

C.L. FRTG. RD. D CURVE 7
P.I. = 154+35.56
DELTA = 2°58'02" LT.
DOC = 2°15'00"
T = 65.96'
L = 131.88'
P.C.C. = 153+69.60
P.T. = 155+01.49
Ls = N/A
e = N.C.

LAT U-1-1
STA. 147+49 C.L. FRTG. RD. D - CONSTRUCT DROP INLET 16' LT. OF C.L. H = 6'-0" WITH 18" X 31' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 147+50 RT.
TYPE MO DROP INLET = 4' DIA.

LINE U-1
STA. 147+50 C.L. FRTG. RD. D - CONSTRUCT DROP INLET 19' RT. OF C.L. H = 7'-0" WITH 30" X 3' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 502+92 LT.
TYPE MO DROP INLET = 5' DIA.

LINE U-1
STA. 148+35 C.L. FRTG. RD. D - CONSTRUCT DROP INLET 21' LT. OF C.L. H = 5'-6" WITH 24" X 44' R.C. PIPE CULVERT (CLASS IV) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 148+40 RT.
TYPE MO DROP INLET = 5' DIA.

LINE U-1
STA. 148+40 C.L. FRTG. RD. D - CONSTRUCT DROP INLET 26' RT. OF C.L. H = 6'-0" WITH 24" X 89' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 147+50 RT.
TYPE MO DROP INLET = 5' DIA.

REFER ROUNDABOUT PROFILE SHEET FOR ADDITIONAL INFORMATION

REFER TO I-30 PLAN & PROFILE SHEETS FOR REMAINDER OF DRAINAGE INFORMATION

LAT U-1-2-1
STA. 65+68 C.L. ROUNDABOUT - CONSTRUCT DROP INLET 23' RT. OF C.L. H = 5'-0" WITH 18" X 42' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 148+50 RT.
TYPE MO DROP INLET = 4' DIA.

(31) OUTSIDE LANE EDGE
P.C.C. = 151+07.70, 15.08' LT.
P.C.C. = 151+94.58, 12.20' LT.
DELTA = 8°30'40" LT.
R = 571.97'
T = 42.56'
L = 84.96'

(32) LT. PAV'T EDGE
P.C.C. = 151+19.35, 38.18' LT.
P.C.C. = 152+76.81, 22.00' LT.
DELTA = 22°51'41" LT.
DOC = 15°00'00"
T = 77.23'
L = 152.41'

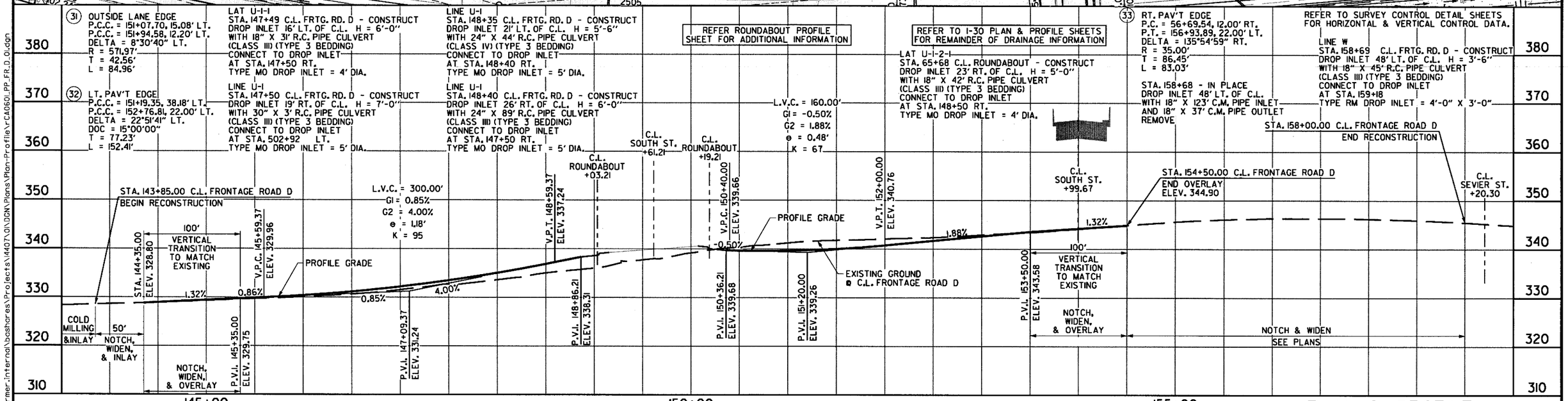
(33) RT. PAV'T EDGE
P.C. = 56+69.54, 12.00' RT.
P.T. = 156+93.89, 22.00' LT.
DELTA = 135°54'59" RT.
R = 35.00'
T = 86.45'
L = 83.03'

STA. 158+68 - IN PLACE
DROP INLET 48' LT. OF C.L. WITH 18" X 123' C.M. PIPE INLET AND 18" X 37' C.M. PIPE OUTLET
REMOVE

REFER TO SURVEY CONTROL DETAIL SHEETS FOR HORIZONTAL & VERTICAL CONTROL DATA.

LINE W
STA. 158+69 C.L. FRTG. RD. D - CONSTRUCT DROP INLET 48' LT. OF C.L. H = 3'-6" WITH 18" X 45' R.C. PIPE CULVERT (CLASS III) (TYPE 3 BEDDING) CONNECT TO DROP INLET AT STA. 159+18
TYPE RM DROP INLET = 4'-0" X 3'-0"

CROUCH ST.
FRONTAGE ROAD D
BELL ST.
W. SOUTH ST.
SEVIER ST.
CONC. ISLAND (TYPE B CURB FACE)
CURB (TY. A)
CURB (TY. E)
CONC. ISLAND (TY. C CURB FACE)
CONC. BARR. WALL (MEDIAN TY. C)
RET. WALL
SAWCUT
EXIST. R/W
PROP. R/W
CONST. LIMIT
C/A & FENCE
150' TRANS.
120' TAPER
225' TAPER
30° CURVE
40° CURVE
C.D.P.
EB I-30
WB I-30
C.L. I-30 MEDIAN
C.L. FRONTAGE ROAD D
C.L. SEVIER ST. STA. 58+00.00 =
C.L. FRTG. RD. D STA. 158+20.30
∠ = 40°05'01"
STA. 143+85 BEGIN NOTCH & WIDEN BEGIN CURB ON RT.
STA. 144+45 BEGIN CURB (TY. A)
STA. 145+35.00 BEGIN RECONST'N MATCH EXIST. PAV'T. END MILL & INLAY
STA. 154+50.00 END RECONSTRUCTION MATCH EXIST. PAV'T
STA. 155+04.40 END CURB (TY. A)
STA. 156+88.39 END CURB (TY. A)
LINE S
LINE U
LINE U-1
LINE U-2-1
LINE U-4-1
LINE U-5-1
LINE V
LINE W



PLAN & PROFILE FRONTAGE ROAD D STA. 144+00 TO STA. 158+00

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CURVE DATA

CURVE	P.C. (P.C.C.)	P.I.	P.T. (P.C.C.)	DELTA	DOC	TANGENT FEET	LENGTH FEET	e FT./FT.	Ls FEET	DESIGN SPEED
30M-1	229+53.48	233+97.73	238+38.00	13°16'04"	1°30'00"	444.25	884.52	N/A	N/A	70 MPH
30M-2	250+55.26	264+93.33	276+23.85	64°12'52"	2°30'00"	1438.07	2568.58	N/A	N/A	70 MPH
WB30-1	3230+26.24	3234+70.49	3239+10.76	13°16'04"	1°30'00"	444.25	884.52	0.054	350	70 MPH
WB30-2	3250+63.10	3265+01.17	3276+31.68	64°12'52"	2°30'00"	1438.07	2568.58	0.085	725/480	70 MPH
EB30-1	2228+80.72	2233+24.97	2237+65.24	13°16'04"	1°30'00"	444.25	884.52	0.054	350	70 MPH
EB30-2	2250+47.43	2264+85.50	2276+16.01	64°12'52"	2°30'00"	1438.07	2568.58	0.085	700/480	70 MPH
RI-1	100+00.00	103+18.85	106+31.87	18°57'22"	3°00'00"	318.85	631.87	0.040	175	40 MPH
RI-2	107+50.60	224+08.54	114+09.54	177°54'52"	27°00'00"	11657.94	658.94	0.100	300	30 MPH
RI-3	115+55.63	119+62.69	123+11.12	52°53'03"	7°00'00"	407.06	755.49	0.053	250	30 MPH
RI-4	125+52.86	127+49.04	129+39.84	23°13'09"	6°00'00"	196.19	386.99	N/A	N/A	30 MPH
RI-5	131+22.85	132+65.93	134+07.39	14°56'18"	5°15'00"	143.08	284.54	N/A	N/A	30 MPH
R2-1	203+78.66	206+28.82	208+76.15	14°55'29"	3°00'00"	250.16	497.49	N/A	N/A	50 MPH
R2-2	212+41.87	214+27.80	216+11.66	14°47'30"	4°00'00"	185.93	369.79	N/A	N/A	50 MPH
R2-3	217+17.69	219+51.42	221+78.83	23°03'25"	5°00'00"	233.73	461.14	N/A	N/A	50 MPH
R2-4	224+55.36	228+76.85	232+37.62	52°53'03"	6°45'38"	421.49	782.26	0.078	300	40 MPH
R2-5	233+83.70	235+07.26	236+28.25	20°10'32"	8°15'00"	123.56	244.55	0.087	500	40 MPH
R2-6	239+78.25	243+47.29	246+56.67	55°58'11"	8°15'00"	369.03	678.42	0.087	300	40 MPH
R2-7	248+82.32	250+75.47	252+67.32	11°33'00"	3°00'00"	193.15	385.00	0.057	300	50 MPH
R3-1	303+70.05	306+20.73	308+68.55	14°57'19"	3°00'00"	250.68	498.51	N/A	N/A	50 MPH
R3-2	313+74.71	319+98.38	325+34.58	52°11'38"	4°30'00"	623.67	1159.87	0.078	300/240	50 MPH
R3-3	328+47.46	331+89.08	335+29.45	8°31'29"	1°15'00"	341.62	681.98	0.026	200/300	50 MPH
R4-1	400+00.00	402+45.85	404+89.02	14°40'14"	3°00'00"	245.85	489.02	0.057	300	50 MPH
R4-2	406+87.32	409+98.82	413+10.01	35°49'19"	5°45'00"	322.05	622.99	0.092	350	50 MPH
R4-3	413+10.01	413+81.37	414+52.43	9°56'53"	7°00'00"	71.24	142.12	N/A	N/A	50 MPH
R4-4	414+52.43	415+54.54	416+56.65	11°13'55"	5°30'00"	102.44	204.22	N/A	N/A	50 MPH
R4-5	416+56.65	419+86.41	422+91.68	38°06'07"	6°00'00"	329.76	635.03	N/A	N/A	40 MPH
FAI-1	5+00.00	6+11.58	7+21.79	15°31'32"	7°00'00"	111.58	221.79	0.084	N/A	45 MPH
FAI-2	8+59.40	9+50.56	10+40.78	14°15'22"	7°51'34"	91.16	181.39	0.084	220	40 MPH
FAI-3	13+21.89	14+07.07	14+91.00	16°54'40"	10°00'00"	85.18	169.11	0.094	235	40 MPH
FAI-4	14+91.00	17+78.77	20+50.00	33°32'23"	6°00'00"	287.76	559	N/A	N/A	55 MPH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHANNAR TAYLOR
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	745	1465

(2) INTERCHANGE LAYOUT - HWY. 70

WB I-30 STA 3259+70.99, 44.82' LT. =
C.L. HWY. 70 RAMP 3 STA 330+55.22, 7.5 RT.

WB I-30 STA 3264+37.75, 28.50' RT. =
C.L. HWY. 70 RAMP 3 STA 355+29.45

WB I-30 STA 3232+59.26, 25.82' LT. =
C.L. HWY. 70 RAMP 4 STA 402+28.99, 7.50' RT.

EB I-30 STA 2256+15.81, 44.88' RT. =
C.L. HWY. 70 RAMP 1 STA 100+00.00, 7.50' LT.

EB I-30 STA 2256+15.81, 44.88' RT. =
C.L. HWY. 70 RAMP 1 STA 105+96.07, 7.50' LT.

WB I-30 STA 3230+28.45, 28.50 LT. =
C.L. HWY. 70 RAMP 4 STA 400+00.00

EB I-30 STA 2275+23.77, 27.89' RT. =
C.L. HWY. 70 RAMP 2 STA 250+85.10, 7.50' LT.

EB I-30 STA 2277+07.64, 28.50' RT. =
C.L. HWY. 70 RAMP 2 STA 252+67.32

INTERCHANGE LAYOUT

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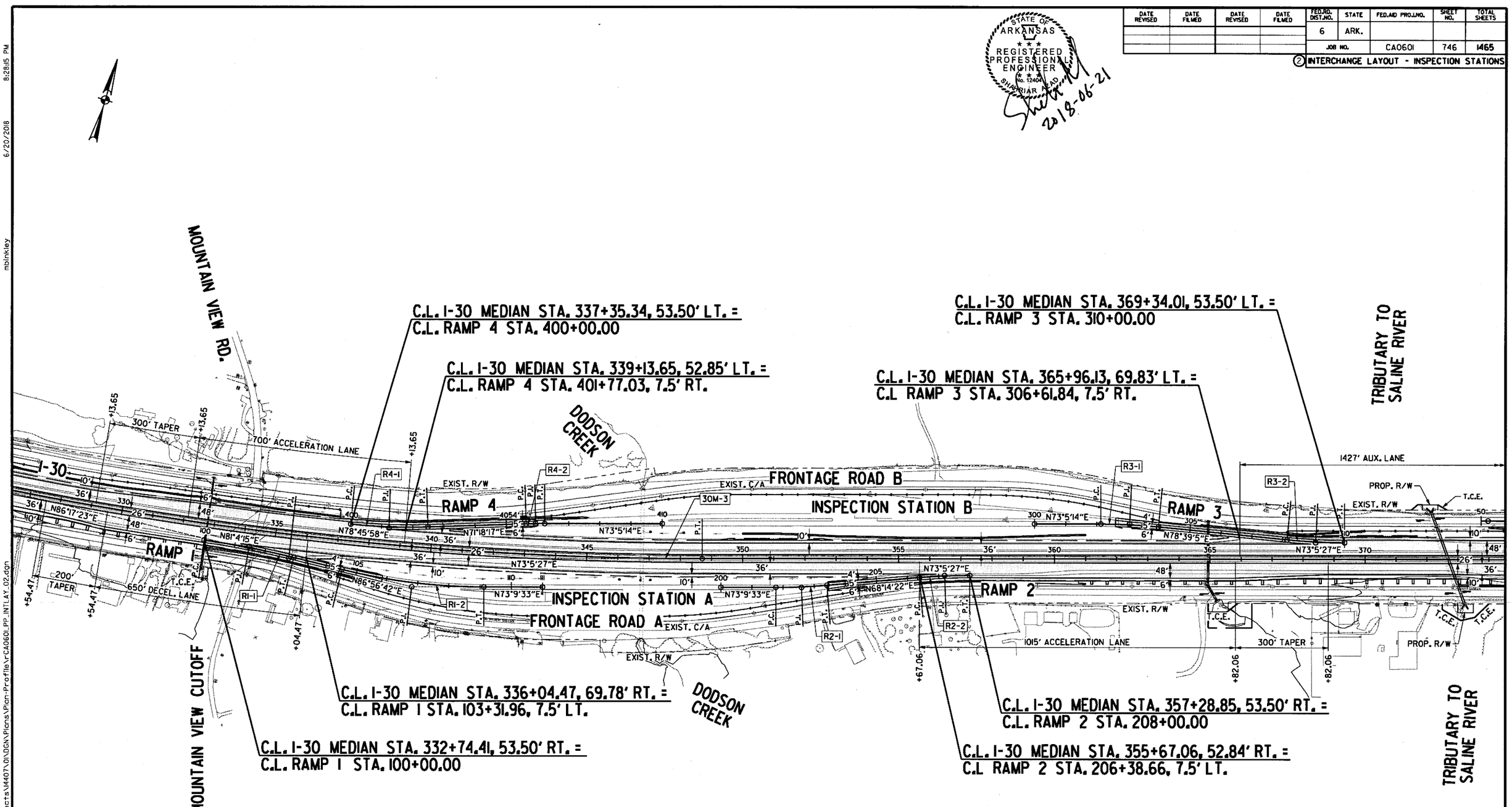
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	746	1465

(2) INTERCHANGE LAYOUT - INSPECTION STATIONS

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHARRIAR ALAM

2018-06-21



CURVE DATA

CURVE	P.C. (P.C.C.)	P.I.	P.T. (P.C.C.)	DELTA	DOC	TANGENT FEET	LENGTH FEET	e FT./FT.	Ls FEET	DESIGN SPEED
30M-3	322+30.60	335+56.36	348+70.38	13°11'56"	30'00"	1325.76	2639.78	N.C.	N/A	70 MPH
R1-1	100+00.00	101+46.99	102+93.72	5°52'28"	2°00'00"	146.99	293.72	0.040	200	50 MPH
R1-2	104+52.56	106+83.44	109+12.09	13°47'09"	3°00'00"	230.88	459.53	0.025	150	30 MPH
R2-1	201+76.90	202+58.95	203+40.89	4°55'11"	3°00'00"	82.05	163.99	N/A	N/A	N/A
R2-2	206+38.28	207+19.19	208+00.00	4°51'06"	3°00'00"	80.91	161.72	0.057	300	50 MPH
R3-1	302+12.69	303+05.50	303+98.17	5°33'51"	3°00'00"	92.81	185.48	0.025	250	30 MPH
R3-2	308+14.65	309+07.40	310+00.00	5°33'38"	3°00'00"	92.75	185.35	0.057	300	50 MPH
R4-1	400+00.00	401+24.53	402+48.71	7°27'41"	3°00'00"	124.53	248.71	0.057	300	50 MPH
R4-2	405+63.50	405+93.21	406+22.91	1°46'56"	3°00'00"	29.71	59.41	N/A	N/A	N/A

HWY. 67

INTERCHANGE LAYOUT
INSPECTION STATIONS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	747	1465

(2) INTERCHANGE LAYOUT - HWY. 67

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19484
SHAHRIAR BADIE
2018-07-13

C.L. I-30 MEDIAN STA. 378+57.46, 53.50' LT. =
C.L. RAMP 5 STA. 500+00.00

C.L. I-30 MEDIAN STA. 380+22.97, 53.32' LT. =
C.L. RAMP 5 STA. 501+65.07, 7.5' RT.

C.L. I-30 MEDIAN STA. 377+58.75, 41.50' RT. =
C.L. RAMP 1 STA. 100+00.00

C.L. I-30 MEDIAN STA. 385+51.27, 67.64' RT. =
C.L. RAMP 1 STA. 107+98.50. 7.5' LT.

C.L. HWY. 67 STA. 525+90.53, 36.50' LT. =
C.L. RAMP 5 STA. 519+92.72

C.L. I-30 MEDIAN STA. 395+94.50, 54.17' LT. =
C.L. RAMP 4 STA. 400+00.00

C.L. I-30 MEDIAN STA. 398+80.05, 53.57' LT. =
C.L. RAMP 4 STA. 402+82.48, 7.50' RT.

C.L. HWY. 67 STA. 528+00.00, 36.50' RT. =
C.L. RAMP 4 STA. 412+08.15

C.L. HWY. 67 STA. 530+51.31 =
C.L. RAMP 3 STA. 300+00.00 =
∠ = 85°36'50"
C.L. FRONTAGE ROAD B STA. 80+00.00
∠ = 94°23'10"

C.L. HWY. 67 STA. 515+40.46 =
C.L. FRONTAGE ROAD A STA. 45+00.00
∠ = 90°00'00"

C.L. HWY. 67 STA. 520+99.90 =
C.L. RAMP 1 STA. 118+32.96 =
C.L. RAMP 2 STA. 200+00.00
∠ = 60°29'22"

C.L. HWY. 67 STA. 522+98.42 =
C.L. I-30 MEDIAN STA. 396+88.28
∠ = 49°56'24"

C.L. RAMP 4 STA. 401+40.04 =
C.L. HWY. 67 STA. 523+71.66
∠ = 48°5'20"

C.L. I-30 MEDIAN
STA. 406+23.14, 53.57' RT. =
C.L. RAMP 2 STA 210+89.01. 7.5' LT.

C.L. I-30 MEDIAN
STA. 409+03.14, 54.17' RT. =
C.L. RAMP 2 STA. 213+71.52

C.L. I-30 MEDIAN STA. 419+44.83, 70.63' LT. =
C.L. RAMP 3 STA. 318+49.27, 12.00' RT.

C.L. I-30 MEDIAN STA. 426+31.82, 49.00' LT. =
C.L. RAMP 3 STA. 325+36.99

CURVE DATA

CURVE	P.C. (P.C.C.)	P.I.	P.T. (P.C.C.)	DELTA	DOC	TANGENT FEET	LENGTH FEET	e FT./FT.	Ls FEET	DESIGN SPEED
30M-4	381+02.09	396+53.01	411+31.35	30°17'33"	1°00'00"	1550.93	3029.26	0.037	700/900	70 MPH
RI-1	100+00.00	100+75.02	101+50.00	3°00'00"	2°00'00"	75.02	150.00	N/A	N/A	N/A
RI-2	104+18.43	106+56.35	108+93.42	8°18'45"	1°45'00"	237.91	474.99	0.037	300	50 MPH
R2-1	200+29.87	201+57.64	202+82.07	22°41'53"	9°00'00"	127.78	252.20	N/A	N/A	N/A
R3-1	303+51.71	306+46.75	308+96.62	54°29'26"	10°00'00"	295.03	544.91	0.094	375/300	40 MPH
R3-2	317+40.15	319+40.23	321+40.15	4°00'00"	1°00'00"	200.08	400.00	N/A	N/A	50 MPH
R3-3	323+36.99	324+37.03	325+36.99	4°00'00"	2°00'00"	100.04	200.00	N/A	N/A	N/A
R4-1	400+00.00	401+50.51	403+00.75	6°00'54"	2°00'00"	150.51	300.75	0.037	N/A	50 MPH
R4-2	405+08.37	406+84.10	408+08.99	74°24'18"	24°45'00"	175.73	300.63	0.100	300	30 MPH
R4-3	408+08.99	410+75.56	411+08.51	125°47'50"	42°00'00"	266.57	299.52	0.100	200	25 MPH ▲
R4-4	411+08.51	411+59.11	412+08.15	24°39'39"	24°45'00"	50.60	99.64	N/A	N/A	30 MPH ▲
R5-1	500+00.00	501+17.52	502+34.74	7°02'32"	3°00'00"	117.52	234.74	0.057	300	50 MPH
R5-2	508+34.63	512+97.14	517+56.54	11°31'26"	1°15'00"	462.51	921.90	0.026	300	50 MPH
R5-3	517+56.54	518+81.81	519+92.72	47°14'09"	20°00'00"	125.27	236.19	0.060	200	30 MPH ▲

▲ SUPERELEVATION BASED ON 2004 GREEN BOOK EXHIBIT 3-26 (e_{max} = 6%)

CURVE DATA

CURVE	P.C. (P.C.C.)	P.I.	P.T. (P.C.C.)	DELTA	DOC	TANGENT FEET	LENGTH FEET	e FT./FT.	Ls FEET	DESIGN SPEED
FA-1	33+15.64	34+86.62	36+57.36	5°07'33"	1°30'00"	170.98	341.72	0.021	200	40 MPH
FA-2	38+76.93	40+96.86	42+56.97	72°12'30"	19°00'00"	219.93	380.04	0.095	250	30 MPH
FA-3	43+55.66	44+07.19	44+56.32	30°11'55"	30°00'00"	51.53	100.66	N/A	N/A	25 MPH ○
FB-4	54+55.99	55+78.44	57+00.56	7°20'14"	3°00'00"	122.45	244.57	0.040	200	40 MPH
FB-5	62+66.67	65+26.77	67+54.99	48°49'56"	10°00'00"	260.10	488.32	0.094	250	40 MPH
FB-6	72+62.14	75+63.00	77+62.59	80°04'21"	16°00'00"	300.87	500.45	0.089	250	30 MPH
67-2	502+79.96	505+75.37	508+25.46	54°32'59"	10°00'00"	295.41	545.50	0.068	250	30 MPH ◪
67-3	513+30.89	516+88.52	520+40.42	17°44'18"	2°30'00"	357.62	709.53	0.067	360/600	60 MPH
67-4	528+00.68	530+00.68	532+02.28	7°01'41"	1°45'00"	201.05	401.60	0.049	675/575	60 MPH
67-5	537+52.64	538+54.30	539+55.83	5°04'05"	2°30'00"	101.66	203.19	0.067	300	60 MPH
67R-1	520+47.27	521+15.68	521+80.51	31°58'38"	24°00'00"	68.41	133.24	N/A	N/A	N/A

▲ SUPERELEVATION BASED ON 2004 GREEN BOOK EXHIBIT 3-26 (e_{max} = 6%)
○ DESIGN SPEED BASED ON 2004 GREEN BOOK EXHIBIT 3-16 (e = -2%)
◪ MATCHES EXISTING CURVE S.E. LT. LANE 0.066 '/' TO 0.076 '/'
RT. LANE 0.025 '/' TO 0.048 '/'

INTERCHANGE LAYOUT
HWY. 67

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	748	1465

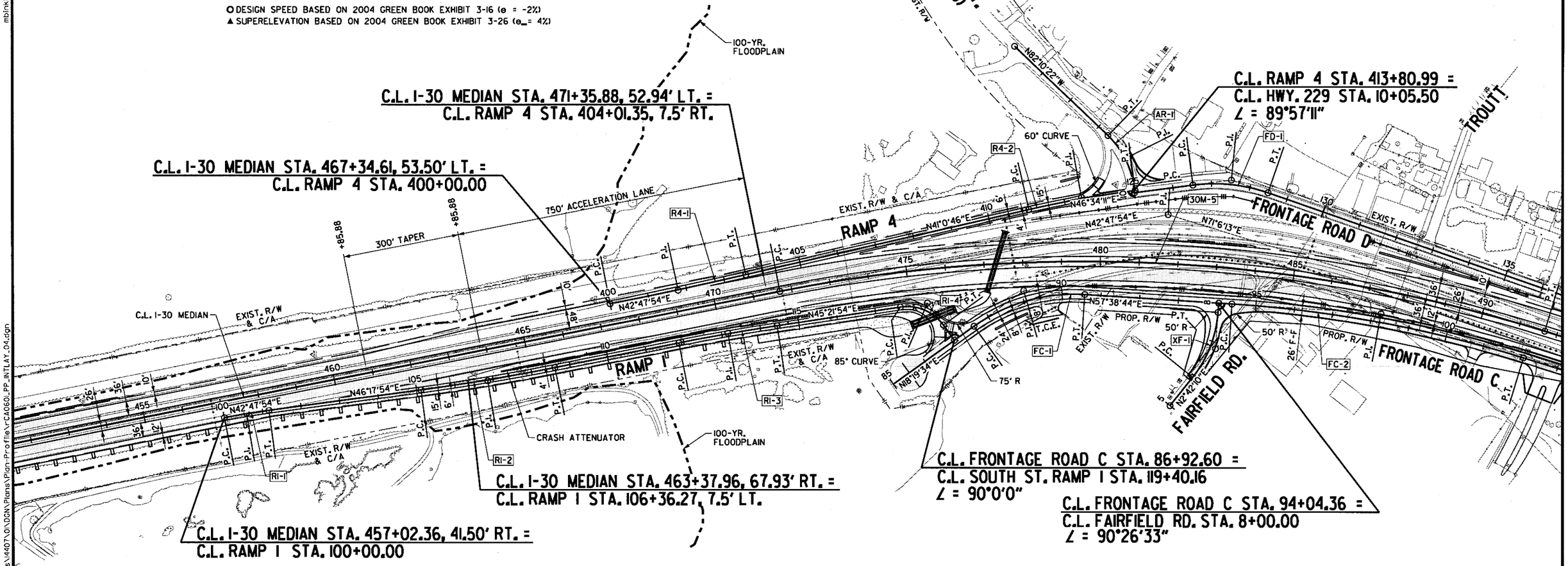
(2) INTERCHANGE LAYOUT - SOUTH ST.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 19404 SHAHRIAR AZAD 2018-06-21

CURVE DATA

CURVE	P.C. (P.C.C.)	P.I.	P.T. (P.C.C.)	DELTA	DOC	TANGENT FEET	LENGTH FEET	e FT./FT.	Ls FEET	DESIGN SPEED
30M-5	471+69.23	481+89.06	491+67.24	28°18'18"	1°25'00"	1019.83	1998.01	0.054	420	70 MPH
RI-1	100+00.00	100+58.35	101+16.67	3°30'00"	3°00'00"	58.35	116.67	N/A	N/A	N/A
RI-2	105+11.18	106+86.23	108+61.18	3°30'00"	1°00'00"	175.05	350.00	N.C.	N/A	40 MPH
RI-3	111+87.41	113+15.76	114+44.07	2°34'00"	1°00'00"	128.35	256.65	N.C.	N/A	40 MPH
RI-4	117+65.66	118+35.83	118+91.59	62°57'41"	50°00'00"	70.17	125.92	0.040	85	20 MPH ▲
R4-1	400+00.00	401+78.56	403+57.09	1°47'08"	30'00"	178.56	357.09	N.C.	N/A	60 MPH
R4-2	411+05.50	412+44.53	413+83.34	5°33'24"	2°00'00"	139.03	277.84	0.028	175	40 MPH
AR-1	10+17.57	10+95.05	11+66.58	38°44'33"	26°00'00"	77.48	149.01	N/A	N/A	N/A
FC-1	87+55.64	89+13.10	90+58.10	39°19'10"	13°00'00"	157.46	302.46	0.100	250	40 MPH
FC-2	94+38.40	98+24.69	102+07.42	13°27'29"	1°45'00"	386.29	769.02	0.025	200	40 MPH
FD-1	126+52.18	127+52.07	128+48.39	26°29'17"	13°30'00"	99.89	196.21	N/A	N/A	N/A
XF-1	5+93.91	6+87.88	7+76.09	34°36'53"	19°00'00"	93.97	182.18	N.C.	N/A	25 MPH ○

○ DESIGN SPEED BASED ON 2004 GREEN BOOK EXHIBIT 3-16 (e = -2%)
▲ SUPERELEVATION BASED ON 2004 GREEN BOOK EXHIBIT 3-26 (e = 4%)



SHEET 1 OF 2
INTERCHANGE LAYOUT
SOUTH ST.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	749	1465

② INTERCHANGE LAYOUT - SOUTH ST.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12401
STEPHEN MEAD
2018-06-21

C.L. BELL ST. STA. 40+00.00 =
C.L. SOUTH ST. STA. 23+74.41
∠ = 90°00'00"

C.L. SOUTH ST. STA. 20+00.00 =
C.L. FRTG. RD. D STA. 149+61.21

C.L. BELL ST. STA. 41+82.80 =
C.L. SEVIER ST. STA. 51+72.94
∠ = 88°32'57"

C.L. SEVIER ST. STA. 58+00.00 =
C.L. FRTG. RD. D STA. 158+20.30
∠ = 40°05'01"

EB I-30 STA. 2524+57.15, 40.50' RT. =
C.L. RAMP 2 STA. 212+61.38

EB I-30 STA. 2521+75.78, 39.90' RT. =
C.L. RAMP 2 STA. 209+79.90, 7.5' LT.

C.L. FRONTAGE ROAD C STA. 109+53.44 =
C.L. AIRLANE DR. STA. 5+00.00
∠ = 110°5'32"

C.L. LEANDER ST. STA. 60+00.00 =
C.L. SOUTH ST. STA. 32+27.24
∠ = 106°20'09"

CURVE DATA

CURVE	P.C. (P.C.C.)	P.I.	P.T. (P.C.C.)	DELTA	DOC	TANGENT FEET	LENGTH FEET	e FT./FT.	Ls FEET	DESIGN SPEED	
XR-1	65+00.00	N/A	68+64.42	360°00'00"	98°47'09"	N/A	364.42	N.C.	N/A	16 MPH	○
XS-1	20+64.74	30+57.91	26+24.44	156°42'58"	28°00'00"	993.17	559.70	N.C.	N/A	24 MPH	○
XS-2	29+92.11	31+75.39	33+36.74	48°14'56"	14°00'00"	183.28	344.63	N.C.	N/A	30 MPH	○
XSC-1	5+00.00	5+40.77	5+78.92	35°30'49"	45°00'00"	40.77'	78.92'	N.C.	N/A	20 MPH	○
RA-1	70+00.00	71+22.66	72+38.34	33°22'04"	14°00'00"	122.66	238.34	N.C.	N/A	35 MPH	◪
RB-1	80+00.00	80+95.65	81+54.75	85°06'54"	55°00'00"	95.65	154.75	N.C.	N/A	20 MPH	◪
RB-2	83+19.27	83+42.71	83+66.05	9°21'22"	20°00'00"	23.44	46.78	N.C.	N/A	27 MPH	○
RB-3	84+12.98	84+74.26	85+25.53	56°16'27"	50°00'00"	61.28	112.55	N.C.	N/A	20 MPH	◪
XL-1	62+37.25	63+12.26	63+76.45	52°53'43"	38°00'00"	75.00	139.20	N.C.	N/A	21 MPH	○
RC-1	90+00.00	91+39.31	91+70.18	119°07'41"	70°00'00"	139.31	170.18	N.C.	N/A	18 MPH	◪
RC-2	91+70.18	92+13.50	92+54.87	29°38'32"	35°00'00"	43.32	84.69	N.C.	N/A	24 MPH	◪
RC-3	92+54.87	93+87.54	94+21.52	116°39'07"	70°00'00"	132.66	166.65	N.C.	N/A	18 MPH	◪
RD-1	95+00.00	N/A	99+09.20	271°05'53"	66°15'00"	86.48	409.20	N.C.	N/A	19 MPH	◪
XB-1	40+48.44	41+00.08	41+50.62	20°26'15"	20°00'00"	51.64	102.19	N.C.	N/A	27 MPH	○

○ DESIGN SPEED BASED ON 2004 GREEN BOOK EXHIBIT 3-16 (e = -2%)
◪ DESIGN SPEED BASED ON 2004 GREEN BOOK EXHIBIT 3-16 (e = +2%)

CURVE DATA

CURVE	P.C. (P.C.C.)	P.I.	P.T. (P.C.C.)	DELTA	DOC	TANGENT FEET	LENGTH FEET	e FT./FT.	Ls FEET	DESIGN SPEED	
30M-6	498+10.03	503+67.34	509+14.15	19°14'44"	1°44'35"	557.31	1104.12	N/A	N/A	N/A	
30L-3	3498+10.03	3503+65.13	3509+09.78	19°14'44"	1°45'00"	555.11	1099.75	0.062	420	70 MPH	
30R-4	2498+99.32	2503+93.61	2508+78.27	19°34'44"	2°00'00"	494.29	978.95	0.070	420	70 MPH	
R2-1	200+59.64	202+73.97	204+88.10	4°17'05"	1°00'00"	214.33	428.46	N.C.	N/A	40 MPH	
R2-2	209+44.11	211+02.79	212+61.38	3°10'22"	1°00'00"	158.68	317.27	0.021	200	50 MPH	
FC-3	109+88.20	114+49.62	119+03.18	18°17'59"	2°00'00"	461.42	914.98	0.028	200	40 MPH	
FD-2	142+33.79	144+53.10	146+71.56	8°45'20"	2°00'00"	219.32	437.78	MATCH EXIST.	MATCH EXIST.	N/A	
FD-3	146+71.56	147+44.63	148+15.95	21°39'30"	15°00'00"	73.07	144.39	N.C.	N/A	30 MPH	○
FD-4	150+48.87	150+80.75	151+12.42	11°26'23"	18°00'00"	31.88	63.55	N.C.	N/A	30 MPH	◪
FD-5	151+12.42	151+72.47	152+32.16	10°46'34"	9°00'00"	60.04	119.73	N.C.	N/A	40 MPH	◪
FD-6	152+32.16	153+00.95	153+69.60	6°11'06"	4°30'00"	68.79	137.44	N.C.	N/A	40 MPH	▲
FD-7	153+69.60	154+35.56	155+01.49	2°58'02"	2°15'00"	65.96	131.88	N.C.	N/A	40 MPH	▲

○ DESIGN SPEED BASED ON 2004 GREEN BOOK EXHIBIT 3-16 (e = -2%)
◪ DESIGN SPEED BASED ON 2004 GREEN BOOK EXHIBIT 3-16 (e = +2%)
▲ DESIGN SPEED EXCEEDS 40 MPH BASED ON 2004 GREEN BOOK EXHIBIT 3-16 (e = +2%)

SHEET 2 OF 2
INTERCHANGE LAYOUT
SOUTH ST.

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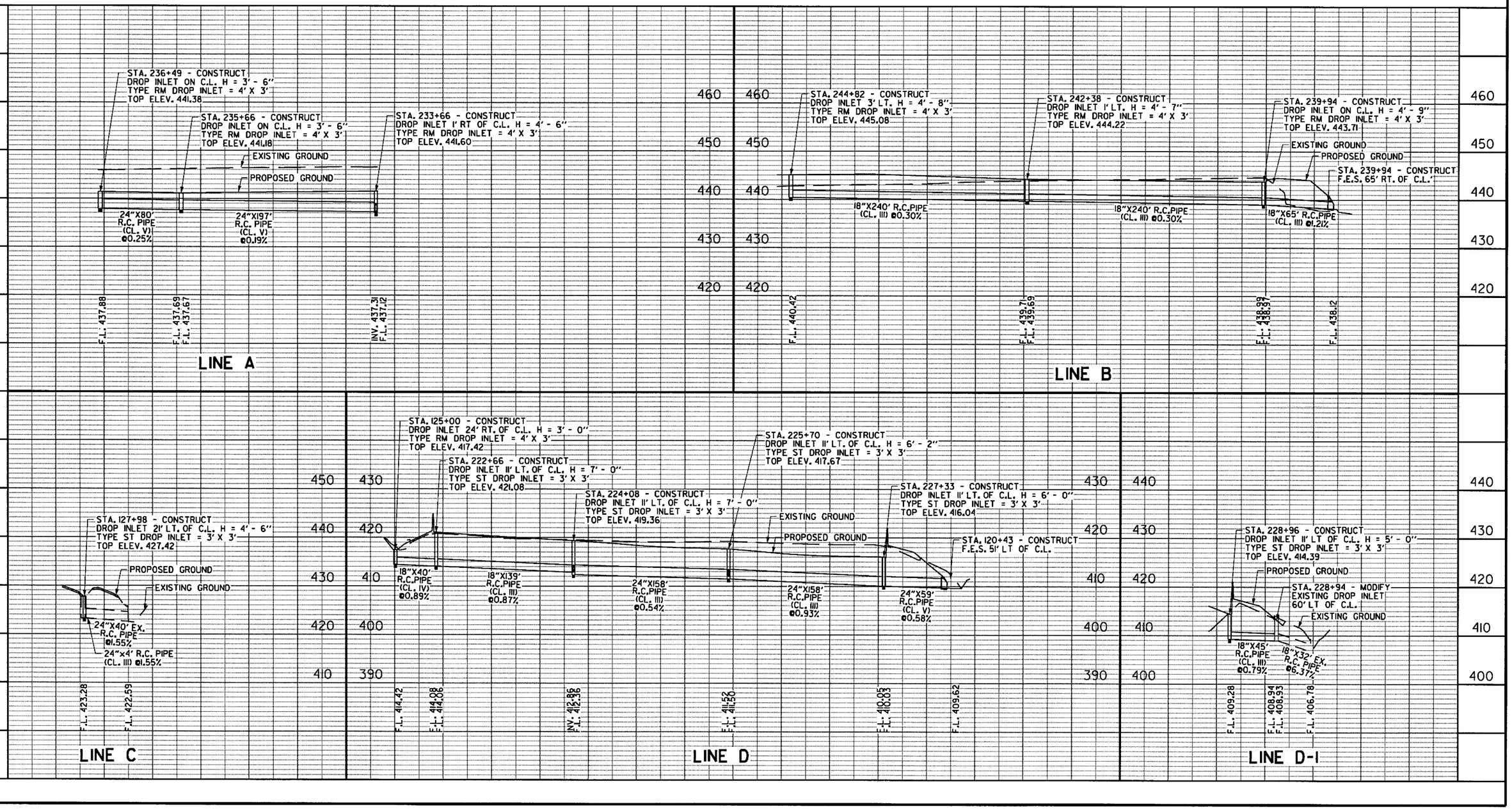
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADIB
2018-07-20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	750	1465

② DRAINAGE PROFILE



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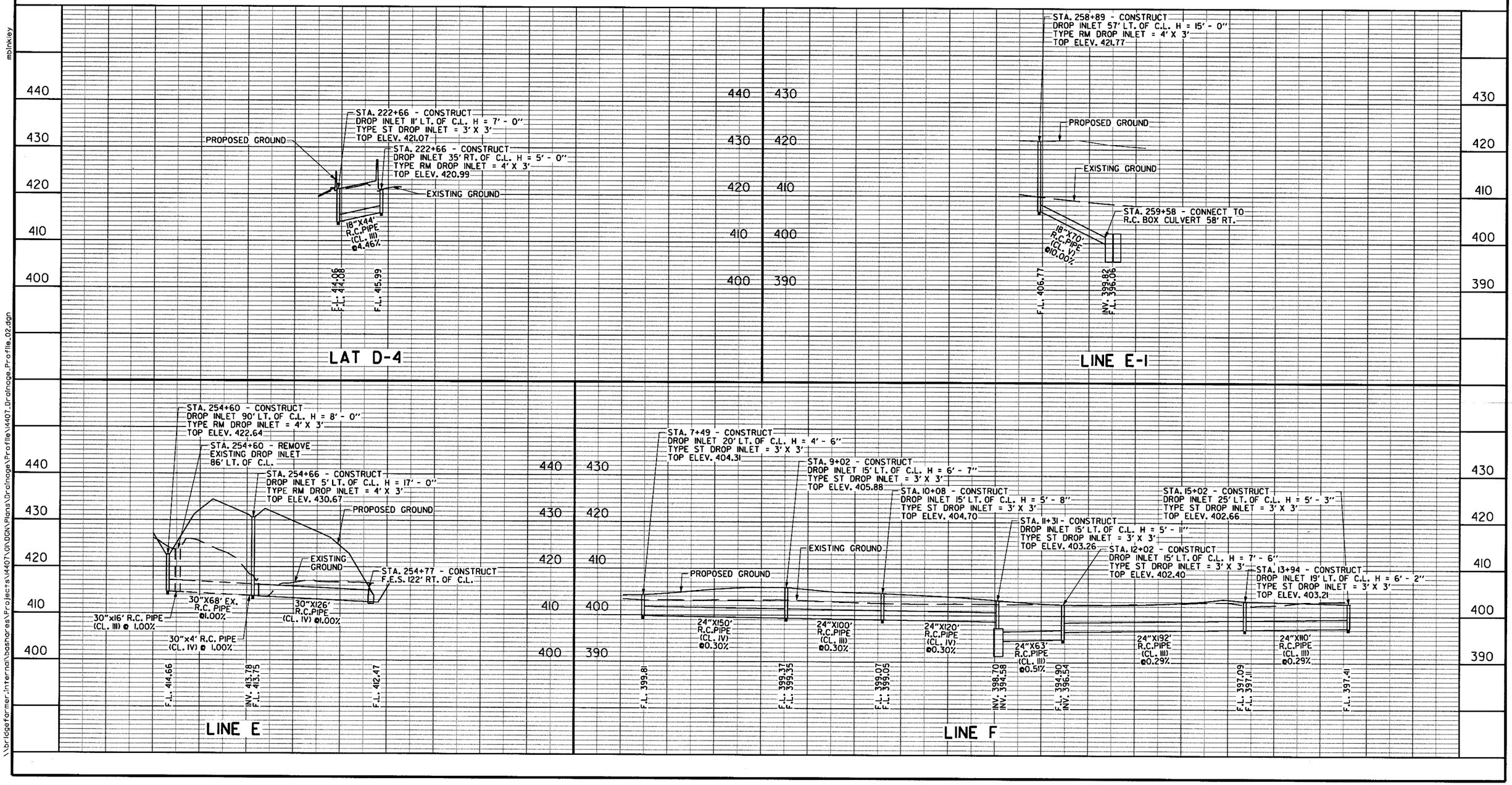
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	751	1465

(2) DRAINAGE PROFILE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-23

NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED



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NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHAHRIAR SHAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	752	1465

(2) DRAINAGE PROFILE

LINE G

STA. 263+75 - CONSTRUCT
DROP INLET 3' RT OF C.L. H = 5' - 6"
TYPE RM DROP INLET = 4' X 3'
TOP ELEV. 411.93

STA. 264+00 - CONSTRUCT
DROP INLET 3' RT OF C.L. H = 9' - 0"
TYPE RM DROP INLET = 4' X 3'
TOP ELEV. 411.73

PROPOSED GROUND

STA. 264+00 - CONSTRUCT
F.E.S. 70' RT OF CL

EXISTING GROUND

24"X66' R.C. PIPE (CL. III) @1.15%

24"x22' R.C. PIPE (CL. III) @ 1.00%

F.L. 406.45
INV. 406.23
F.L. 402.73
F.L. 401.91

LAT G-1

STA. 264+25 - CONSTRUCT
DROP INLET 3' RT OF C.L. H = 5' - 6"
TYPE RM DROP INLET = 4' X 3'
TOP ELEV. 411.93

STA. 264+00 - CONSTRUCT
DROP INLET 3' RT OF C.L. H = 9' - 0"
TYPE RM DROP INLET = 4' X 3'
TOP ELEV. 411.73

PROPOSED GROUND

EXISTING GROUND

24"x22' R.C. PIPE (CL. III) @ 1.00%

F.L. 406.45
INV. 406.23
F.L. 402.73

LINE MI-A-1

STA. 276+89- CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 429.04

STA. 278+92- CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 7' - 7"
TYPE ST DROP INLET = 4' X 3'
TOP ELEV. 431.63

EXISTING GROUND

PROPOSED GROUND

18"X200' R.C PIPE (CL. IV) @0.22%

F.L. 424.10
F.L. 424.80
F.L. 425.03
F.L. 425.05

LINE MI-A-2

STA. 278+92- CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 8' - 0"
TYPE ST DROP INLET = 4' X 3'
TOP ELEV. 431.98

STA. 280+96- CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 433.53

EXISTING GROUND

STA. 280+96- CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5' - 9"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 433.52

PROPOSED GROUND

18"X200' R.C PIPE (CL. III) @1.26%

18"X4' R.C PIPE (CL. III) @7.44%

F.L. 423.99
INV. 425.00
F.L. 427.52
F.L. 427.76
F.L. 427.78

LINE MI-B

STA. 284+85- CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4' - 9"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 434.18

STA. 284+85- CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 434.18

STA. 286+88- CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 433.02

STA. 288+91- CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 8' - 3"
TYPE ST DROP INLET = 4' X 3'
TOP ELEV. 431.50

STA. 290+94- CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 429.86

STA. 290+94- CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4' - 9"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 429.86

PROPOSED GROUND

EXISTING GROUND

18"X4' R.C PIPE (CL. III) @ 7.5%

18"X200' R.C PIPE (CL. III) @ 1.08%

18"X200' R.C PIPE (CL. III) @ 1.34%

18"X200' R.C PIPE (CL. III) @0.26%

18"X4' R.C PIPE (CL. III) @7.5%

F.L. 429.42
F.L. 429.19
F.L. 429.17
F.L. 427.03
F.L. 427.01
INV 424.34
INV 423.31
INV 424.34
F.L. 424.85
F.L. 424.80
F.L. 425.10
F.L. 425.11

LINE MI-C

STA. 293+07- CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 4' - 9"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 427.15

STA. 295+10- CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 6' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 423.47

STA. 297+02 - CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 9' - 3"
TYPE ST DROP INLET = 4' X 3'
TOP ELEV. 419.21

STA. 293+07- CONSTRUCT
DROP INLET 3' RT. OF C.L. H = 5' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 427.15

EXISTING GROUND

PROPOSED GROUND

18"X189' R.C PIPE (CL. III) @ 2.48%

18"X200' R.C PIPE (CL. III) @ 2.34%

18"X4' R.C PIPE (CL. III) @ 7.5%

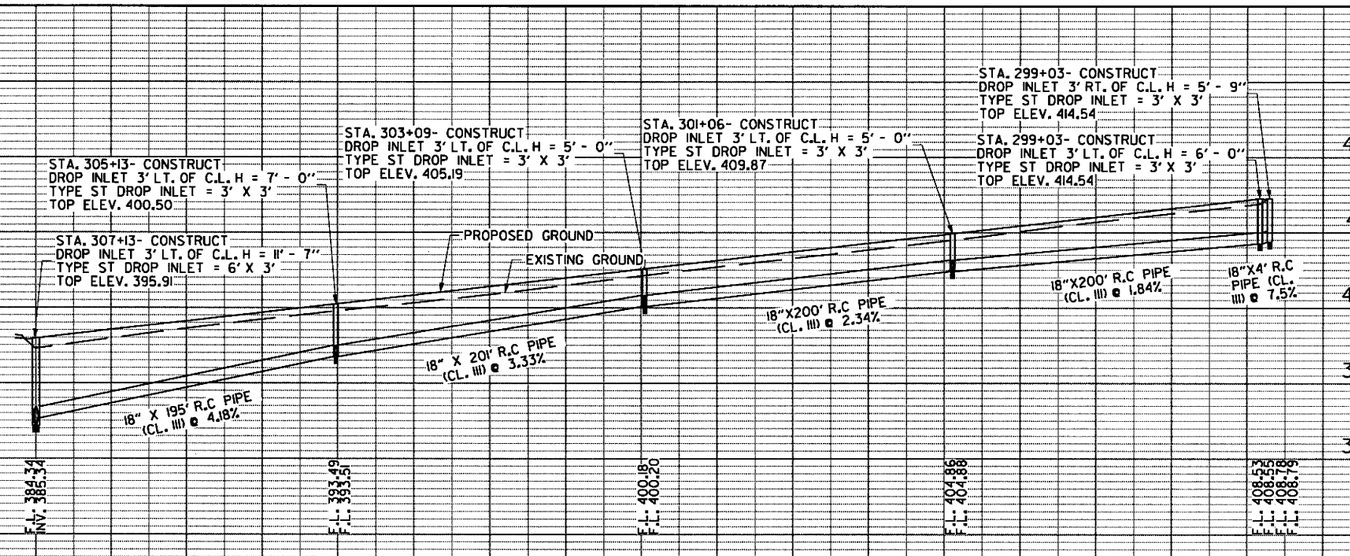
F.L. 410.16
INV. 412.81
F.L. 417.46
F.L. 417.48
F.L. 422.14
F.L. 422.16
F.L. 422.39
F.L. 422.41

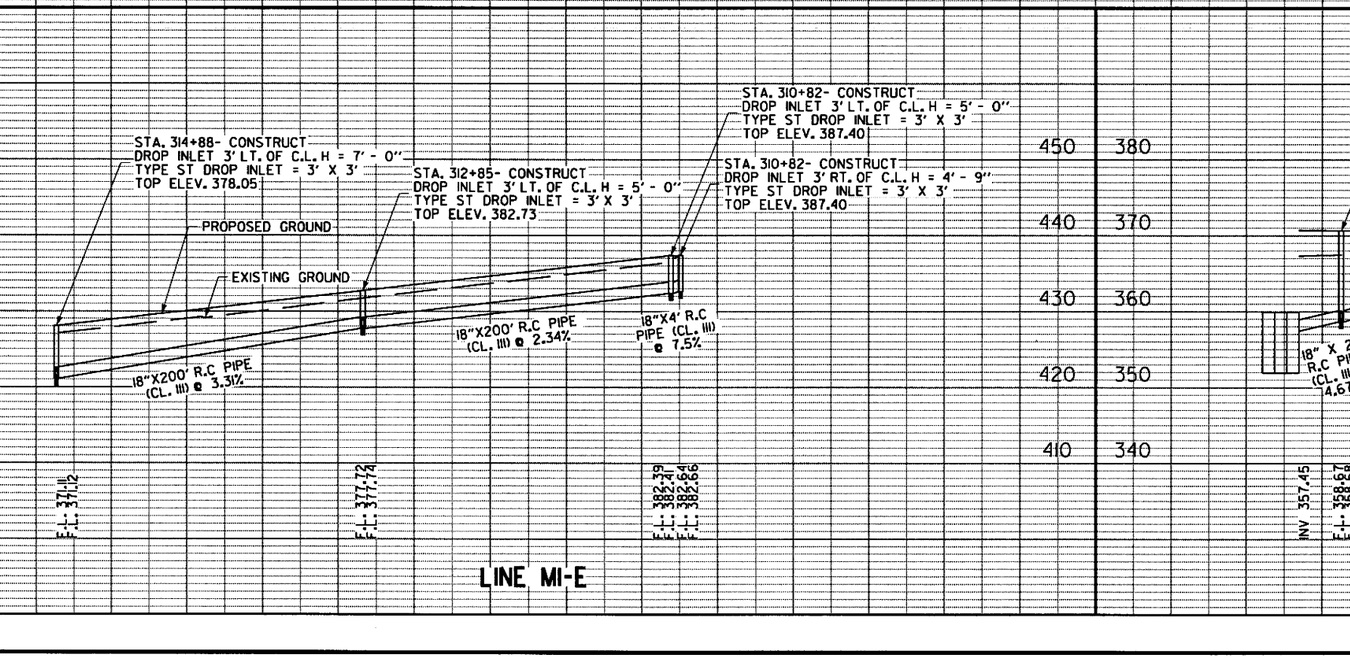
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHARIAR SHAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	753	1465

(2) DRAINAGE PROFILE





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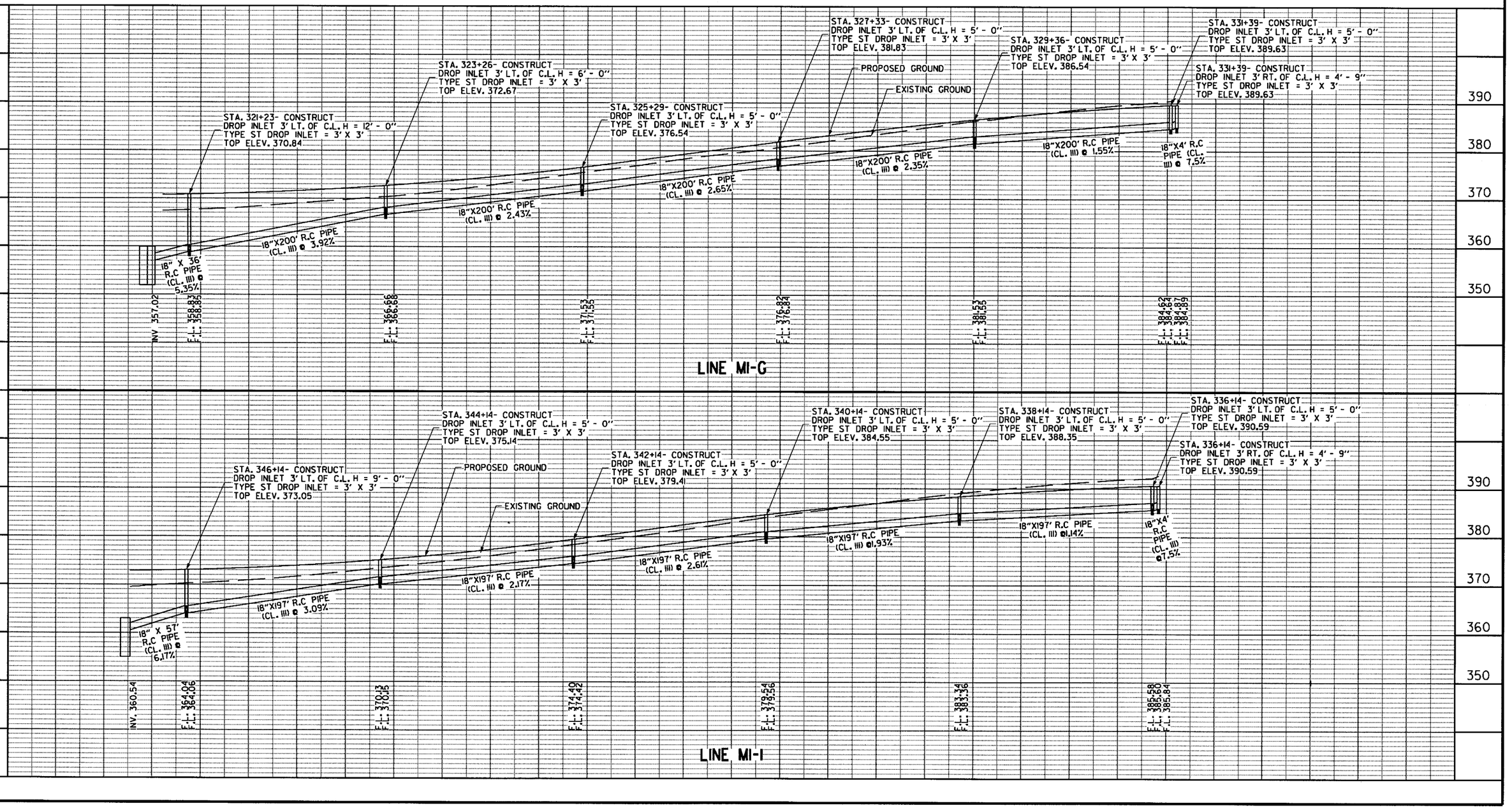
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	754	1465

(2) DRAINAGE PROFILE



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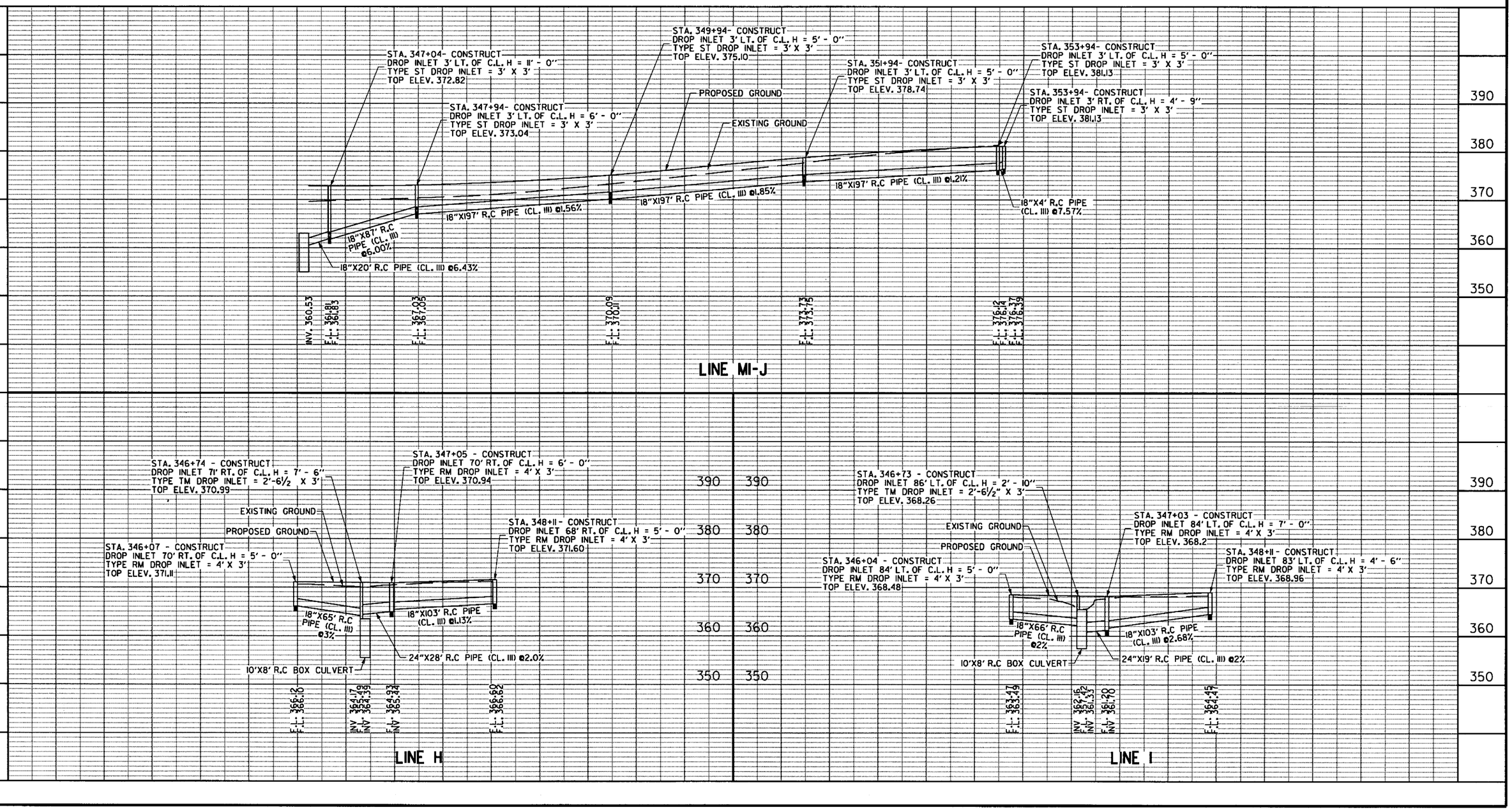
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	755	1465

(2) DRAINAGE PROFILE

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12406 SHAHRIAR AZAD

Shah 2018-06-22

NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED



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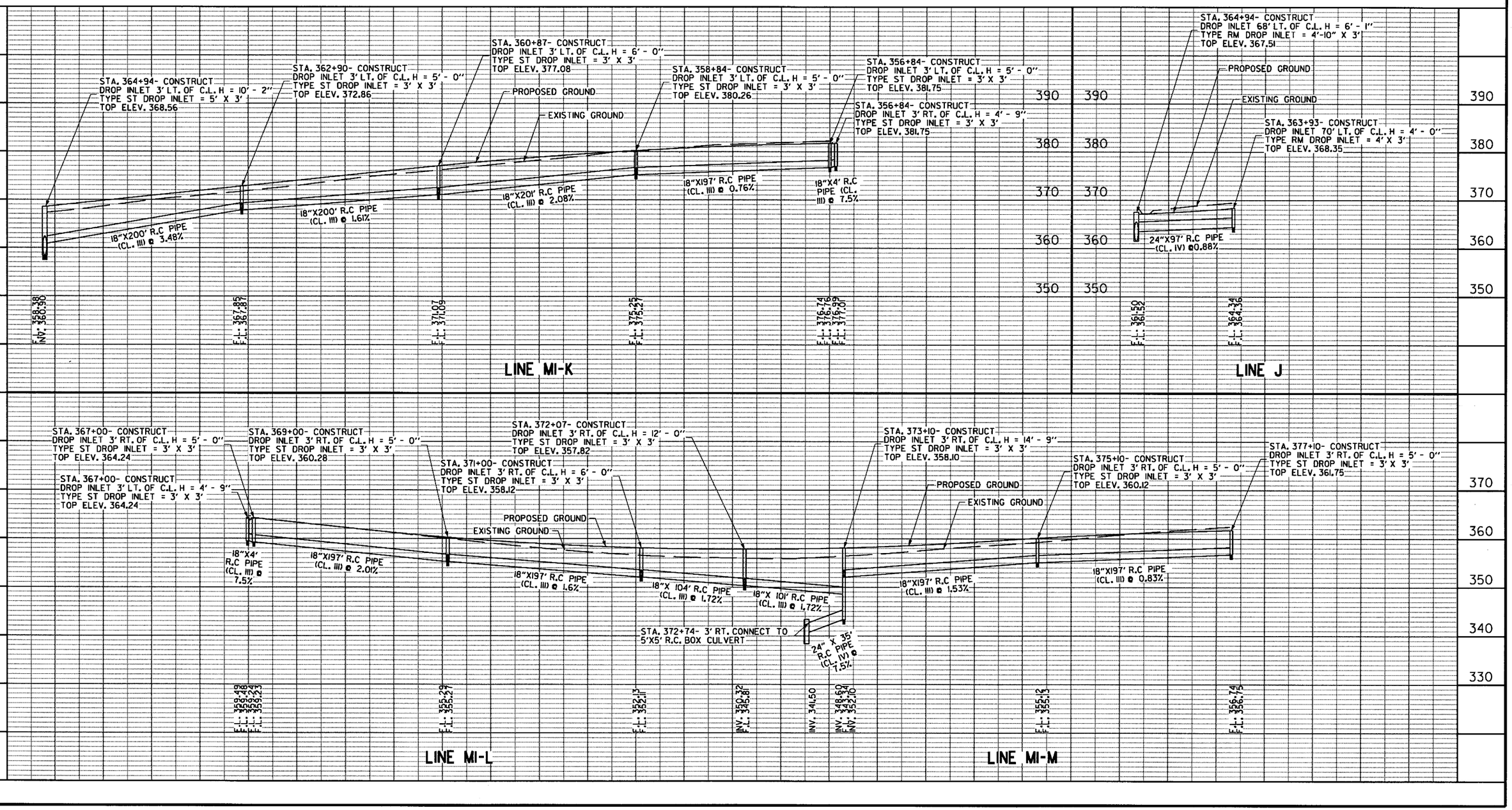
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALI
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	756	1465

(2) DRAINAGE PROFILE



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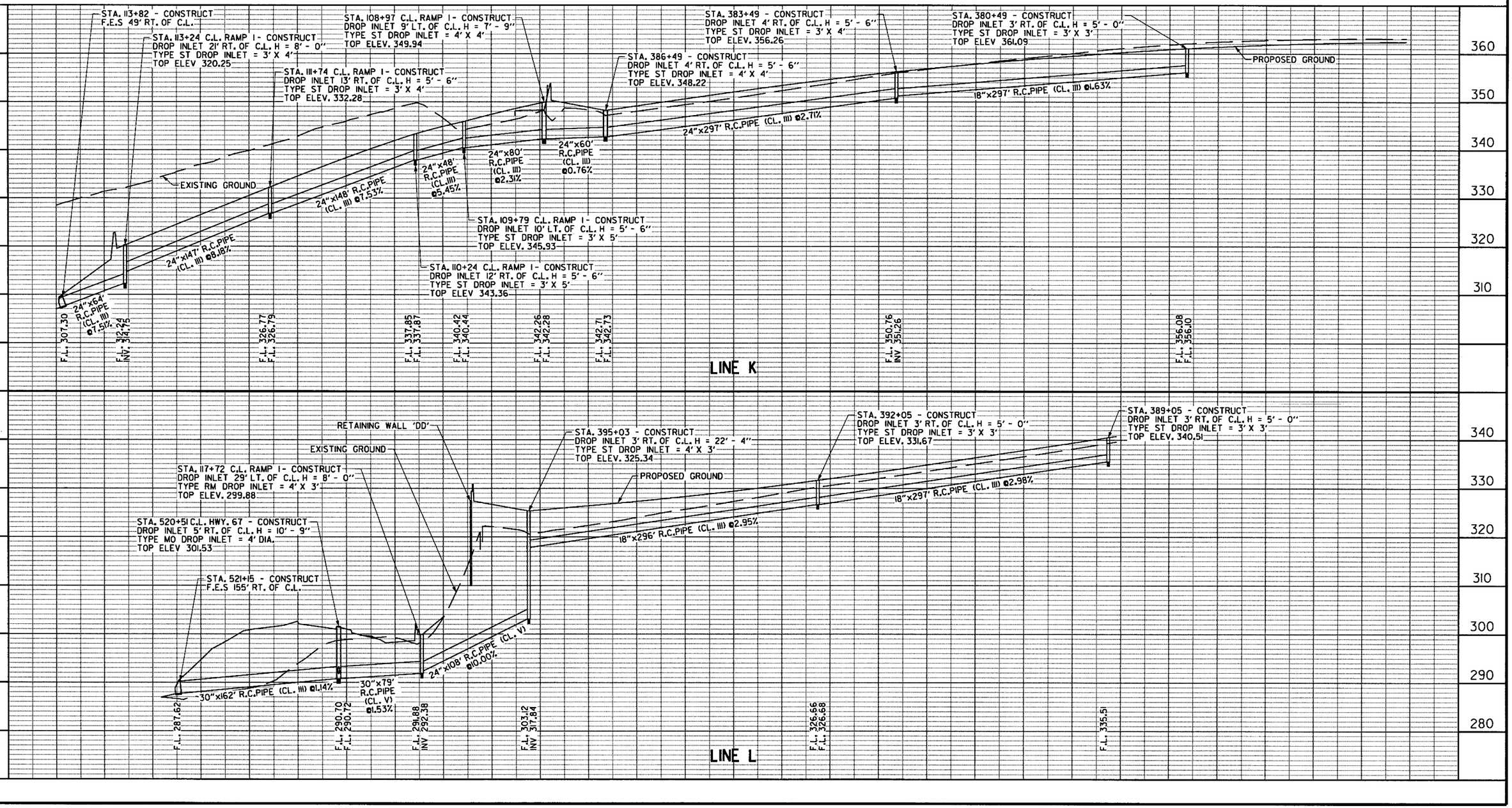
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	757	1465

(2) DRAINAGE PROFILE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED



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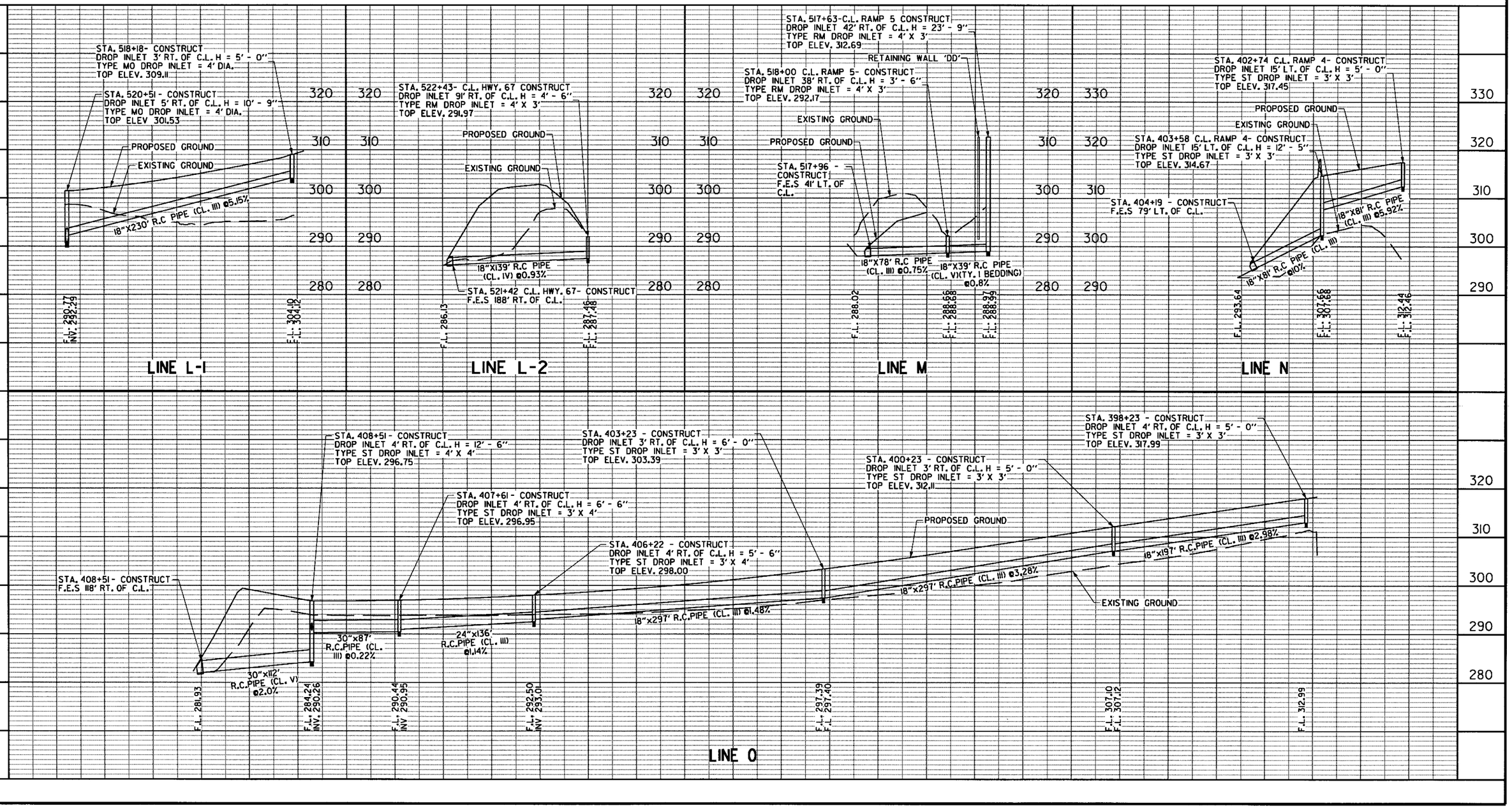
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR AZAD
2018-07-20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	758	1465

② DRAINAGE PROFILE



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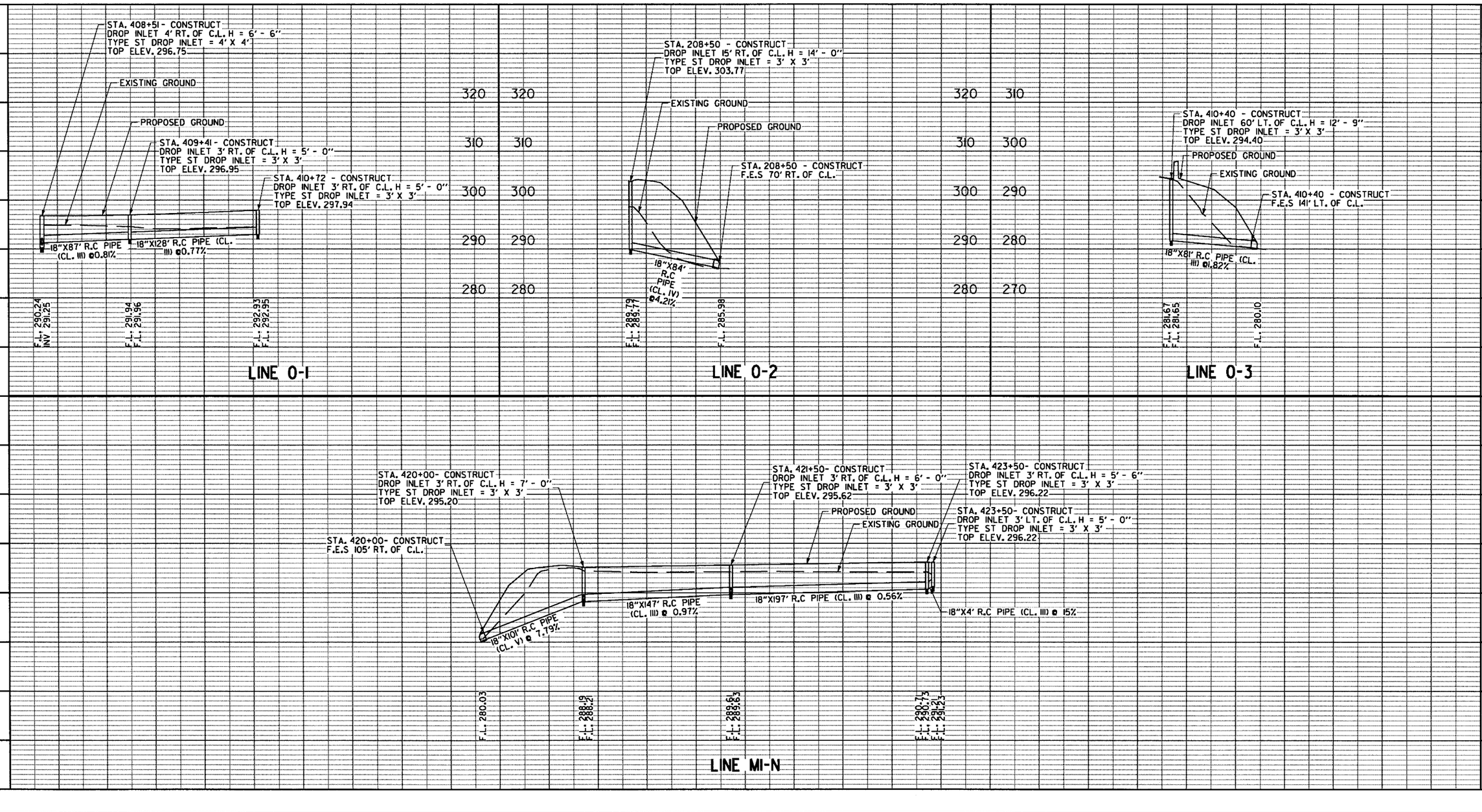
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAM
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	759	1465

② DRAINAGE PROFILE



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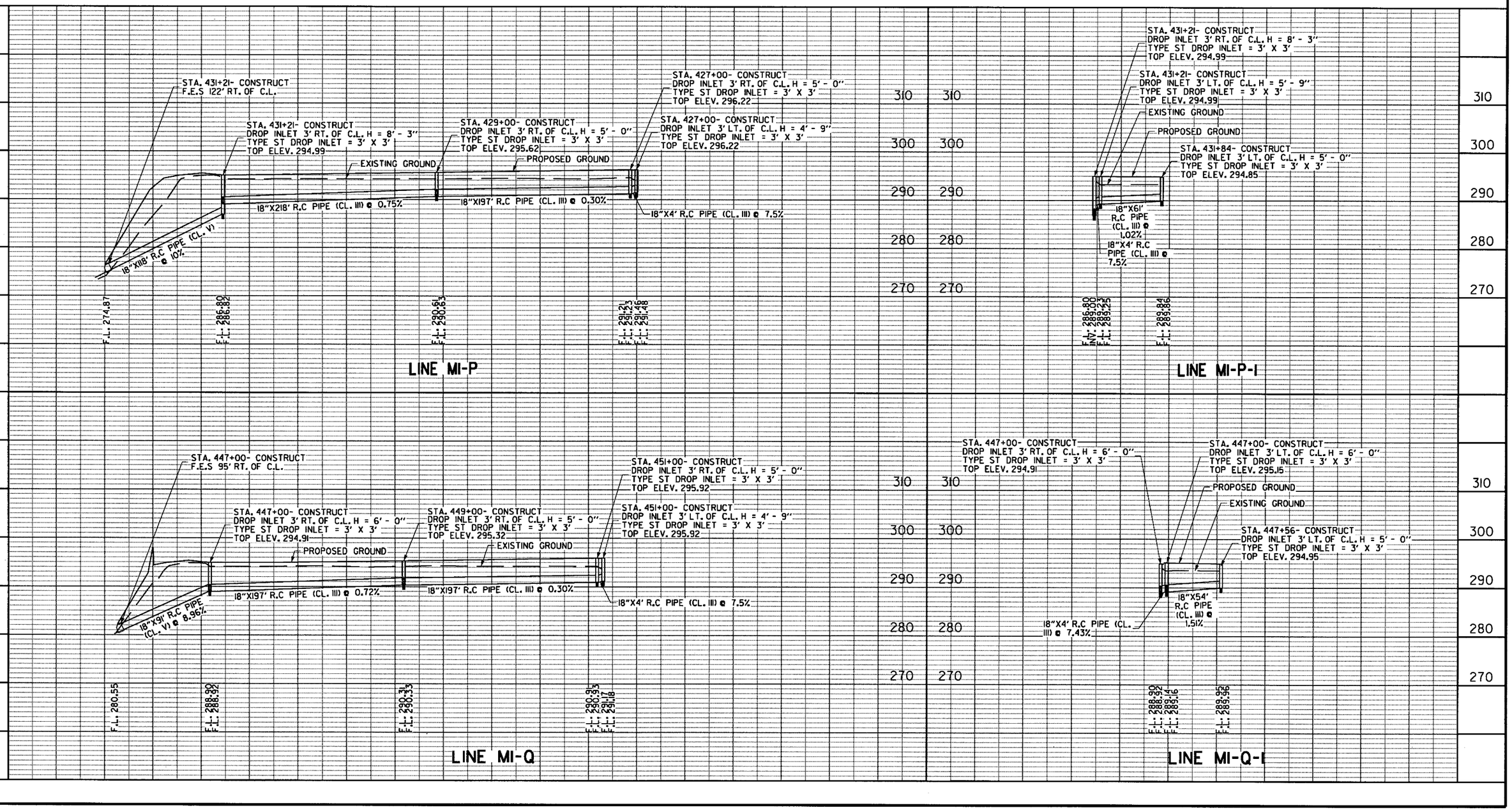
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADIB
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	760	1465

② DRAINAGE PROFILE



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NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17204
SHAHRIAR AZAD
2019-6-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	761	1465

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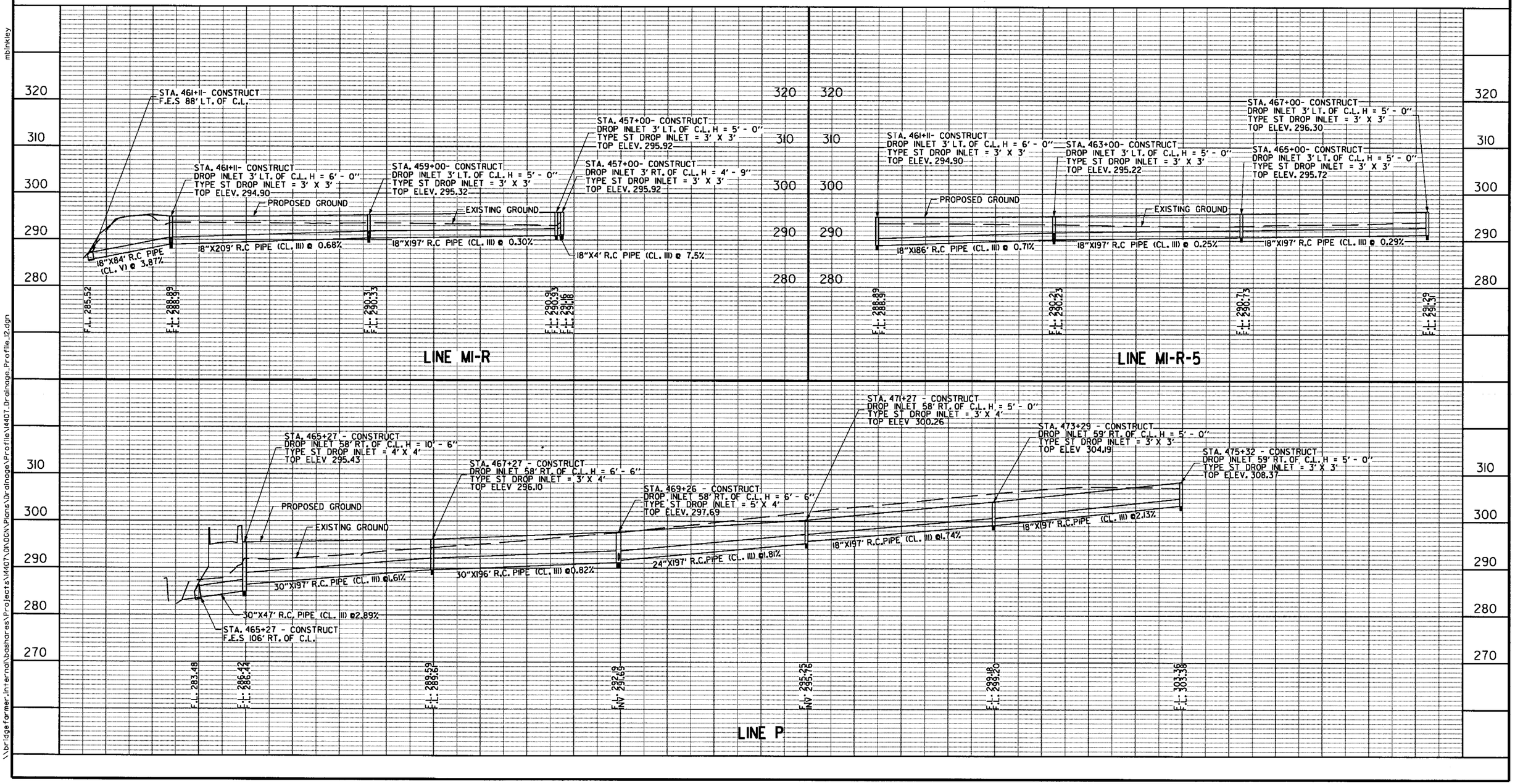

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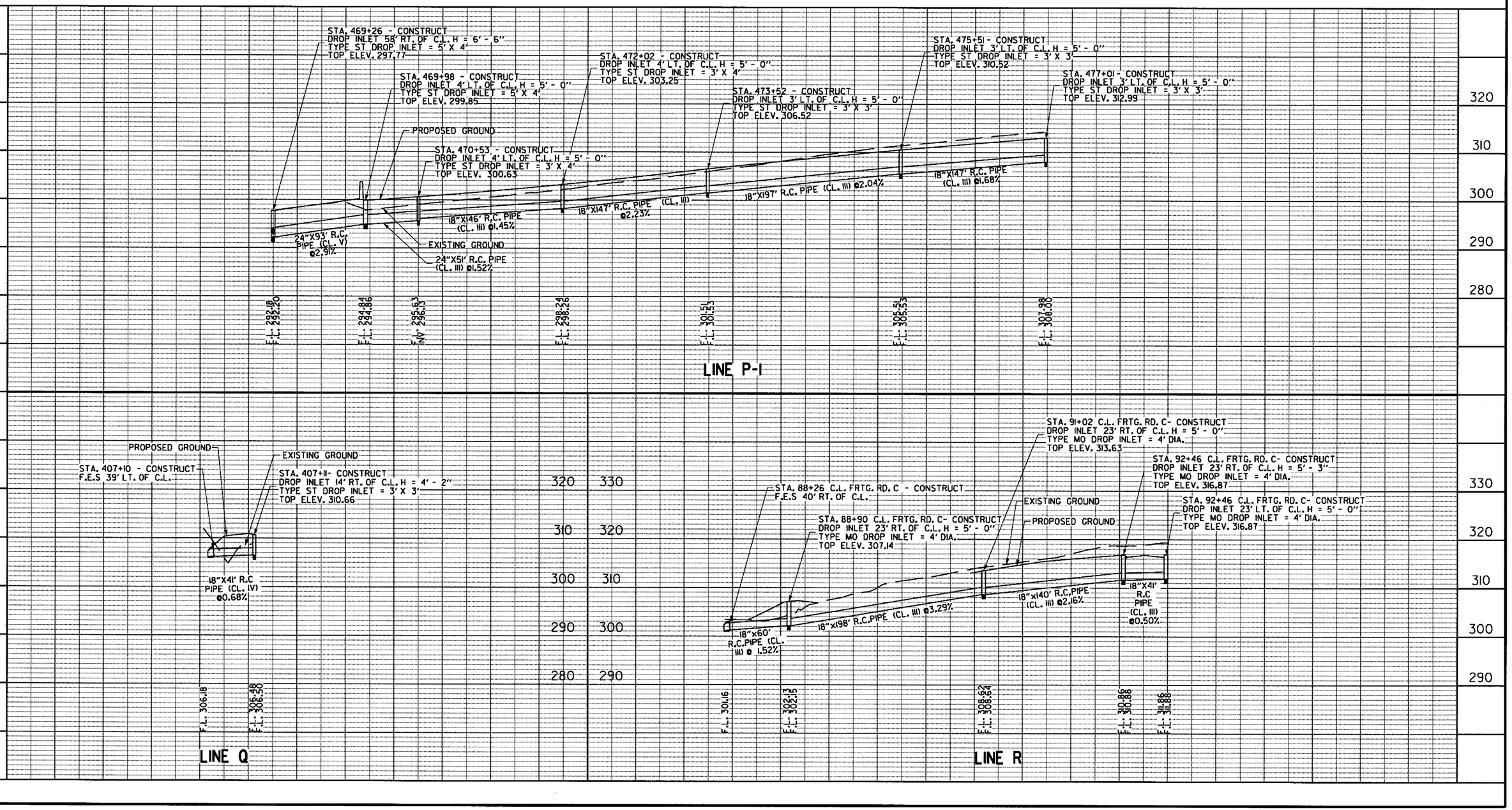
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12469
SHAHRIAR AZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	762	1465

(2) DRAINAGE PROFILE



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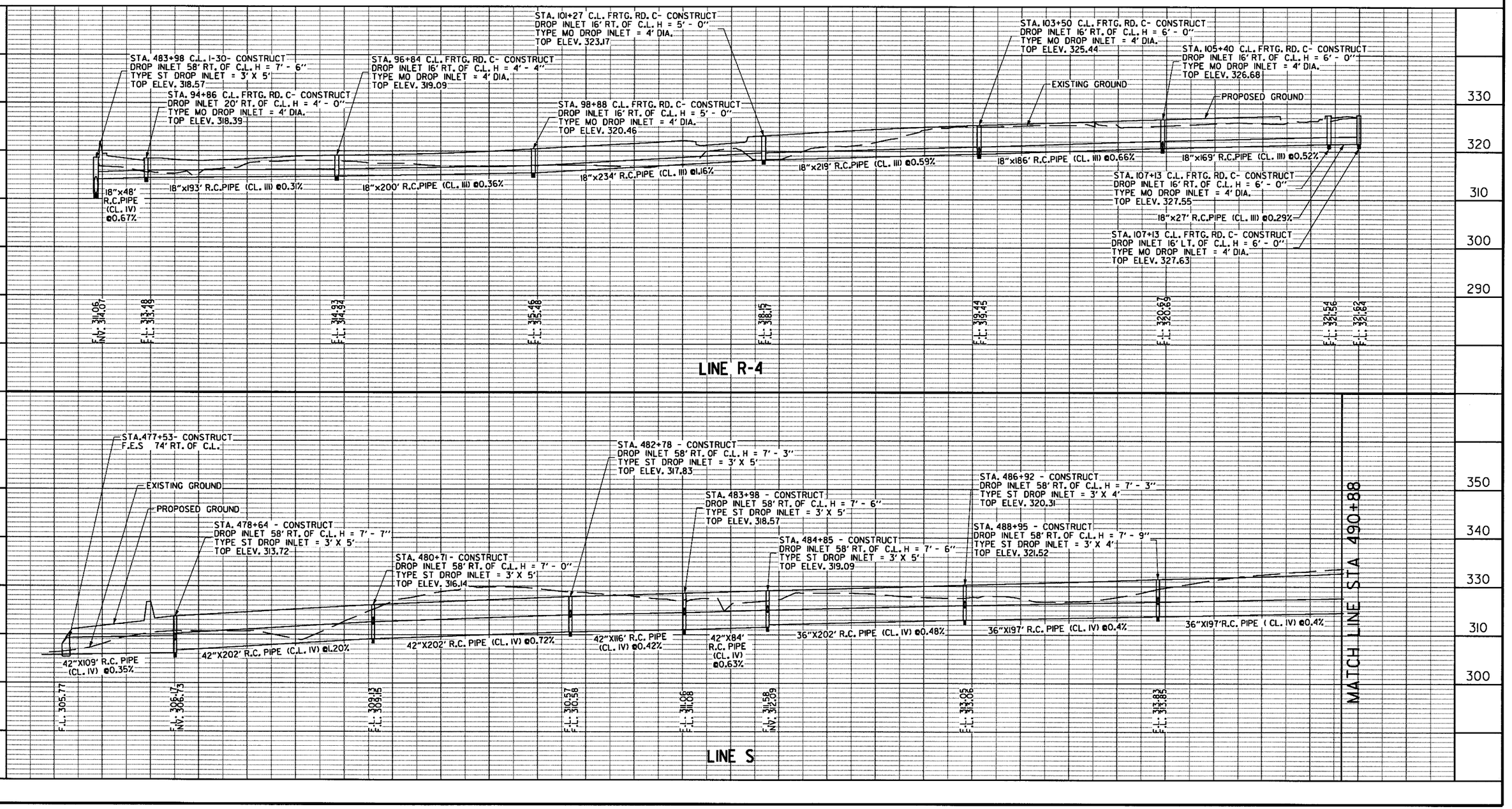
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KAZEMI
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	763	1465

(2) DRAINAGE PROFILE



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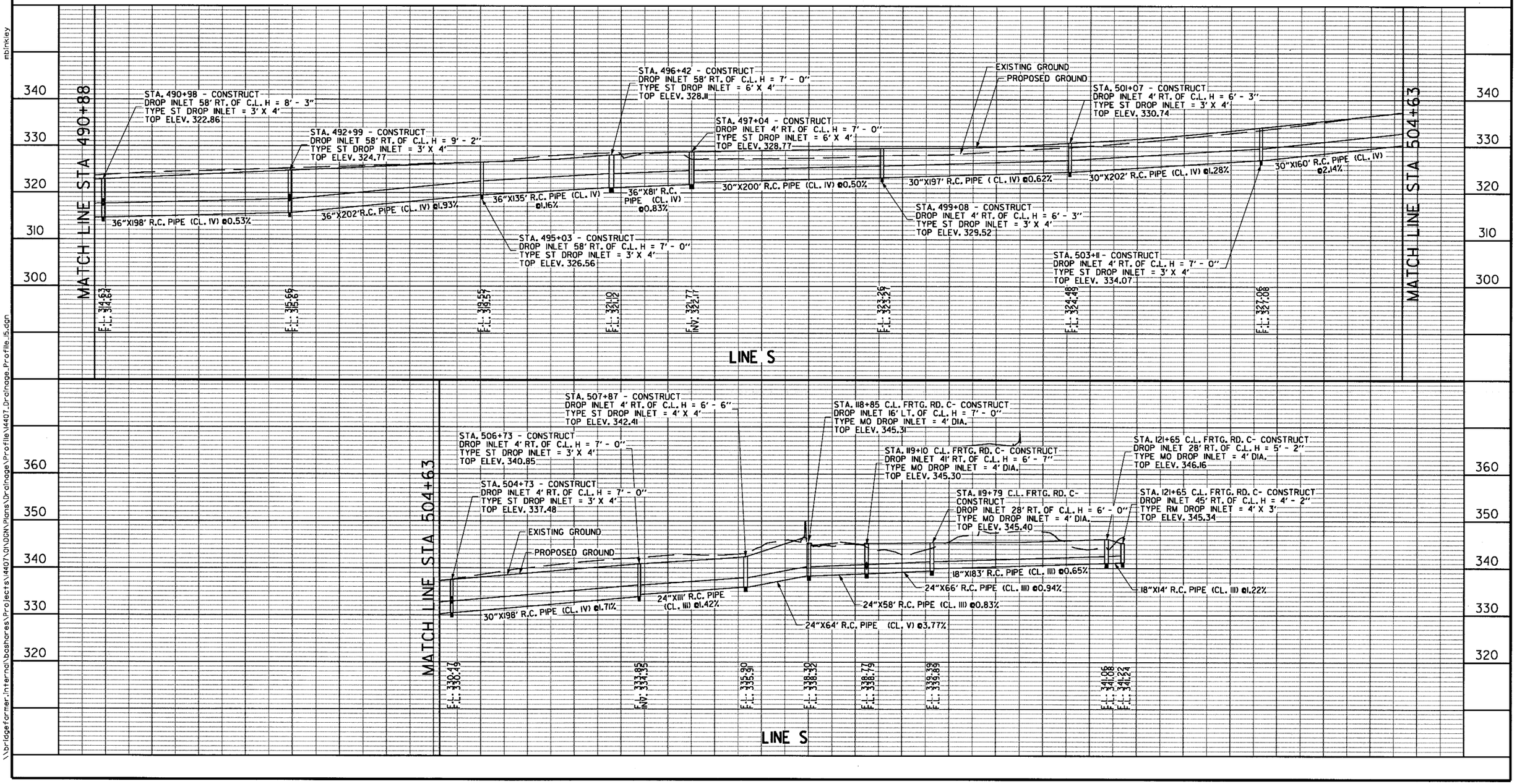
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SHAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	764	1465

② DRAINAGE PROFILE



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6/22/2018
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NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR SHAH
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	765	1465

(2) DRAINAGE PROFILE

LAT R-8

STA. 103+50 - CONSTRUCT
DROP INLET 16' RT. OF C.L. H = 6' - 0"
TYPE MO DROP INLET = 4' DIA.
TOP ELEV. 325.44

EXISTING GROUND

PROPOSED GROUND

STA. 103+50 - CONSTRUCT
DROP INLET 16' LT. OF C.L. H = 5' - 6"
TYPE MO DROP INLET = 4' DIA.
TOP ELEV. 325.58

18"X28' R.C PIPE (CL. III) @2.00%

F.L.: 319.44
INV: 319.54

F.L.: 320.08
F.L.: 320.08

340 330 320 310 300

LAT R-9

STA. 105+40 - CONSTRUCT
DROP INLET 16' RT. OF C.L. H = 6' - 0"
TYPE MO DROP INLET = 4' DIA.
TOP ELEV. 326.68

EXISTING GROUND

PROPOSED GROUND

STA. 105+40 - CONSTRUCT
DROP INLET 16' LT. OF C.L. H = 5' - 6"
TYPE MO DROP INLET = 4' DIA.
TOP ELEV. 326.76

18"X28' R.C PIPE (CL. III) @2.00%

F.L.: 320.68
INV: 320.72

F.L.: 321.25
F.L.: 321.25

340 330 320 310 300

LAT S-1

STA. 478+64 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 6' - 0"
TYPE ST DROP INLET = 3' X 5'
TOP ELEV. 313.85

EXISTING GROUND

PROPOSED GROUND

STA. 478+67 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 315.25

18"X58' R.C PIPE (CL. III) @0.72%

F.L.: 307.84
F.L.: 309.85

F.L.: 310.24
F.L.: 310.26

340 330 320 310 300

LAT S-2

STA. 480+71 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 6' - 0"
TYPE ST DROP INLET = 3' X 5'
TOP ELEV. 316.27

EXISTING GROUND

PROPOSED GROUND

STA. 480+71 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 317.35

18"X57' R.C PIPE (CL. III) @0.30%

F.L.: 310.26
INV: 312.19

F.L.: 312.34
F.L.: 312.36

340 330 320 310 300

LAT S-3

STA. 482+78 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 6' - 0"
TYPE ST DROP INLET = 3' X 5'
TOP ELEV. 317.95

EXISTING GROUND

PROPOSED GROUND

STA. 482+78 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 318.52

18"X57' R.C PIPE (CL. III) @1.0%

F.L.: 311.97
INV: 312.97

F.L.: 313.51
F.L.: 313.53

340 330 320 310 300

LAT S-4

STA. 484+85 - CONSTRUCT
DROP INLET 58' RT. OF C.L. H = 6' - 0"
TYPE ST DROP INLET = 3' X 5'
TOP ELEV. 319.20

EXISTING GROUND

PROPOSED GROUND

STA. 484+85 - CONSTRUCT
DROP INLET 3' LT. OF C.L. H = 5' - 0"
TYPE ST DROP INLET = 3' X 3'
TOP ELEV. 319.27

18"X57' R.C PIPE (CL. III) @0.48%

F.L.: 313.19
INV: 313.72

F.L.: 314.28
F.L.: 314.28

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NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	766	1465
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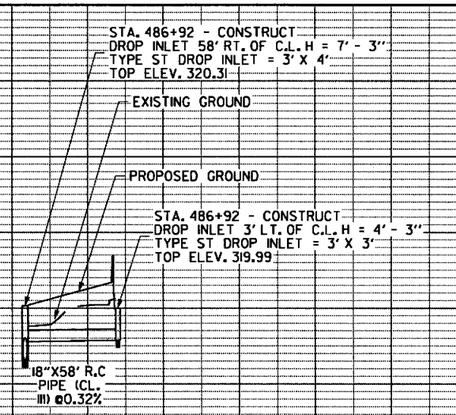

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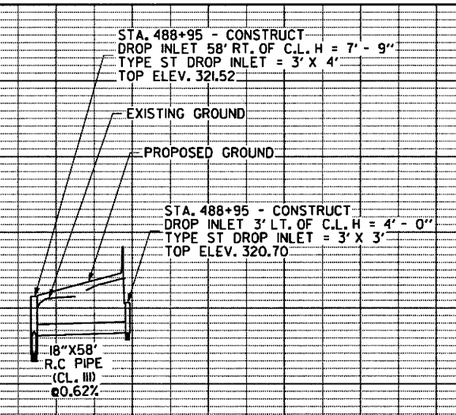

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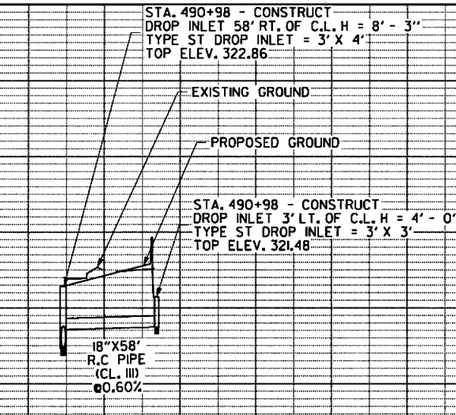

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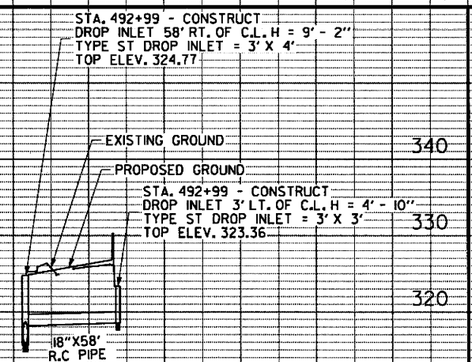
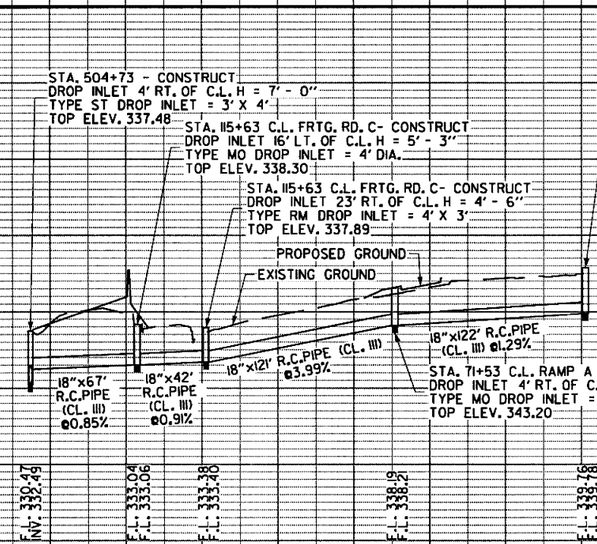
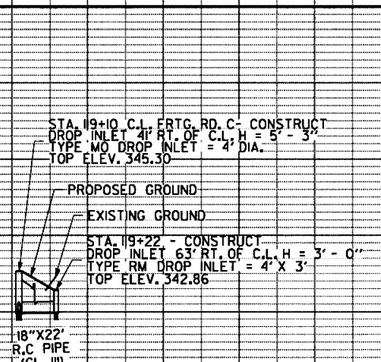


LAT S-8



LINE S-9



LAT S-10

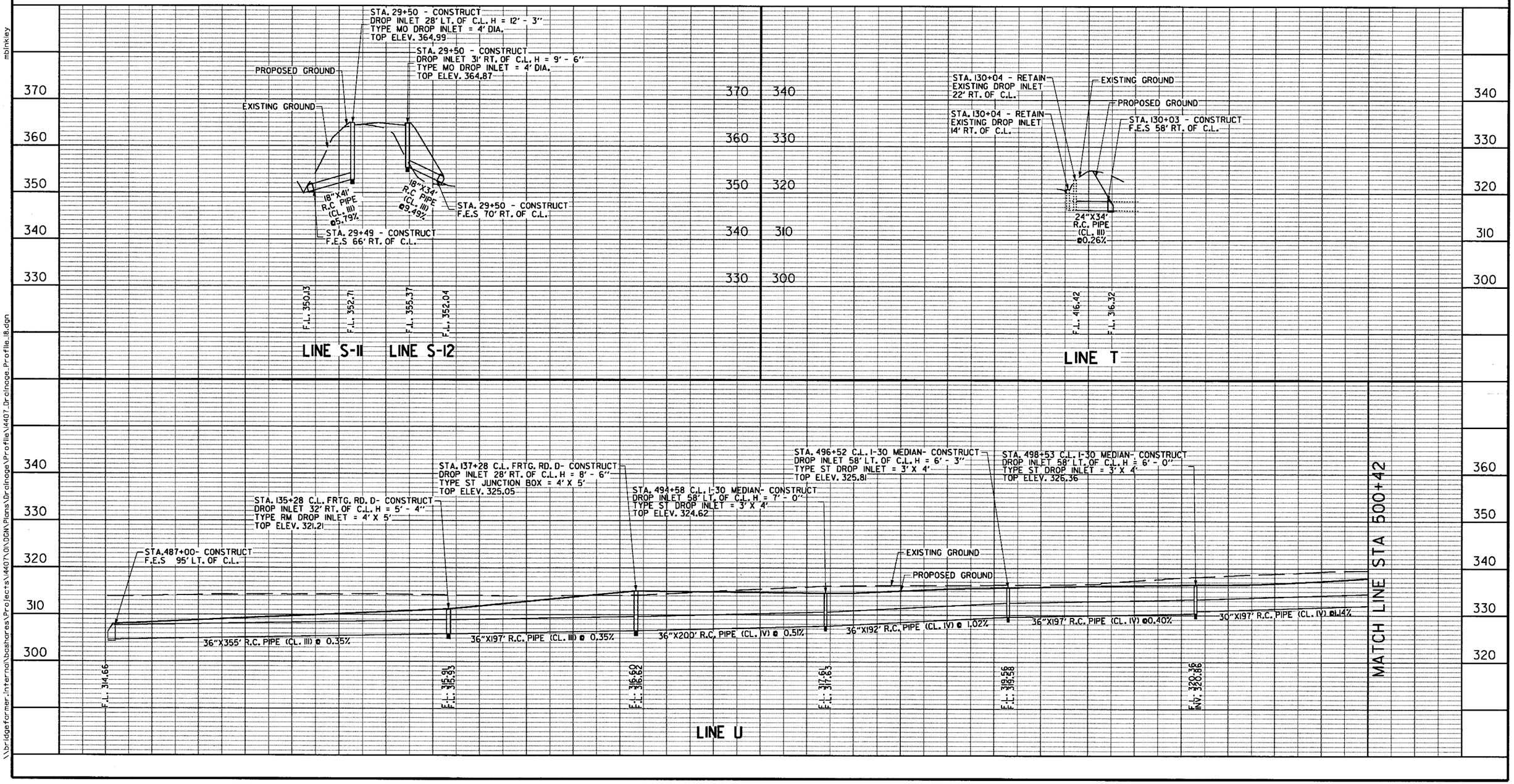
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	767	1465

(2) DRAINAGE PROFILE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ALAD

Shahri Al
2018-06-22

NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED



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NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	768	1465

② DRAINAGE PROFILE



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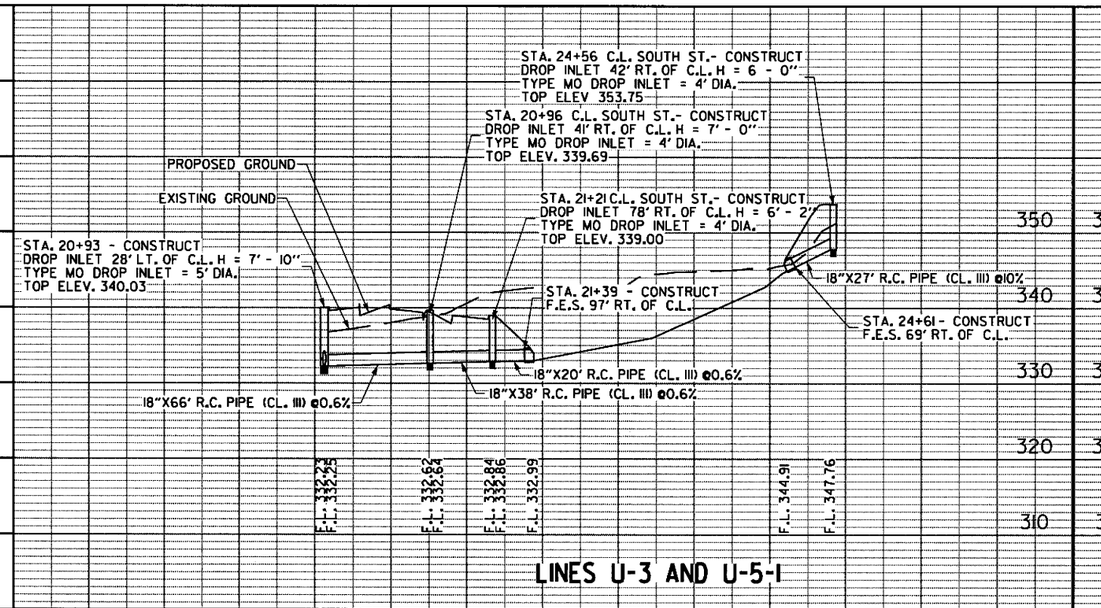
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

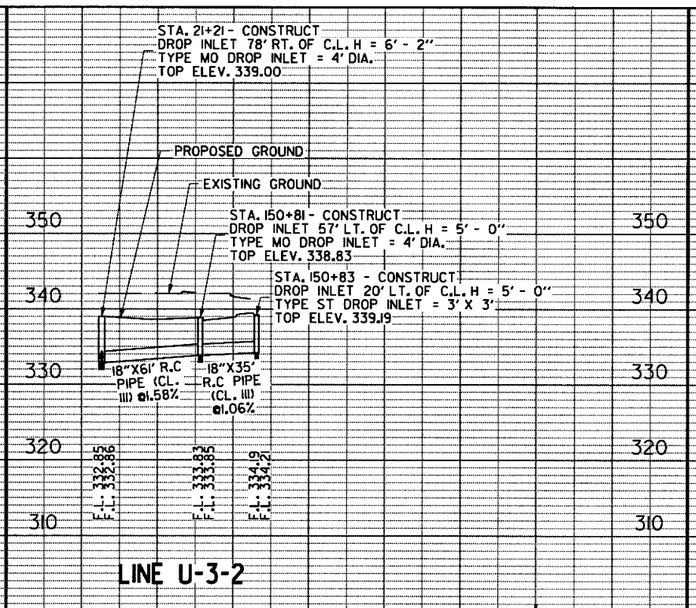
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2018-06-22

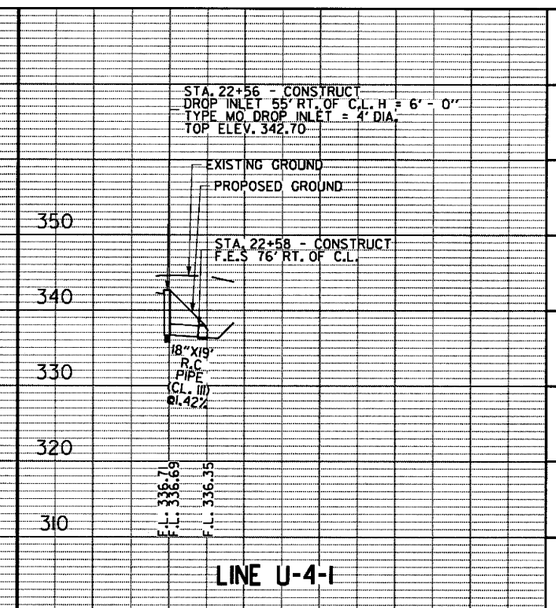
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

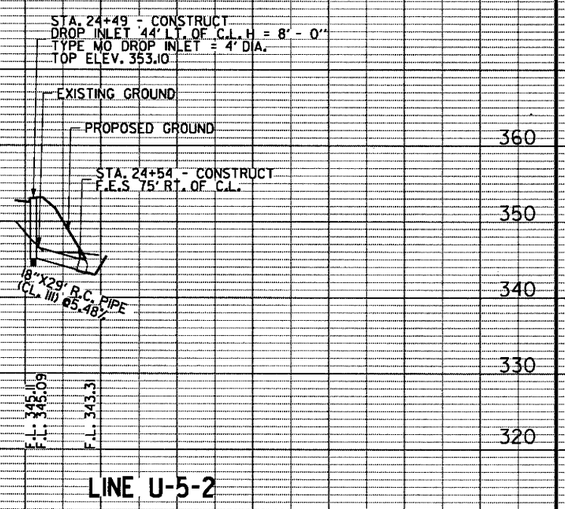
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	769	1465

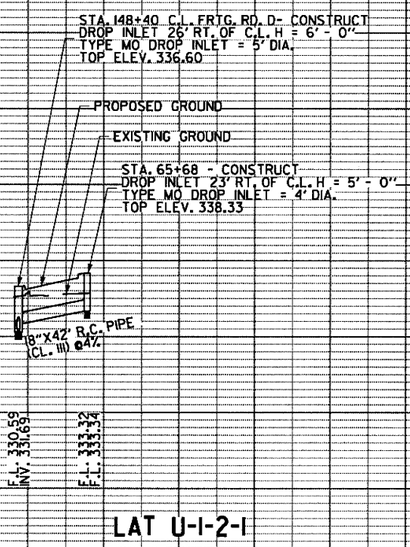
② DRAINAGE PROFILE

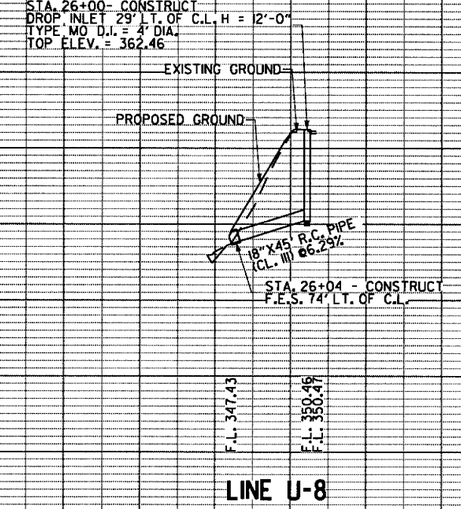












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NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAR ABAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	770	1465

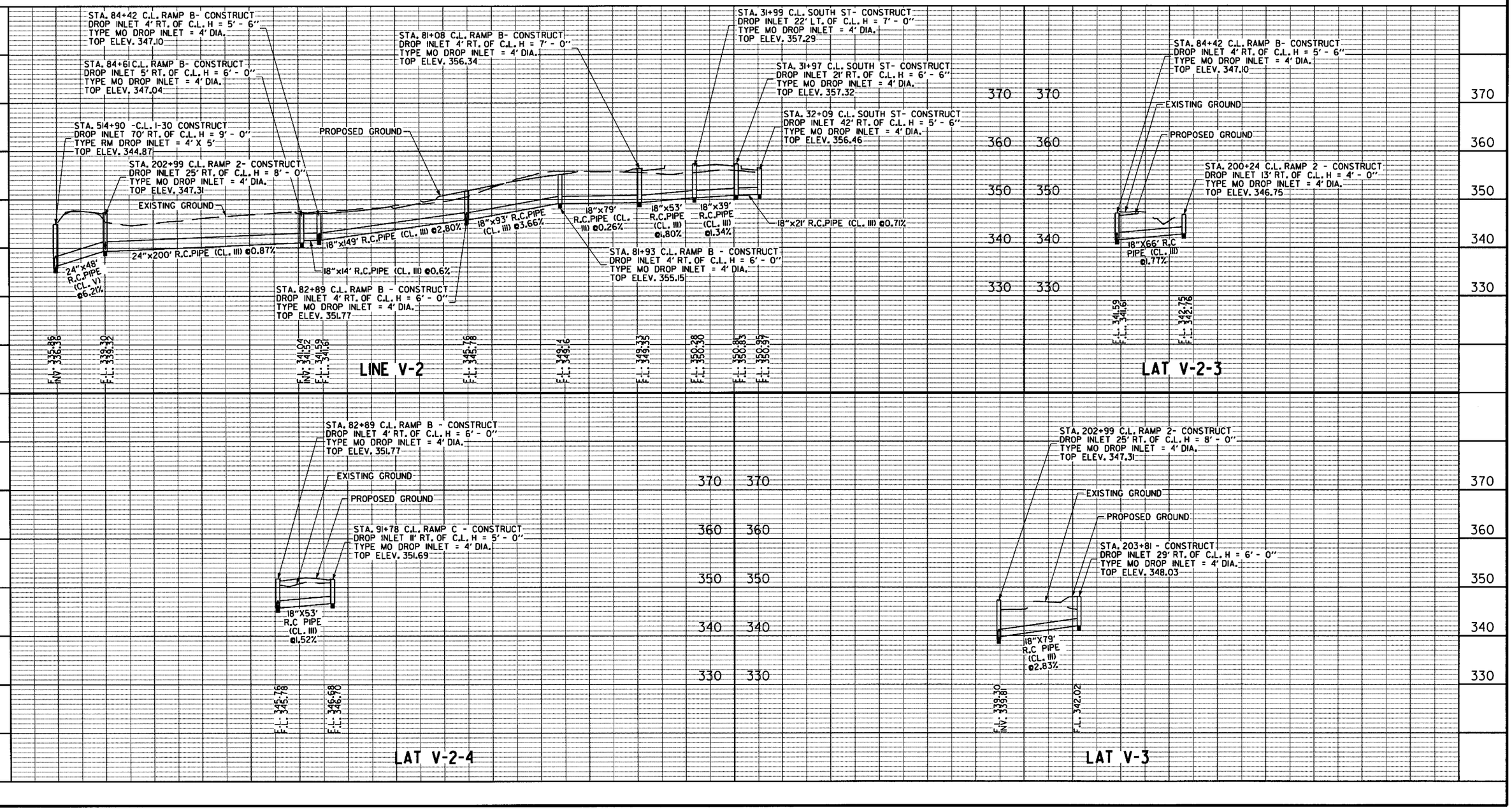
2 DRAINAGE PROFILE



NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALI
2018-07-20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	771	1465
				②	DRAINAGE PROFILE			



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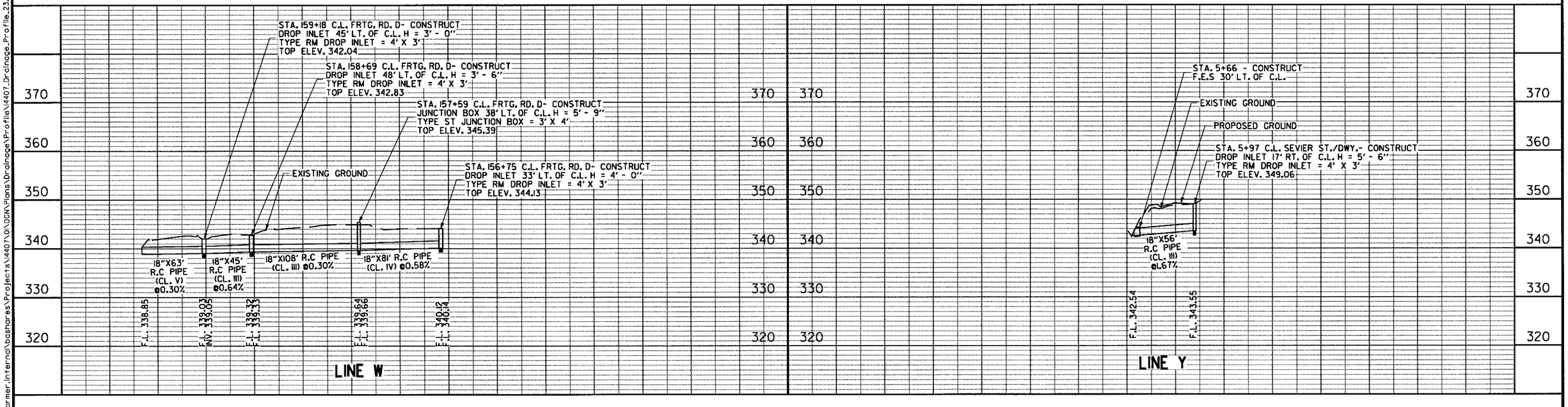
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12441
SHAHRIAR AZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	772	1465

(2) DRAINAGE PROFILE



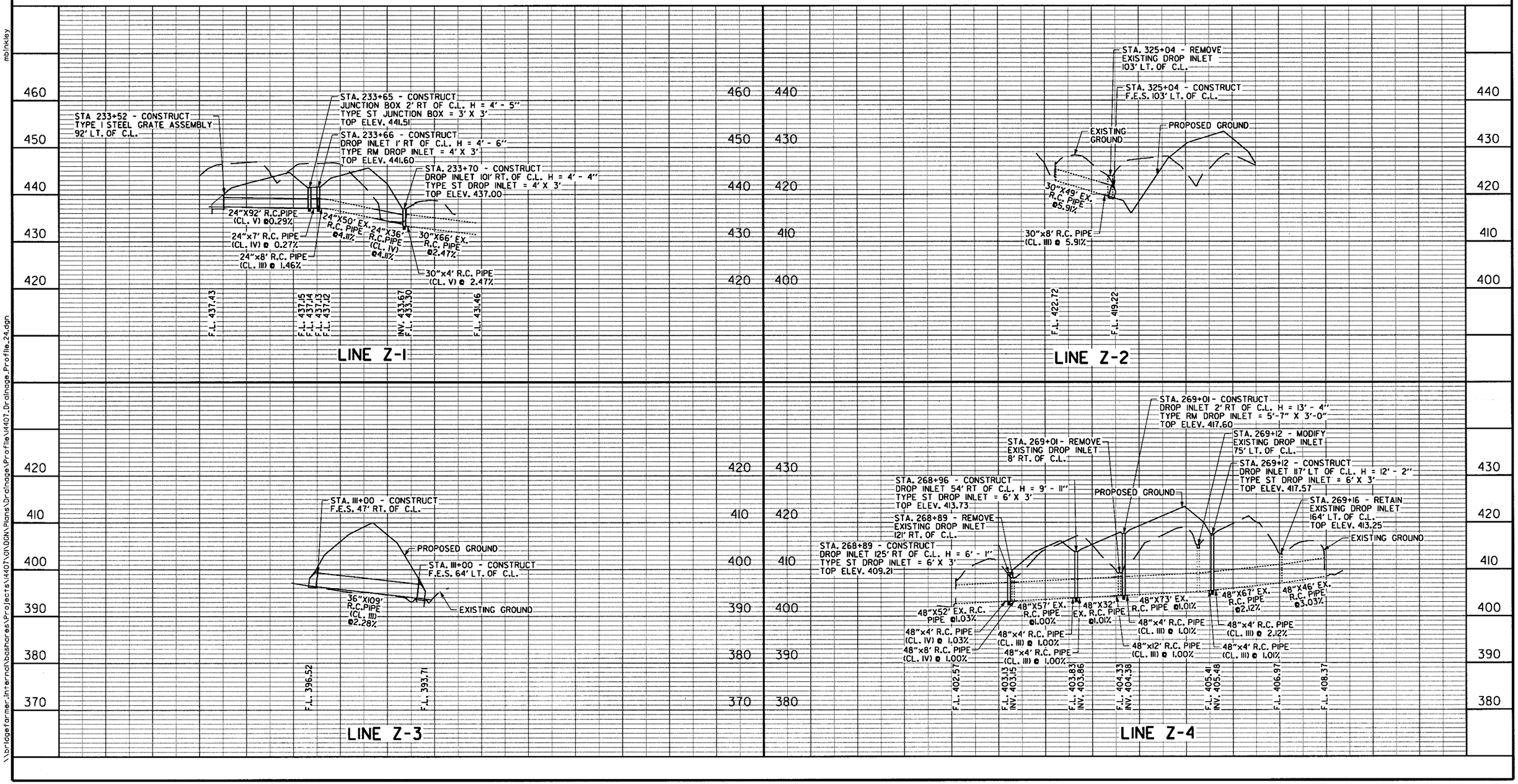
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	773	1465

(2) DRAINAGE PROFILE

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAHRIAR AZAD

2018-06-23

NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED



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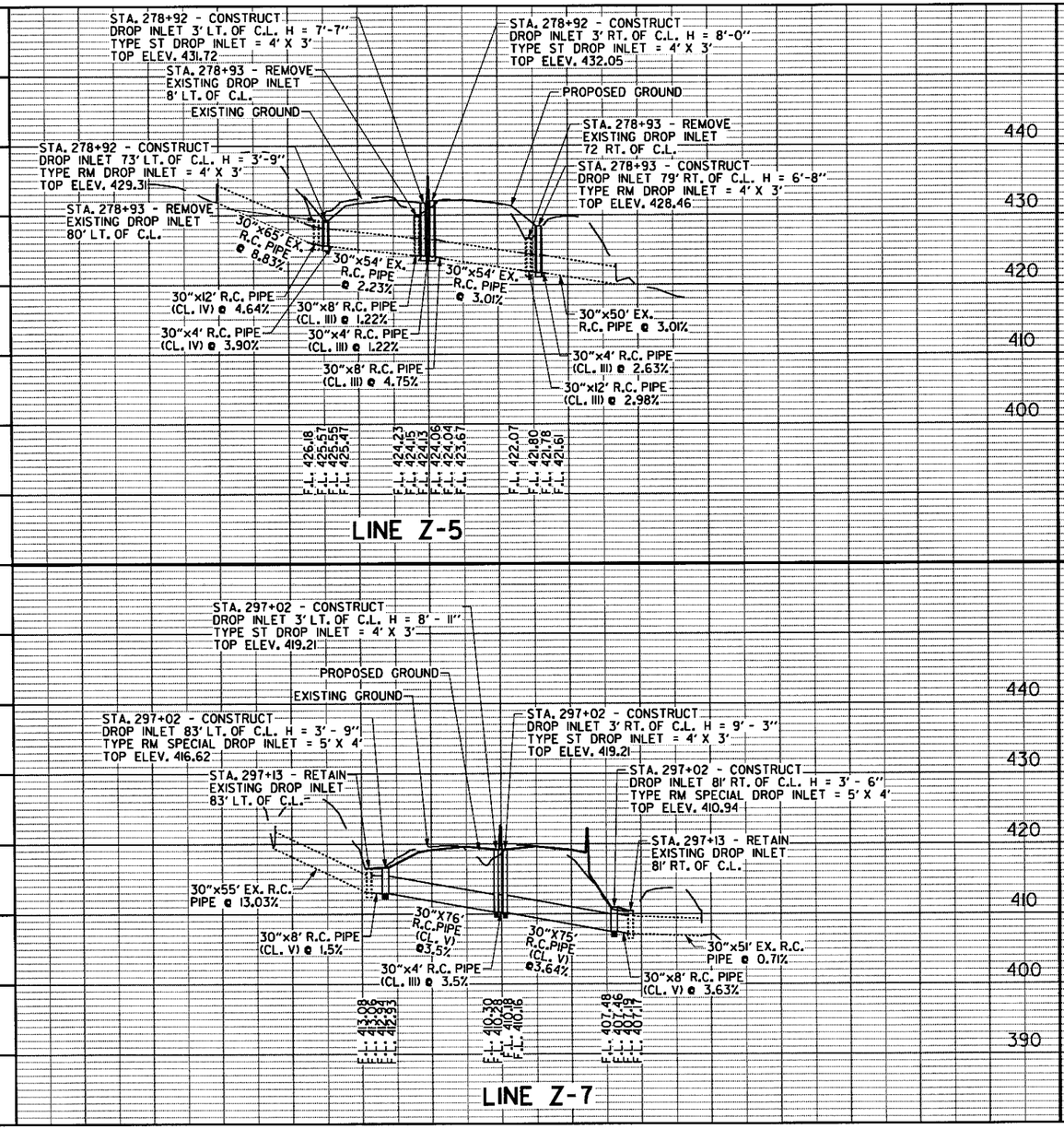
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR KHAN
2018-07-20

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	774	1465
				(2) DRAINAGE PROFILE				



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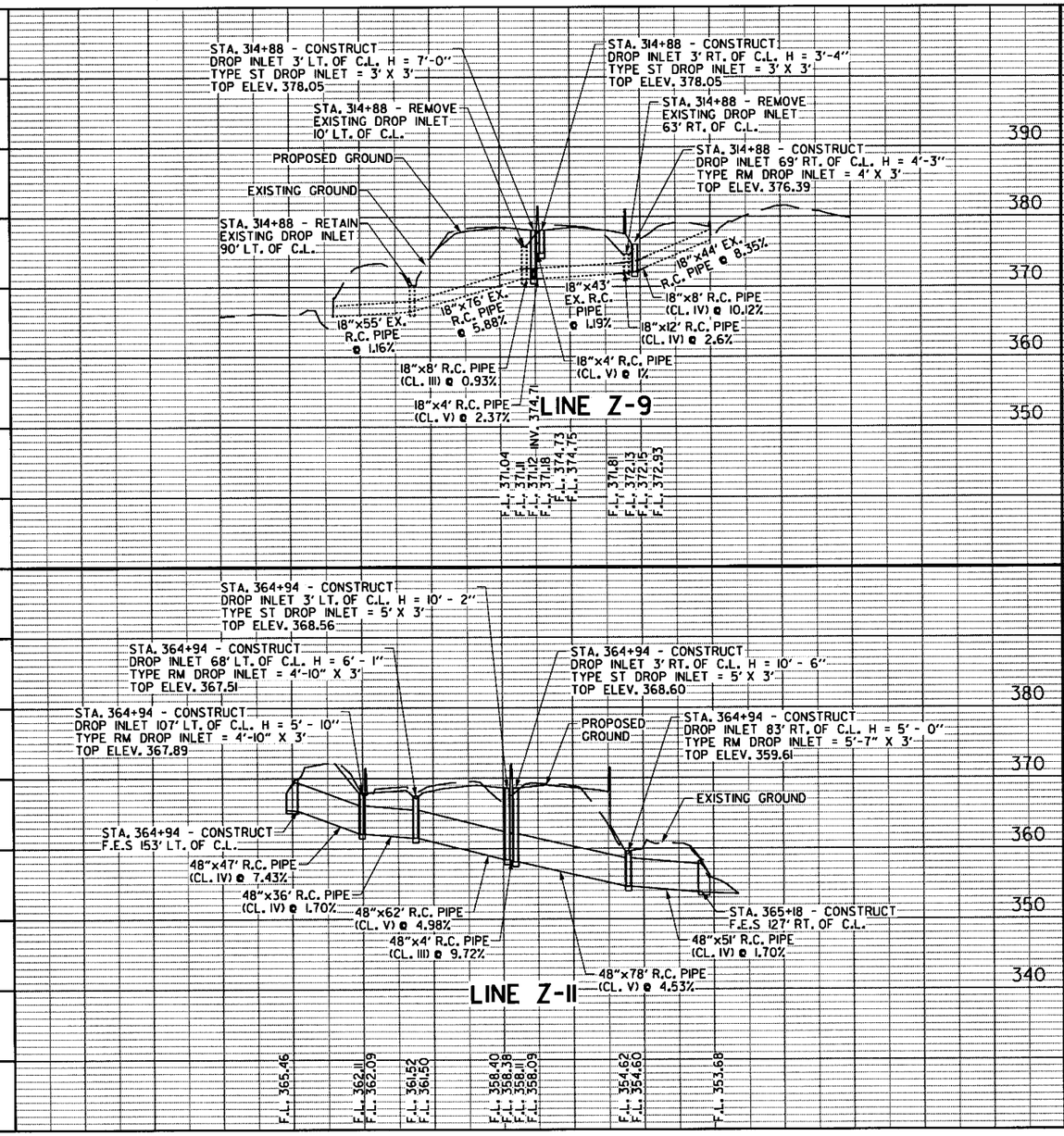
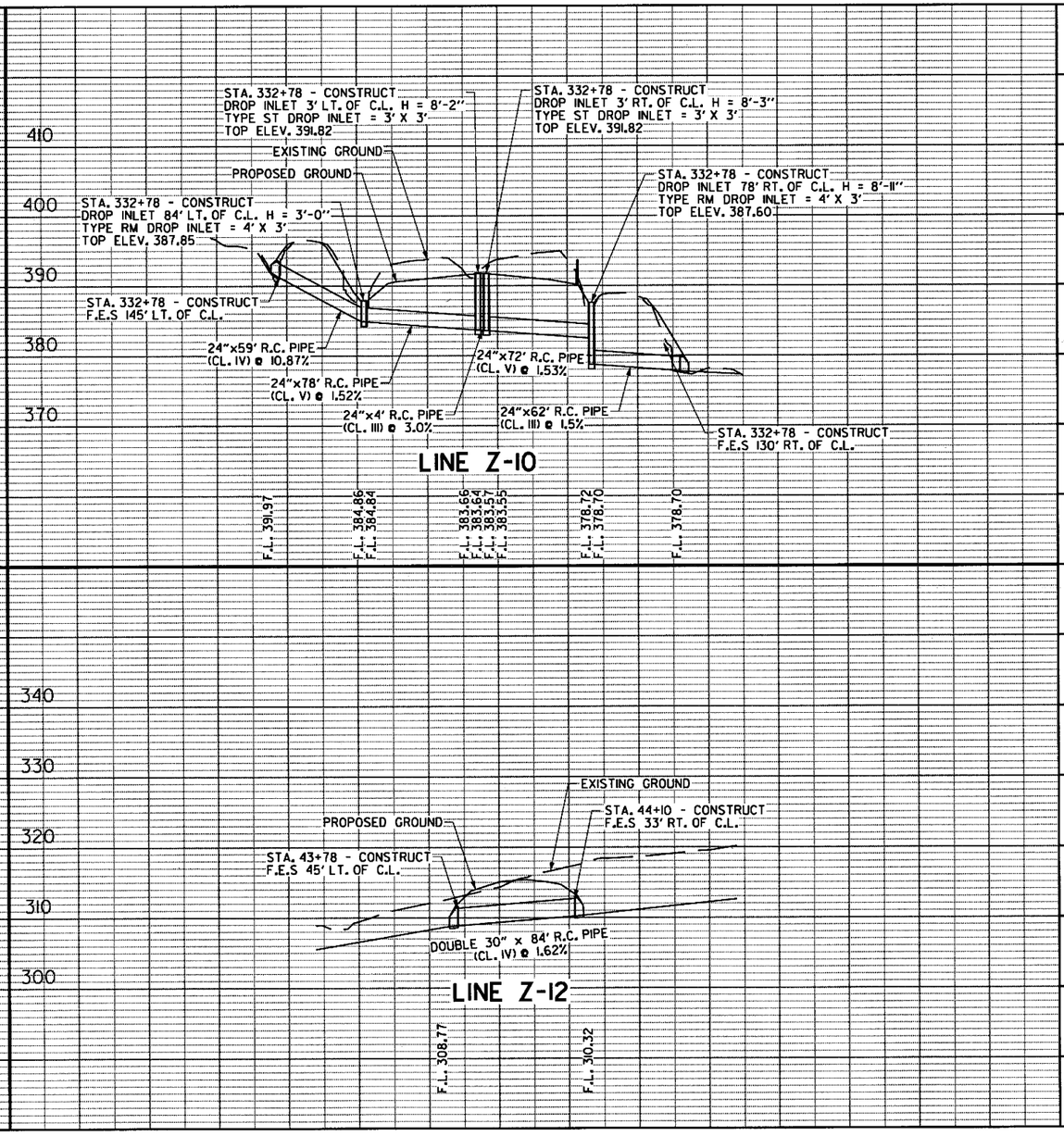
NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR FEIZAD
2018-06-22

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	775	1465
				(2) DRAINAGE PROFILE				





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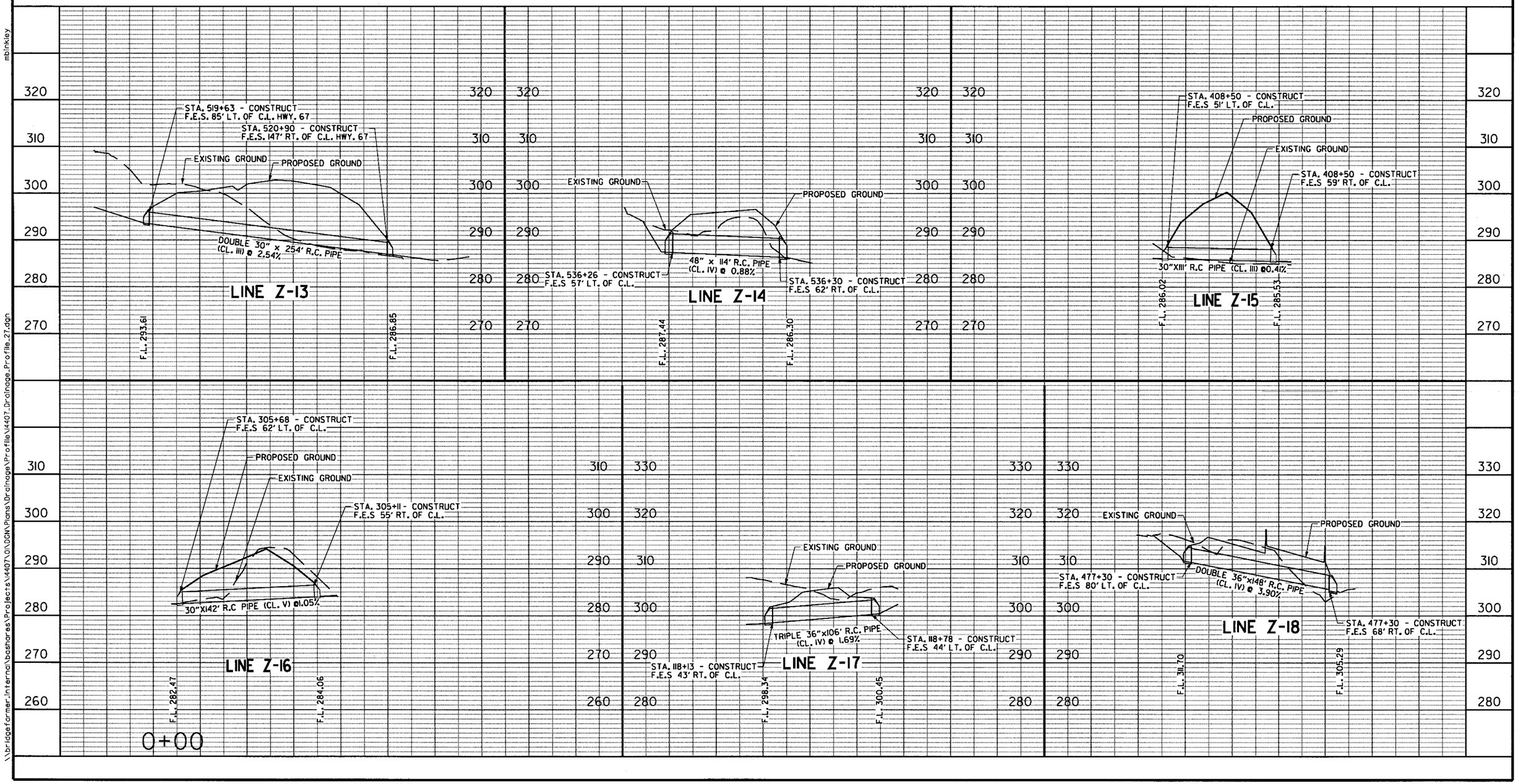
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	776	1465

(2) DRAINAGE PROFILE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAAR AZAD

Shahr AD
2018-06-22

NOTE: FOR R.C. PIPE INSTALLATION
USE TYPE 3 BEDDING UNLESS OTHERWISE SPECIFIED



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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.			
09-28-18				JOB NO.		CA0601	777	1465

(2) TRAFFIC SIGNAL NOTES & SUMM. OF QUANT.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 11404
CHRIS R. SELLERS
2018-10-16

TRAFFIC SIGNAL NOTES

1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2017) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.

2. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.

3. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/#6 A.W.G. UF RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.

4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.

5. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.

6. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.

7. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.

8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED.

9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.

10. PAVEMENT MARKINGS SHOWN FOR REFERENCE ONLY. SEE PERMANENT PAVEMENT MARKING DETAILS.

11. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWINGS). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

12. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS.

13. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.

14. LUMINAIRE ASSEMBLIES SHALL BE OF THE FULL CUTOFF TYPE.

15. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.

16. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.

17. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF THE ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (6') FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER, AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.

18. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.

19. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HANDHOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714-TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.

20. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.

21. ONE VIDEO PROGRAMMING MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.

22. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.

23. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

24. THE LOCAL RADIO WITH ANTENNA SHALL BE COMPATIBLE WITH THE EXISTING CLOSED LOOP COORDINATION SYSTEM IN THE CITY OF BENTON.

25. TRAFFIC SIGNAL CONTROLLER SHALL BE COMPATIBLE WITH THE CITY OF BENTON EXISTING EAGLE MARC MASTER CLOSED LOOP SYSTEM.

26. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.

27. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.

28. IN PULL BOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS, THE DIRECTION OF EACH CABLE RUN SHALL BE INDICATED BY ATTACHING A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO THE CONDUIT. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 3/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. IN INSTANCES WHERE THE CONDUIT OR CONDUIT ENTRANCES ARE NOT VISIBLE OR ACCESSIBLE, A DIRECTION TAG SHALL BE ATTACHED TO EACH CABLE.

29. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.

SUMMARY OF TRAFFIC SIGNAL QUANTITIES

	ITEM NO.	ITEM	I-30 E/HWY. 67/ HWY. 229	I-30 W/HWY. 67/ HWY. 229	TOTAL	UNIT
	SP & 701	SYSTEM LOCAL CONTROLLER TS2 - TYPE 2 (8 PHASES)	1	1	2	EACH
	SP	ANTENNA SUPPORT (SHOE BASE, 60' HT.)	1	1	2	EACH
	SP	LOCAL RADIO WITH ANTENNA	1	1	2	EACH
	SP	ANTENNA CABLE (TYPE 6)	100	100	200	LIN. FT.
	SP & 706	TRAFFIC SIGNAL HEAD, LED, (3 SECTION, 1 WAY)	14	17	31	EACH
	SP	LOUVERS	1	0	1	EACH
	708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	700	1551	2251	LIN. FT.
	708	TRAFFIC SIGNAL CABLE (12C/14 A.W.G.)	178	493	671	LIN. FT.
	708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	775	256	1031	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	515	395	910	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	210	220	430	LIN. FT.
	SP	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G.)	51	38	89	LIN. FT.
	SP	ELECTRICAL CONDUCTORS FOR LUMINAIRES	751	530	1281	LIN. FT.
	709	GALVANIZED STEEL CONDUIT (2")	43	30	73	LIN. FT.
	710	NON-METALLIC CONDUIT (1")	16	8	24	LIN. FT.
	710	NON-METALLIC CONDUIT (2")	24	0	24	LIN. FT.
	710	NON-METALLIC CONDUIT (3")	595	348	943	LIN. FT.
	711	CONCRETE PULL BOX (TYPE 2)	5	2	7	EACH
	711	CONCRETE PULL BOX (TYPE 2 HD)	4	2	6	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (32')	1	0	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (36')	2	0	2	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (58')	1	0	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (68')	0	1	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (40'-50')	0	1	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (15'-15')	1	0	1	EACH
	SS & 714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (18'-58')	0	1	1	EACH
	SP	LED LUMINAIRE ASSEMBLY	3	3	6	EACH
	SS & 715	TRAFFIC SIGNAL PEDESTAL POLE WITH FOUNDATION	0	1	1	EACH
	SP	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	1	2	EACH
*	SP & 733	VIDEO DETECTOR (CLR)	8	9	17	EACH
	733	VIDEO CABLE	1566	1635	3201	LIN. FT.
	733	VIDEO MONITOR (CLR)	1	1	2	EACH
*	SP & 733	VIDEO PROCESSOR, EDGE CARD (2 CAMERA)	5	5	10	EACH
	SP & 733	VIDEO EDGE CARD EXTENDER	0	1	1	EACH
	SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	0	1	EACH
	SP & 733	VEHICLE DETECTOR RACK (20 CHANNEL)	0	1	1	EACH

* ONE ADDITIONAL VIDEO DETECTOR AND ONE ADDITIONAL VIDEO PROCESSOR, EDGE CARD SHALL BE PROVIDED FOR EACH INTERSECTION FUTURE USE.

LOCATION: I-30 AT HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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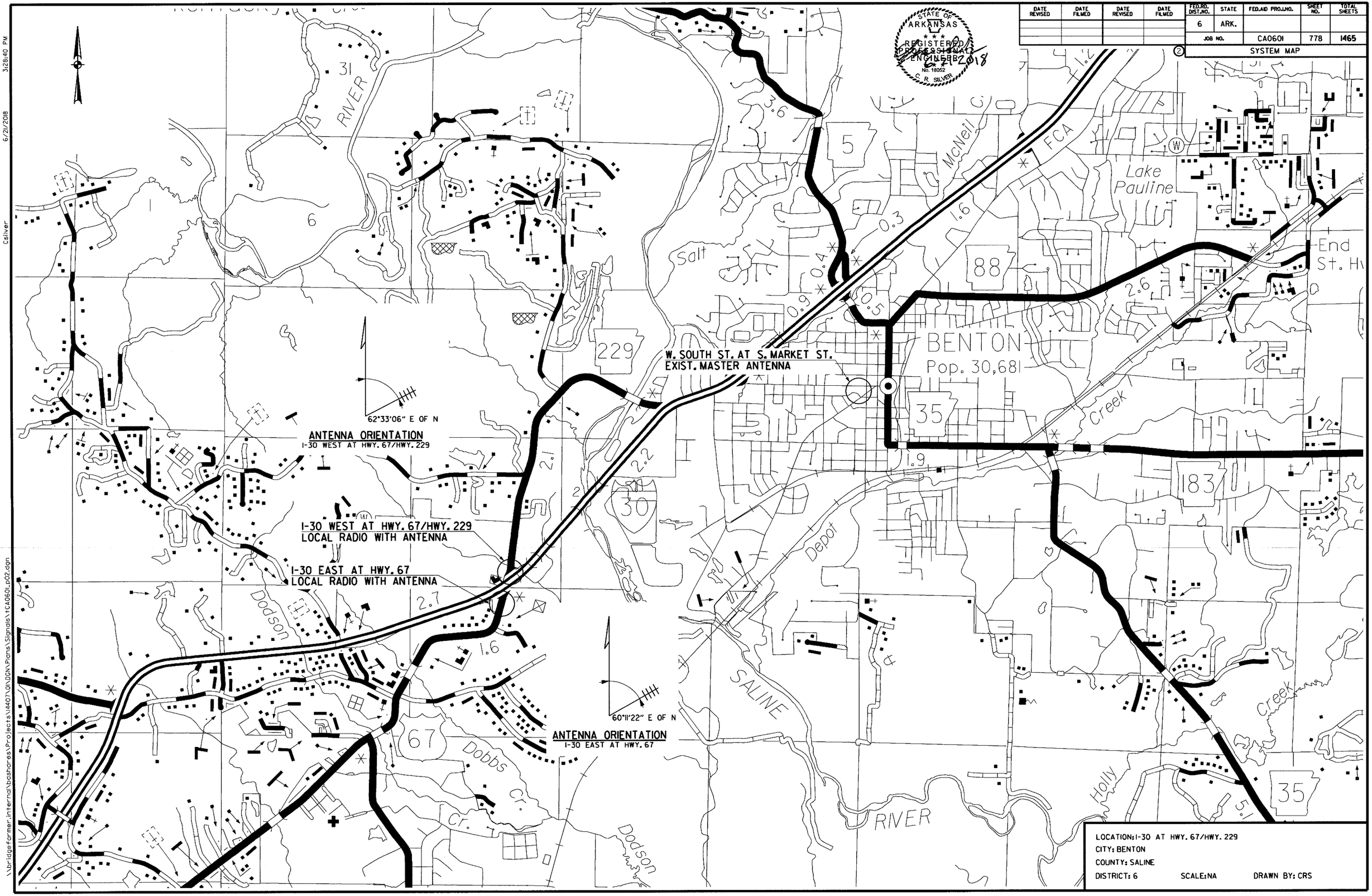
				6	ARK.			
				JOB NO.		CA0601	778	1465

SYSTEM MAP

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 18052 C. R. SILVER 6/21/2018



LOCATION: I-30 AT HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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09-07-18				6	ARK.			
				JOB NO.		CA0601	779	1465

② SIGNALIZATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14012
C. R. SILVER
4-7-2018

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION C.L. HWY. 67	OFFSET C.L. HWY. 67	NORTHING	EASTING
A	50' & 40'	90 DEGREES & 180 DEGREES	35'-0"	15'	90 DEGREES	530+18.95	51' LT	1997275.1455	1122435.3353
B	18' & 58'	160 DEGREES & 270 DEGREES	35'-0"	15'/25'	180 DEGREES/270 DEGREES	530+93.38	53' RT	1997327.0307	1122551.1712
C	68'	180 DEGREES	21'-0"	NA	NA	529+22.51	61' LT	1997180.4081	1122408.0625
D	NA	NA	60'-0"	NA	NA	529+95.86	62' RT	1997231.2159	1122541.4416

LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE I PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- VIDEO DETECTOR
- SIGNAL HEAD

NOTE: N.M.C.- NON-METALLIC CONDUIT

RIO-II (24"x30")

NO TURN ON RED

HWY. 67

FRONTAGE RD. B

HWY. 229

RAMP 3

RAMP 4

PROP. R/W & C/A

EXIST. R/W

85' BEFORE STOP LINE

115' BEFORE STOP LINE

260' BEFORE STOP LINE

200' BEFORE STOP LINE

6'X50' VIDEO ZONE (TYP. AT STOP LINE LOCATIONS UNLESS OTHERWISE NOTED)

6'X6' VIDEO ZONE (TYP. UNLESS OTHERWISE NOTED)

RIO-II SIGN "NO TURN ON RED".

I-3" N.M.C.

I-1" N.M.C.

I-2" GALVANIZED STEEL CONDUIT

2-3" N.M.C.

ANTENNA SUPPORT

LOCAL RADIO ANTENNA

MAIN BREAKER BY CONTRACTOR 2" GALVANIZED STEEL CONDUIT TO MAIN BREAKER

SERVICE POINT WITHIN 10' OF CONTROLLER

SUPPLEMENTAL SIGNAL HEAD #17.

Vz81A COMB. Vz81B COMB. Vz31 COMB. Vz32 Vz82A Vz82B Vz11B COMB. Vz11A COMB. Vz12B Vz12A Vz61B Vz61A Vz62B COMB. Vz62A COMB. Vz72B Vz72A Vz42B COMB. Vz42A COMB. Vz71B COMB. Vz71A COMB. Vz41B Vz41A Vz22A COMB. Vz22B COMB. Vz21A Vz21B

ØI ØI Ø3 Ø4 Ø6 Ø7 Ø8

ONLY

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

NOTE: SUPPLEMENTAL SIGNAL HEADS (15, 16, & 17) SHALL BE MOUNTED TO SIGNAL POLES AT 10' ABOVE THE ROADWAY.

PHASING DIAGRAM

OLA=I+8

OLA NOT USED

SIGNAL FACES

12" LENSES

3, 4, 7, 8, 11, 12 & 15

1, 2, 5, 6, 9, 10, 16 & 17

13 & 14

NOTE: ALL SIGNAL HEADS SHALL HAVE BACKPLATES.

DESIGN PARAMETERS

POSTED SPEED LIMIT
45 MPH NORTH & SOUTH APPROACH
35 MPH EAST & WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
4' MIN. CLEAR ZONE (BARRIER CURB SECTION)
18' MIN CLEAR ZONE (FRONTAGE RD. B)
22' MIN. CLEAR ZONE (HWY 67 & HWY 229)
30' MIN CLEAR ZONE (RAMPS)

N

62°33'06" E OF N

ANTENNA ORIENTATION

(SEE SYSTEM MAP FOR MASTER LOCATION)

SCALE: 1" = 60'

LOCATION: I-30 WEST & HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

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09-07-18				6	ARK.			
				JOB NO.		CA0601	780	1465

② SIGNALIZATION

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER C. R. SILVER 9-7-2018

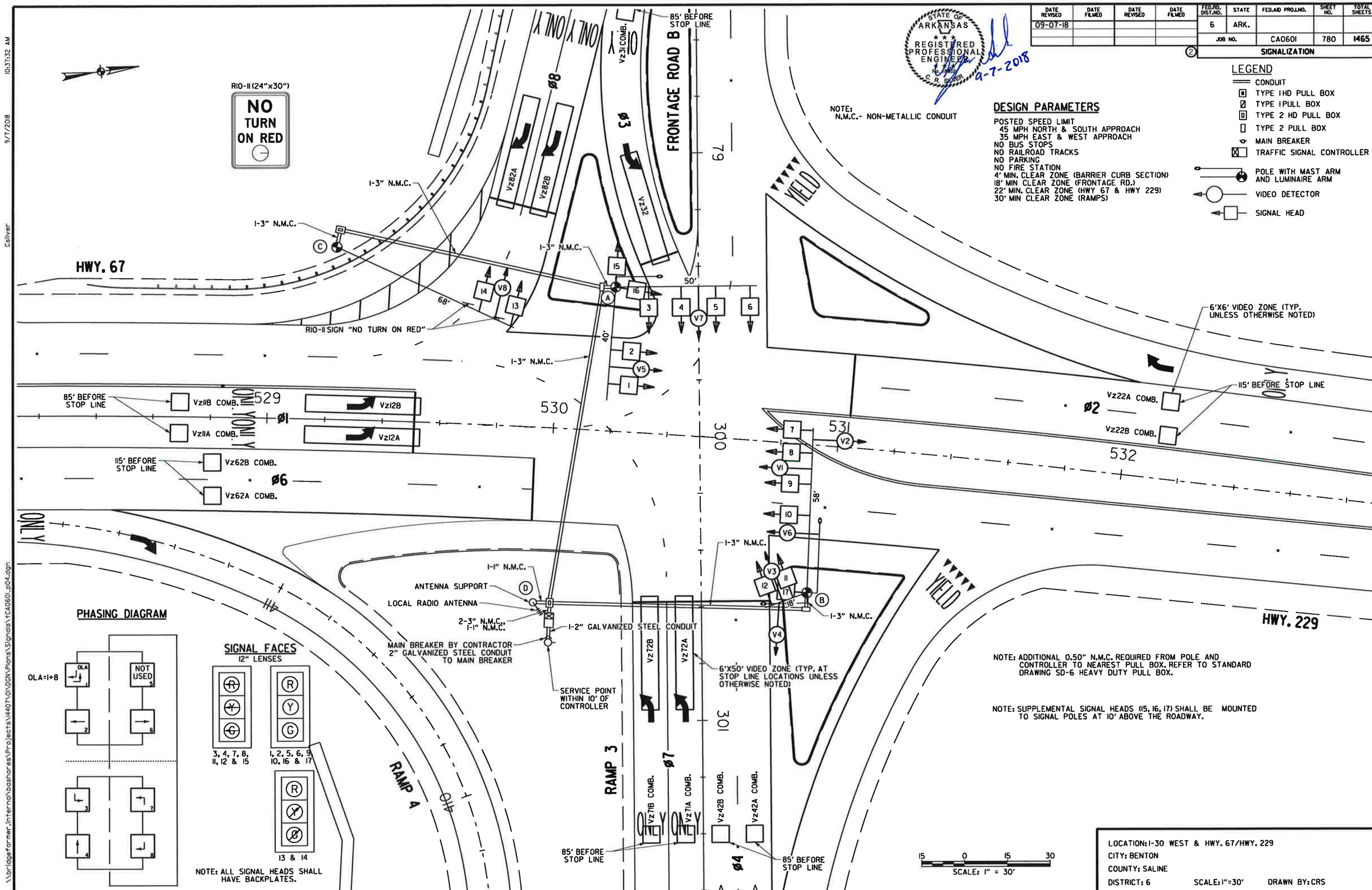
NOTE:
N.M.C.- NON-METALLIC CONDUIT

DESIGN PARAMETERS

POSTED SPEED LIMIT
45 MPH NORTH & SOUTH APPROACH
35 MPH EAST & WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
4' MIN. CLEAR ZONE (BARRIER CURB SECTION)
18' MIN CLEAR ZONE (FRONTAGE RD.)
22' MIN. CLEAR ZONE (HWY 67 & HWY 229)
30' MIN CLEAR ZONE (RAMPS)

LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- VIDEO DETECTOR
- SIGNAL HEAD



PHASING DIAGRAM

SIGNAL FACES

12" LENSES

NOTE: ALL SIGNAL HEADS SHALL HAVE BACKPLATES.

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

NOTE: SUPPLEMENTAL SIGNAL HEADS (15, 16, 17) SHALL BE MOUNTED TO SIGNAL POLES AT 10' ABOVE THE ROADWAY.

15 0 15 30
SCALE: 1" = 30'

LOCATION: I-30 WEST & HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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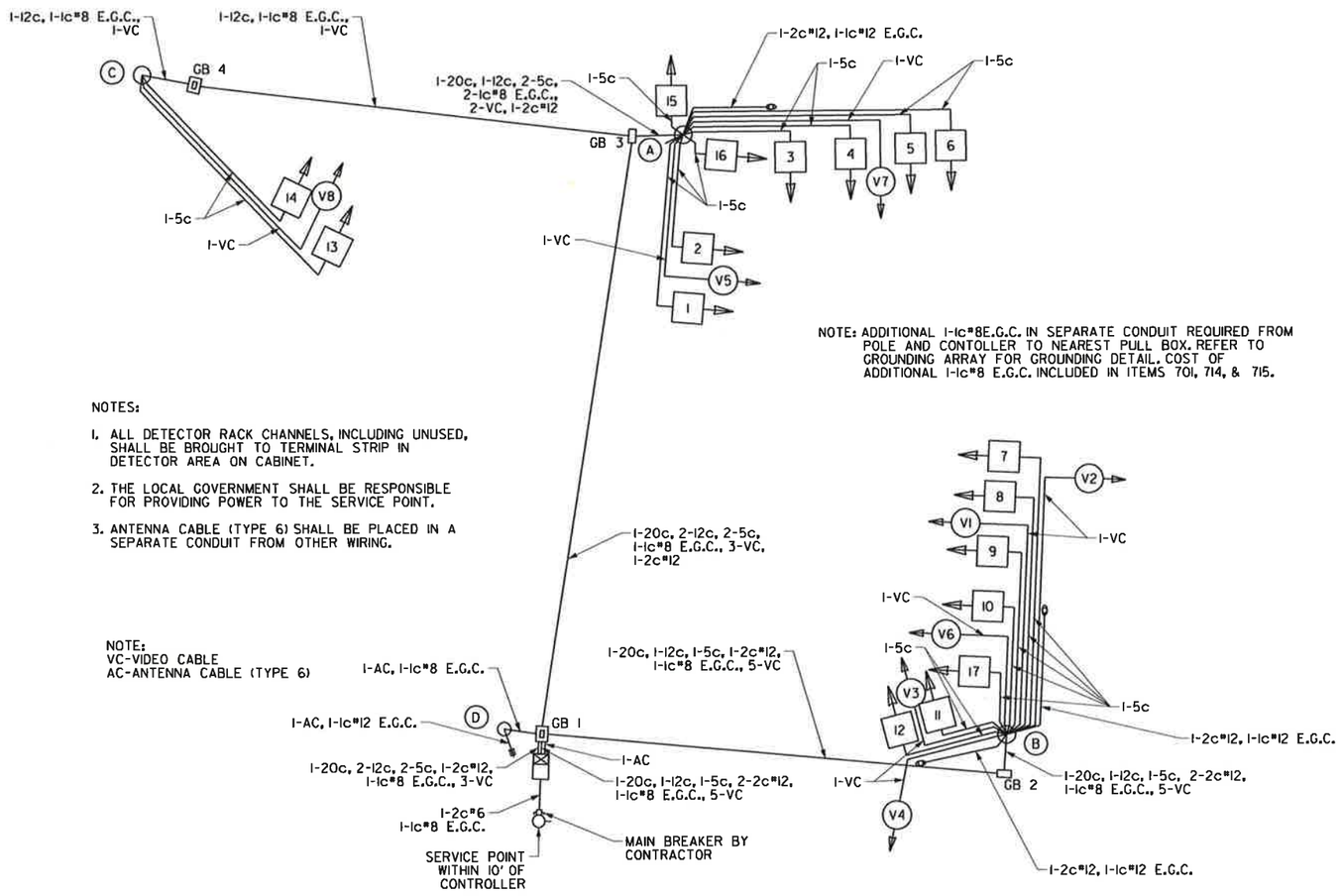
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.			
				JOB NO.		CA0601	781	1465
				②		SIGNALIZATION		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER R. SILVER
No. 19952
9-7-2018

WIRING DIAGRAM



NOTE: ADDITIONAL 1-1c#8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTOLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c#8 E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

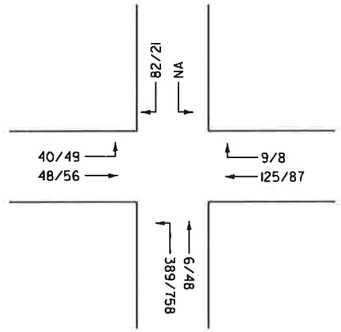
NOTES:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. ANTENNA CABLE (TYPE 6) SHALL BE PLACED IN A SEPARATE CONDUIT FROM OTHER WIRING.

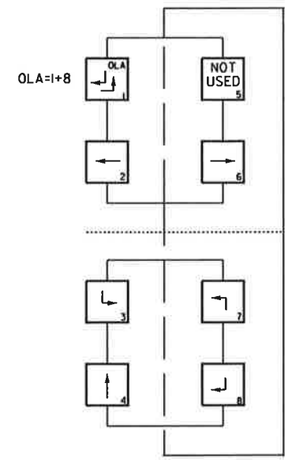
NOTE:
VC-VIDEO CABLE
AC-ANTENNA CABLE (TYPE 6)

PEAK HR TRAFFIC COUNTS

2013 TRAFFIC VOLUMES (AM/PM)

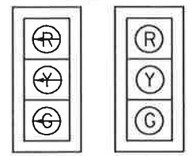


PHASING DIAGRAM



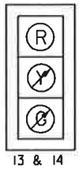
SIGNAL FACES

12" LENSES



3, 4, 7, 8, 11, 12 & 15

1, 2, 5, 6, 9, 10, 16 & 17



13 & 14

DETECTOR CHART

I-30 WEST/HWY. 67 DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENTS
							LOCAL		MASTER SYSTEM DET. #S		
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. INP. #	PHS	SYSTEM DET. #			
VZ 11A&B	NB LEFT FAR	COMB.			1	9	1	1		23"	VD 1
VZ 12A&B	NB LEFT NEAR	LOCAL			2	1	1	-		23"	VD 1
VZ 21A&B	SB FAR	LOCAL			9	2	2	-		23"	VD 5
VZ 22A&B	SB NEAR	COMB.			10	10	2	2		23"	VD 2
VZ 31	EB LEFT FAR	COMB.			13	11	3	3		23"	VD 3
VZ 32	EB LEFT NEAR	LOCAL			14	3	3	-		23"	VD 3
VZ 41A&B	WB FAR	LOCAL			17	4	4	-		23"	VD 4
VZ 42A&B	WB NEAR	COMB.			18	12	4	4		23"	VD 4
VZ 61A&B	NB FAR	LOCAL			5	6	6	-		23"	VD 6
VZ 62A&B	NB NEAR	COMB.			4	14	6	6		23"	VD 6
VZ 71A&B	WB LEFT FAR	COMB.			19	15	7	7		23"	VD 7
VZ 72A&B	WB LEFT NEAR	LOCAL			20	7	7	-		23"	VD 7
VZ 81A&B	EB FAR	COMB.			15	16	8	8		23"	VD 8
VZ 82A&B	EB NEAR	LOCAL			16	8	8	-		23"	VD 8

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. # = 3, 6, 8, 11, & 12

INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS												FLASH SEQ.
	1 + 6	CLR.	2 + 6	CLR.	3 + 7	CLR.	3 + 8	CLR.	4 + 7	CLR.	4 + 8	CLR.	
1, 2 & 16	R	R	G	**	R	R	R	R	R	R	R	R	R
3 & 4	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~G~~	*	~~R~~	~~R~~	~~R~~
5 & 6	R	R	R	R	R	R	R	R	G	**	G	**	R
7 & 8	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
9, 10 & 17	G	**	G	**	R	R	R	R	R	R	R	R	R
11, 12 & 15	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	*	~~G~~	*	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
13 & 14	~~G~~	*	R	R	R	R	~~G~~	*	R	R	~~G~~	*	R

*DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE.
**DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

LOCATION: I-30 WEST & HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.			
				JOB NO.		C40601	782	1465

② SIGNALIZATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 14662
C. R. SILVER
9-7-2018

LEGEND

- CONDUIT
- TYPE 1HD PULL BOX
- TYPE 1PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- VIDEO DETECTOR
- SIGNAL HEAD

R10-11 (24"x30")

NO TURN ON RED

N

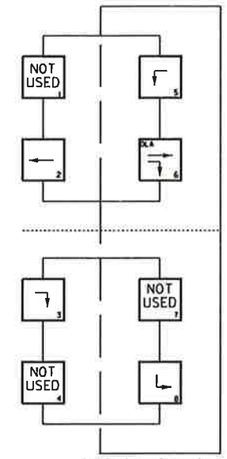
60°11'22" E OF N

ANTENNA ORIENTATION
(SEE SYTEM MAP FOR MASTER LOCATION)

DESIGN PARAMETERS

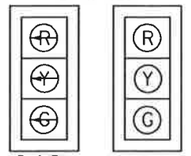
POSTED SPEED LIMIT
45 MPH NORTH & SOUTH APPROACH
45 MPH WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
4' MIN. CLEAR ZONE (BARRIER CURB SECTION)
18' MIN CLEAR ZONE (FRONTAGE RD.)
22' MIN. CLEAR ZONE (HWY 67 & HWY 229)
30' MIN CLEAR ZONE (RAMPS)

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



3, 4, 5, 6 & 12 — 1, 2, 7, 8, 9, 10, 11, 13 & 14

NOTE: ALL SIGNAL HEADS SHALL HAVE BACKPLATES.

NOTE:
N.M.C.- NON-METALLIC CONDUIT

RAMP 1
HWY. 67
HWY. 67
RAMP 2
ON RAMP
OFF RAMP

Vz81B COMB.
Vz81A COMB.
85' BEFORE STOP LINE
6'X6' VIDEO ZONE (TYP. UNLESS OTHERWISE NOTED.)
6'X50' VIDEO ZONE (TYP. AT STOP LINE LOCATIONS UNLESS OTHERWISE NOTED.)
Vz82B
Vz82A
Ø8
1-3" N.M.C.
Ø1
Ø2
Ø3
Ø4
Ø5
Ø6
115' BEFORE STOP LINE
Vz22A COMB.
Vz22B COMB.
260' BEFORE STOP LINE
Vz21A
Vz21B
Vz52A
Vz52B
Vz51A COMB.
Vz51B COMB.
85' BEFORE STOP LINE
260' BEFORE STOP LINE
Vz61B
Vz61A
115' BEFORE STOP LINE
Vz62B COMB.
Vz62A COMB.
2-3" N.M.C.
Vz31B COMB.
Vz31A COMB.
85' BEFORE STOP LINE
Vz32B
Vz32A
2-3" N.M.C.
2-3" N.M.C., 1-1" N.M.C.
1-1" N.M.C.
LOCAL RADIO ANTENNA
1-2" GALVANIZED STEEL CONDUIT
1-2" GALVANIZED STEEL CONDUIT
MAIN BREAKER BY CONTRACTOR 2" GALVANIZED STEEL CONDUIT TO MAIN BREAKER
SERVICE POINT WITHIN 10' OF CONTROLLER
R10-11 SIGN "NO TURN ON RED"
517
518
519
520
522
523
524
525
201
202
203
204
402
401
501

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

NOTES:

1. VIDEO CAMERA 2 SHALL BE MOUNTED ON SIGNAL POLE 'B' SUCH THAT THE CAMERA IS LOCATED AT 19' ABOVE THE ROADWAY.
2. SUPPLEMENTAL SIGNAL HEADS (11, 12, 13 & 14) SHALL BE MOUNTED TO SIGNAL POLES AT 10' ABOVE THE ROADWAY.
3. SIGNAL HEAD 13 SHALL BE VERTICALLY LOUVERED.

POLE DIMENSIONS

POLE	MAST ARM LENGTH	MAST ARM ORIENTATION ANGLE FROM HANDHOLE (CLOCKWISE)	VERTICAL SHAFT LENGTH	LUMINAIRE ARM LENGTH	LUM. ARM ORIENTATION ANGLE FROM HAND HOLE (CLOCKWISE)	STATION C.L. HWY. 67	OFFSET C.L. HWY. 67	NORTHING	EASTING
A	36'	180 DEGREES	35'-0"	15'	60 DEGREES	520+43.53	51' LT	1996305.3660	1122303.7089
B	15' & 15'	0 DEGREES & 180 DEGREES	35'-0"	15'	0 DEGREES	521+65.06	1' LT	1996419.5326	1122368.9926
C	32'	90 DEGREES	21'-0"	NA	NA	520+79.83	1' LT	1996334.9186	1122358.7488
D	36'	180 DEGREES	21'-0"	15'	180 DEGREES	520+99.34	52' RT	1996347.7886	1122411.8744
E	58'	180 DEGREES	21'-0"	NA	NA	521+15.83	137' RT	1996353.2365	1122499.2543
F	NA	NA	60'-0"	NA	NA	520+44.68	120' RT	1996284.8208	1122473.3643

30 0 30 60
SCALE: 1" = 60'

LOCATION: I-30 EAST & HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: 1"=60' DRAWN BY: CRS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED
09-07-18			

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.	CA0601	783	1465	

SIGNALIZATION

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18052
C. R. SILVER
9-7-2018

LEGEND

- CONDUIT
- TYPE IHD PULL BOX
- TYPE I PULL BOX
- TYPE 2 HD PULL BOX
- TYPE 2 PULL BOX
- MAIN BREAKER
- TRAFFIC SIGNAL CONTROLLER
- POLE WITH MAST ARM AND LUMINAIRE ARM
- VIDEO DETECTOR
- SIGNAL HEAD

DESIGN PARAMETERS

POSTED SPEED LIMIT
45 MPH NORTH & SOUTH APPROACH
45 MPH WEST APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO PARKING
NO FIRE STATION
4' MIN. CLEAR ZONE (BARRIER CURB SECTION)
18' MIN CLEAR ZONE (FRONTAGE RD.)
22' MIN. CLEAR ZONE (HWY 67 & HWY 229)
30' MIN CLEAR ZONE (RAMPS)

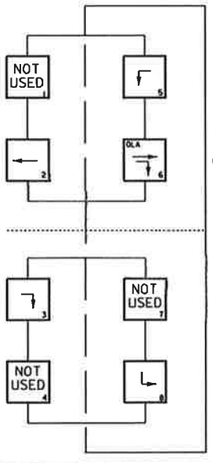
NOTE:
N.M.C.- NON-METALLIC CONDUIT

NOTE: ADDITIONAL 0.50" N.M.C. REQUIRED FROM POLE AND CONTROLLER TO NEAREST PULL BOX. REFER TO STANDARD DRAWING SD-6 HEAVY DUTY PULL BOX.

6'X50' VIDEO ZONE (TYP. AT STOP LINE LOCATIONS UNLESS OTHERWISE NOTED.)

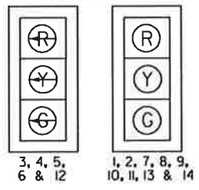
85' BEFORE STOP LINE
Vz81B COMB.
Vz81A COMB.
117
Ø8
RAMP 1
Vz82B
Vz82A
1-3" N.M.C.
HWY. 67
118
36'
519
520
32'
Ø4
115' BEFORE STOP LINE
Vz62B COMB.
Vz62A COMB.
Ø6
6'X6' VIDEO ZONE (TYP. UNLESS OTHERWISE NOTED.)
ONE WAY
520
2-3" N.M.C.
Vz31B COMB.
Vz31A COMB.
85' BEFORE STOP LINE
Ø3
Vz32B
Vz32A
1-1" N.M.C.
2-3" N.M.C., 1-1" N.M.C.
LOCAL RADIO ANTENNA
1-2" GALVANIZED STEEL CONDUIT
MAIN BREAKER BY CONTRACTOR 2 " GALVANIZED STEEL CONDUIT TO MAIN BREAKER
SERVICE POINT WITHIN 10' OF CONTROLLER
RAMP 2
1-3" N.M.C.
201
50'
202
Vz22A COMB.
Vz22B COMB.
115' BEFORE STOP LINE
Ø2
522
523
Ø5
Vz52A
Vz52B
Vz51A COMB.
Vz51B COMB.
85' BEFORE STOP LINE
401
HWY. 67
SIGN "RIGHT TURN ON RED AFTER STOP"
R10-11 (24"x30")
NO TURN ON RED

PHASING DIAGRAM



SIGNAL FACES

12" LENSES



3, 4, 5, 6 & 12 — 1, 2, 7, 8, 9, 10, 11, 13 & 14

NOTE: ALL SIGNAL HEADS SHALL HAVE BACKPLATES.

NOTES:

1. VIDEO CAMERA 2 SHALL BE MOUNTED ON SIGNAL POLE 'B' SUCH THAT THE CAMERA IS LOCATED AT 19' ABOVE THE ROADWAY.
2. SUPPLEMENTAL SIGNAL HEADS 11, 12, 13, & 14 SHALL BE MOUNTED TO SIGNAL POLES AT 10' ABOVE THE ROADWAY.
3. SIGNAL HEAD 13 SHALL BE VERICALLY LOUVERED.

15 0 15 30
SCALE: 1" = 30'

LOCATION: I-30 EAST & HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: 1"=30' DRAWN BY: CRS

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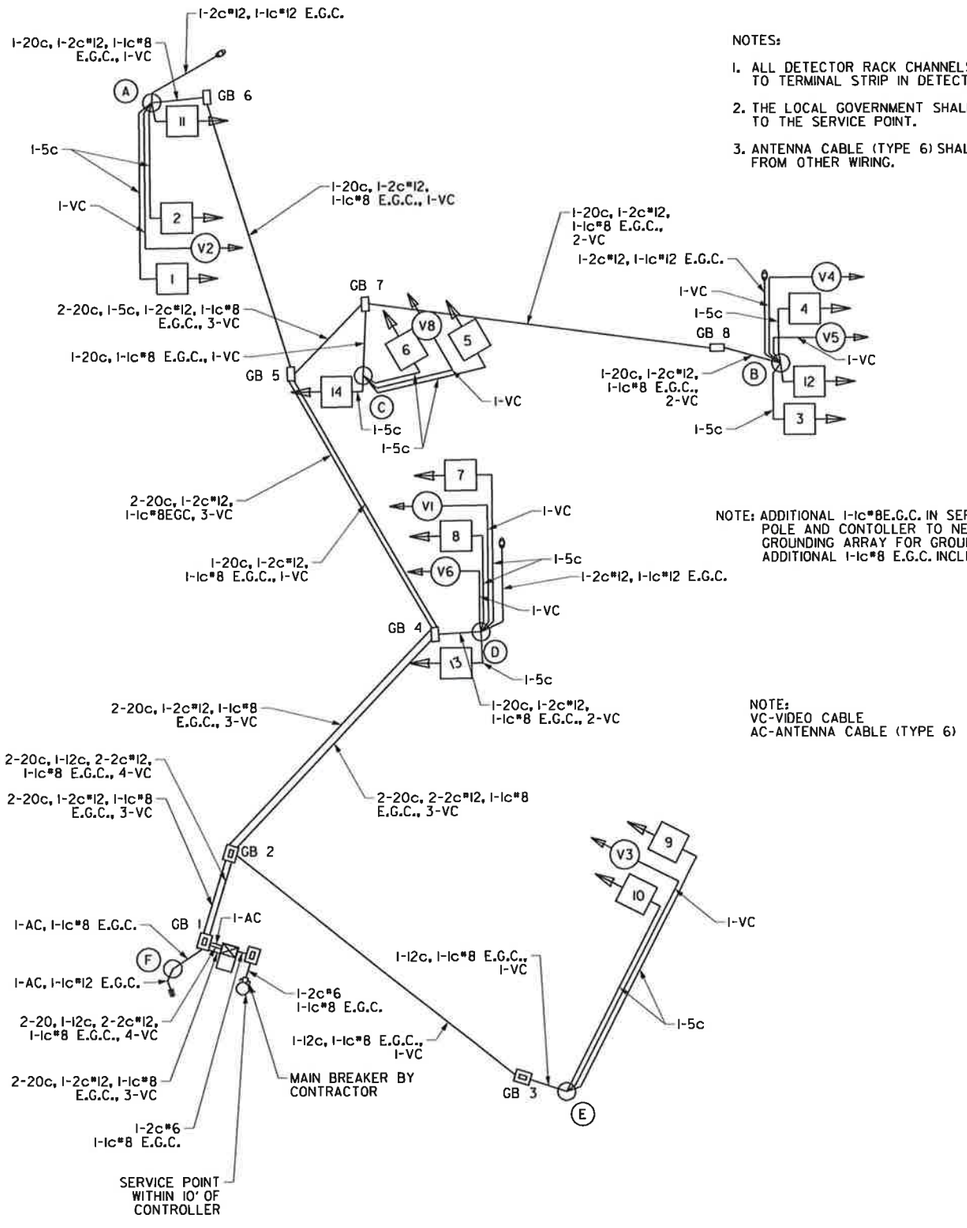
WIRING DIAGRAM



NOTES:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA ON CABINET.
2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.
3. ANTENNA CABLE (TYPE 6) SHALL BE PLACED IN A SEPARATE CONDUIT FROM OTHER WIRING.

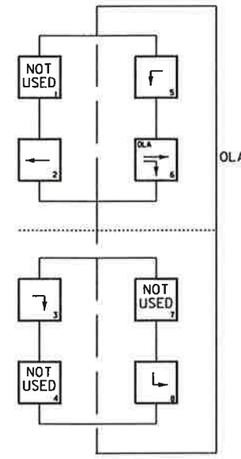
NOTE: ADDITIONAL 1-1c*8E.G.C. IN SEPARATE CONDUIT REQUIRED FROM POLE AND CONTOLLER TO NEAREST PULL BOX. REFER TO GROUNDING ARRAY FOR GROUNDING DETAIL. COST OF ADDITIONAL 1-1c*8 E.G.C. INCLUDED IN ITEMS 701, 714, & 715.

NOTE:
VC-VIDEO CABLE
AC-ANTENNA CABLE (TYPE 6)

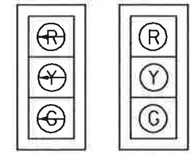
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 10067
C. R. SILVER
9-7-2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-07-18				6	ARK.			
				JOB NO.		CA0601	784	1465
				SIGNALIZATION				

PHASING DIAGRAM

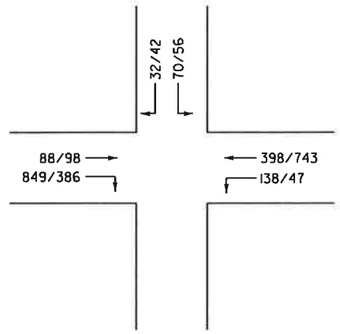


SIGNAL FACES
12" LENSES



3, 4, 5, 6 & 12 — 1, 2, 7, 8, 9, 10, 11, 13 & 14

PEAK HR TRAFFIC COUNTS
2013 TRAFFIC VOLUMES (AM/PM)



DETECTOR CHART

I-30 EAST/HWY. 67 DETECTOR ASSIGNMENTS				HARDWARE INPUTS BY SUPPLIER			PROGRAM ASSIGNMENT			VIDEO DET. TUBE LENGTH	COMMENTS
							LOCAL				
DET. ID #	LOCATION DIRECTION	TYPE	DET. #	CAB. TRM. #	AMP CHN. #	CON. INP. #	PHS	SYSTEM DET. #	MASTER SYSTEM DET. #S		
VZ 21A&B	SB FAR	LOCAL			5	2	2	-		23"	VD 4
VZ 22A&B	SB NEAR	COMB.			6	10	2	2		72"	VD 2
VZ 31A&B	NB RIGHT FAR	COMB.			13	3	3	3		23"	VD 3
VZ 32A&B	NB RIGHT NEAR	LOCAL			14	II	3	-		23"	VD 3
VZ 51A&B	SB LEFT FAR	COMB.			9	13	5	5		23"	VD 5
VZ 52A&B	SB LEFT NEAR	LOCAL			10	5	5	-		23"	VD 5
VZ 61A&B	NB FAR	LOCAL			3	6	6	-		23"	VD 6
VZ 62A&B	NB NEAR	COMB.			4	14	6	1		46"	VD 1
VZ 81A&B	EB LEFT FAR	COMB.			15	16	8	4		23"	VD 8
VZ 82A&B	EB LEFT NEAR	LOCAL			16	8	8	-		23"	VD 8

CONTROLLER INPUT ABBREVIATIONS
V - VEHICLE INPUT
D - SYSTEM OR AUXILIARY INPUT
P - PEDESTRIAN INPUT

SPARE AMP CHN. # = 1, 2, 7, 8, 11 & 12

INTERVAL CHART

SIGNAL NO.	INTERSECTION INTERVALS						FLASH SEQ.
	2 + 5	CLR.	2 + 6	CLR.	3 + 8	CLR.	
1, 2 & 11	G	**	G	**	R	R	R
3, 4 & 12	~~-G-~~	*	~~-R-~~	~~-R-~~	~~-R-~~	~~-R-~~	~~-R-~~
5 & 6	~~-R-~~	~~-R-~~	~~-R-~~	~~-R-~~	~~-G-~~	*	~~-R-~~
7, 8 & 14	R	R	G	**	R	R	R
9, 10 & 13	R	R	G	**	G	**	R

*DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE.
**DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE.

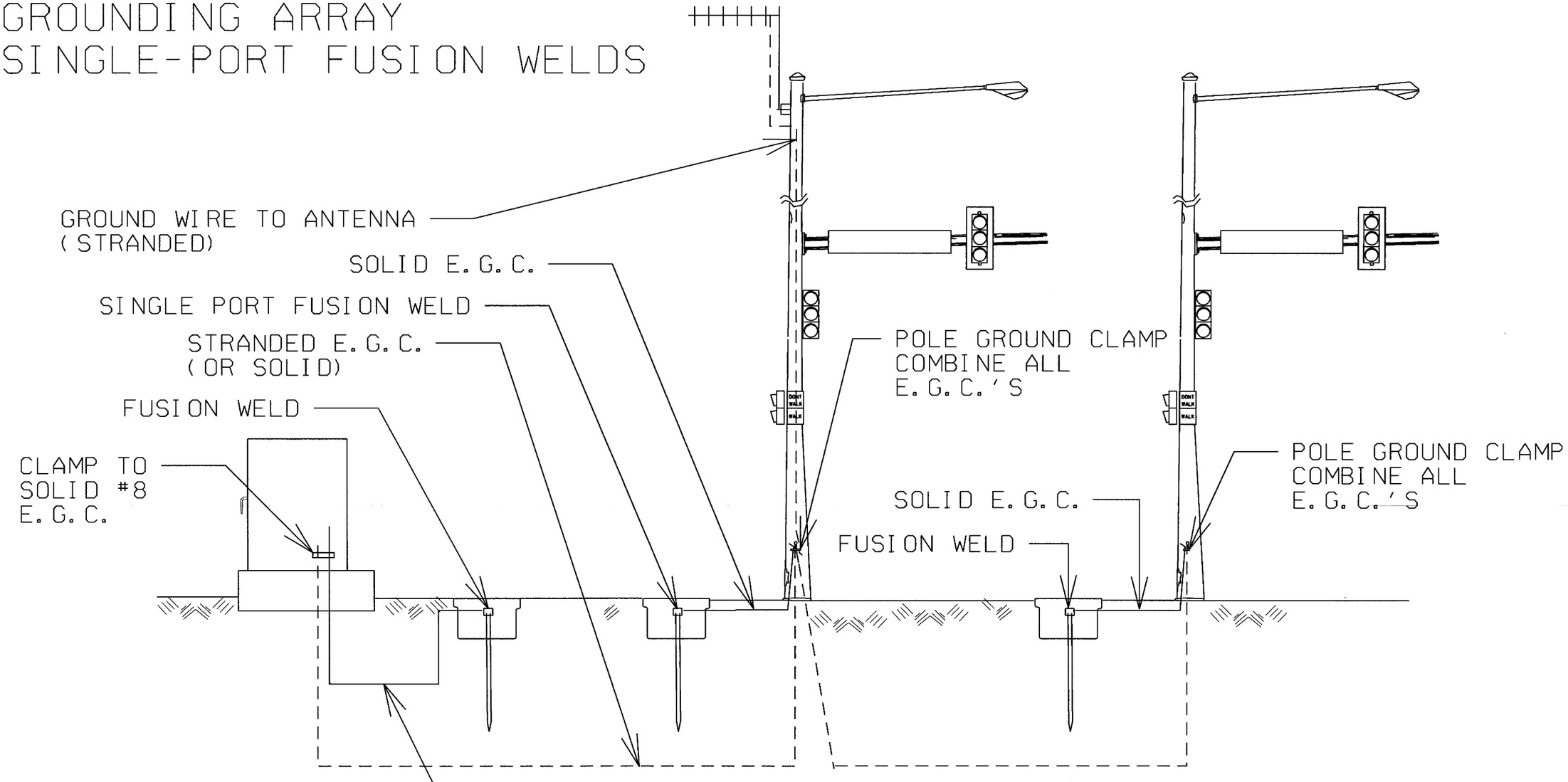
LOCATION: I-30 EAST & HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: NA DRAWN BY: CRS

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	785	1465

GROUNDING ARRAY

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 18052 C. R. SILVER 6/21/2018

GROUNDING ARRAY
SINGLE-PORT FUSION WELDS



LOCATION: I-30 & HWY. 67/HWY. 229
CITY: BENTON
COUNTY: SALINE
DISTRICT: 6 SCALE: NA

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	786	1465

(2) SUMMARY OF ITS QUANTITIES & LOCATIONS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
8-10-18

ITS SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
SP	Camera Assembly	13	EACH
SP	Tilt Tower (40') With Camera	3	EACH
SP	Steel Cantilever Sign Structure (OC-VMS2-30-EB)	1	EACH
SP	Steel Cantilever Sign Structure (OC-VMS3-30-EB)	1	EACH
SP	Overhead VMS Assembly	3	EACH

	ITS CAMERA NO. & LOCATION			ITS CAMERA SERVICE & DESCRIPTION	
No.	ITS Description	Latitude	Longitude	Electrical Service	Location Description
1	30-PTZ-1801	34.534911	92.676283	Solar Power	OH-30-62-10 / STA 251+51 EB (PTZ / Solar)
2	30-PTZ-1802	34.539317	92.651350	Solar Power	OH-30-62-15 / STA 332+12 EB (PTZ / Solar)
3A	30-PTZ-1803	34.542397	92.639486	Utility Power	OH-30-62-17 / STA 369+33 WB (PTZ / Utility)
3B	30-VMS-1851	34.542397	92.639486	Utility Power	OH-30-62-17 / STA 369+33 WB (VMS / Utility)
4	30-PTZ-1804	34.551403	92.623403	Solar Power	OH-30-62-20 / STA 429+30 WB (PTZ / Solar) (Exit 114 Haskell)
5	30-PTZ-1805	34.561942	92.611531	Solar Power	OC-30-62-24 / STA 482+00 WB (PTZ / Solar) (Exit 114 Haskell 1 mile)
6	30-VMS-1852	34.567858	92.598467	Utility Power	PROPOSED OC-VMS2-30-EB (VMS / Utility)
7	30-PTZ-1806	34.570706	92.593914	Solar Power	OC-30 Existing Cantilever EB (PTZ / Solar) (Exit 117 Hwy 5 / 35)
8	30-PTZ-1807	34.577158	92.584850	Solar Power	OC-30 Existing Cantilever WB (PTZ / Solar) (Exit 116 Sevier St / South St)
9	30-PTZ-1808	34.586500	92.567983	Solar Power	Proposed 40 ft Tilt Tower (PTZ / Solar) (EB, Southside Congo Rd Overpass)
10	30-PTZ-1809	34.598908	92.553761	Solar Power	Proposed 40 ft Tilt Tower (PTZ / Solar) (WB, Northside Hwy. 5 Overpass)
11	30-PTZ-1810	34.606131	92.534894	Solar Power	Proposed 40 ft Tilt Tower (PTZ / Solar) (WB, Northside of Alcoa Rd Overpass)
12	30-PTZ-1811	34.615425	92.504694	Solar Power	OH-30 Existing OVHD EB (PTZ / Solar) (Exit 123 Bryant / Bauxite)
13A	30-VMS-1853	34.624489	92.485883	Utility Power	PROPOSED OC-VMS3-30-EB (VMS / Utility)
13B	30-PTZ-1812	34.624489	92.485883	Utility Power	PROPOSED OC-VMS3-30-EB (PTZ / Utility)
14	30-PTZ-1813	34.634258	92.461856	Solar Power	OH-30 Existing OVHD EB (PTZ / Solar) (Exit 124 Bryant Pkwy)

* Proposed Utility electrical service points to be field verified by the Engineer. If determined by the Engineer not a feasable solution then solar power as described in the SP will be used in lieu of Utility electrical serivce.

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WORKSPACE: AHTD
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REVISED DATE:

DATE: 04/06/18 FILE NAME: CA0601_ITS1.dgn

LOCATION: I-30 VARIOUS
CITY: VARIOUS
COUNTY: SALINE
DISTRICT: 06 SCALE: NTS DRAWN BY: DPP

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	787	1465
				(2)	ITS LAYOUT			

NO. 1
30-PTZ-1801, WB I-30 EXIT 111
US 70 WEST HOT SPRINGS

PTZ CAMERA - PROPOSED OVHD SIGN STRUCTURE
OH-30-62-10 / STA 251+51 EB
LAT: 34.534911°N LONG: 92.676283°W

NO. 2
30-PTZ-1802, EB I-30
INSPECTION STATION EXIT

PTZ CAMERA
PROPOSED OVHD SIGN STRUCTURE
OH-30-62-15 / STA 332+12 EB
LAT: 34.539317°N LONG: 92.651350°W

NO. 3A&B
30-PTZ-1803,
30-VMS-1851, WB I-30
INSPECTION STATION EXIT

PTZ CAMERA AND VARIABLE MESSAGE SIGN
PROPOSED OVHD SIGN STRUCTURE
OH-30-62-17 / STA 369+33 WB
LAT: 34.542397°N LONG: 92.639486°W

NO. 4
30-PTZ-1804, WB I-30
ARKANSAS HEALTH CENTER HASKELL

PTZ CAMERA
PROPOSED OVHD SIGN STRUCTURE
OH-30-62-20 / STA 429+30 WB
LAT: 34.551403°N LONG: 92.623403°W

NO. 5
30-PTZ-1805, WB I-30 EXIT 114
HASKELL 1MILE

PTZ CAMERA - PROPOSED CANTILEVER
OC-30-62-24 / STA 482+00 WB
LAT: 34.561942°N LONG: 92.611531°W

NO. 6
30-VMS-1852

VARIABLE MESSAGE SIGN
PROPOSDED OC SIGN STRUCTURE
OC-VMS2-30-EB
LAT: 34.567858°N LONG: 92.598467°W

NO. 7
30-PTZ-1806, EB I-30 EXIT 117
HWY. 5 / 35

PTZ CAMERA
EXISTING OC SIGN STRUCTURE
LAT: 34.570706°N LONG: 92.593914°W

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

8-8-18

LOCATION:	I-30 VARIOUS
CITY:	VARIOUS
COUNTY:	SALINE
DISTRICT:	06 SCALE: NTS DRAWN BY: DPP

DATE: 04/06/18 FILE NAME: CA0601_ITS2.dgn

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REVISED DATE:

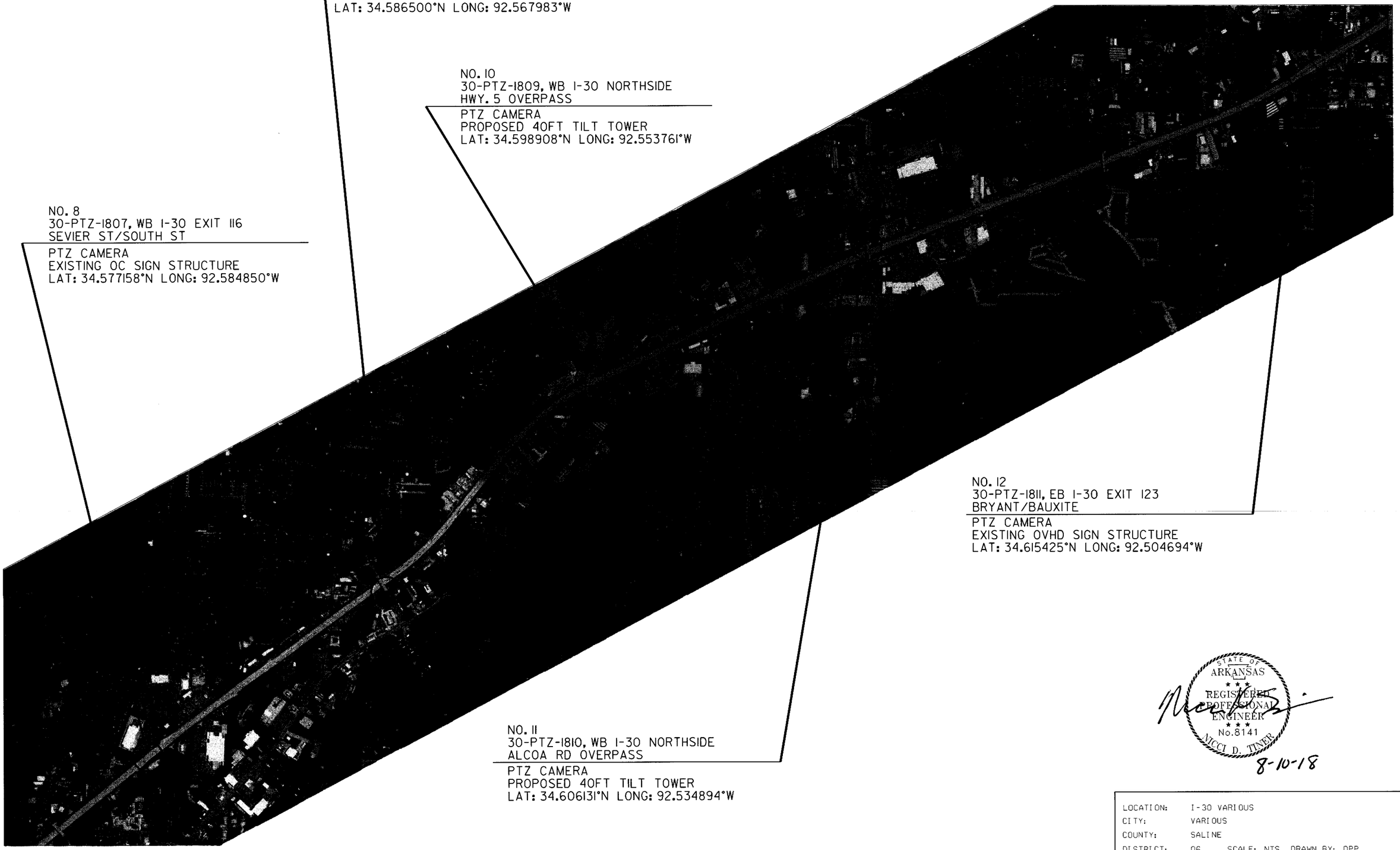
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	788	1465
				ITS LAYOUT				

(2)

NO. 9
30-PTZ-1808, EB I-30 SOUTHSIDE
CONGO RD OVERPASS
PTZ CAMERA
PROPOSED 40FT TILT TOWER
LAT: 34.586500°N LONG: 92.567983°W

NO. 10
30-PTZ-1809, WB I-30 NORTHSIDE
HWY. 5 OVERPASS
PTZ CAMERA
PROPOSED 40FT TILT TOWER
LAT: 34.598908°N LONG: 92.553761°W

NO. 8
30-PTZ-1807, WB I-30 EXIT 116
SEVIER ST/SOUTH ST
PTZ CAMERA
EXISTING OC SIGN STRUCTURE
LAT: 34.577158°N LONG: 92.584850°W



NO. 12
30-PTZ-1811, EB I-30 EXIT 123
BRYANT/BAUXITE
PTZ CAMERA
EXISTING OVHD SIGN STRUCTURE
LAT: 34.615425°N LONG: 92.504694°W

NO. 11
30-PTZ-1810, WB I-30 NORTHSIDE
ALCOA RD OVERPASS
PTZ CAMERA
PROPOSED 40FT TILT TOWER
LAT: 34.606131°N LONG: 92.534894°W

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER

8-10-18

LOCATION:	I-30 VARIOUS
CITY:	VARIOUS
COUNTY:	SALINE
DISTRICT:	06 SCALE: NTS DRAWN BY: DPP

DATE: 04/06/18 FILE NAME: CA0601_ITS3.dgn

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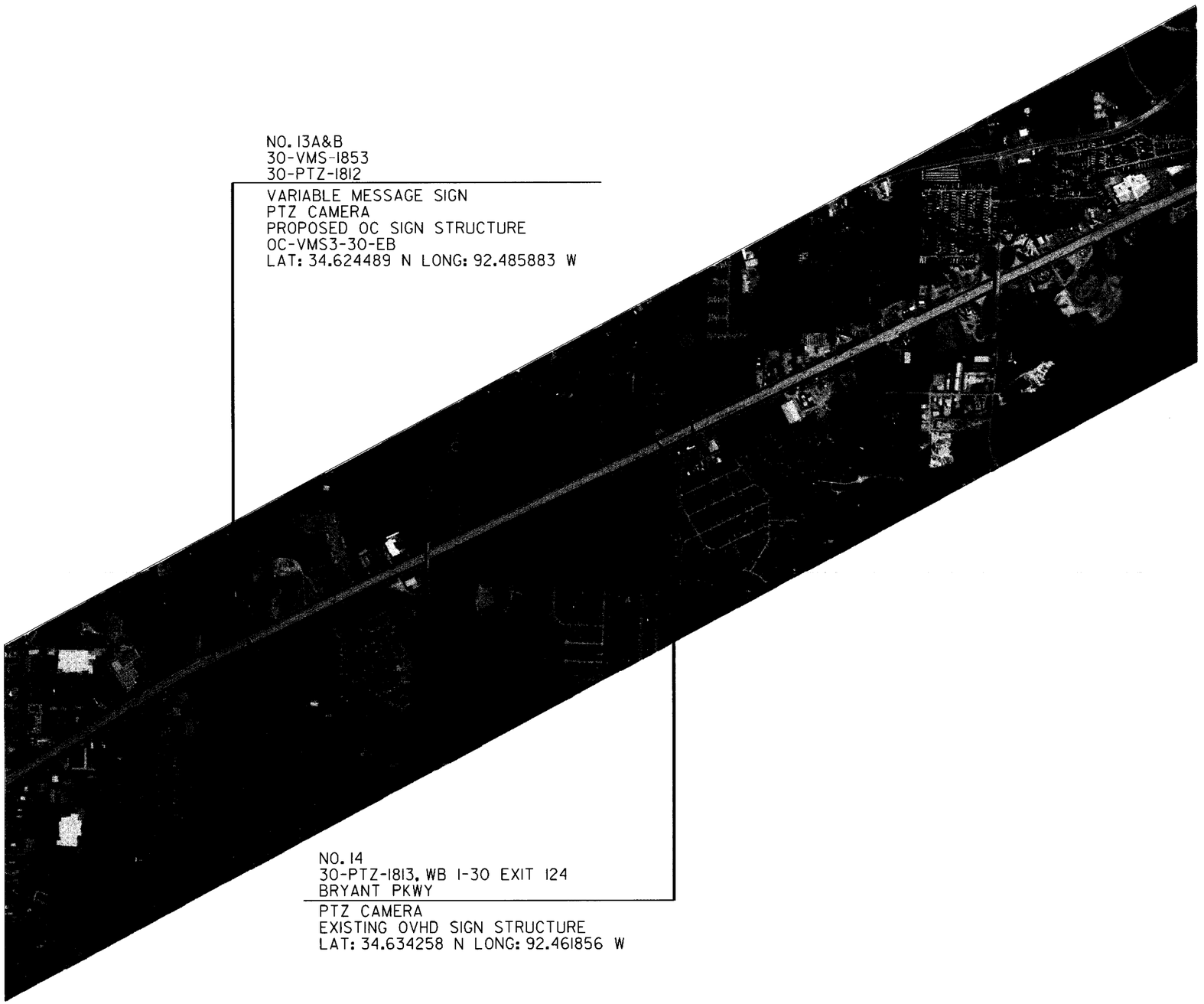
				6	ARK.			
				JOB NO.		CA0601	789	1465
				(2)		ITS LAYOUT		



NO. 13A&B
30-VMS-1853
30-PTZ-1812

VARIABLE MESSAGE SIGN
PTZ CAMERA
PROPOSED OC SIGN STRUCTURE
OC-VMS3-30-EB
LAT: 34.624489 N LONG: 92.485883 W

NO. 14
30-PTZ-1813, WB I-30 EXIT 124
BRYANT PKWY

PTZ CAMERA
EXISTING OVHD SIGN STRUCTURE
LAT: 34.634258 N LONG: 92.461856 W

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
8-8-18

LOCATION:	I-30 VARIOUS
CITY:	VARIOUS
COUNTY:	SALINE
DISTRICT:	06 SCALE: NTS DRAWN BY: DPP

DATE: 04/06/18 FILE NAME: CA0601_ITS4.dgn

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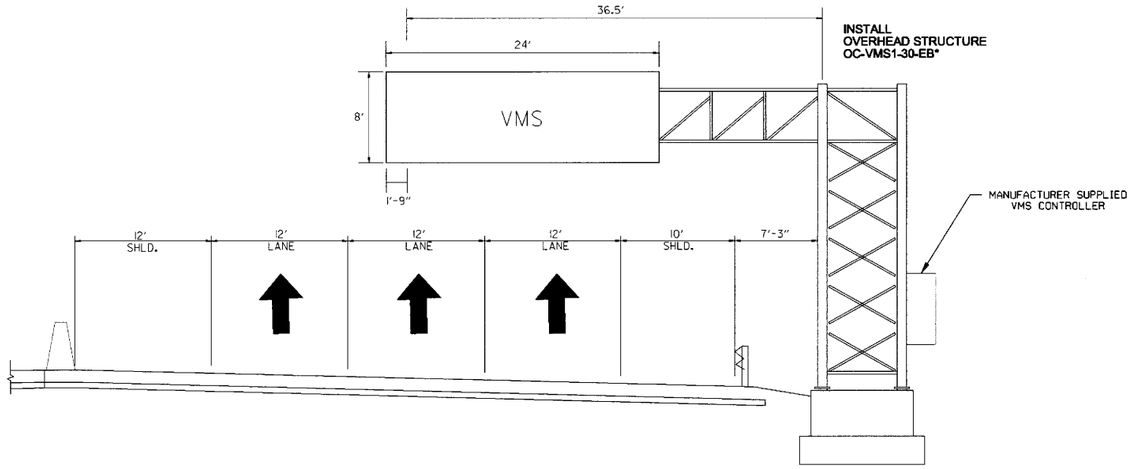
				6	ARK.			
				JOB NO.		CA0601	790	1465

(2) ITS VMS LAYOUT



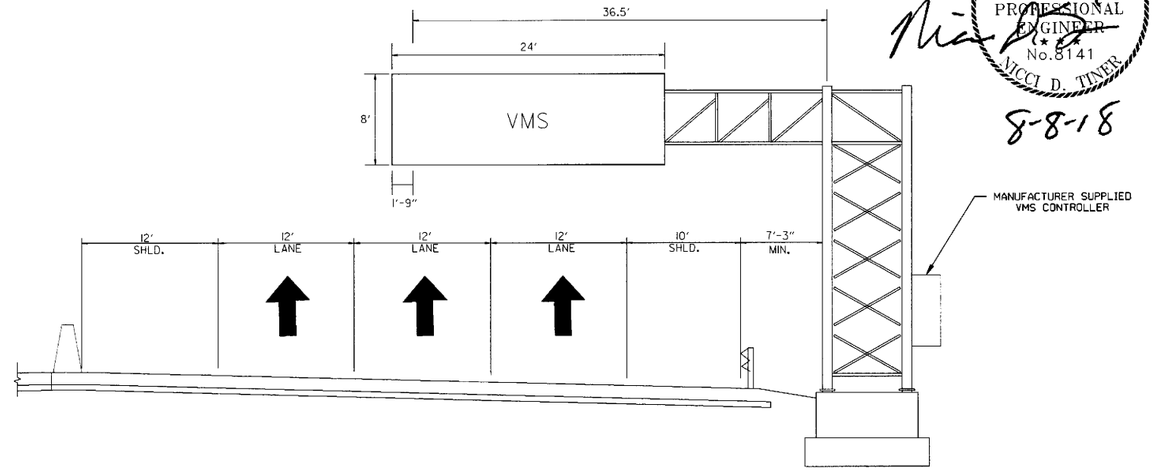
STRUCTURE NO. OC-VMS1-30-EB

(VMS MAX AREA = 192.00 S.F.)

***NOTE:**
THE CONTRACTOR WILL VERIFY VMS PLACEMENT AND MAKE ANY ADJUSTMENTS TO ALIGN SIGNS OVER INTENDED LANES.

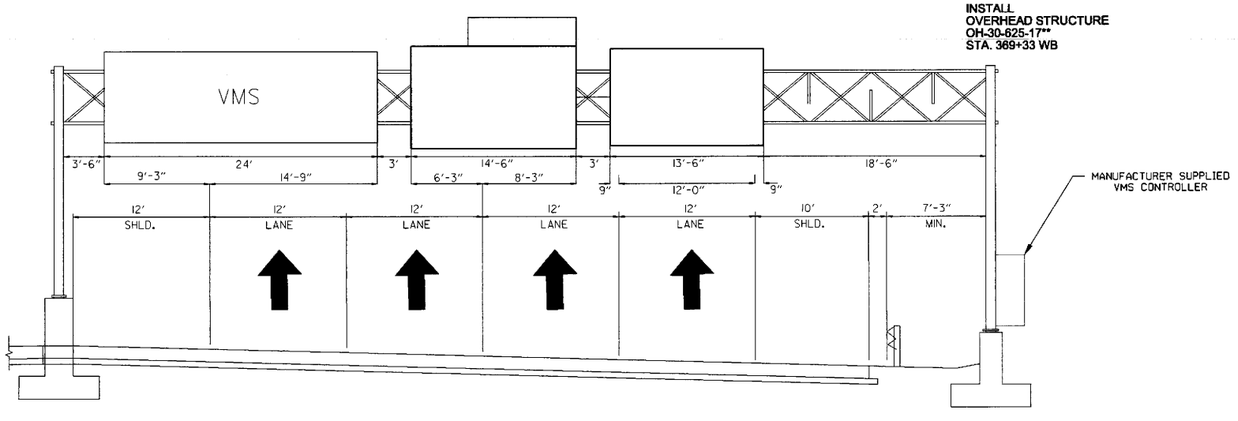
SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HIGHEST POINT ON ROAD.



STRUCTURE NO. OC-VMS2-30-EB

(VMS MAX AREA = 192.00 S.F.)



****NOTE:**
SEE SIGN LAYOUT OH-30-62-17 FOR OVERHEAD STRUCTURE INSTALLATION NOTES AND SIGN PLACEMENT INSTRUCTIONS FOR;
OH-30-62-STA369+33WB-A,
OH-30-62-STA369+33WB-B,
VMS-30-62-STA369+33WB-B.

STRUCTURE NO. OH-30-62-17
STA. 369+33WB

(VMS MAX AREA = 192.00 S.F.)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 8141
NICCI D. TINER
8-8-18

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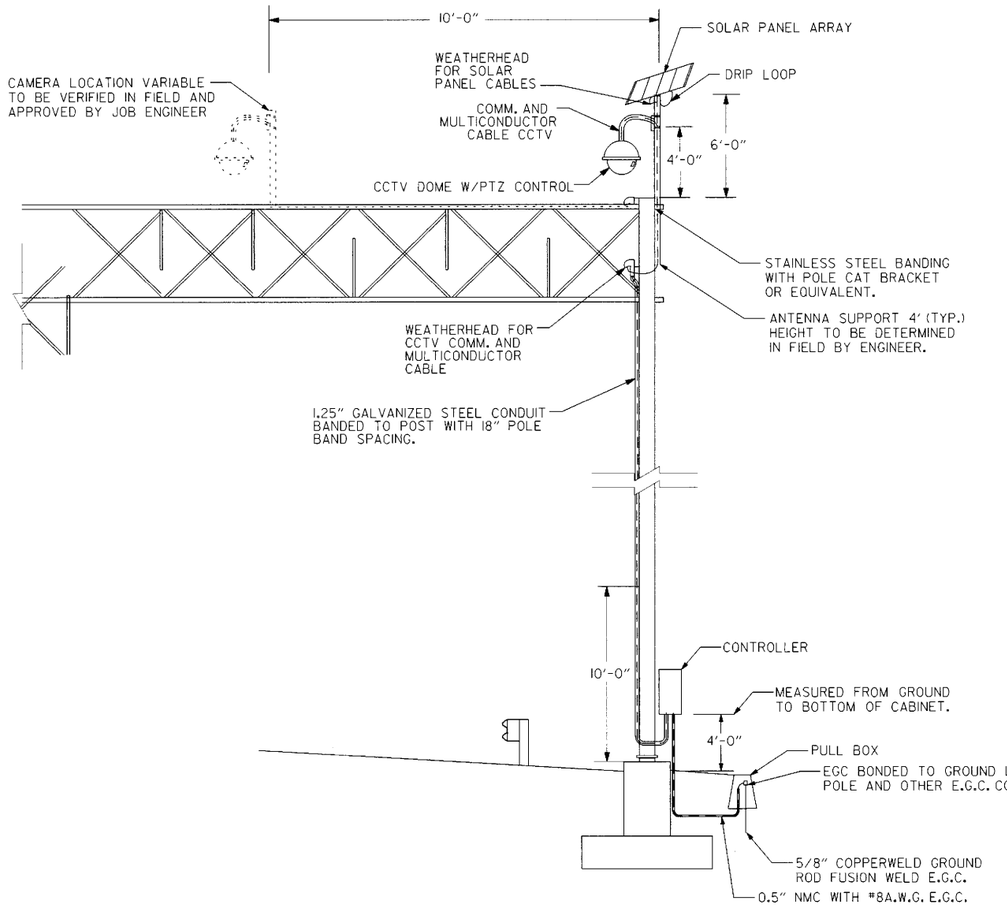
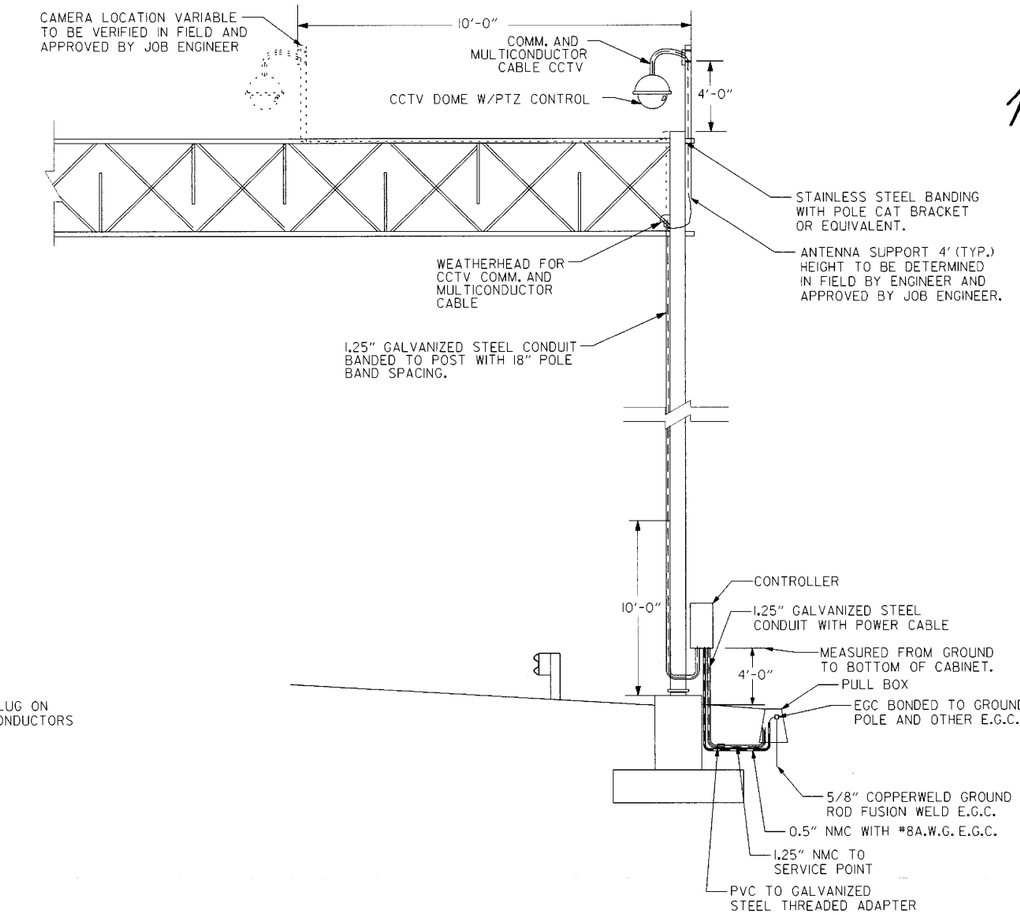
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	791	1465
				(2)		ITS DETAILS		



TYPICAL SIGN TRUSS MOUNTED CCTV WITH SOLAR POWER

N.T.S.



TYPICAL SIGN TRUSS MOUNTED CCTV WITH UTILITY POWER

N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.8141
NICCI D. TINER
8-8-18

NOTES:

EACH SOLAR PANE SHALL HAVE A STICKERED LABEL WITH THE MODEL AND SERIAL NUMBERS PRINTED IN A MINIMUM OF 1" INCH FONT SO THAT IT IS VIEWABLE FROM THE GROUND WITH BINOCULARS.

THE CONTRACTOR SHALL PROVIDE A LIST OF CAMERA DEVICES AND SOLAR PANELS THAT INCLUDE THE MODEL NUMBER, SERIAL NUMBER, LATITUDE, AND LONGITUDE FOR EACH DEVICE AND PANEL.

IF ANY DEVICE OR PANEL IS REPLACED DUE TO FAILURE, THE CONTRACTOR SHALL PROVIDE THE NEW MODEL AND SERIAL NUMBERS TO THE DEPARTMENT.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY II.

CONSTRUCTION SPECIFICATIONS: ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN 1/2" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE ROAD IS TO BE LOCATED IN THE CONCRETE PULL BOX PAID FOR SEPARATELY AS SHOWN ON THE PLANS.

SEE PLAN SHEETS FOR WHETHER SOLAR POWER OR UTILITY POWER IS REQUIRED AT CAMERA LOCATION.

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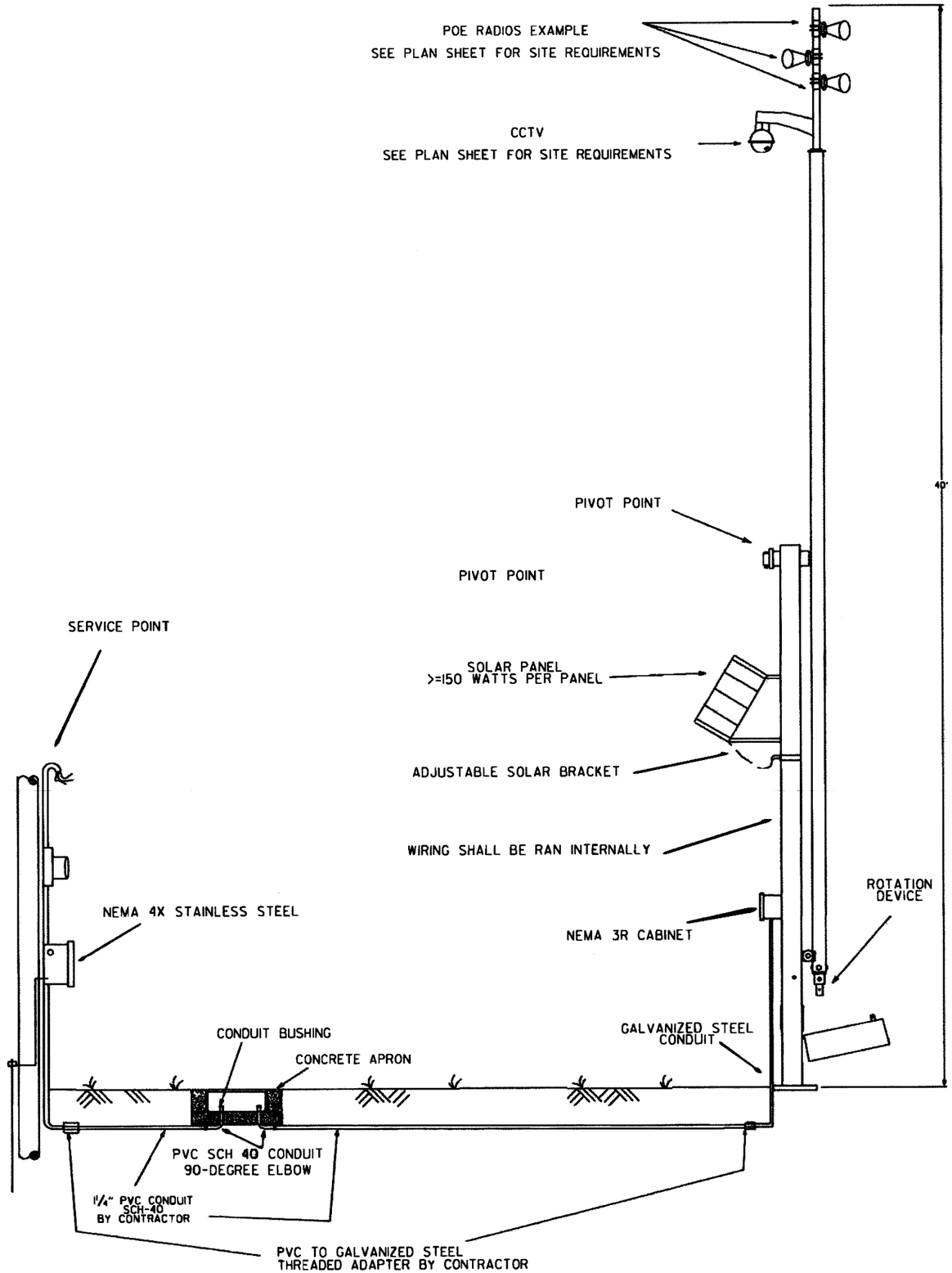
REVISED DATE:

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.AID DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
				JOB NO.		CA0601	792	1465

(2) TILT TOWER



NOTES:

1. IF USED, PULL BOX SHALL BE FLUSH WITH GROUND.

2. PULL BOX BETWEEN THE SERVICE POINT AND POLE IS ONLY REQUIRED IF THE SERVICE POINT IS GREATER THAN 20FT AWAY FROM POLE.

3. SOLAR PANELS OR UTILITY ONLY INSTALLED AT LOCATIONS AS INDICATED ON PLAN SHEET.

4. SEE TILT TOWER SPECIAL PROVISION FOR MORE DETAILS

5. THE LOCATION OF TOWERS SHOWN IN THE PLANS ARE APPROXIMATE, AND ARE THE LOCATIONS AT THE TIME OF DESIGN. THE FINAL LOCATION MAY BE SUBJECT TO CHANGE DUE TO CONSTRUCTION ENVIORNMENT. THE CONTRACTOR SHALL VERIFY THE FINAL LOCATION WITH THE JOB ENGINEER, AND ANY CHANGES SHALL BE APPROVED BY THE JOB ENGINEER.

MINMUM STRUCTURAL REQUIRMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY II.

CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN 1/2" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE GROUND ROD SHALL BE SUBSIDIARY TO THE TILT TOWER/POLE.

MOUNTING LOCATION SHALL NOT INTERFERE WITH FOLDING ARM.

PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY. ARKANSAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ARKANSAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF EMEMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-482-8998. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITEIS AS WELL AS THE ONE-CALL SYSTEM.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7432
9-10
ROGER A. SMITH

ARDOT

TILT TOWER

DETAILS N.T.S

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	793	1465
				ILLUMINATION				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18052
C. R. SILVER
6/21/2018

— — — PROP CONDUIT
═══ PROP CONDUIT (BORED)
⬢ ELEC SVC POINT
⊠ JUNCTION BOX
■ PULL BOX TYPE HD

YYZ-XXX — YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER

(XXX) — RUN NUMBER

⊙ EXIST. HIGH MAST ASSEMBLY

RELOCATED ROADWAY ILLUMINATION POLE (250W, T-BASE, 30')

PROP ROADWAY ILLUMINATION POLE (92W-LED, SHOE BASE, 30') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

LEGEND

FIXTURE SCHEDULE					
DESCRIPTION	DISTRIBUTION / LUMEN OUTPUT (MINIMUM)	LAMPS WATTS	LAMPS TYPE	VOLTAGE	REMARKS
ROADWAY ILLUMINATION POLE	TYPE III, WIDE ROADWAY / 7,030 LUMENS	92	LED	240V	30' MH, 4' ARM

ILLUMINATION DESIGN CRITERIA TABLE		
DESCRIPTION	AVG.	AVG./MIN.
ROADWAY	0.7 fc	4.0:1
ROUNDABOUT	1.1 fc	4.0:1

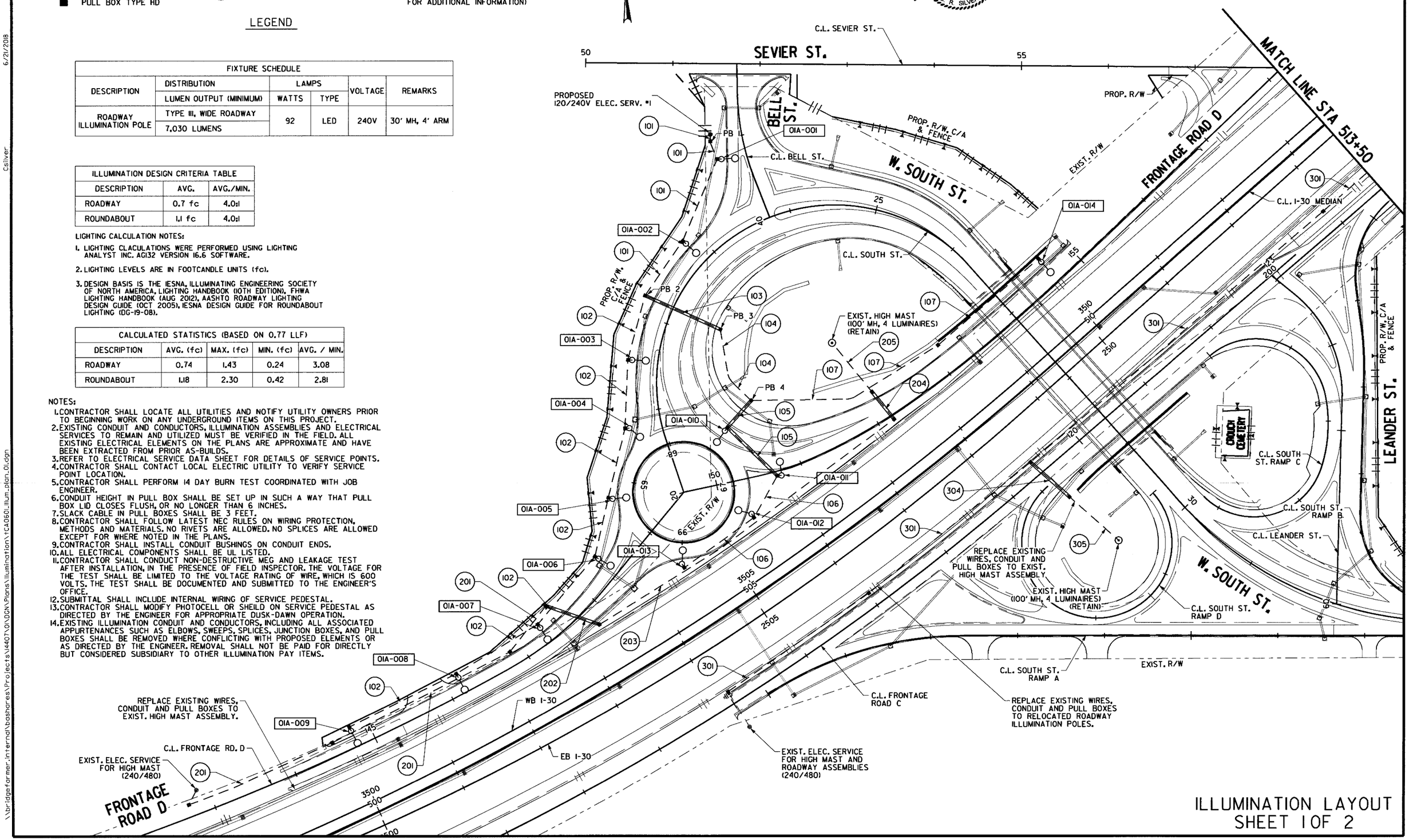
LIGHTING CALCULATION NOTES:

1. LIGHTING CLACULATIONS WERE PERFORMED USING LIGHTING ANALYST INC. AGI32 VERSION 16.6 SOFTWARE.
2. LIGHTING LEVELS ARE IN FOOTCANDLE UNITS (fc).
3. DESIGN BASIS IS THE IESNA, ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA, LIGHTING HANDBOOK (10TH EDITION), FHWA LIGHTING HANDBOOK (AUG 2012), AASHTO ROADWAY LIGHTING DESIGN GUIDE (OCT 2005), IESNA DESIGN GUIDE FOR ROUNDABOUT LIGHTING (DG-19-08).

CALCULATED STATISTICS (BASED ON 0.77 LLF)				
DESCRIPTION	AVG. (fc)	MAX. (fc)	MIN. (fc)	AVG. / MIN.
ROADWAY	0.74	1.43	0.24	3.08
ROUNDABOUT	1.18	2.30	0.42	2.81

NOTES:

1. CONTRACTOR SHALL LOCATE ALL UTILITIES AND NOTIFY UTILITY OWNERS PRIOR TO BEGINNING WORK ON ANY UNDERGROUND ITEMS ON THIS PROJECT.
2. EXISTING CONDUIT AND CONDUCTORS, ILLUMINATION ASSEMBLIES AND ELECTRICAL SERVICES TO REMAIN AND UTILIZED MUST BE VERIFIED IN THE FIELD. ALL EXISTING ELECTRICAL ELEMENTS ON THE PLANS ARE APPROXIMATE AND HAVE BEEN EXTRACTED FROM PRIOR AS-BUILDS.
3. REFER TO ELECTRICAL SERVICE DATA SHEET FOR DETAILS OF SERVICE POINTS.
4. CONTRACTOR SHALL CONTACT LOCAL ELECTRIC UTILITY TO VERIFY SERVICE POINT LOCATION.
5. CONTRACTOR SHALL PERFORM 14 DAY BURN TEST COORDINATED WITH JOB ENGINEER.
6. CONDUIT HEIGHT IN PULL BOX SHALL BE SET UP IN SUCH A WAY THAT PULL BOX LID CLOSES FLUSH, OR NO LONGER THAN 6 INCHES.
7. SLACK CABLE IN PULL BOXES SHALL BE 3 FEET.
8. CONTRACTOR SHALL FOLLOW LATEST NEC RULES ON WIRING PROTECTION, METHODS AND MATERIALS. NO RIVETS ARE ALLOWED. NO SPLICES ARE ALLOWED EXCEPT FOR WHERE NOTED IN THE PLANS.
9. CONTRACTOR SHALL INSTALL CONDUIT BUSHINGS ON CONDUIT ENDS.
10. ALL ELECTRICAL COMPONENTS SHALL BE UL LISTED.
11. CONTRACTOR SHALL CONDUCT NON-DESTRUCTIVE MEG AND LEAKAGE TEST AFTER INSTALLATION, IN THE PRESENCE OF FIELD INSPECTOR. THE VOLTAGE FOR THE TEST SHALL BE LIMITED TO THE VOLTAGE RATING OF WIRE, WHICH IS 600 VOLTS. THE TEST SHALL BE DOCUMENTED AND SUBMITTED TO THE ENGINEER'S OFFICE.
12. SUBMITTAL SHALL INCLUDE INTERNAL WIRING OF SERVICE PEDESTAL.
13. CONTRACTOR SHALL MODIFY PHOTOCELL OR SHEILD ON SERVICE PEDESTAL AS DIRECTED BY THE ENGINEER FOR APPROPRIATE DUSK-DAWN OPERATION.
14. EXISTING ILLUMINATION CONDUIT AND CONDUCTORS, INCLUDING ALL ASSOCIATED APPURTENANCES SUCH AS ELBOWS, SWEEPS, SPLICES, JUNCTION BOXES, AND PULL BOXES SHALL BE REMOVED WHERE CONFLICTING WITH PROPOSED ELEMENTS OR AS DIRECTED BY THE ENGINEER. REMOVAL SHALL NOT BE PAID FOR DIRECTLY BUT CONSIDERED SUBSIDIARY TO OTHER ILLUMINATION PAY ITEMS.



ILLUMINATION LAYOUT
SHEET 1 OF 2

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— — — PROP CONDUIT
═══ PROP CONDUIT (BORED)
⬢ ELEC SVC POINT
⊠ JUNCTION BOX
■ PULL BOX TYPE HD

YYZ-XXX — YY-SERVICE NO. Z-CIRCUIT XXX-POLE NUMBER

(XXX) — RUN NUMBER

LEGEND

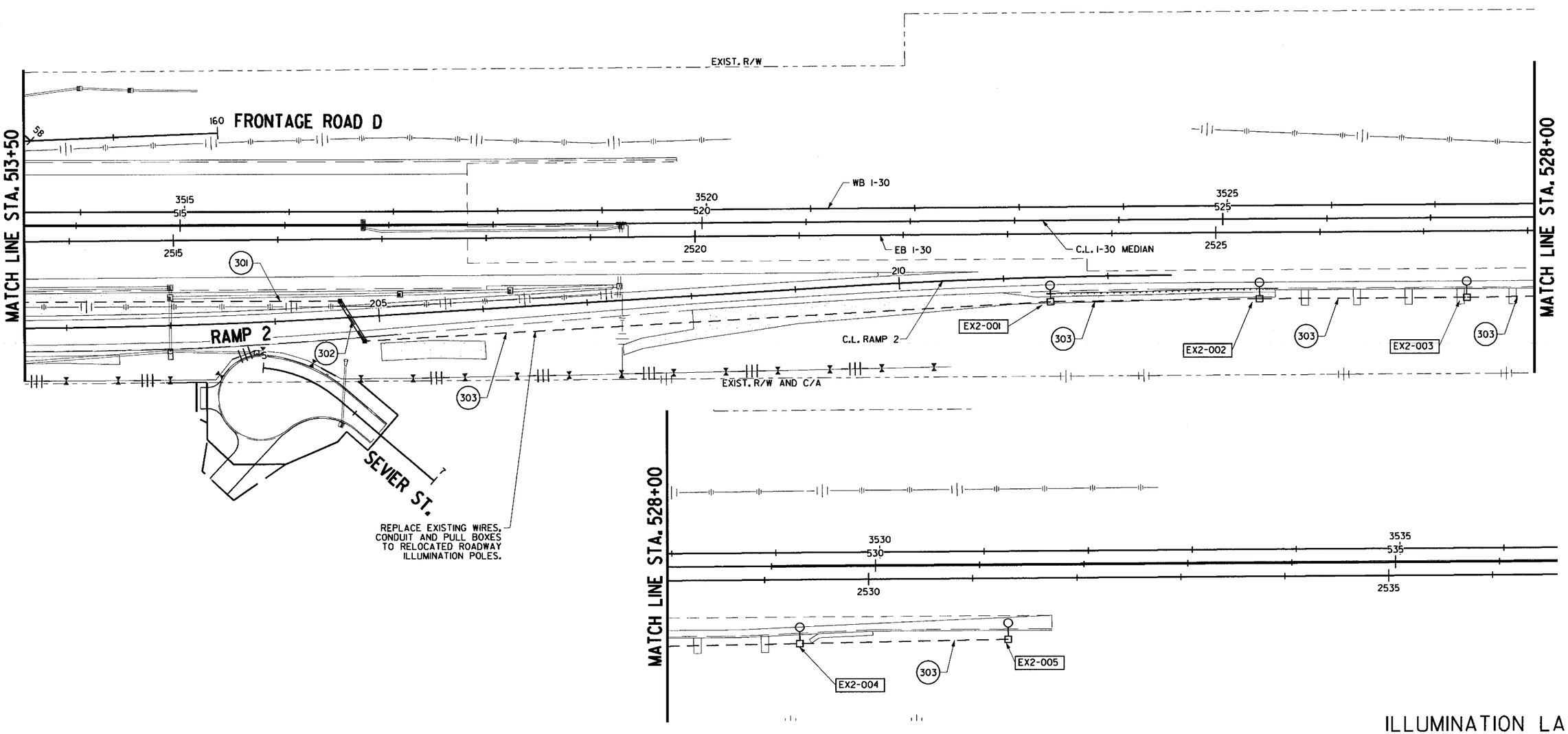
⊙ EXIST. HIGH MAST ASSEMBLY

RELOCATED ROADWAY ILLUMINATION POLE (250W, T-BASE, 30')

PROP ROADWAY ILLUMINATION POLE (92W-LED, SHOE BASE, 30') (SEE ILLUM DETAIL SHEETS FOR ADDITIONAL INFORMATION)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18052
C. R. SILVER
6-21-2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	794	1465
				(2) ILLUMINATION				



ILLUMINATION LAYOUT
SHEET 2 OF 2

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	795	1465
				②		ILLUMINATION		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18052
C. R. SILVER
6-21-2018

SCHEDULE OF ILLUMINATION ROADWAY ASSEMBLIES

ILLUM SHEET NO.	POLE NO.	CENTERLINE	STATION	OFFSET FROM C.L. (FEET)	SIDE	NOTES	POLE TYPE	POLE HEIGHT	ARM LENGTH	BASE TYPE	LUMINAIRE WATTAGE	LUMINAIRE TYPE	ORIENTATION ANGLE (PLAN NORTH = 0°, ROTATION CCW)	SVC CTR	CIRCUIT
1	01A-001	BELL ST	40+80	29.0'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	270 DEG.	1	A
1	01A-002	SOUTH ST	22+85	29.5'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	224 DEG.	1	A
1	01A-003	SOUTH ST	21+54	29.5'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	264 DEG.	1	A
1	01A-004	SOUTH ST	20+86	37.0'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	227 DEG.	1	A
1	01A-005	ROUNDABOUT	65+16	24.0'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	272 DEG.	1	A
1	01A-006	FRONTAGE RD D	148+40	26.9'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	236 DEG.	1	A
1	01A-007	FRONTAGE RD D	147+31	19.5'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	208 DEG.	1	A
1	01A-008	FRONTAGE RD D	146+17	19.0'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	204 DEG.	1	A
1	01A-009	FRONTAGE RD D	144+79	19.0'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	204 DEG.	1	A
1	01A-010	ROUNDABOUT	67+50	27.1'	RT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	141 DEG.	1	A
1	01A-011	FRONTAGE RD D	150+75	6.2'	RT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	3 DEG.	1	A
1	01A-012	ROUNDABOUT	66+75	23.9'	RT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	71 DEG.	1	A
1	01A-013	ROUNDABOUT	66+00	24.7'	RT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	353 DEG.	1	A
1	01A-014	FRONTAGE RD D	154+65	29.0'	LT	SINGLE MAST ARM	CONVENTIONAL	30'	4'	SHOE	92	LED	218 DEG.	1	A
2	EX2-001	I-30 MEDIAN	523+34	78.3'	RT	SINGLE MAST ARM	CONVENTIONAL	EXIST.	EXIST.	TRANS.	250	HPS	0 DEG.	EX	2
2	EX2-002	I-30 MEDIAN	525+34	77.0'	RT	SINGLE MAST ARM	CONVENTIONAL	EXIST.	EXIST.	TRANS.	250	HPS	0 DEG.	EX	2
2	EX2-003	I-30 MEDIAN	527+34	77.0'	RT	SINGLE MAST ARM	CONVENTIONAL	EXIST.	EXIST.	TRANS.	250	HPS	0 DEG.	EX	2
2	EX2-004	I-30 MEDIAN	527+27	74.7'	RT	SINGLE MAST ARM	CONVENTIONAL	EXIST.	EXIST.	TRANS.	250	HPS	0 DEG.	EX	2
2	EX2-005	I-30 MEDIAN	531+27	72.0'	RT	SINGLE MAST ARM	CONVENTIONAL	EXIST.	EXIST.	TRANS.	250	HPS	0 DEG.	EX	2

CONDUIT AND CONDUCTOR RUNS

Run No.	ELECTRICAL CONDUCTORS-IN-CONDUIT ALUMINUM LENGTH (FEET)			NON-METALLIC CONDUIT (FEET)	COMMENTS
	2C/#2 A.W.G., E.G.C.	3C/#4 A.W.G., E.G.C.	2C/#8 A.W.G., E.G.C.	2 IN. PVC SCH 40	
101			238	230	TRENCH
102			715	701	TRENCH
103			103	101	BORE
104			110	106	TRENCH
105			139	135	BORE
106			171	167	TRENCH
107			410	404	TRENCH
201		503		501	TRENCH
202		73		71	BORE
203		423		421	TRENCH
204		48		46	BORE
205		83		81	TRENCH
301	1258	440		1256	TRENCH
302	53			51	BORE
303	1460			1458	TRENCH
304		68		66	BORE
305		83		81	TRENCH
TOTALS:	2771	1721	1886	5876	

VOLTAGE DROP CALCULATIONS SOUTH ST. ROUNDABOUT, SERVICE POINT 1, CIRCUIT 1

FROM	TO	WIRE SIZE	VOLTAGE (LINE-TO- LINE)	PHASE	WIRE TYPE	CONDUIT TYPE	IMPEDANCE (Ω/1000 FT)	CUMULATIVE VOLTAGE DROP AT NODE (VOLTS)	%VD
SERVICE	PB 1	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	1.02	0.43%
PB 1	POLE 001	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	1.40	0.58%
POLE 001	POLE 002	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	2.73	1.14%
POLE 002	PB 2	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	3.68	1.53%
PB 2	POLE 003	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	4.28	1.78%
POLE 003	POLE 004	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	4.80	2.00%
POLE 004	POLE 005	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	5.26	2.19%
POLE 005	POLE 006	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	5.57	2.32%
POLE 006	POLE 007	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	5.91	2.46%
POLE 007	POLE 008	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	6.14	2.56%
POLE 008	POLE 009	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	6.29	2.62%
PB 2	PB 3	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	4.09	1.71%
PB 3	PB 4	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	4.54	1.89%
PB 4	POLE 010	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	4.69	1.95%
POLE 010	POLE 011	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	4.96	2.07%
POLE 011	POLE 012	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	5.09	2.12%
POLE 012	POLE 013	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	5.19	2.16%
PB 4	POLE 014	2*8 A.W.G., E.G.C.	240	1	ALUMINUM	PVC	1.28	5.11	2.13%
							MAX:	6.29	2.62%

NOTE: PERCENT VOLTAGE DROP SHOWN IS CUMULATIVE TO EACH POINT MEASURED.

ILLUMINATION
POLE SCHEDULE & CONDUIT RUNS

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	796	1465

(2) ILLUMINATION QUANTITIES & ELEC. SERV. DATA

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 14407 MARK LYONS

May 2018

ILLUMINATION SUMMARY

LOCATION	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/2 A.W.G., E.G.C.)	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (3C/4 A.W.G., E.G.C.)	ELECTRICAL CONDUCTORS-IN-CONDUIT, ALUMINUM (2C/8 A.W.G., E.G.C.)	NON-METALLIC CONDUIT (2")	CONCRETE PULL BOX (TYPE 2 HD)	LIGHT POLE FOUNDATION	LED ROADWAY ILLUMINATION POLE (7,030 LUMENS, COBRA HEAD, SHOE BASE, 30')	ROADWAY ILLUMINATION POLE RELOCATION	PEDESTAL TYPE SERVICE POINT (100 AMP)
ILLUMINATION	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	EACH	EACH	EACH
PROPOSED ROUNDABOUT LIGHTING			1886	1844	19	14	14		1
REPLACE EXISTING TO HIGH MAST		1130		1120	7				
REPLACE EXISTING TO HIGH MAST AND ROADWAY	2771	591		2912	6			5	
ILLUMINATION TOTALS:	2771	1721	1886	5876	32	14	14	5	1

ELECTRICAL SERVICE DATA

ELECTRICAL SERVICE NO.	STATUS	LOCATION	SERVICE VOLTAGE	MAIN BREAKER	BRANCH BRKR CKTI	SERVICE ENT. CONDUCTOR	SERVICE ENT. CONDUIT	COMMENTS
#1 SHEET 1 OF 3	INSTALL NEW 120/240 VAC PEDESTAL TYPE ELECTRICAL SERVICE #1	W R/W BELL ST.	120/240V, SINGLE PHASE	2P/100A	INSTALL NEW 2P/20A, 14-92W LED FIXTURES FOR A CONNECTED LOAD OF 6A AT 240 VAC	2/#2 A.W.G., E.G.C.	2"	TOTAL CONNECTED LOAD = 1.4 KVA

ILLUMINATION QUANTITIES & ELECTRICAL SERVICE DATA

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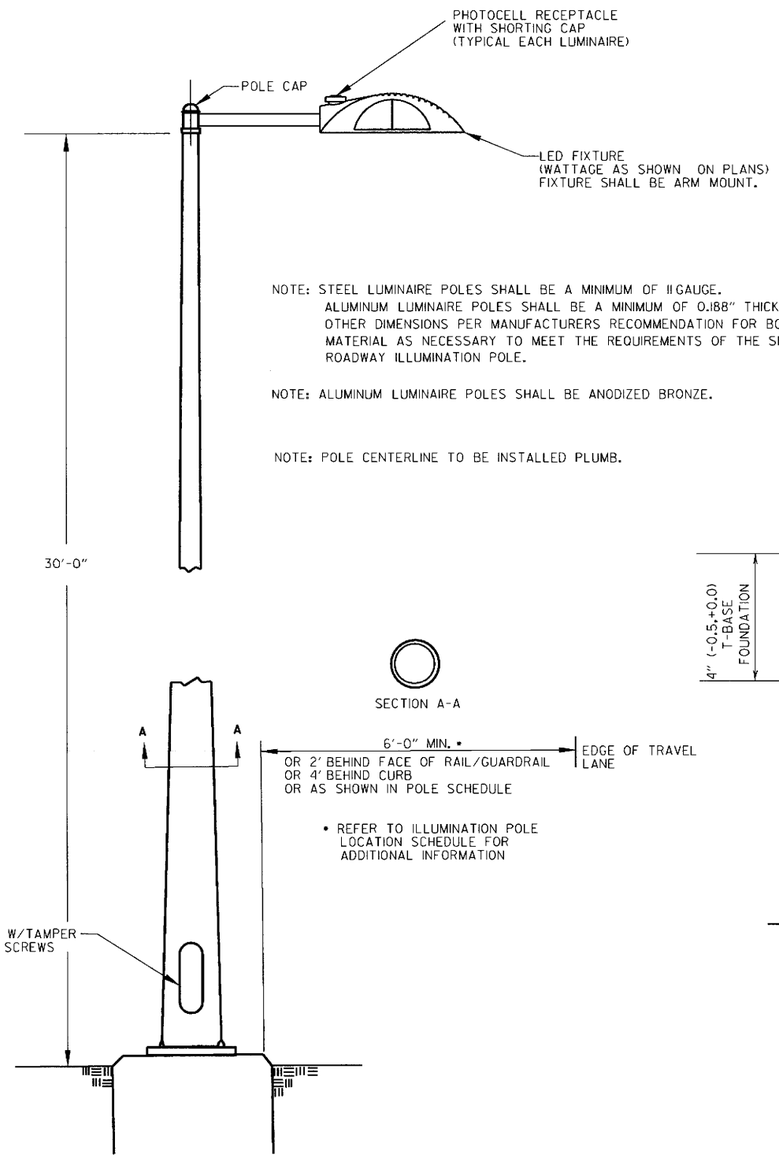
				JOB NO.		CA0601	797	1465
				②	ILLUMINATION			

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 18052 C. R. SILVER 6-21-18

ACCEPTANCE CRITERIA SHALL CONSIST OF THE FOLLOWING:
A. SUBMIT COMPLETE SHOP DRAWING DATA FOR FIXTURE AND LAMP, INCLUDING IES FILE AND LLF CALCULATION.
B. SUBMIT COMPLETE POINT-BY-POINT PHOTOMETRIC LIGHTING ANALYSIS OF ALL GIVEN AREAS FOR BOTH INITIAL LUMEN AND LLF CALCULATIONS.
C. LLF DESIGN, LIGHTING ANALYSIS VALUES SHALL MEET OR EXCEED THE ILLUMINATION DESIGN CRITERIA TABLE REQUIREMENTS, NO EXCEPTION.

FINAL ACCEPTANCE TESTING PROCEDURE SHALL CONSIST OF THE FOLLOWING:
A. SUBMIT TEST PROCEDURE FOR REVIEW AND APPROVAL.
B. CONDUCT MINIMUM 14-DAY FINAL ACCEPTANCE TEST FOR THE COMPLETE LIGHTING SYSTEM. CORRECT MALFUNCTIONING EQUIPMENT AND RETEST, OTHERWISE REMOVE AND REPLACE WITH NEW EQUIPMENT.
C. REPLACE BURNED OUT AND NOTICEABLY DIM LAMPS AND RETEST.
D. DURING FINAL ACCEPTANCE TEST PERIOD, TAKE FIELD LIGHT LEVEL MEASUREMENTS (ILLUMINANCE) ALONG THE ENTIRE SYSTEM, IN A 10' GRID PATTERN COVERING ALL PAVED AREAS, WITH AN ILLUMINANCE METER THAT IS LED RATED. FIELD LEVEL MEASUREMENTS AND CALCULATIONS SHALL MEET OR EXCEED INITIAL LUMEN DESIGN CALCULATIONS. COORDINATE FIELD WORK WITH OWNER AND ENGINEER

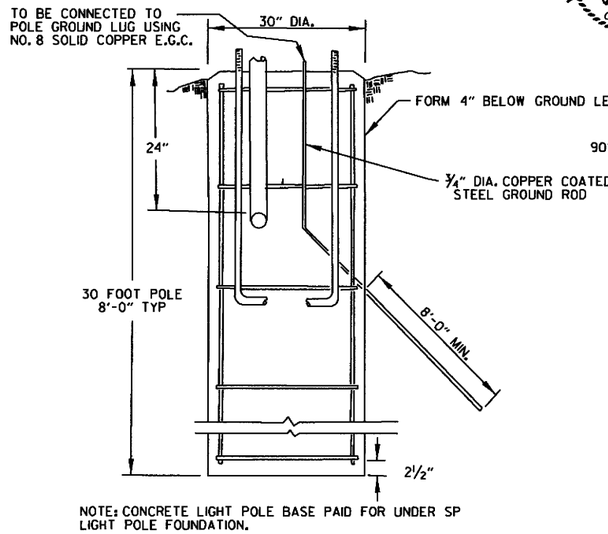


NOTE: STEEL LUMINAIRE POLES SHALL BE A MINIMUM OF 11 GAUGE. ALUMINUM LUMINAIRE POLES SHALL BE A MINIMUM OF 0.188" THICK. OTHER DIMENSIONS PER MANUFACTURERS RECOMMENDATION FOR BOTH MATERIAL AS NECESSARY TO MEET THE REQUIREMENTS OF THE SP - ROADWAY ILLUMINATION POLE.

NOTE: ALUMINUM LUMINAIRE POLES SHALL BE ANODIZED BRONZE.

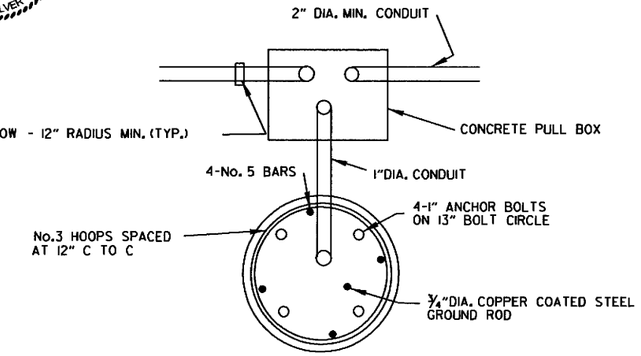
NOTE: POLE CENTERLINE TO BE INSTALLED PLUMB.

LED HEAD LUMINAIRE POLE
WITH SHOE BASE

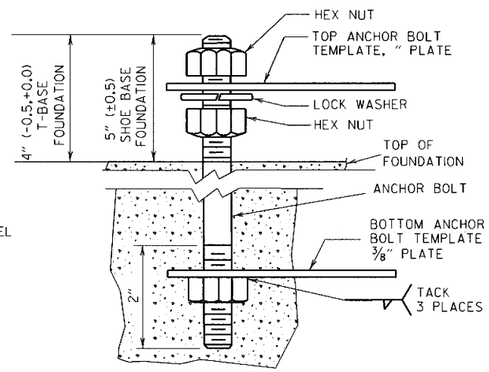


NOTE: CONCRETE LIGHT POLE BASE PAID FOR UNDER SP LIGHT POLE FOUNDATION.

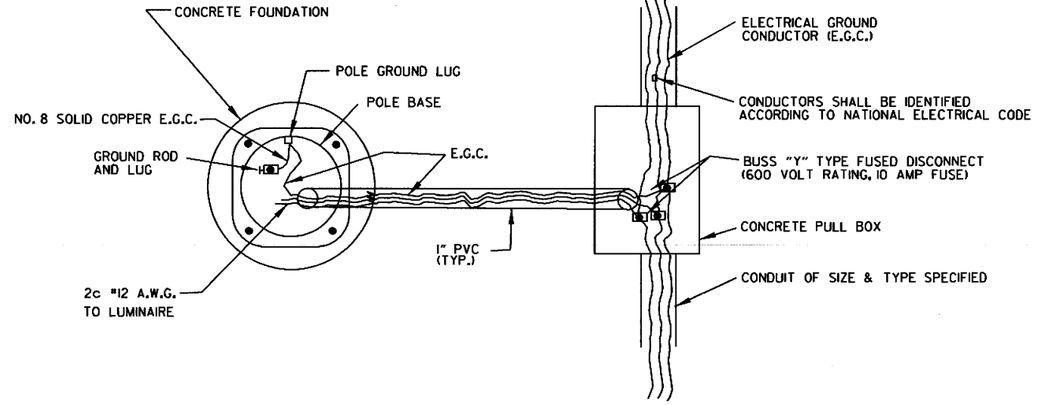
CONCRETE FOUNDATION



PLAN
NOTE: TOP OF FOUNDATION SHALL BE FLUSH WITH LOCAL GROUND SURFACE.



ANCHOR BOLT DETAIL



POLE FOUNDATION/PULL BOX WIRING DETAIL

ROADWAY ILLUMINATION ASSEMBLY FOUNDATIONS
1. TOP 6 INCHES OF FOUNDATION SHALL BE FORMED AND STRUCK LEVEL.
2. ANCHOR BOLTS FOR ALL POLES, EXCEPT CTB-MOUNTED POLES, SHALL BE A-36M55 ANCHOR BOLTS. ANCHOR BOLTS FOR CTB MOUNTED POLES SHALL BE STEEL, ASTM A-325 OR A-321 THREADED ROD. NUTS FOR CTB ANCHOR BOLTS SHALL BE ASTM A-563 GRADE D HEAVY HEX, GALVANIZED. THE TOP 8 INCHES OF ALL ANCHOR BOLTS SHALL BE GALVANIZED PER ASTM A-153. ANCHOR BOLTS IN FOUNDATIONS SHALL BE 1 1/4 INCHES X 30 INCHES FOR MOUNTING HEIGHTS 40 FEET AND GREATER, 1 INCH X 30 INCHES FOR MOUNTING HEIGHTS LESS THAN 40 FEET. ANCHOR BOLTS SHALL HAVE TOP END THREADED NOT LESS THAN 5 INCHES AND FURNISHED WITH GALVANIZED HEX NUTS, 1/2 INCH FLAT WASHERS (T-BASE), LOCK WASHERS (SHOE BASE) AND TEMPLATE. THE LOWER END OF THE BOLT SHALL BE THREADED AND FURNISHED WITH NUT AND TEMPLATE. WHEN BOLTS WITH ROLLED THREADS ARE FURNISHED, BOLT BODY NEED NOT BE FULL SIZE. ANCHOR BOLTS AND NUTS SHALL HAVE CLASS 2A AND 2B FIT. NUTS SHALL BE TAPPED AND CHASED AFTER GALVANIZING.
3. CONCRETE SHALL BE CLASS A.
4. A MINIMUM OF ONE CONDUIT SHALL BE INSTALLED IN EACH FOUNDATION. ANY UNUSED CONDUITS IN FOUNDATIONS SHALL BE CAPPED ON BOTH ENDS.
5. UNLESS OTHERWISE DIMENSIONED ON THE PLANS, BREAKAWAY ROADWAY ILLUMINATION ASSEMBLIES SHOULD BE LOCATED AS SHOWN IN THE PLACEMENT TABLE. NON-BREAKAWAY ILLUMINATION ASSEMBLIES SHOULD BE PROTECTED FROM VEHICULAR IMPACT (I.E. 2 FEET BEHIND GUARD RAIL OR MOUNTED ATOP TRAFFIC BARRIER) OR LOCATED OUTSIDE THE CLEAR ZONE, EXCEPT THAT 2.5 FEET FROM CURB FACE IS MINIMUM DESIRED FOR LIGHT POLES ON CITY STREETS, 45 MPH OR LESS, SEE DESIGN GUIDELINES FOR FURTHER INFORMATION.
6. ANCHOR BOLT TEMPLATE SHALL NOT BE SUPPLIED WITH FLAT WASHERS. TRANSFORMER BASE SHALL BE HELD WITH 1/2 INCH THICK WASHERS SUPPLIED WITH BASE. NO WASHERS OR SHIMS SHALL BE USED UNDER TRANSFORMER BASE.

ILLUMINATION DETAILS SHEET 1 OF 3 N.T.S.

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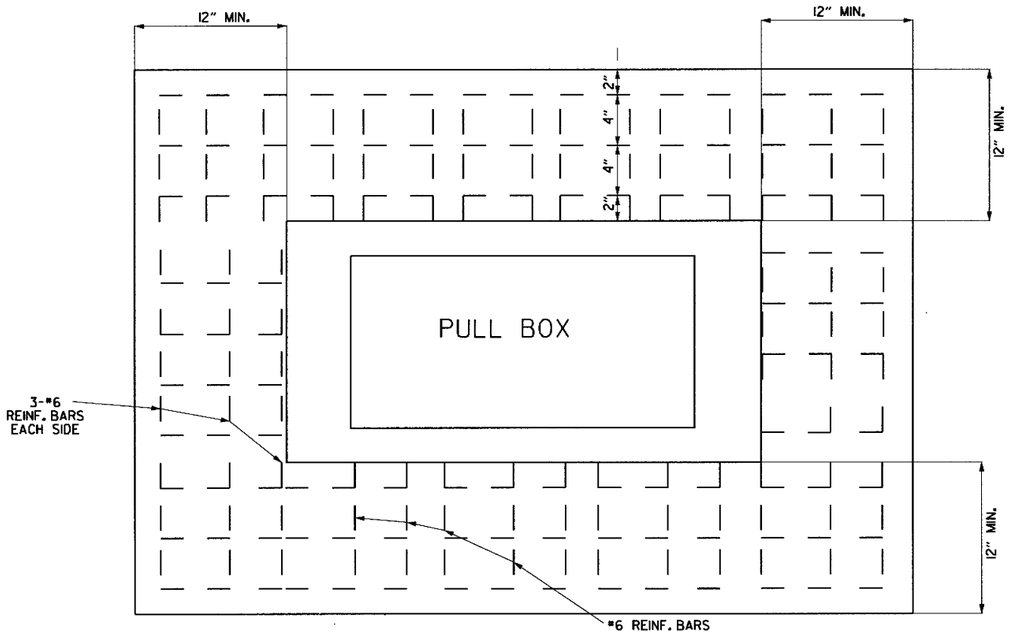
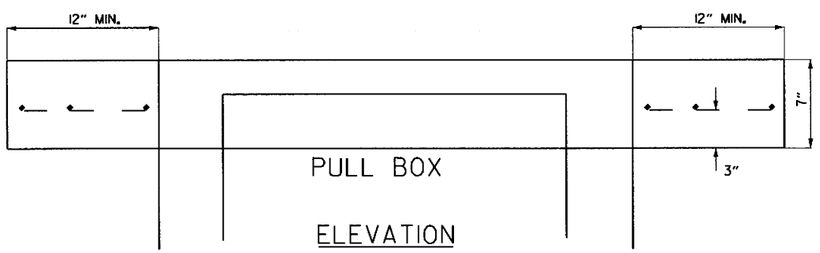
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18052
C. R. SILVER
6-21-2018



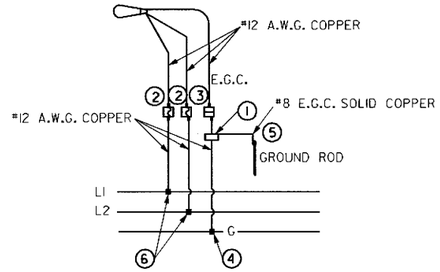
TOP

NOTE: PULL BOX LID SHALL BE LABLED "AHTD", "ELECTRIC", AND "ALUMINUM".



ELEVATION

DETAILS OF CONCRETE APRON "HD" PULL BOX



TYPICAL WIRING FOR CONVENTIONAL LUMINAIRES
THREE-WIRE CIRCUIT- LUMINAIRES
SERVED AT 240 VAC.
(120/240 VOLT SERVICE)

LUMINAIRE WIRING SCHEMATICS

KEYED NOTES:

1. POLE CLAMP / BONDING CONNECTOR
2. FUSED CONNECTOR - ALL ELECTRICAL CONNECTIONS FOR BREAKAWAY POLES SHALL BE WATERTIGHT AND SHALL BE DESIGNED AS BREAKAWAY (HOMAC - FLOOD SEAL OR EQUAL). USE A FUSED CONNECTOR FOR THE LINE (PHASE) WIRE ON ALL POLES.
3. UN-FUSED CONNECTOR -ALL ELECTRICAL CONNECTIONS FOR E.G.C. SHALL BE WATERTIGHT. FOR BREAKAWAY POLES, CONNECTIONS SHALL BE DESIGNED AS BREAKAWAY, SHALL HAVE A GREEN COLOR MARKING, AND SHALL HAVE A PERMANENTLY INSTALLED SOLID GROUND (HOMAC - FLOOD SEAL OR EQUAL). DUMMY/NEUTRAL FUSE SHALL BE HOMAC - FLOOD SEAL OR EQUAL. DO NOT INSTALL BREAKAWAY CONNECTOR ON SHOE BASE (NON-TRANSFORMER BASE) POLES.
4. EXOTHERMIC WELD.
5. EXOTHERMIC WELD TO GOUND ROD.
6. TEE SPLICE HOMAC RXL OR EQUIVALENT.

NOTE: ALL TRANSFORMER BASE POLES SHALL BE CONSDERED AS BREAKAWAY POLES.

ILLUMINATION DETAILS
SHEET 2 OF 3
N.T.S.

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LEGEND

1- MAIN DISCONNECT CIRCUIT BREAKER
SEE ELECTRICAL SERVICE DATA TABLE FOR SIZE

2 - CIRCUIT BREAKER, 15 AMP

3 - CONTROL STATION (HAND-OFF-AUTO)

4 - PHOTO ELECTRIC CONTROL, 240 VAC

5 - LIGHTING CONTACTOR, 240 VOLT COIL

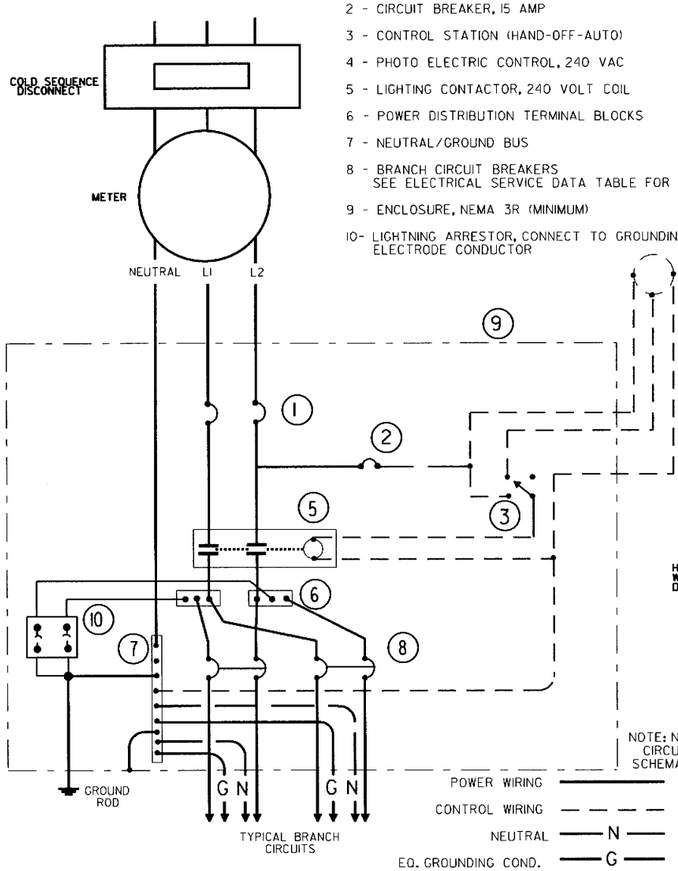
6 - POWER DISTRIBUTION TERMINAL BLOCKS

7 - NEUTRAL/GROUND BUS

8 - BRANCH CIRCUIT BREAKERS
SEE ELECTRICAL SERVICE DATA TABLE FOR SIZE

9 - ENCLOSURE, NEMA 3R (MINIMUM)

10- LIGHTNING ARRESTOR, CONNECT TO GROUNDING ELECTRODE CONDUCTOR



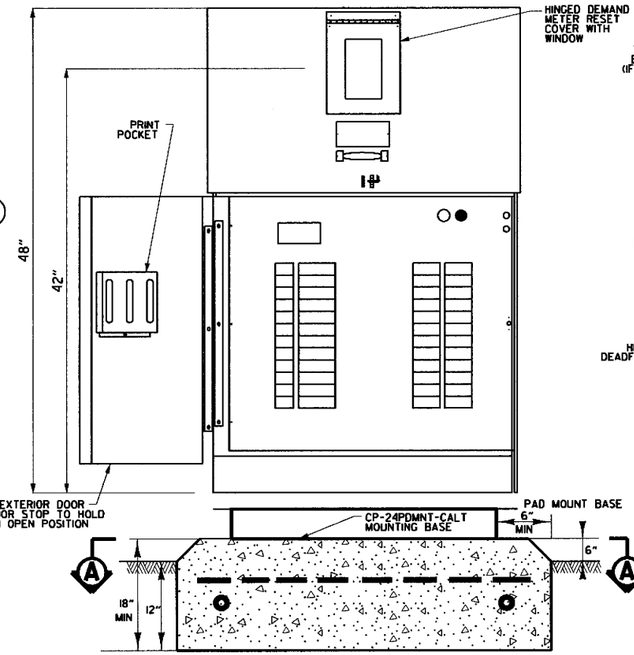
NOTE: NEUTRAL ONLY USED IN FOUR-WIRE CIRCUITS. REFER TO LUMINAIRE WIRING SCHEMATIC FOR CIRCUIT WIRING DETAILS.

TYPICAL PROPOSED ELECTRICAL SERVICE WIRING DIAGRAM

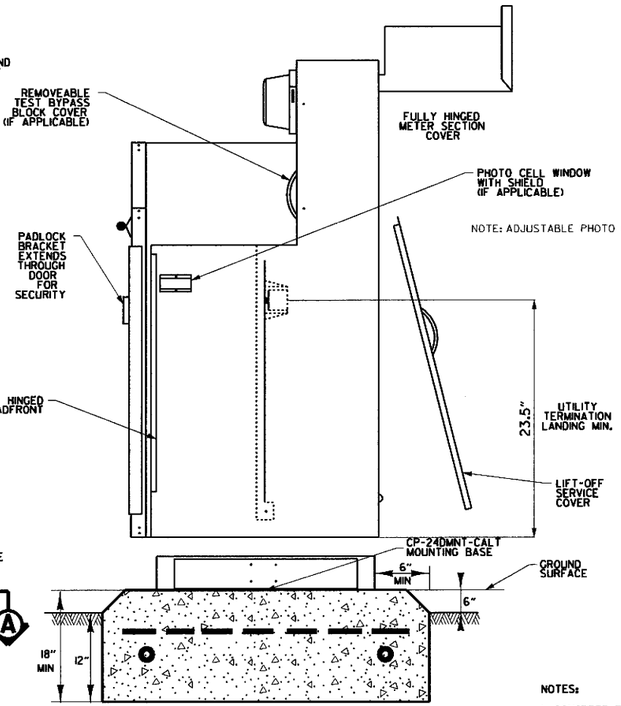
SEE ELECTRICAL SERVICE DATA TABLE FOR ADDITIONAL REQUIREMENTS

GENERAL NOTES FOR ELECTRICAL INSTALLATIONS

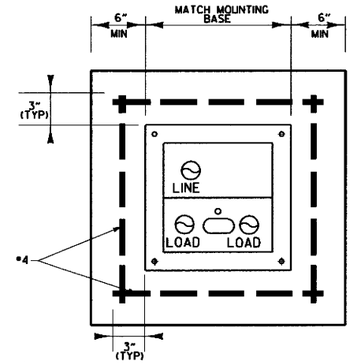
1. ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE.
2. ALL ENCLOSURE FRONT DOORS SHALL BE PERMANENTLY LABELED "DANGER HIGH VOLTAGE." LABEL SHALL BE A SELF STICKING TYPE INTENDED FOR OUTDOOR INSTALLATION. LETTERING STYLE, LAYOUT, AND COLORS OF RED, BLACK AND WHITE SHALL BE AS REQUIRED BY OSHA. LABEL LETTERS SHALL BE ONE TO ONE AND A HALF INCHES HIGH OR AS HIGH AS THE ENCLOSURE DOOR WIDTH WILL PERMIT. ENCLSURES SHALL ALSO BE LABELED TO INDICATE THE LOAD SERVED. THESE LABELS SHALL BE DUO-COLORED PLASTIC ENGRAVED LABELS. THE LABEL SHALL INDICATE THE SERVICE NUMBER AND THE LOAD (I.E. LIGHTING).
3. ALL UNDERGROUND SPLICES SHALL BE SEALED AND INSULATED.
4. A SUFFICIENT LENGTH OF CONDUCTOR FOR MAKING UP CONNECTIONS SHALL BE LEFT IN GROUND BOXES (2 FEET MINIMUM, 3 FEET MAXIMUM, TO POINT OF SPLICE, 3 FEET MINIMUM, 4 FEET MAXIMUM, WHEN CONDUCTOR IS PULLED THROUGH WITHOUT SPLICE), ENCLOSURES, WEATHERHEADS, AND POLE BASES (1 FOOT MINIMUM, 1.5 FEET MAXIMUM).
5. CONDUCTORS IN LIGHT POLES SHALL BE SUPPORTED BY A J-HOOK.
6. CONDUCTORS CONNECTED TO BREAKAWAY IN-LINE FUSE HOLDERS MUST BE INSTALLED IN ACCORDANCE WITH THE SPECIFIC MANUFACTURER'S INSTALLATION INSTRUCTIONS. WHERE THREADED CONNECTIONS ARE MADE, THEY SHALL BE PROPERLY TORQUED. PROPER CONDUCTOR TERMINATIONS ARE CRITICAL TO THE SAFE OPERATION OF BREAKAWAY DEVICES. WATERPROOFING BOOTS SHALL BE PROPERLY TRIMMED TO FIT SNUGLY AROUND THE CONDUCTOR SO AS TO PROVIDED A WATER PROOF SEAL. NO MORE THAN ONE WIRE MAY ENTER A SINGLE OPENING IN ANY ONE BOOT. WATER PROOFING BOOTS MUST PROVIDE THE CORRECT NUMBER OF OPENINGS. WHERE ONLY ONE WIRE IS TO BE CONNECTED TO A BOOT, THE BOOT MAY NOT BE A TWO WIRE TYPE.
7. INSULATION FOR CONDUCTORS FOR THIS PROJECT SHALL BE TYPE USE OR RHW UNLESS OTHERWISE SHOWN OR APPROVED BY THE ENGINER.
8. CONTRACTOR SHALL LOCATE AND AVOID OVERHEAD AND UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.



METERED COMMERCIAL PEDESTAL 200 AMP (N.T.S.)



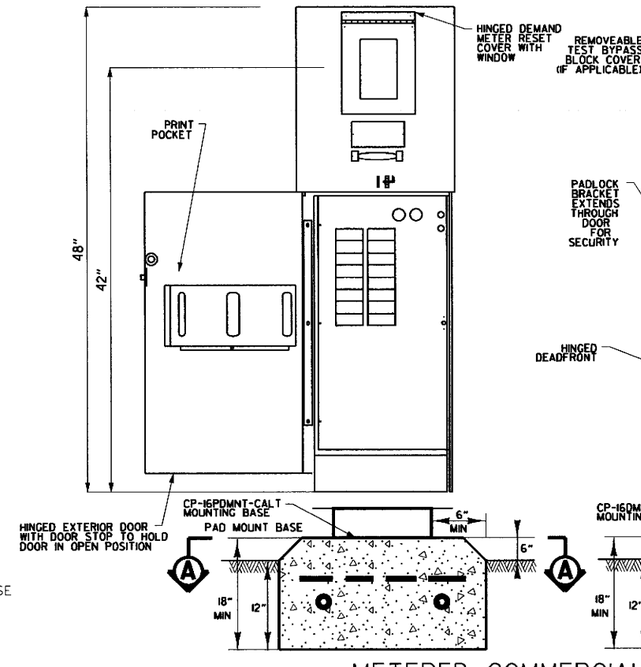
NOTE: ADJUSTABLE PHOTO CELL SHALL BE PROVIDED.

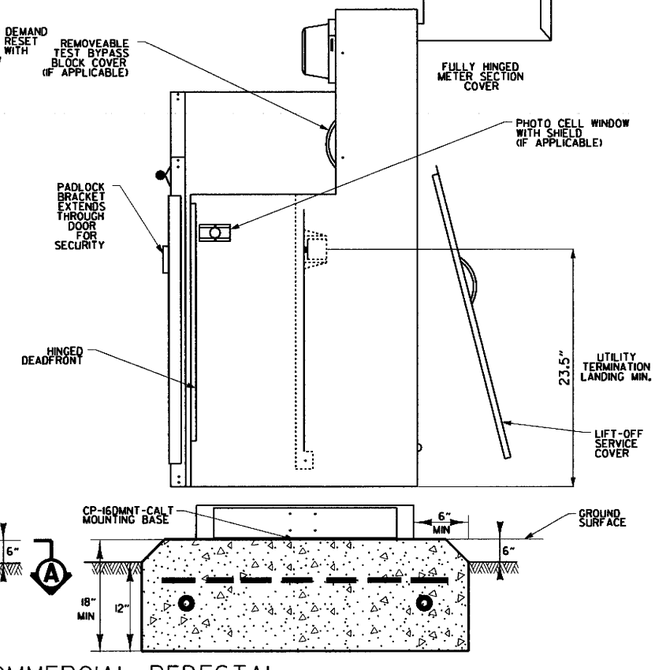


SECTION A-A

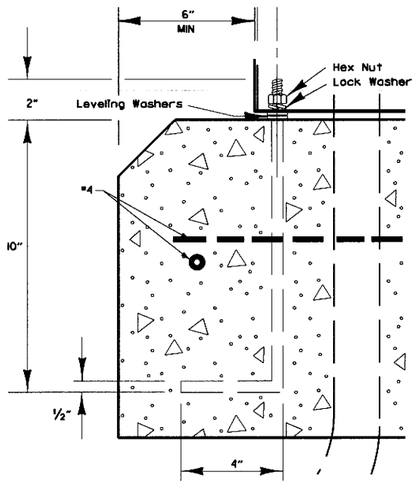
NOTES:

1. CONCRETE FOR CAST-IN-PLACE FOUNDATION SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'c = 3,500 PSI.
2. ALL REINFORCING STEEL SHALL BE GRADE 60 AND CONFORM TO AASHTO M31 OR M53.





METERED COMMERCIAL PEDESTAL 100 AMP (N.T.S)



ANCHOR BOLT DETAIL

ILLUMINATION DETAILS SHEET 3 OF 3 N.T.S.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER 6-21-2018 No. 18052 C. R. SILVER

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SIGNING SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	TOTAL	UNIT
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-10)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-11)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-13)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-15)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-17)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-18)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-20)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-26)	1	EACH
SP	STEEL OVERHEAD SIGN STRUCTURE (OH-30-62-27)	1	EACH
SP	STEEL BRIDGE MOUNTED SIGN STRUCTURE (BM-30-62-25)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-12)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-14)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-16)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-19)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-21)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-22)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-23)	1	EACH
SP	STEEL CANTILEVER SIGN STRUCTURE (OC-30-62-24)	1	EACH
SP, SS, & 725	GUIDE SIGN - ROADSIDE MOUNTED (DEMOUNTABLE LEGEND)	2764	SQ. FT.
SP, SS, & 725	GUIDE SIGN - OVERHEAD MOUNTED (DEMOUNTABLE LEGEND)	4189	SQ. FT.
SP, SS, & 726	STANDARD SIGN	3184	SQ. FT.
SP, SS, & 727	EXIT NUMBER PANEL (TYPE A)	428	SQ. FT.
SP & 729	CHANNEL POST SIGN SUPPORT (TYPE U-1)	60	EACH
SS & 730	BREAKAWAY SIGN SUPPORT (TYPE G-2)	22863	POUND
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-1)	41	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G-2)	59	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-1)	31	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-2)	8	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-3)	11	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-4)	6	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-5)	15	EACH
SP	OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS (TYPE G2-7)	2	EACH

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
STEPHEN R. TRIARHART
2018-10-16

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
09-28-18				6	ARK.			
				JOB NO.		CA0601	800	1465
				②	SIGNING QUANTITIES			

NOTES:

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF SIGNS, SUPPORTS AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND SUPPORTS SHALL BECOME THE PROPERTY OF THE CONTRACTTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED.

EXISTING LOGOS WILL BE RELOCATED TO THE NEW LOGO SIGN BY THE CONTRACTOR, THE LOGO INSTALLATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

NOTE:

BREAKAWAY SIGN SUPPORT TOTAL IS CALCULATED BY TAKING THE LENGTH OF H1, H2, H3 AND THE STUB POST AND MULTIPLYING BY THE BEAM WEIGHT (LBS).

ROADSIDE MOUNTED SIGNING QUANTITIES

SIGN NO./ LOCATION	I-BEAM STRUCTURE TYPE			GUIDE SIGN DEMOUNTABLE LEGEND			I-BEAM BREAKAWAY SIGN SUPPORT												EXIT NUMBER PANEL			
				LENGTH	HEIGHT		STEEL SECT. A-572		SIGN POST LENGTH			STUB POST			FOOTINGS			SIGN POST AND STUB	LEGEND	TYPE		
	G1	G2	G3	LIN. FT.		SQ. FT.	BEAM	LBS	H - 1	H - 2	H - 3	H - 1	H - 2	H - 3	DIA.	DEPTH	EMBED.	POUND		A	B	C
									LIN FT			LIN FT			LIN FT					SQ. FT.		
LAC-30-62-STA311+99WB		1		12.00	15.50	186.00	W10	22.00	24.75	26.15		6.33	6.33		3.00	9.00	6.00	1398.47				
LL-30-62-STA422+51EB		1		17.50	9.50	166.25	W10	22.00	18.87	20.62		5.00	5.00		3.00	7.00	4.67	1088.63				
LGF-30-62-STA486+00WB		1		12.00	16.00	192.00	W10	22.00	25.15	26.40		6.33	6.33		3.00	9.00	6.00	1412.77				
LG-30-62-STA369+04EB		1		12.00	13.00	156.00	W10	22.00	22.18	23.38		5.67	5.67		3.00	8.00	5.33	1251.80				
LG-30-62-STA446+46EB		1		17.50	9.50	166.25	W10	22.00	18.87	20.62		5.00	5.00		3.00	7.00	4.67	1088.63				
LF-30-62-STA343+54EB		1		12.00	13.00	156.00	W10	22.00	22.18	23.38		5.67	5.67		3.00	8.00	5.33	1251.80				
LL-30-62-STA510+49EB		1		12.00	13.00	156.00	W10	22.00	22.15	23.40		5.67	5.67		3.00	8.00	5.33	1251.43				
LF-30-62-STA427+07EB		1		17.50	9.50	166.25	W10	22.00	18.87	20.62		5.00	5.00		3.00	7.00	4.67	1088.63				
LF-30-62-STA514+48EB		1		17.50	9.50	166.25	W10	22.00	18.87	20.62		5.00	5.00		3.00	7.00	4.67	1088.63				
LGF-30-62-STA527+22EB		1		17.50	11.50	201.25	W12	26.00	20.65	21.90		5.33	5.33		3.00	7.50	5.00	1383.63				
GM-67-62-STA517+88NB		1		12.50	9.50	118.75	W10	22.00	18.67	19.97		5.00	5.00		3.00	7.00	4.67	1069.93				
GM-67-62-STA512+08NB		1		12.50	8.50	106.25	W10	22.00	17.67	18.97		4.67	4.67		3.00	6.50	4.33	1011.27				
GM-30-62-STA280+98WB		1		14.00	7.00	98.00	W8	18.00	16.22	17.67		4.33	4.33		3.00	6.00	4.00	765.90				
EX-30-62-STA256+56EB		1		6.50	7.00	45.50	W6	15.00	15.23	15.89		4.00	4.00		2.50	5.50	3.67	586.70				
EX-30-62-STA259+03WB		1		5.00	7.50	37.50	W6	15.00	16.40	16.90		4.33	4.33		2.50	6.00	4.00	629.50				
EX-30-62-STA418+10WB		1		5.00	7.50	37.50	W6	15.00	16.40	16.90		4.33	4.33		2.50	6.00	4.00	629.50				
EX-30-62-STA386+38EB		1		5.00	7.50	37.50	W6	15.00	16.40	16.90		4.33	4.33		2.50	6.00	4.00	629.50				
EX-30-62-STA464+78EB		1		5.00	7.50	37.50	W6	15.00	16.40	16.90		4.33	4.33		2.50	6.00	4.00	629.50				
EX-30-62-STA337+02EB		1		7.00	5.00	35.00	W6	15.00	13.93	14.53		3.67	3.67		2.50	5.00	3.33	537.00				
EX-30-62-STA365+10WB		1		7.00	5.00	35.00	W6	15.00	13.93	14.53		3.67	3.67		2.50	5.00	3.33	537.00				
GM-30-62-STA225+11EB		1		15.00	9.50	142.50	W10	22.00	18.14	19.64		5.00	5.00		2.50	7.00	4.67	1051.16	III	23.75		
GM-30-62-STA372+46EB		1		17.50	4.50	78.75	W8	18.00	16.22	17.94		4.33	4.33		3.00	6.00	4.00	770.88				
GM-30-62-STA300+23EB		1		14.50	5.00	72.50	W8	18.00	16.72	18.44		4.67	4.67		3.00	6.50	4.33	800.81				
GM-FRD-62-STA154+66WB		1		14.33	11.83	169.60	W10	22.00	16.98	16.40		4.00	4.00		3.00	5.50	3.67	910.31				
TOTALS:		24				2764.10												22863.40		23.75		

SIGNING QUANTITIES

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	801	1465

② SIGNING QUANTITIES

BOX 1 OF 3

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS TYPE G-1 EA.	G-2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	STANDARD SIGN SQ. FT.
SS-30-62-STA235+35WB		1											16.00
SS-RAMP4-STA423+98							1						16.38
SS-30-62-STA250+86EB	1												12.00
SS-30-62-STA252+86EB	1												12.00
SS-30-62-STA254+86EB	1												12.00
SS-30-62-STA256+86EB	1												12.00
SS-30-62-STA258+86EB	1												12.00
SS-30-62-STA260+86EB	1												12.00
SS-30-62-STA262+86EB	1												12.00
SS-30-62-STA264+86EB	1												12.00
SS-30-62-STA266+86EB	1												12.00
SS-30-62-STA268+86EB	1												12.00
SS-30-62-STA270+86EB	1												12.00
SS-30-62-STA272+86EB	1												12.00
SS-30-62-STA274+86EB	1												12.00
SS-RAMPI-62-STAI08+19	1												12.00
SS-RAMPI-62-STAI08+99	1												12.00
SS-RAMPI-62-STAI09+79	1												12.00
SS-RAMPI-62-STAII0+59	1												12.00
SS-RAMPI-62-STAIII+39	1												12.00
SS-RAMPI-62-STAII2+19	1												12.00
SS-RAMPI-62-STAII2+99	1												12.00
SS-RAMP2-62-STA240+60	1												12.00
SS-RAMP2-62-STA242+20	1												12.00
SS-RAMP2-62-STA243+80	1												12.00
SS-RAMP2-62-STA245+40	1												12.00
SS-RAMP4-62-STA422+92			1										16.00
SS-30-62-STA240+51EB		1											16.00
SS-30-62-STA254+67WB			1										16.00
SS-RAMP3-62-STA314+15		1											16.00
SS-RAMPI-62-STAI33+34		1											16.00
SS-30-62-STA238+41EB		1											16.00
SS-RAMP2-62-STA216+04			1										16.00
SS-RAMP2-62-STA216+05			1										16.00
SS-RAMP4-62-STA423+91		1											12.00
SS-RAMP2-62-STA207+66							1						30.13
SS-30-62-STA392+25EB			1										16.00
SS-30-62-STA406+37WB			1										16.00
SS-30-62-STA408+03EB			1										16.00
SS-30-62-STA424+87WB			1										16.00
SS-30-62-STA426+37EB			1										16.00
SS-30-62-STA453+63WB			1										16.00
SS-RAMP4-62-STA406+99WB			1										16.00
SS-SOUTH-62-STA29+54NB			1										9.00
SS-SOUTH-62-STA24+50SB			1										9.00
SS-RAMP3-62-STA317+10			1										16.00
SS-RAMPI-62-STAI30+29			1										16.00
SS-30-62-STA271+78EB			1										16.00
SS-30-62-STA401+64EB			1										16.00
SS-SOUTH-62-STA30+83NB			1										9.00
SS-30-62-STA429+30WB		OH											20.00
SS-30-62-STA343+10WB			1										16.00
SS-30-62-STA352+20EB			1										16.00
SS-30-62-STA385+07WB			1										16.00
SS-30-62-STA402+05WB			1										16.00
SS-30-62-STA475+29WB			1										16.00
SS-30-62-STA516+83EB			1										16.00
SUBTOTALS:	24	6	24				2						809.51

BOX 2 OF 3

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS TYPE G-1 EA.	G-2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	STANDARD SIGN SQ. FT.
SS-30-62-STA332+12EB		OH											20.00
SS-67-62-STA530+93NB		1											29.50
SS-FRC-62-STA86+45WB		1											29.50
SS-FRC-62-STA87+31WB		1											29.50
SS-FRC-62-STAII7+66EB		1											16.00
SS-FRC-62-STAII8+10EB		1											25.00
SS-FRC-62-STAII8+74WB		1											16.00
SS-FRC-62-STAI22+77EB		1											16.00
SS-FRC-62-STAI23+21NB		1											31.75
SS-RAMPD-62-STA94+45WB		1											16.00
SS-SOUTH-62-STA30+79NB		1											22.25
SS-SOUTH-62-STA30+58NB		1											22.25
SS-67-62-STA530+38SB		1											21.00
SS-RAMP4-62-STA412+70WB					1								24.00
SS-30-62-STA474+46EB		1											8.75
SS-30-62-STA474+49EB		1											8.75
SS-RAMPI-62-STAII4+89WB		1											8.75
SS-RAMPI-62-STAII4+90WB		1											8.75
SS-RAMP3-62-STA303+03WB		1											8.75
SS-FRC-62-STA88+69EB			1										9.00
SS-FRC-62-STA92+67WB			1										9.00
SS-FRC-62-STAII8+65EB		1											24.50
SS-30-62-STA251+51EB		OH											15.00
SS-30-62-STA254+71EB		1											15.00
SS-67-62-STA516+05SB					1								8.00
SS-67-62-STA519+73SB					1								24.00
SS-67-62-STA531+00SB					1								8.00
SS-67-62-STA531+62NB					1								24.00
SS-FRD-62-STAI48+76EB					1								8.00
SS-FRD-62-STAI50+50EB					1								8.00
SS-SOUTH-62-STA23+32WB					1								8.00
SS-SOUTH-62-STA24+09NB					1								8.00
SS-SOUTH-62-STA20+82WB					1								8.00
SS-SOUTH-62-STA32+37SB					1								8.00
SS-30-62-STA375+04EB		1											20.00
SS-30-62-STA454+51EB		1											20.00
SS-FRC-62-STA87+72WB		1											9.00
SS-FRC-62-STA86+92EB		1											9.00
SS-FRC-62-STA94+44EB		1											9.00
SS-FRC-62-STAI09+70EB		1											9.00
SS-FRD-62-STAI56+97WB		1											9.00
SS-SOUTH-62-STA24+08NB		1											9.00
SS-RAMP4-62-STA413+51WB		1											9.00
SS-67-62-STA515+06SB		1											9.00
SS-RAMP2-62-STA202+67EB			1										16.00
SS-30-62-STA513+40EB			1										16.00
SS-30-62-STA530+66SB			1										16.00
SS-30-62-STA532+70NB			1										16.00
SS-RAMPI-62-STAII3+91EB		1											10.00
SS-30-62-STA519+45EB		1											9.00
SS-FRC-62-STA86+89EB	1												17.50
SS-67-62-STA520+45SB		1											29.00
SS-67-62-STA520+98SB		1											29.00
SS-67-62-STA530+20NB		1											29.00
SS-67-62-STA520+64NB							1						24.57
SS-FRD-62-STAI25+80WB							1						18.38
SS-67-62-STA521+74SB							1						22.38
SS-67-62-STA513+97NB							1						34.75
SS-SOUTH-62-STA20+83NB	1												10.19
SS-67-62-STA529+48NB							1						18.38
SS-67-62-STA520+26SB									1				28.57
SS-67-62-STA531+01SB									1				21.19
SUBTOTALS:	2	34	6		11		5		2				1024.91

BOX 3 OF 3

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET OMNI-DIRECTIONAL SIGN SUPPORTS TYPE G-1 EA.	G-2 EA.	G2-1 EA.	G2-2 EA.	G2-3 EA.	G2-4 EA.	G2-5 EA.	G2-6 EA.	G2-7 EA.	G2-8 EA.	G2-9 EA.	G2-10 EA.	STANDARD SIGN SQ. FT.
SS-67-62-STA537+14SB		1											9.00
SS-67-62-STA530+07SB							1						42.57
SS-67-62-STA528+54SB							1						26.57
SS-30-62-STA406+65WB		1											28.57
SS-FRD-62-STAI39+02EB	1												10.19
SS-67-62-STA534+44NB	1												8.00
SS-FRD-62-STAI29+50WB	1												8.19
SS-67-62-STA513+30SB	1												14.00
SS-RAMPI-62-STAII3+28WB				1									11.25
SS-SOUTH-62-STA22+26SB	1												18.19
SS-FRD-62-STAI48+78WB	1												18.19
SS-FRA-62-STA37+62EB			1										16.00
SS-30-62-STA351+89WB		1											20.00
SS-30-62-STA425+00EB		1											20.00
SS-30-62-STA450+15WB		1											20.00
SS-30-62-STA291+25EB		1											20.00
SS-30-62-STA362+00WB		1											20.00
SS-FRA-62-STA34+70EB				1									11.25
SS-FRB-62-STA66+67WB				1									11.25
SS-SOUTH-62-24+05NB				1									10.50
SS-FRD-62-STAI35+56EB				1									10.50
SS-FRD-62-STAI56+26WB				1									10.50
SS-FRB-62-STA59+85EB				1									11.25
SS-FRB-62-STA76+68WB				1									11.25
SS-30-62-STA512+70EB		1											9.00
SS-FRD-62-STAI52+64WB		1											19.25
SS-30-62-STA292+25EB		1											20.00
SS-30-62-STA360+50WB		1											20.00
SS-FRA-62-STA42+86EB							1						32.13
SS-30-62-STA389+53EB							1						21.13
SS-67-62-STA526+93NB						1							15.69
SS-RAMPA-62-STA73+04NB						1							16.44
SS-RAMPB-62-STA83+04EB						1							16.44
SS-SOUTH-62-STA30+29SB						1							16.44
SS-SOUTH-62-STA32+04NB						1							16.44
SS-67-62-STA524+09SB						1							21.94
SS-FRC-62-STAI22+35WB							1						26.88
SS-67-62-STA526+41SB							1						48.25
SS-FRC-62-STAII6+78EB							1						22.38
SS-RAMP3-62-STA303+03WB		1											14.75
SS-SEVIER-62-STA51+28EB		1											17.50
SS-FRC-62-STAII4+99EB		1											17.50
SS-SOUTH-62-STA34+60NB		1											19.25
SS-67-62-STA515+31NB		1											13.75
SS-67-62-STA536+26SB		1											17.50
SS-30-62-STA474+95EB	1												12.00
SS-30-62STA475+36EB	1												12.00
SS-30-62-STA475+73EB	1												12.00
SS-RAMP4-62-STA406+28WB	1												12.00
SS-RAMP4-62-STA407+08WB	1												12.00
SS-RAMP4-62-STA407+88WB	1												12.00
SS-RAMP4-62-STA408+68WB	1												12.00
SS-RAMP4-62-STA409+48WB	1												12.00
SS-RAMP4-62-STA410+28WB	1												12.00
SS-FRD-62-STAI25+80WB							1						18.38
SS-FRD-62-STAI58+86SB		1											40.50
SS-SOUTH-62-STA21+37NB		1											15.00
SUBTOTALS:	15	19	1	8		6	8		2				991.76
TOTALS:	41	59	31	8	11	6	15		2				2826.18

SIGNING QUANTITIES

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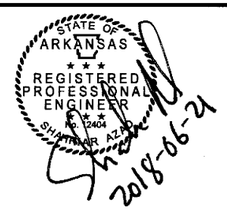

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	802	1465

(2) SIGNING QUANTITIES

SIGN NO./ LOCATION	STANDARD SIGNS FLAT SHEET CHANNEL POST SIGN SUPPORTS TYPE U-1 EA.	U-2 EA.	U2-1 EA.	U2-2 EA.	U2-3 EA.	U2-4 EA.	U2-5 EA.	U2-6 EA.	U2-7 EA.	U2-8 EA.	U2-9 EA.	U2-10 EA.	STANDARD SIGN SQ. FT.
SS-RAMP3-62-STA323+35	1												7.50
SS-67-62-STA510+48SB	1												7.50
SS-30-62-STA518+30WB	1												7.50
SS-30-62-STA518+34WB	1												7.50
SS-67-62-STA506+33NB	1												7.50
SS-67-62-STA510+47NB	1												7.50
SS-FRC-62-STA91+80EB	1												7.50
SS-RAMP4-62-STA411+40WB	1												7.50
SS-RAMPB-62-STA82+17EB	1												7.50
SS-SOUTH-62-STA32+82NB	1												6.25
SS-FRC-62-STA119+97EB	1												6.25
SS-SOUTH-62-STA29+03SB	1												6.25
SS-SOUTH-62-STA26+65SB	1												6.25
SS-SOUTH-62-STA26+65NB	1												6.25
SS-FRD-62-STA149+20EB	1												5.00
SS-FRD-62-STA149+47SB	1												5.00
SS-FRD-62-STA150+03NB	1												5.00
SS-67-62-STA516+82NB	1												7.50
SS-67-62-STA529+80SB	1												7.50
SS-RAMP3-62-STA301+01WB	1												7.50
SS-30-62-STA405+82WB	1												7.50
SS-67-62-STA528+16NB	1												7.50
SS-67-62-STA532+17SB	1												7.50
SS-67-62-STA535+55SB	1												7.50
SS-FRD-62-STA156+28WB	1												7.50
SS-FRD-62-STA157+04WB	1												7.50
SS-SOUTH-62-STA23+63SB	1												7.50
SS-SOUTH-62-STA25+41NB	1												7.50
SS-RAMP1-62-STA116+27EB	1												7.50
SS-RAMP3-62-STA301+85WB	1												7.50
SS-67-62-STA521+41SB	1												4.00
SS-30-62-STA374+00WB	1												6.00
SS-30-62-STA458+24WB	1												6.00
SS-67-62-STA504+00NB	1												6.19
SS-67-62-STA539+85SB	1												6.19
SS-30-62-STA338+52EB	1												5.00
SS-RAMPA-62-STA73+03NB	1												5.00
SS-SOUTH-62-STA74+39SB	1												5.00
SS-RAMPB-62-STA81+84WB	1												5.00
SS-RAMPB-62-STA83+27EB	1												5.00
SS-SOUTH-62-STA23+73SB	1												5.00
SS-67-62-STA530+03NB	1												5.00
SS-FRC-62-STA86+19EB	1												6.25
SS-67-62-STA530+32SB	1												6.25
SS-FRD-62-STA137+45EB	1												2.25
SS-FRD-62-STA157+17WB	1												3.00
SS-30-62-STA445+96WB	1												7.50
SS-30-62-STA433+54EB	1												7.50
SS-30-62-STA282+00EB	1												6.00
• SS-30-62-STA267+16WB	1												4.00
• SS-30-62-STA260+16EB	1												4.00
• SS-30-62-STA304+03WB	1												4.00
• SS-30-62-STA304+03EB	1												4.00
• SS-30-62-STA356+83WB	1												4.00
• SS-30-62-STA356+83EB	1												4.00
• SS-30-62-STA409+63WB	1												4.00
• SS-30-62-STA409+63EB	1												4.00
• SS-30-62-STA462+43WB	1												4.00
• SS-30-62-STA462+43EB	1												4.00
• SS-30-62-STA515+23EB	1												4.00
TOTALS:	60												357.38

•MILE MARKER SIGNS WILL BE INSTALLED AS DIRECTED BY THE ENGINEER

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SIGNING QUANTITIES

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6/20/2018
mbinkley



DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	803	1465

(2) SIGNING QUANTITIES

OVERHEAD SIGNING QUANTITIES

SIGN NO./ LOCATION	STRUCTURE TYPE: INSTALL SIGN STRUCTURE (EA) ST	OC	OH	BM	MAINTAIN EXISTING SIGN STRUCTURE ST	OC	OH	BM	GUIDE SIGN LENGTH LIN. FT	HEIGHT LIN. FT	SQ. FT.	EXIT NUMBER PANEL LEGEND	TYPE A SQ. FT.	TYPE B SQ. FT.	TYPE C SQ. FT.	GUARDRAIL TYPE A LIN. FT.	TERM. ANCHOR POSTS TYPE I EACH	GUARDRAIL TERM TYPE 2 EACH	AGG. BASE CR (CL. 7) TON	ACHM SURF. CR. 220 LBS/SY TON
OH-30-62-10			1														SEE ROADWAY SHEETS			
OH-30-62-STA251+51EB-A									20.50	10.50	215.25									
OH-30-62-STA251+51EB-B									14.50	13.00	188.50	III	23.75							
OH-30-62-11			1														SEE ROADWAY SHEETS			
OH-30-62-STA262+61WB-A									16.50	13.50	222.75									
OH-30-62-STA262+61WB-B									14.50	10.50	152.25	III	23.75							
OC-30-62-12		1															SEE ROADWAY SHEETS			
OC-30-62-STA286+90EB-A									20.50	10.50	215.25									
OH-30-62-13			1														SEE ROADWAY SHEETS			
OH-30-62-STA304+95WB-A									16.50	13.50	222.75									
OH-30-62-STA34+95WB-B									14.50	10.50	152.25	III	23.75							
OC-30-62-14		1															SEE ROADWAY SHEETS			
OC-30-62-STA320+00WB-A									14.50	12.50	181.25	III	23.75							
OH-30-62-15			1														SEE ROADWAY SHEETS			
OH-30-62-STA332+12EB-A									12.00	11.50	138.00	114	23.75							
OH-30-62-STA332+12EB-B									13.50	8.50	114.75									
OC-30-62-16		1															SEE ROADWAY SHEETS			
OC-30-62-STA350+00WB-A									14.50	10.50	152.25	III	23.75							
OH-30-62-17			1														SEE ROADWAY SHEETS			
OH-30-62-STA369+33WB-A									14.50	9.50	137.75	III	23.75							
OH-30-62-STA369+33WB-B									13.50	8.50	114.75									
OH-30-62-18			1														SEE ROADWAY SHEETS			
OH-30-62-STA377+60EB-A									12.00	8.00	96.00	116	23.75							
OH-30-62-STA377+60EB-B									12.00	12.50	150.00	114	23.75							
OC-30-62-19		1															SEE ROADWAY SHEETS			
OC-30-62-STA378+58WB-A									20.50	11.00	225.50									
OH-30-62-20			1														SEE ROADWAY SHEETS			
OH-30-62-STA429+30WB-A									20.50	10.50	215.25									
OH-30-62-STA42429+30WB-B									21.00	12.50	262.50	114	23.75							
OC-30-62-21		1															SEE ROADWAY SHEETS			
OC-30-62-STA431+00EB-A									12.00	8.00	96.00	116	23.75							
OC-30-62-22		1															SEE ROADWAY SHEETS			
OC-30-62-STA452+00WB-A									12.00	11.50	138.00	114	23.75							
OC-30-62-23		1															SEE ROADWAY SHEETS			
OC-30-62-STA457+02EB-A									12.00	9.00	108.00	116	23.75							
OC-30-62-24		1															SEE ROADWAY SHEETS			
OC-30-62-STA482+00WB-A									12.00	11.50	138.00	114	23.75							
BM-30-62-25				1													SEE ROADWAY SHEETS			
BM-30-62-STA509+06EB-A									10.00	7.50	75.00	117	23.75							
OH-30-62-26							1										SEE ROADWAY SHEETS			
OH-30-62-STA527+28WB-A									13.00	10.50	136.50									
OH-30-62-STA527+28WB-B									12.00	9.00	108.00	116	23.75							
OH-30-62-27							1										SEE ROADWAY SHEETS			
OH-30-62-STA557+58WB-A									13.00	10.50	136.50									
OH-30-62-STA557+58WB-B									12.00	8.00	96.00	116	23.75							
TOTALS:		8	7	1			2				4189.00		403.75							

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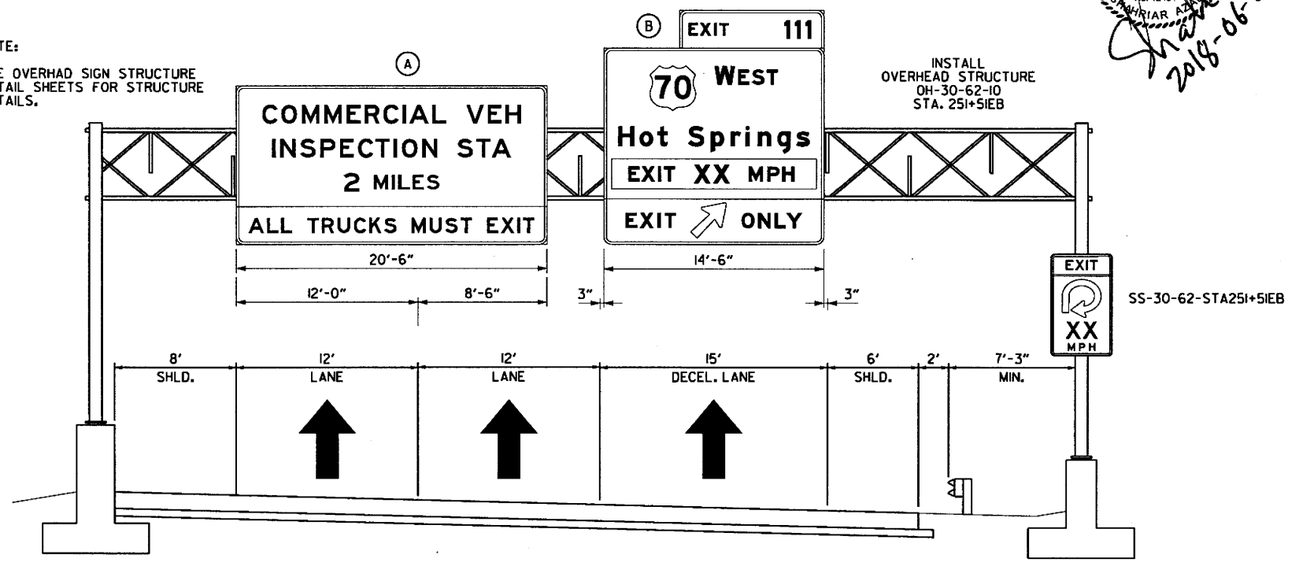
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	804	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHRIAR, ARK.
2018-06-21

NOTE:

SEE OVERHAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.



INSTALL OVERHEAD STRUCTURE OH-30-62-10 STA. 251+51EB

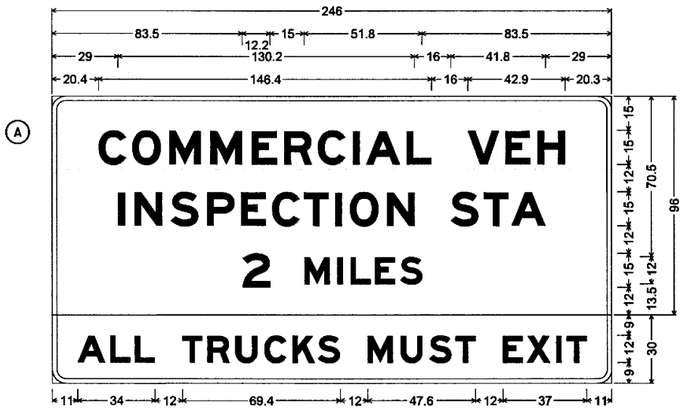
SS-30-62-STA251+51EB

NOTE:

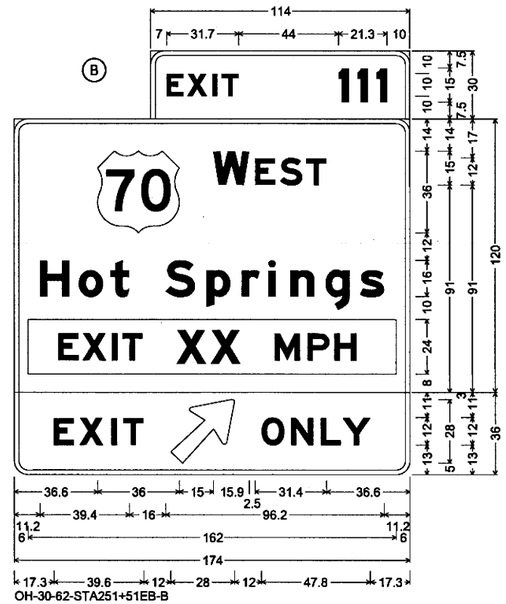
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN. VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA251+51EB-A
6.0" Radius, 2.0" Border, White on Green;
[COMMERCIAL] E Mod 2K; [VEH] E Mod 2K; [INSPECTION] E Mod 2K;
[STA] E Mod 2K; [2] E Mod 2K; [MILES] E Mod 2K;
6.0" Radius, 2.0" Border, Black on White;
[ALL TRUCKS MUST EXIT] E Mod 2K;



OH-30-62-STA251+51EB-B
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [111] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
US 70 M1-4E2; [W] E Mod 2K; [EST] E Mod 2K;
[Hot Springs] E Mod 2K; Rectangle Yellow;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Arrow A-3 - 35.6" 45°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OH-30-62-10

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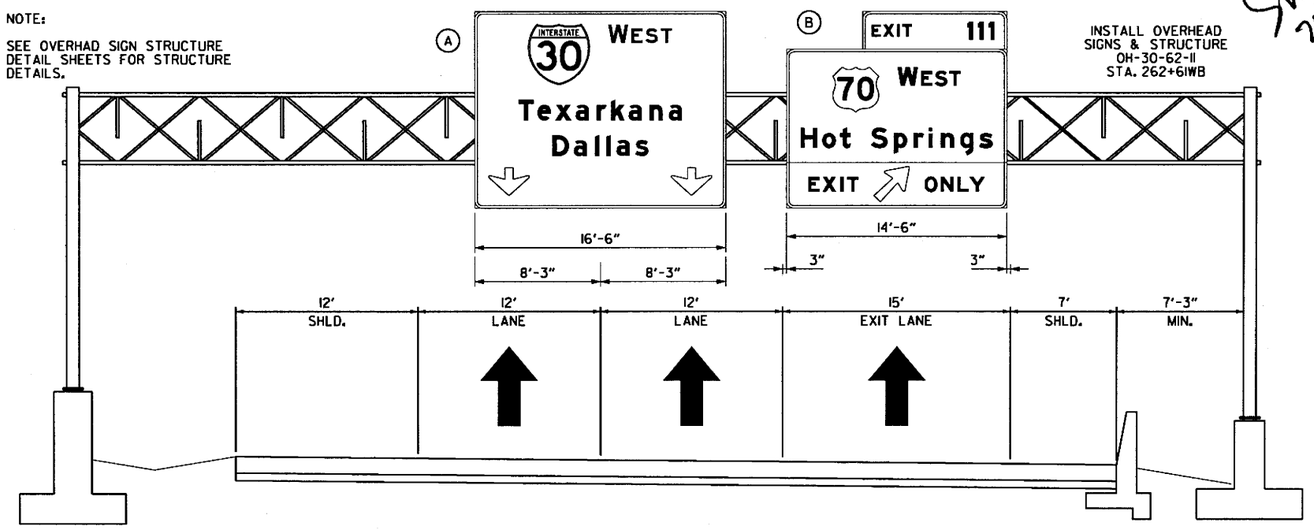
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	805	1465

② SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24004
SHAHRIAR AZAD
2018-06-21

NOTE:

SEE OVERHAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.

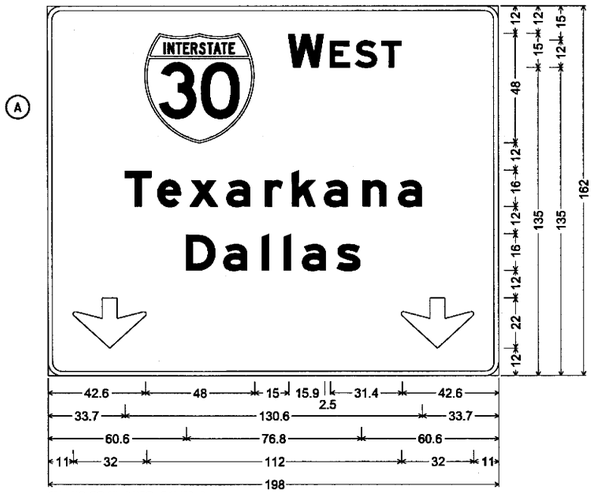


INSTALL OVERHEAD SIGNS & STRUCTURE OH-30-62-II STA. 262+61WB

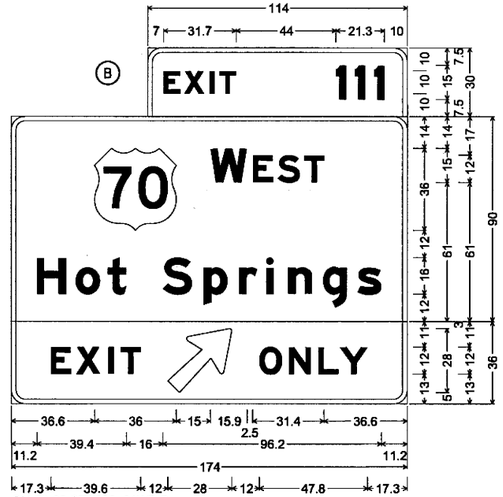
NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES. SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA262+61WB-A
6.0" Radius, 2.0" Border, White on Green;
Interstate 30 M1-1; [W] E Mod 2K; [EST] E Mod 2K;
[Texarkana] E Mod 2K; [Dallas] E Mod 2K;
Down Arrow C - 22.0" 270°; Down Arrow C - 22.0" 270°;



OH-30-62-STA262+61WB-B
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [111] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
US 70 M1-4E2; [W] E Mod 2K; [EST] E Mod 2K;
[Hot Springs] E Mod 2K;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Arrow A-3 - 35.6" 45°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OH-30-62-II

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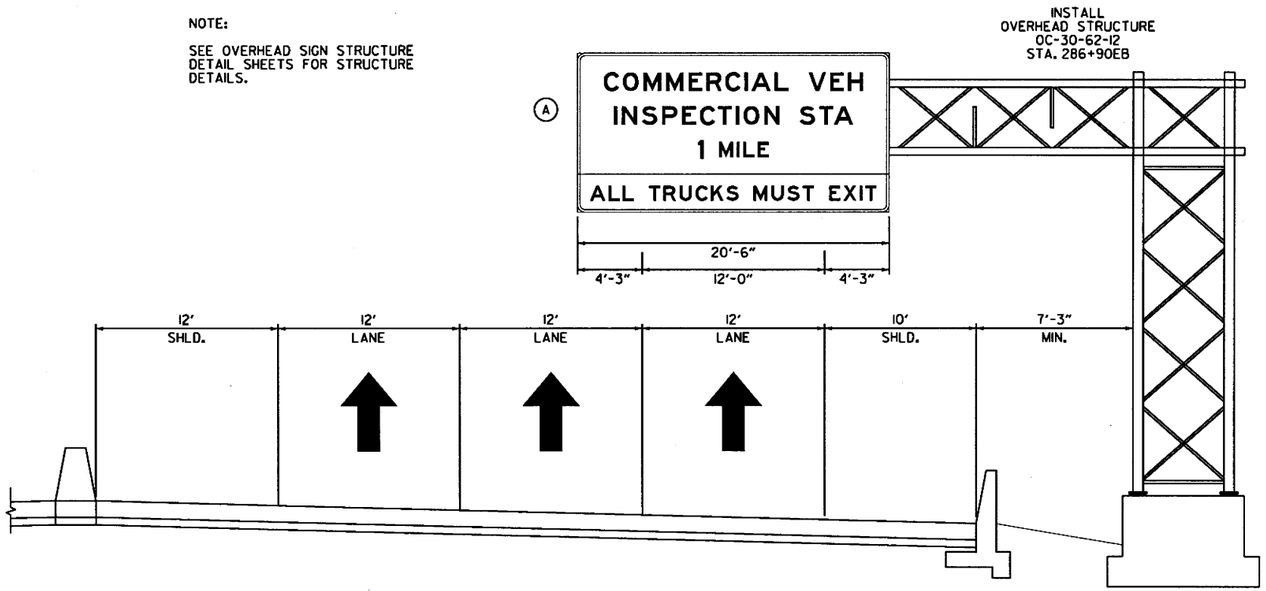
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	806	1465
				②	SIGN LAYOUT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAWN R. AZLIN
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.

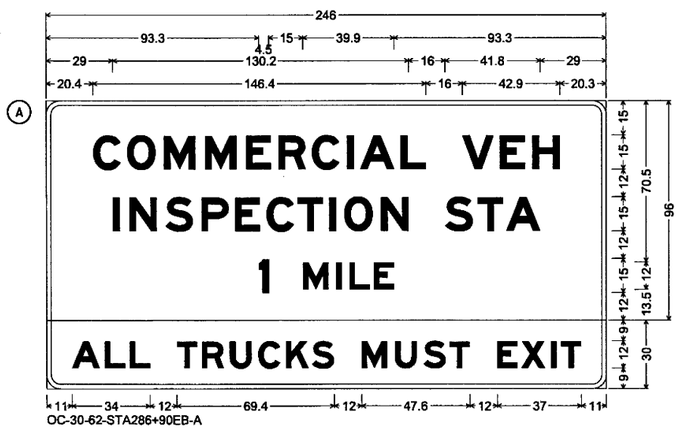


NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OC-30-62-STA286+90EB-A
6.0" Radius, 2.0" Border, White on Green;
[COMMERCIAL] E Mod 2K; [VEH] E Mod 2K; [INSPECTION] E Mod 2K;
[STA] E Mod 2K; [1] E Mod 2K; [MILE] E Mod 2K;
6.0" Radius, 2.0" Border, Black on White;
[ALL TRUCKS MUST EXIT] E Mod 2K;

SIGN LAYOUT
OC-30-62-12

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mbinkley

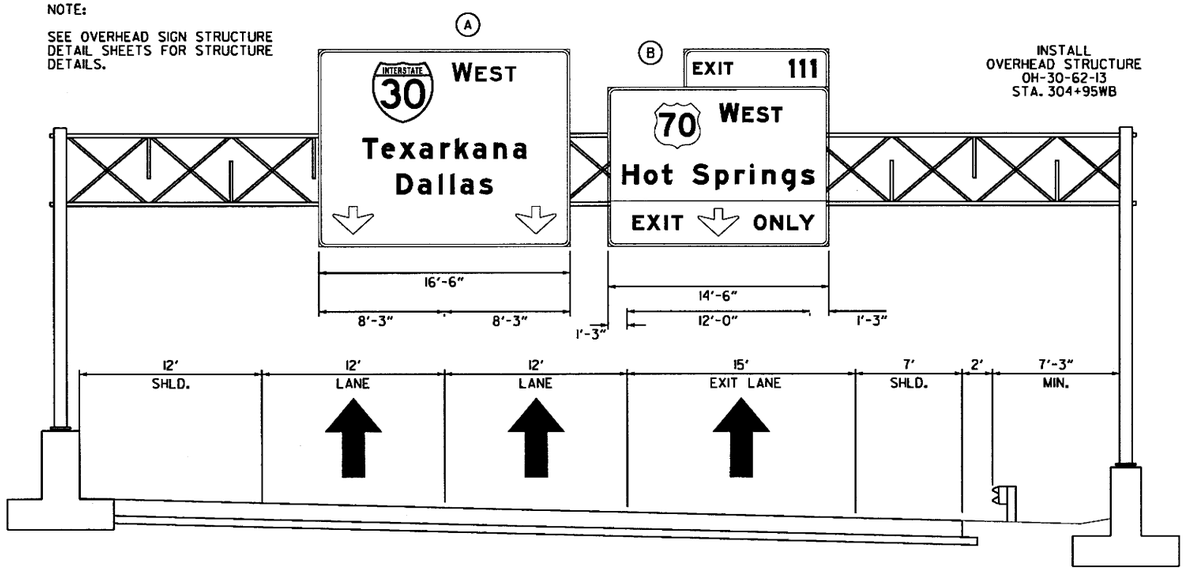
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SCOTT A. BRAR
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	807	1465

(2) SIGN LAYOUT

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.



INSTALL
OVERHEAD STRUCTURE
OH-30-62-13
STA. 304+95WB

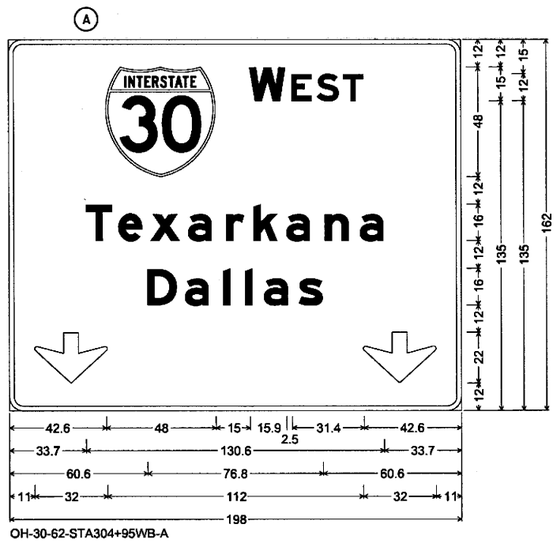
NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

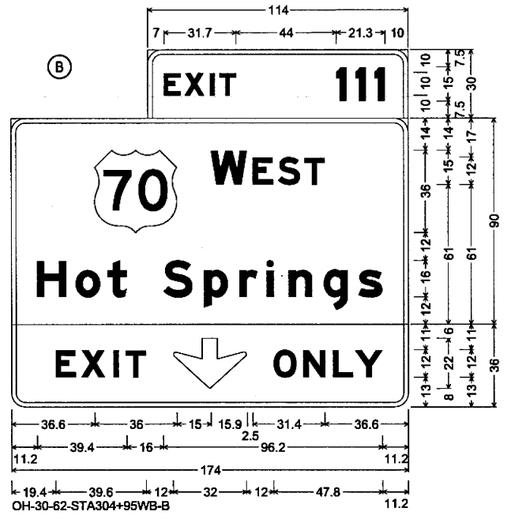
SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA304+95WB-A
6.0" Radius, 2.0" Border, White on Green;
Interstate 30 M1-1; [W] E Mod 2K; [EST] E Mod 2K;
[Texarkana] E Mod 2K; [Dallas] E Mod 2K;
Down Arrow C - 22.0" 270°; Down Arrow C - 22.0" 270°;



OH-30-62-STA304+95WB-B
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [111] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[W] E Mod 2K; [EST] E Mod 2K; [Hot Springs] E Mod 2K;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Down Arrow C - 22.0" 270°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OH-30-62-13

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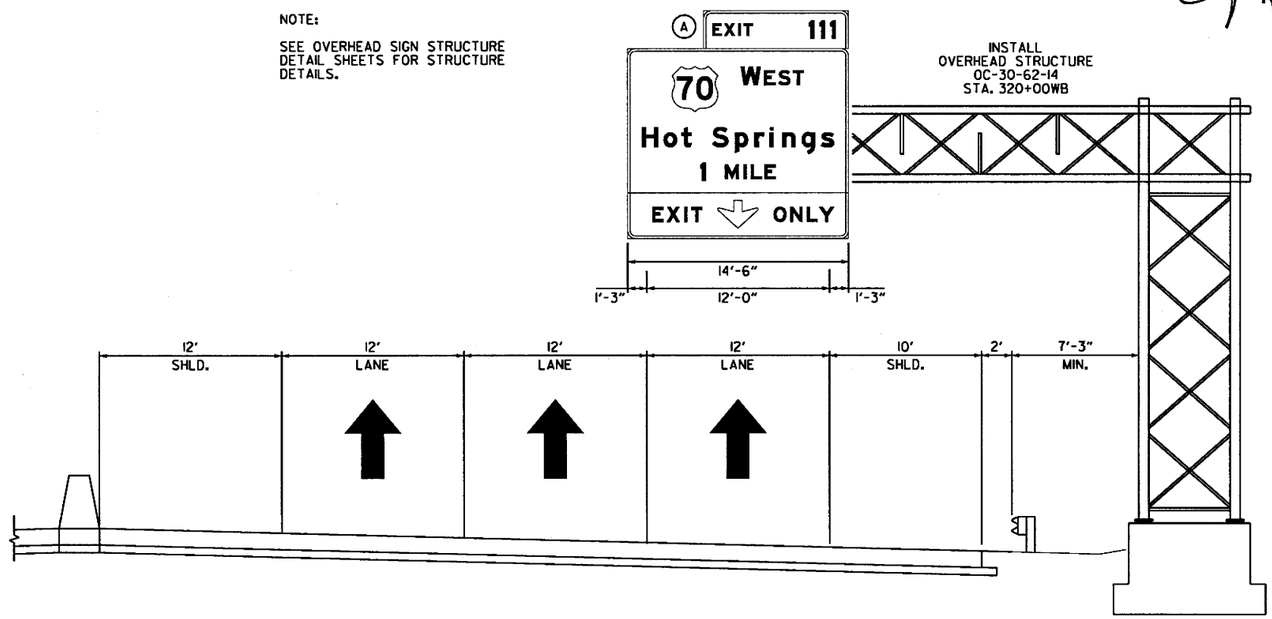
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	808	1465
				②	SIGN LAYOUT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.

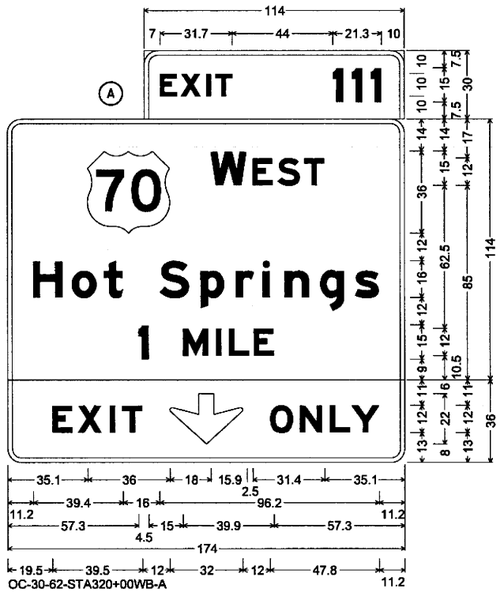


NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OC-30-62-STA320+00WB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [111] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
US 70 M1-4E2; [W] E Mod 2K; [EST] E Mod 2K;
[Hot Springs] E Mod 2K; [1] E Mod 2K; [MILE] E Mod 2K;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Down Arrow C - 22.0" 270°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OC-30-62-14

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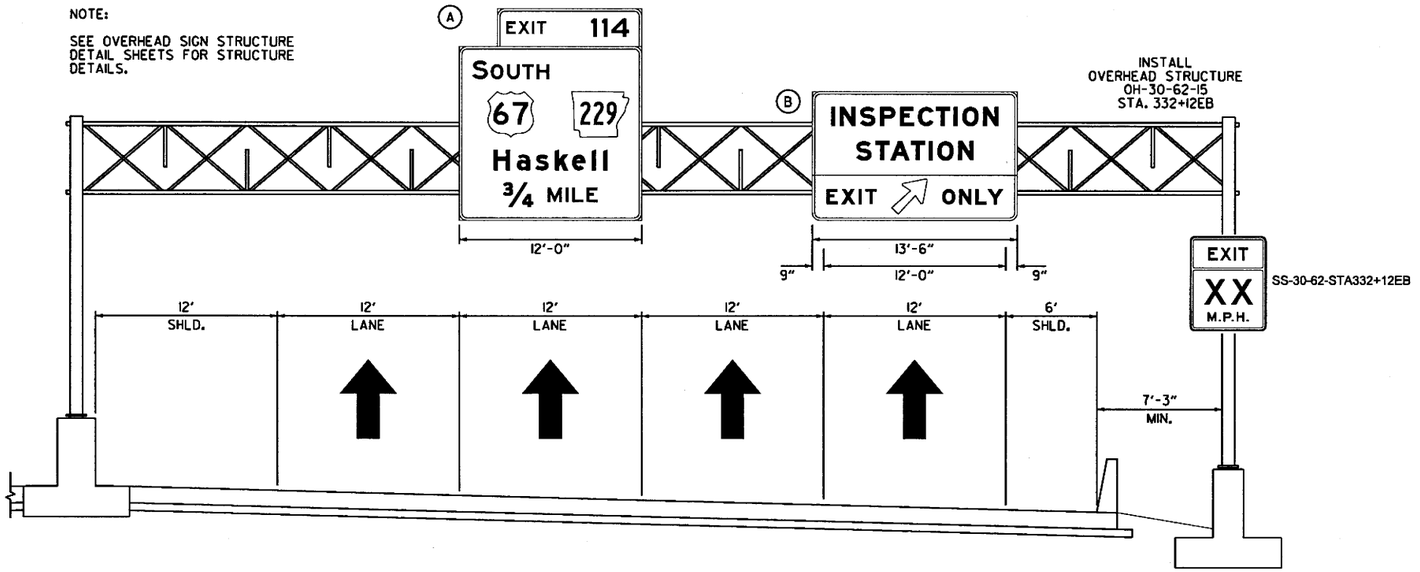
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	809	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
Shah
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.

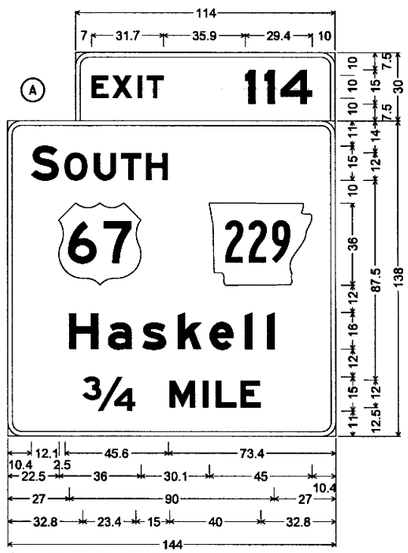


NOTE:

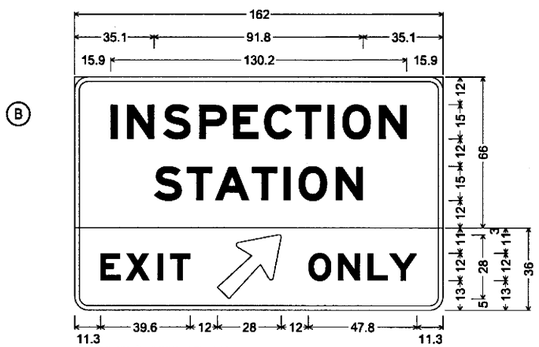
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA332+12EB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [114] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; US 67 M1-4E2;
[Haskell] E Mod 2K; [3/4] E Mod 2K;
[MILE] E Mod 2K;



OH-30-62-STA332+12EB-B
6.0" Radius, 2.0" Border, White on Green;
[INSPECTION] E Mod 2K; [STATION] E Mod 2K;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Arrow A-3 - 35.6" 45°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OH-30-62-15

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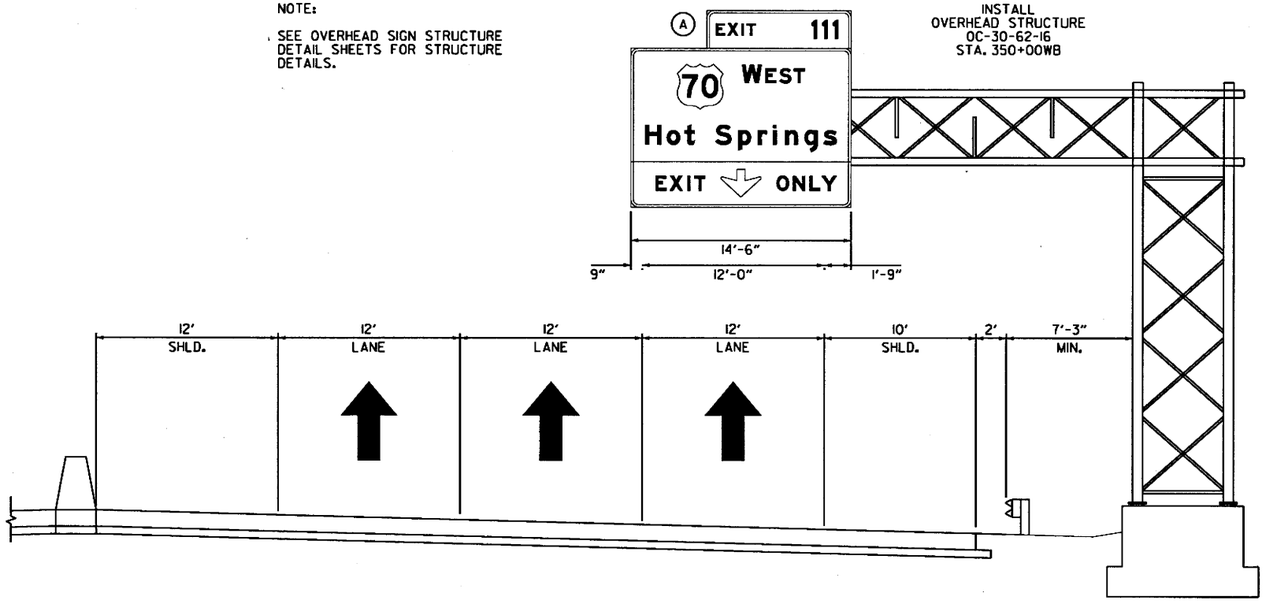
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	810	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAZ ALAM
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.



INSTALL OVERHEAD STRUCTURE OC-30-62-16 STA. 350+00WB

NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

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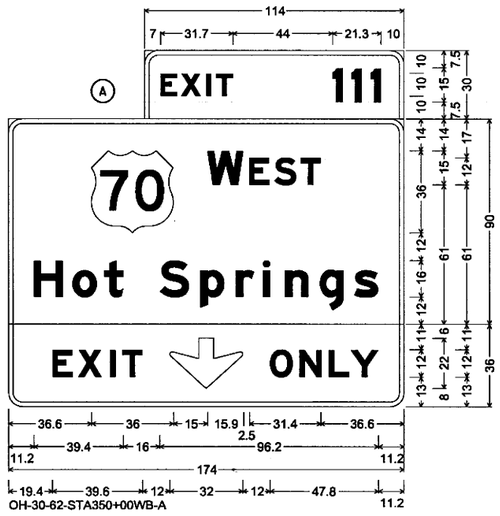
17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA350+00WB-A

6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [111] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[W] E Mod 2K; [EST] E Mod 2K; [Hot Springs] E Mod 2K;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Down Arrow C - 22.0" 270°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OC-30-62-16

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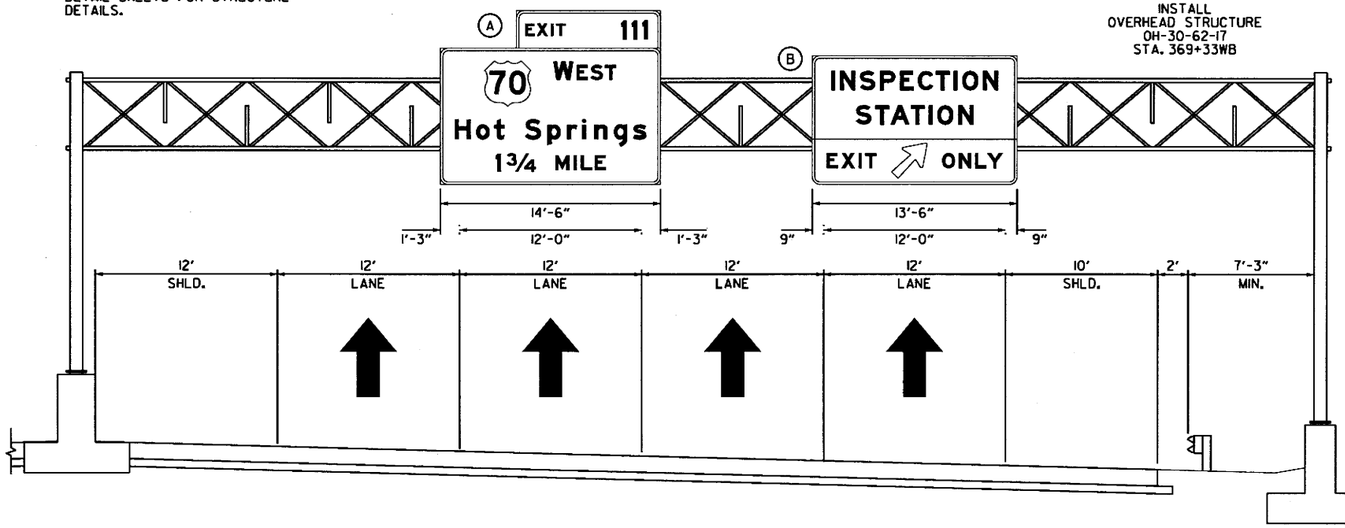
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	811	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.



INSTALL OVERHEAD STRUCTURE OH-30-62-17 STA. 369+33WB

NOTE:

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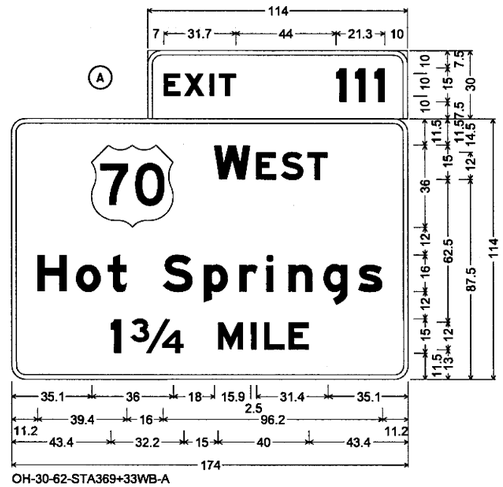
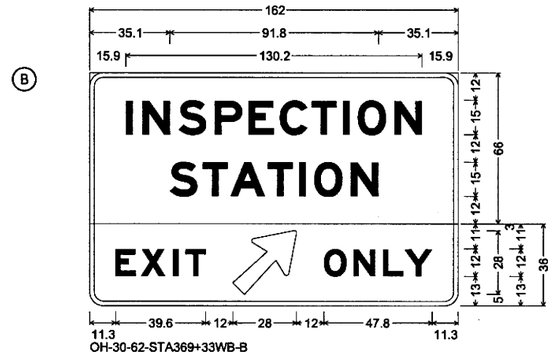
17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA369+33WB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [111] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
US 70 M1-4E2; [W] E Mod 2K; [EST] E Mod 2K;
[Hot Springs] E Mod 2K; [1¾] E Mod 2K; [MILE] E Mod 2K;



OH-30-62-STA369+33WB-B
6.0" Radius, 2.0" Border, White on Green;
[INSPECTION] E Mod 2K; [STATION] E Mod 2K;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Arrow A-3 - 35.6" 45°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OH-30-62-17

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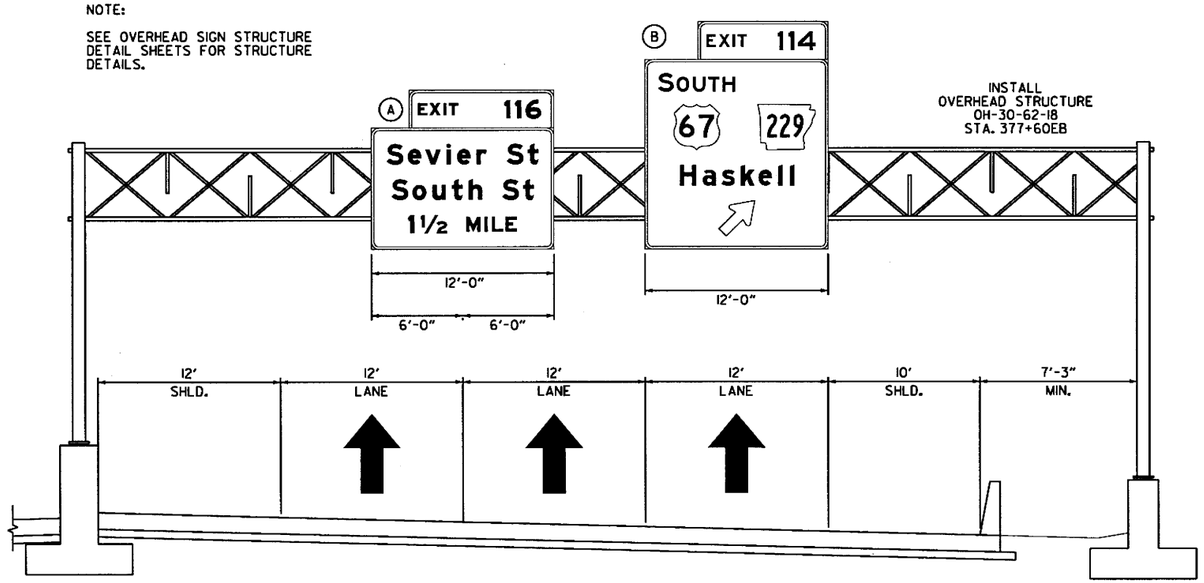
				6	ARK.			
				JOB NO.		CA0601	812	1465

② SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
BRIAR REID
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.



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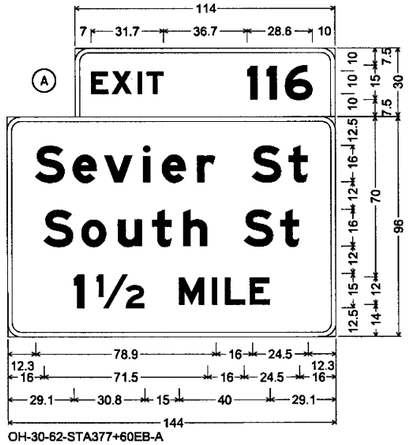
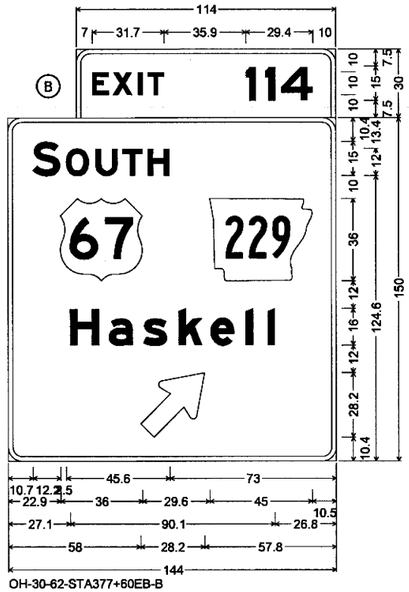
17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA377+60EB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [116] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Sevier St] E Mod 2K; [South St] E Mod 2K;
[1½] E Mod 2K; [MILE] E Mod 2K;



OH-30-62-STA377+60EB-B
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [114] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; US 67 M1-4E2;
[Haskell] E Mod 2K;
Standard Arrow Custom 0.0" X 22.3" 45°;

SIGN LAYOUT
OH-30-62-18

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	813	1465

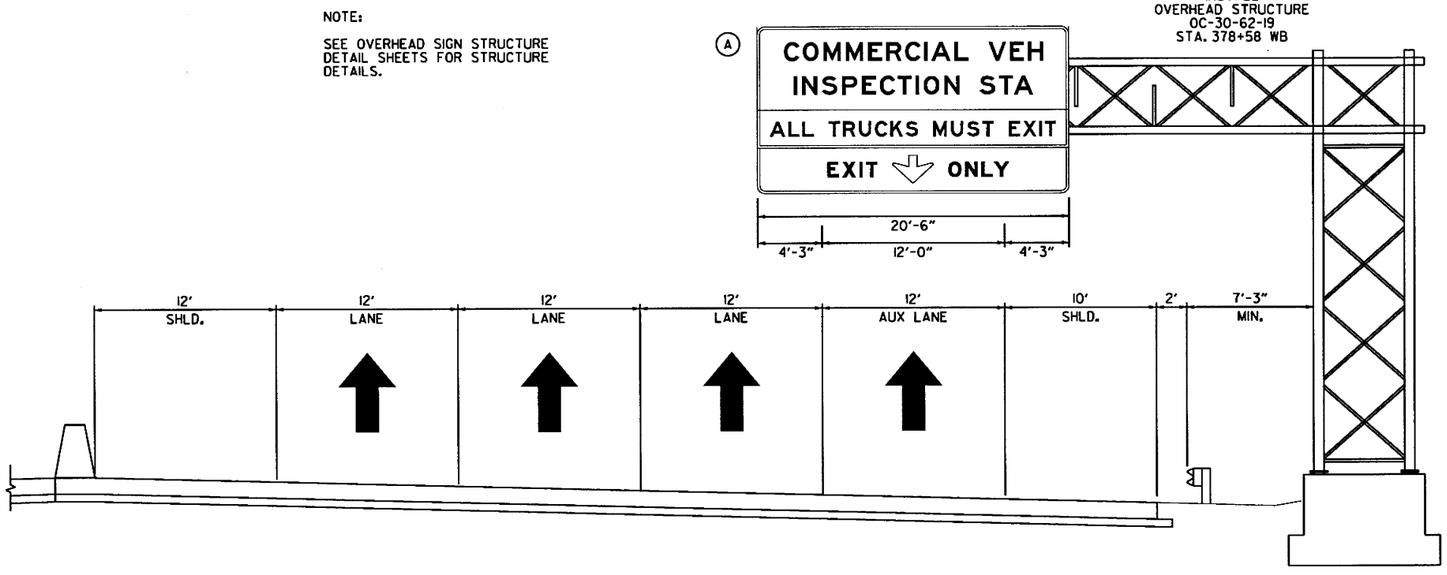
(2) SIGN LAYOUT



NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.

INSTALL
OVERHEAD STRUCTURE
OC-30-62-19
STA. 378+58 WB



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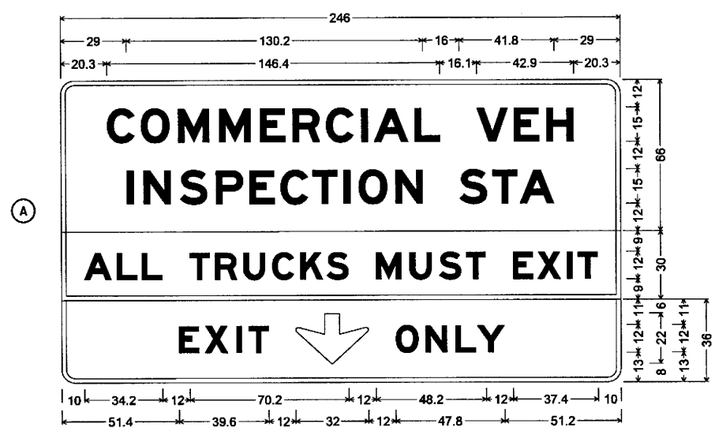
17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OC-30-62-STA378+58WB-A
6.0" Radius, 2.0" Border, White on Green;
[COMMERCIAL] E Mod 2K; [VEH] E Mod 2K; [INSPECTION] E Mod 2K;
[STA] E Mod 2K;
6.0" Radius, 2.0" Border, Black on White;
[ALL TRUCKS MUST EXIT] E Mod 2K specified length;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K specified length; Down Arrow C - 22.0" 270°;
[ONLY] E Mod 2K specified length;

SIGN LAYOUT
OC-30-62-19

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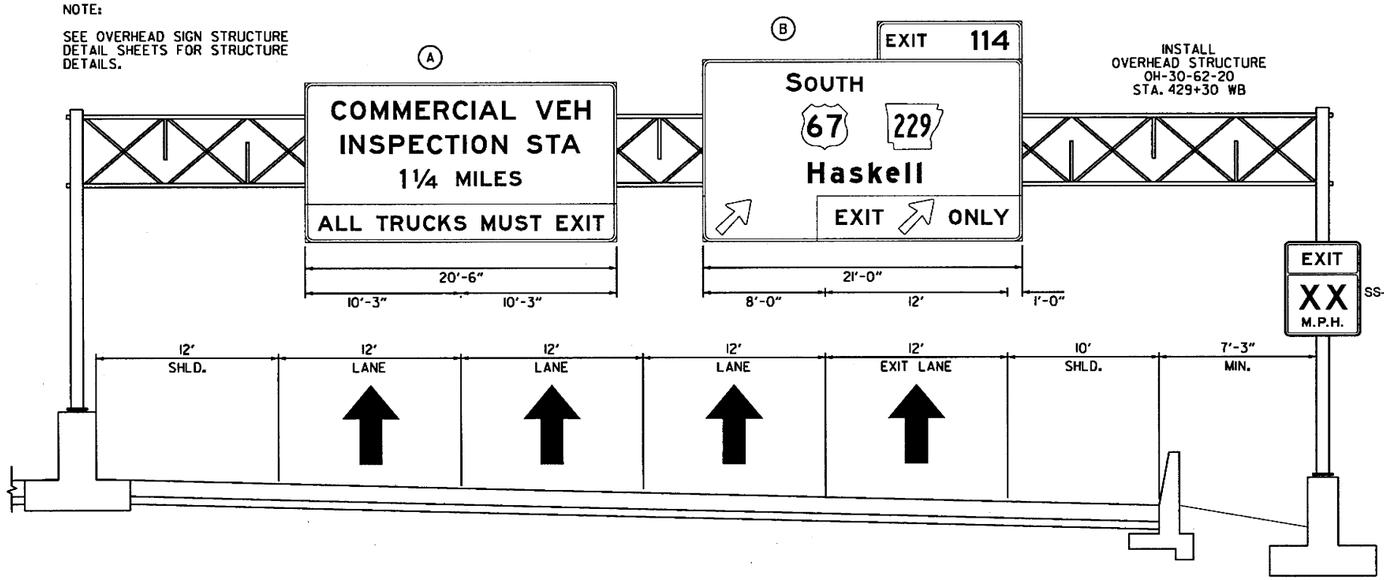
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	814	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARIAR ARAD
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.



INSTALL OVERHEAD STRUCTURE OH-30-62-20 STA. 429+30 WB

SS-30-62-STA429+30WB

NOTE:

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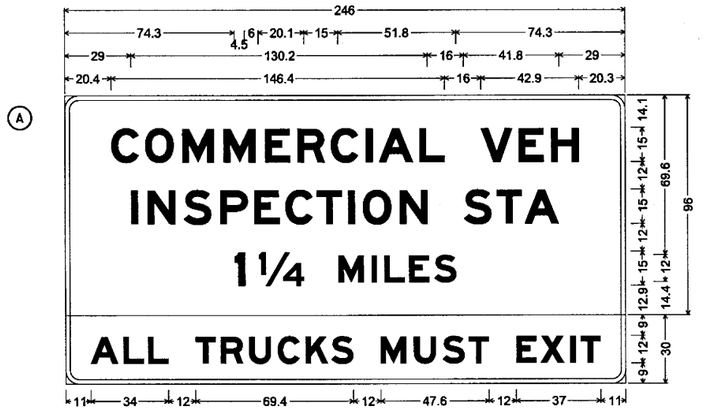
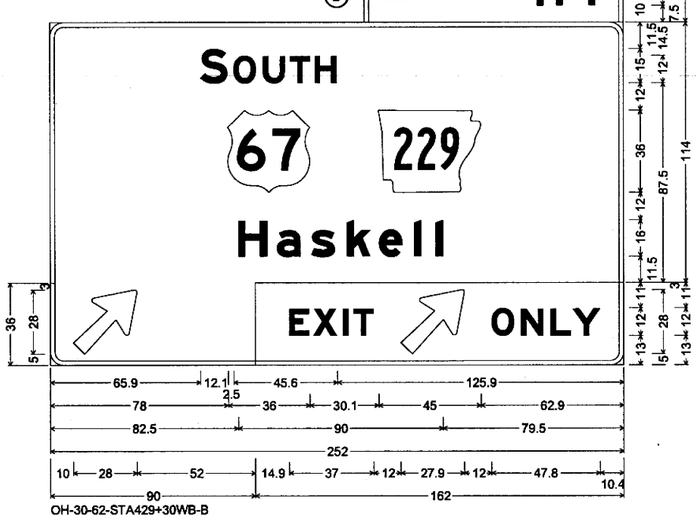
17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA429+30WB-A
6.0" Radius, 2.0" Border, White on Green;
[COMMERCIAL] E Mod 2K; [VEH] E Mod 2K; [INSPECTION] E Mod 2K;
[STA] E Mod 2K; [1] E Mod 2K; [¼] E Mod 2K; [MILES] E Mod 2K;
6.0" Radius, 2.0" Border, Black on White;
[ALL TRUCKS MUST EXIT] E Mod 2K;



OH-30-62-STA429+30WB-B
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [114] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; US 67 M1-4E2; [Haskell] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
Arrow Custom - 35.6" 45°;
6.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E Mod 2K; Arrow Custom - 35.6" 45°; [ONLY] E Mod 2K;

SIGN LAYOUT
OH-30-62-20

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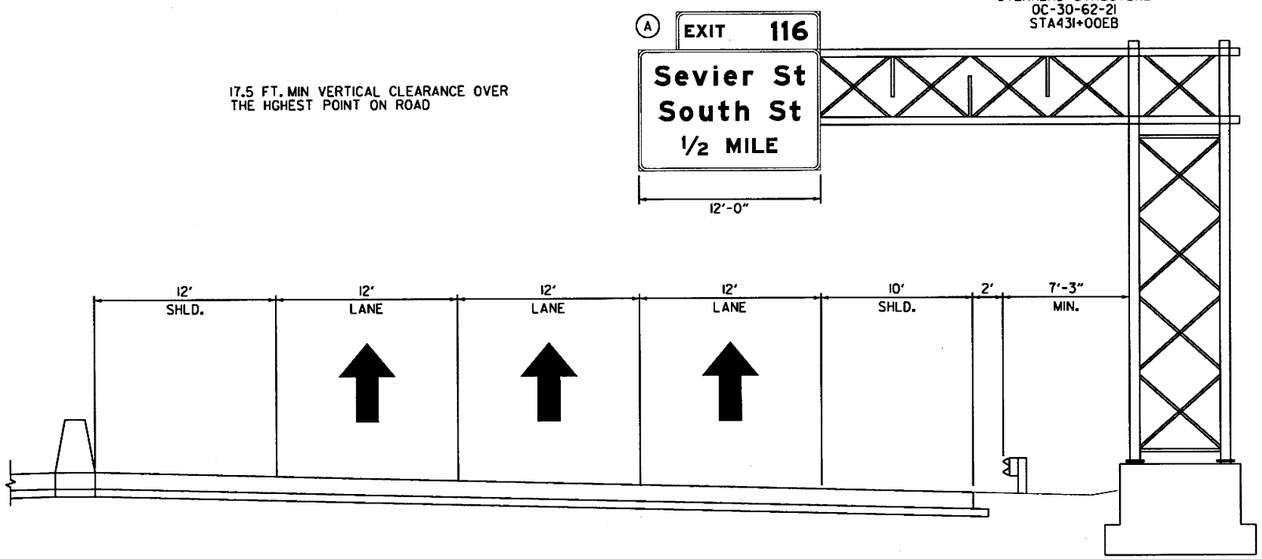
				JOB NO.		CA0601	815	1465
				②	SIGN LAYOUT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHANNAR AZAD
2019-06-21

INSTALL
OVERHEAD STRUCTURE
OC-30-62-21
STA431+00EB

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



NOTE:

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NOTE:

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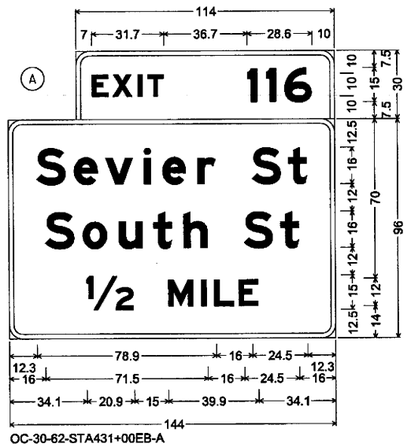

OC-30-62-STA431+00EB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [116] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Sevier St] E Mod 2K; [South St] E Mod 2K;
[1/2] E Mod 2K; [MILE] E Mod 2K;

SIGN LAYOUT
OH-30-62-21

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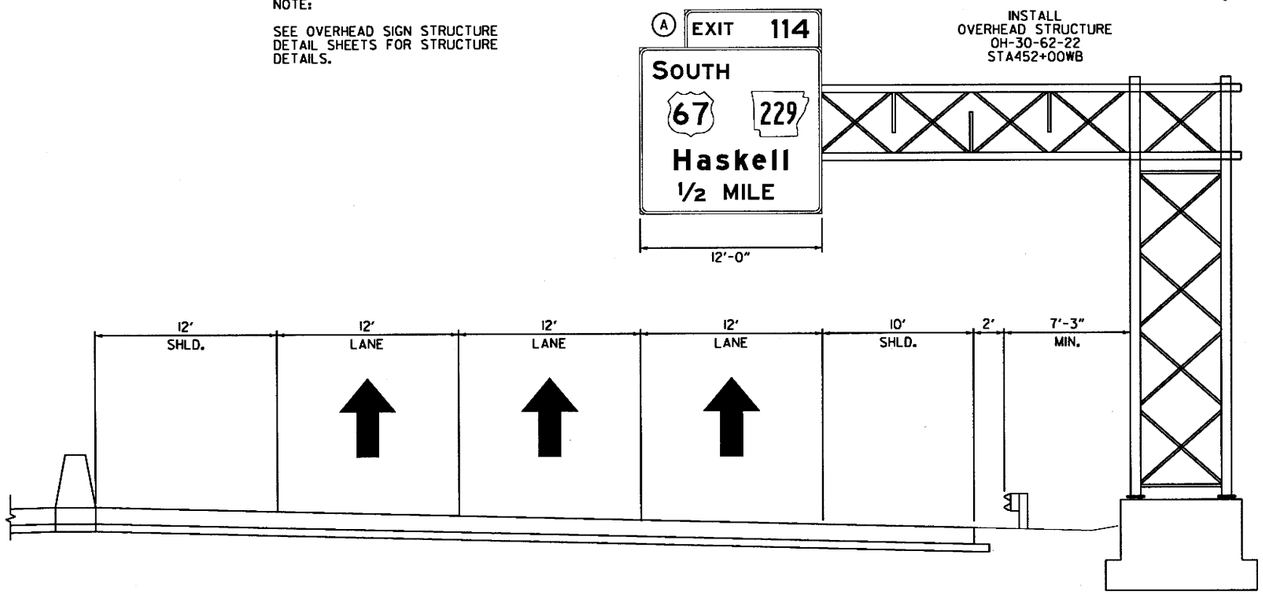
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	816	1465
				(2)	SIGN LAYOUT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SAMUEL AZLIN
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.

INSTALL
OVERHEAD STRUCTURE
OH-30-62-22
STA452+00WB

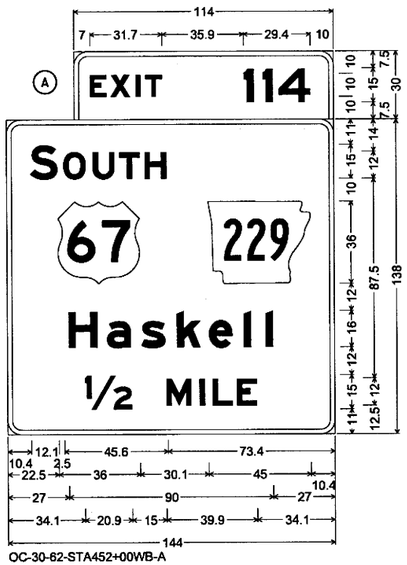


NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OC-30-62-STA452+00WB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [114] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; US 67 M1-4E2;
[Haskell] E Mod 2K; [½] E Mod 2K;
[MILE] E Mod 2K;

SIGN LAYOUT
OH-30-62-22

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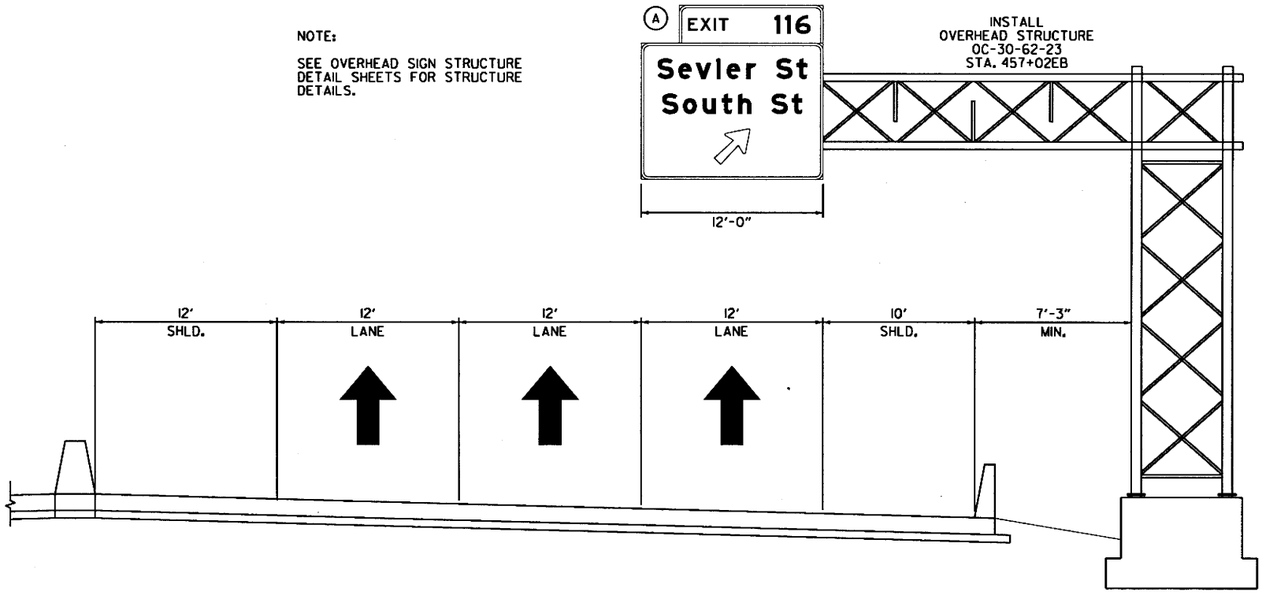
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	817	1465

② SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
SHANNAR AZIZ
2018-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.



NOTE:

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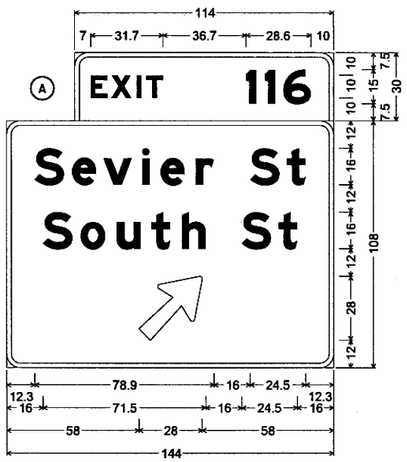
17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OC-30-62-STA457+02EB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [116] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Sevier] E Mod 2K; [St] E Mod 2K;
[South] E Mod 2K; [St] E Mod 2K;
Arrow A-3 - 35.6" 45°;

SIGN LAYOUT
OC-30-62-23

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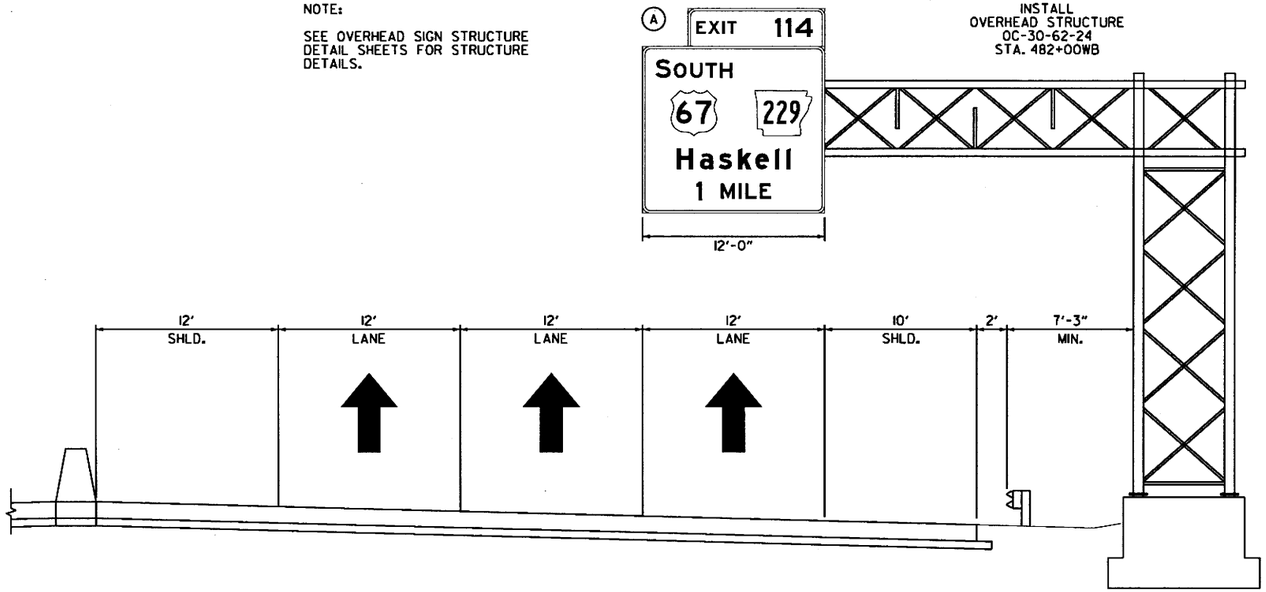
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	818	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ADL
2019-06-21

NOTE:

SEE OVERHEAD SIGN STRUCTURE DETAIL SHEETS FOR STRUCTURE DETAILS.

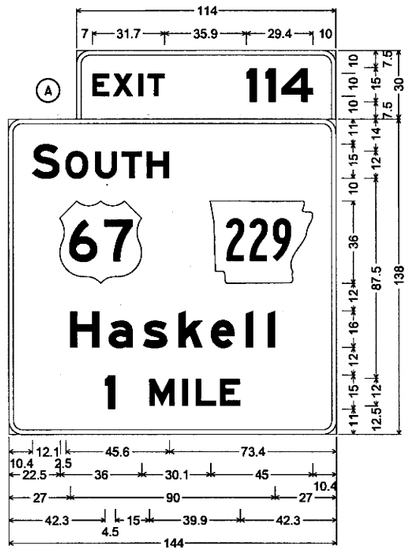


NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OC-30-62-STA482+00WB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [114] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[S] E Mod 2K; [OUTH] E Mod 2K; US 67 M1-4E2;
[Haskell] E Mod 2K; [1] E Mod 2K;
[MILE] E Mod 2K;

SIGN LAYOUT
OC-30-62-24

\\bridgefarmer.internal\basshares\Projects\14407\01\DGN\Plans\Signing\Sign Details\r-CA0601_SGN_Details_15.dgn

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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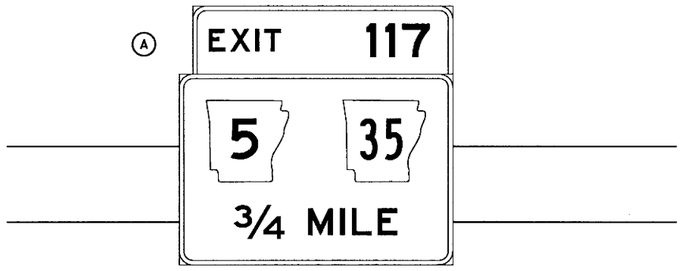
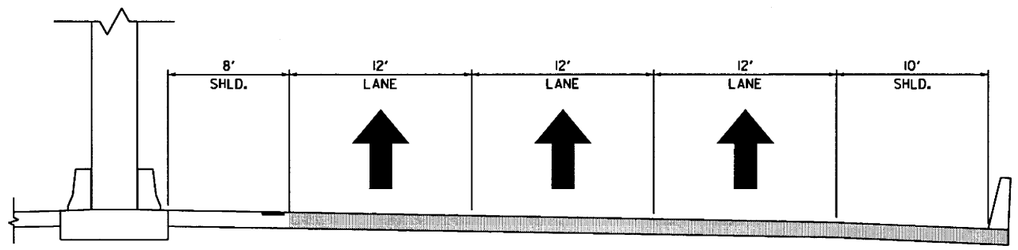
				JOB NO.		CA0601	819	1465

② SIGN LAYOUT





INTERSTATE 30
EASTBOUND

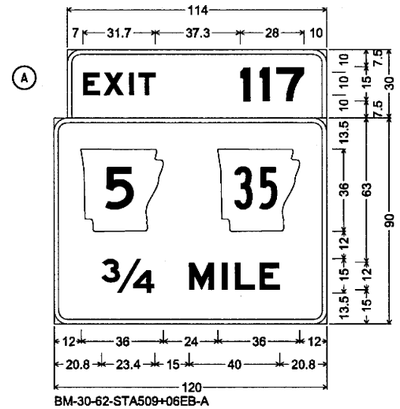
INSTALL OVERHEAD
SIGNS & STRUCTURE
BM-30-62-25
STA. 509+06EB

NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

SINCE THE CONTRACTOR WILL BE REQUIRED TO INSTALL OVERHEAD SIGNS ON STRUCTURES WHICH ARE LOCATED OVER THE ROADWAYS WHICH ARE CURRENTLY OPEN TO TRAFFIC, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE LANE CLOSURES AS PART OF TRAFFIC CONTROL. PAYMENT FOR PROVIDING LANE CLOSURES WILL BE PAID SUBSIDIARY TO THE PAY ITEM "MAINTENANCE OF TRAFFIC". ALL MAINTENANCE OF TRAFFIC WORK MUST CONFORM WITH THE MUTCD.

17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



BM-30-62-STA509+06EB-A
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length;
[117] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[¾] E Mod 2K; [MILE] E Mod 2K;

SIGN LAYOUT
BM-30-62-25

\\bridgefarmer.internal\basshares\Projects\144071.01\DGN\Plans\Signing\Sign Details\rCA0601_SGN_Details_I6.dgn

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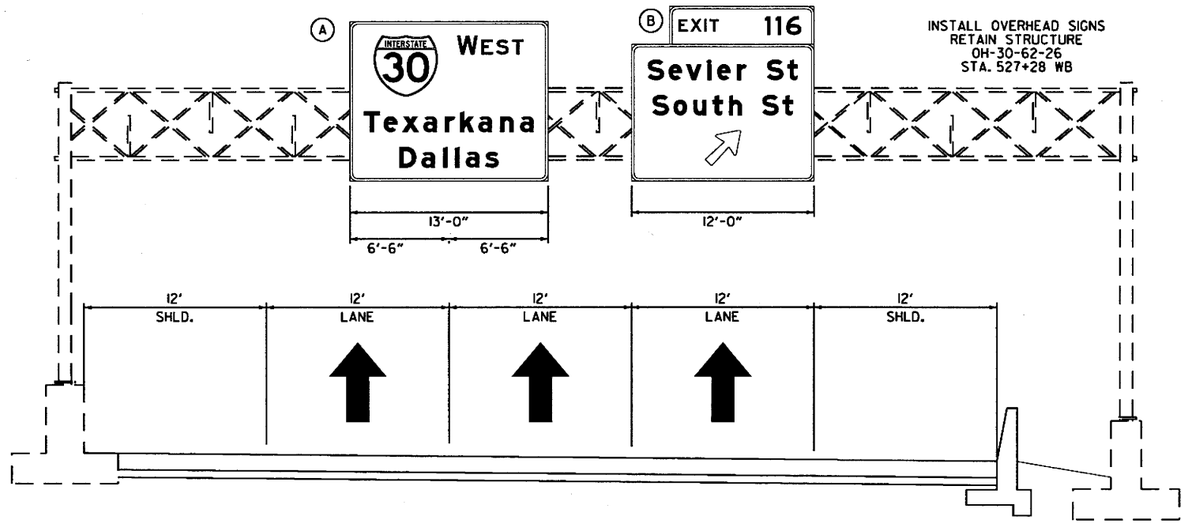
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	820	1465

② SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21



INSTALL OVERHEAD SIGNS
RETAIN STRUCTURE
OH-30-62-26
STA. 527+28 WB

NOTE:

THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY AJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

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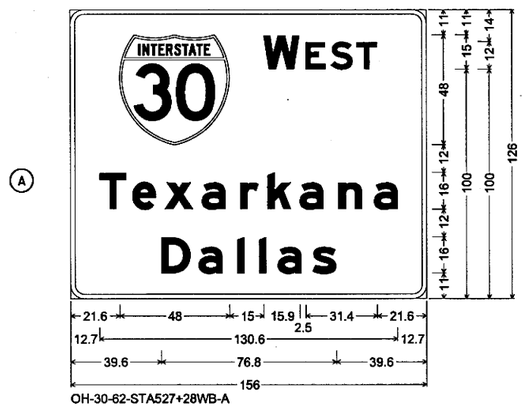
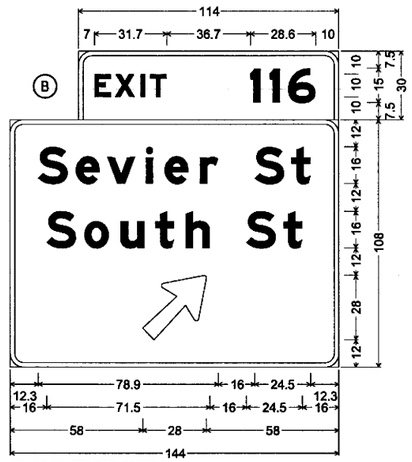
17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD



OH-30-62-STA527+28WB-A
6.0" Radius, 2.0" Border, White on Green;
Interstate 30 M1-1; [W] E Mod 2K; [EST] E Mod 2K;
[Texarkana] E Mod 2K; [Dallas] E Mod 2K;



OH-30-62-STA527+28WB-B
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [116] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Sevier] E Mod 2K; [St] E Mod 2K;
[South] E Mod 2K; [St] E Mod 2K;
Arrow A-3 - 35.6" 45°;

SIGN LAYOUT
OH-30-62-26

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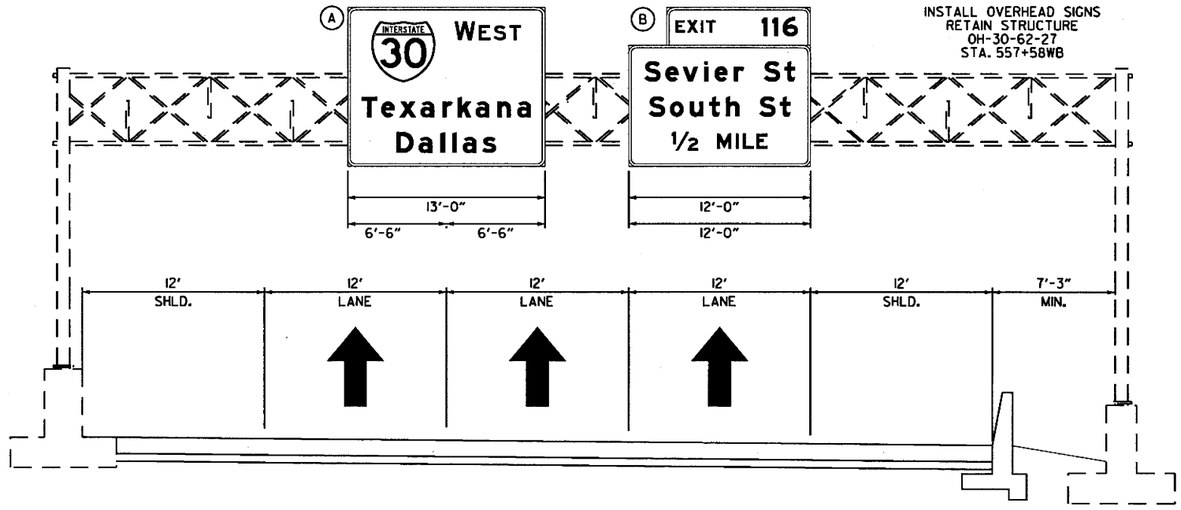
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	821	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21



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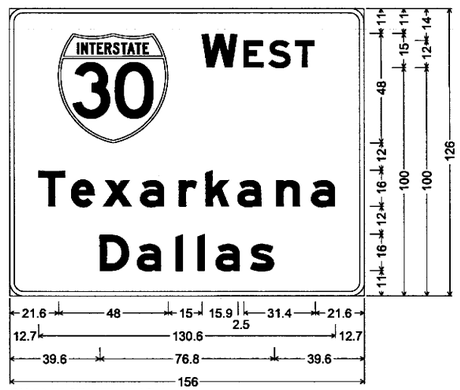
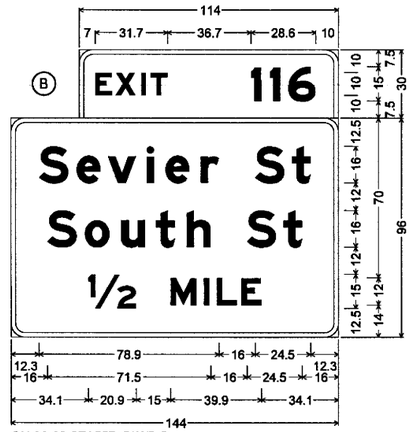
17.5 FT. MIN VERTICAL CLEARANCE OVER THE HGHEST POINT ON ROAD

(A)



OH-30-62-STA557+58WB-A
6.0" Radius, 2.0" Border, White on Green;
Interstate 30 M1-1; [W] E Mod 2K; [EST] E Mod 2K;
[Texarkana] E Mod 2K; [Dallas] E Mod 2K;

(B)



OH-30-62-STA557+58WB-B
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [116] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[Sevier St] E Mod 2K; [South St] E Mod 2K;
[1/2] E Mod 2K; [MILE] E Mod 2K;

SIGN LAYOUT
OH-30-62-27

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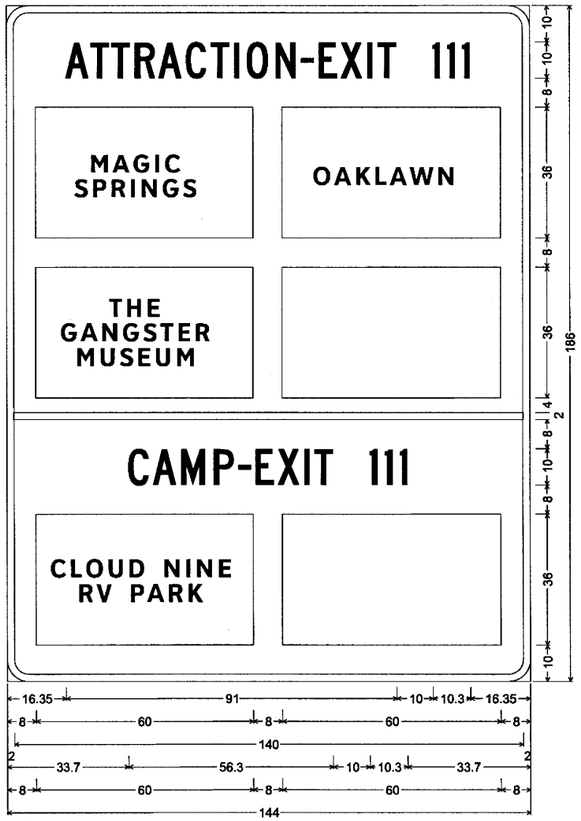
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 17240
SHAHRIAR AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	822	1465
				②	SIGN LAYOUT			



LAC-30-62-STA311+99WB
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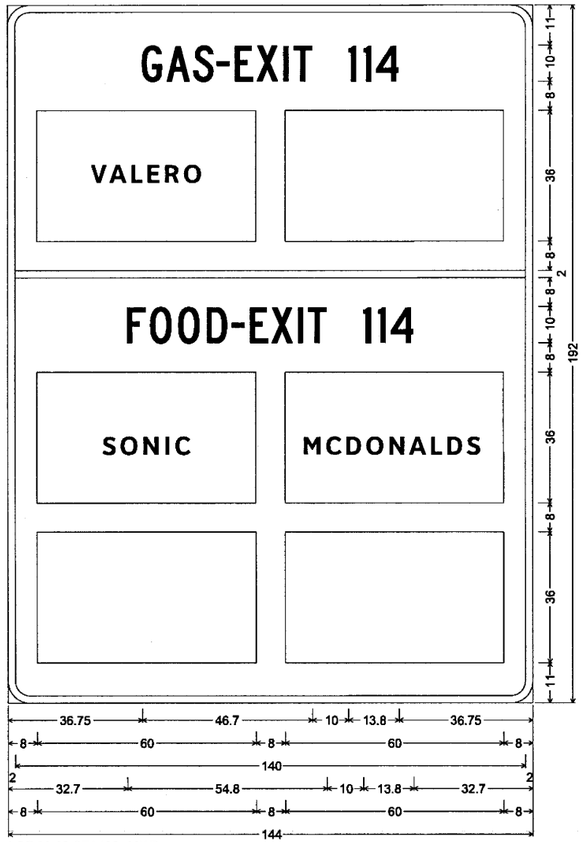
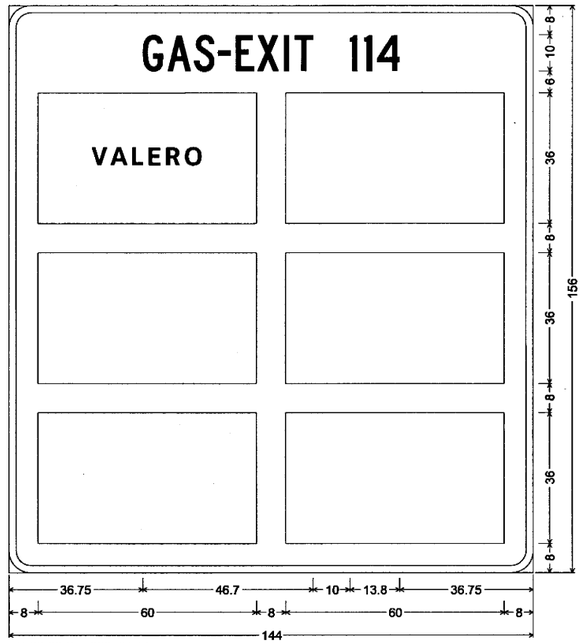
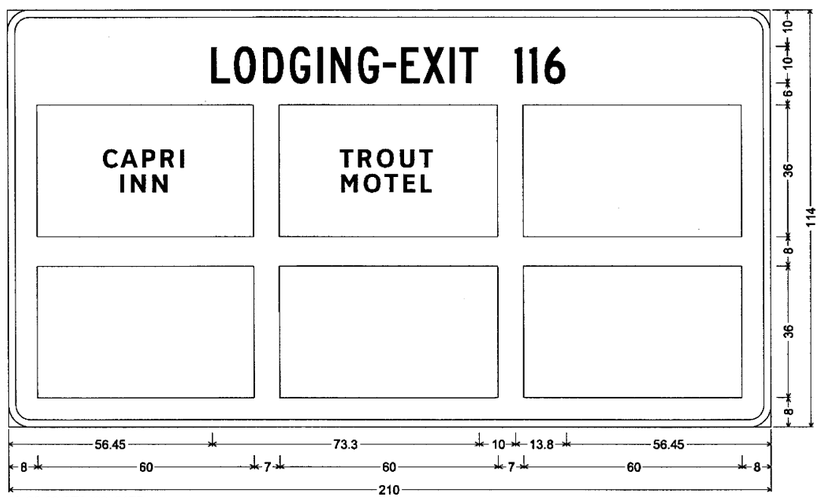
[ATTRACTION-EXIT 111] C 2K; [CAMP-EXIT 111] C 2K;



LGF-30-62-STA486+00WB
6.00" Radius, 2.00" Border, White on Blue;
[GAS-EXIT 114] C 2K; [FOOD-EXIT 114] C 2K;



LG-30-62-STA369+04EB
6.00" Radius, 2.00" Border, White on Blue;
[GAS-EXIT 114] C 2K;



LL-30-62-STA422+51EB
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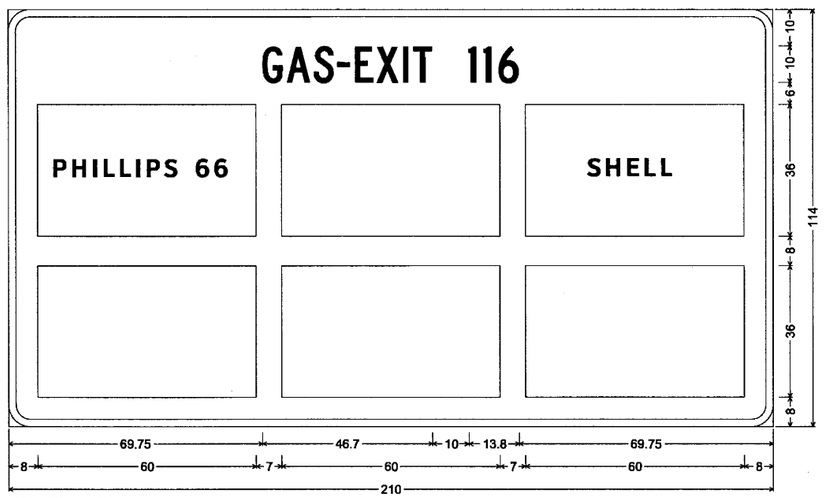
[LODGING-EXIT 116] C 2K;



LG-30-62-STA446+46EB
6.00" Radius, 2.00" Border, White on Blue;
[GAS-EXIT 116] C 2K;

SIGN LAYOUT

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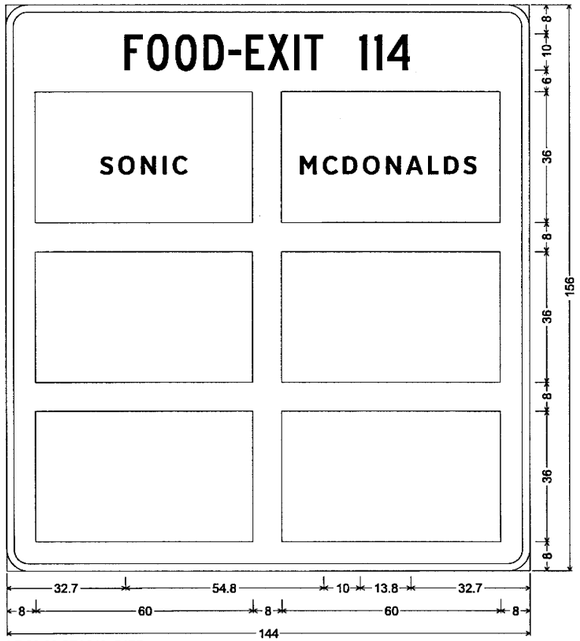
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	823	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARRIAR AZAD
2018-06-21



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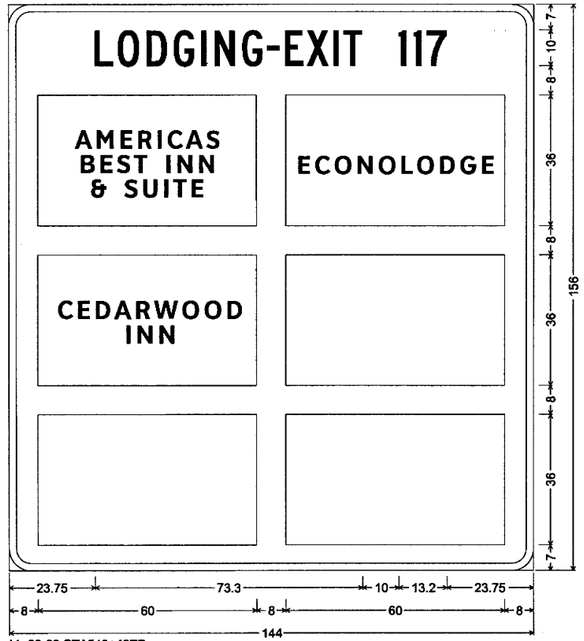
[FOOD-EXIT 114] C 2K;



LL-30-62-STA510+49EB
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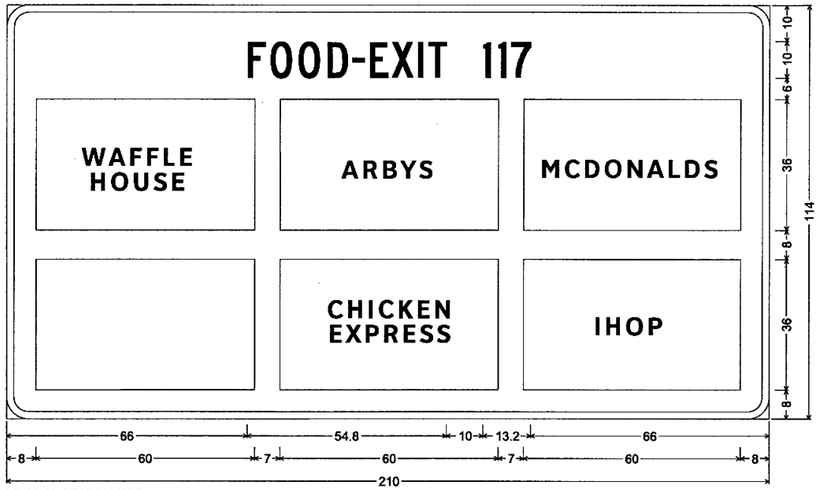
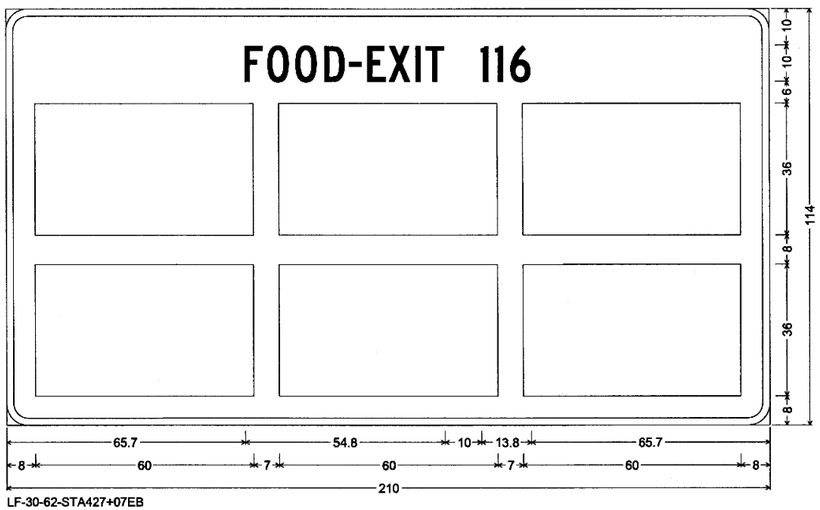
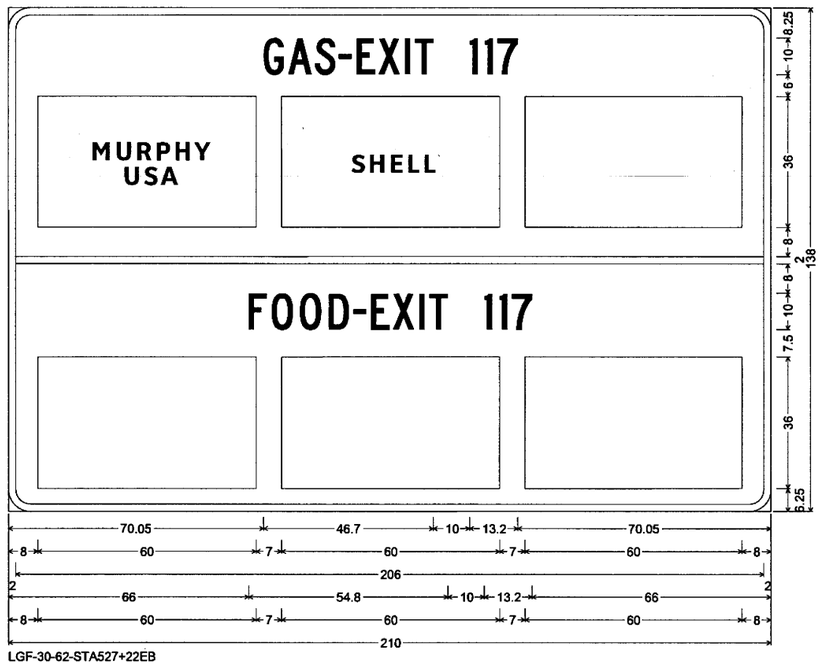
[LODGING-EXIT 117] C 2K;



LF-30-62-STA514+48EB
6.00" Radius, 2.00" Border, White on Blue;
[FOOD-EXIT 117] C 2K;



LF-30-62-STA427+07EB
6.00" Radius, 2.00" Border, White on Blue;
[FOOD-EXIT 116] C 2K;



LGF-30-62-STA527+22EB
6.00" Radius, 2.00" Border, White on Blue;
[GAS-EXIT 117] C 2K; [FOOD-EXIT 117] C 2K;

SIGN LAYOUT

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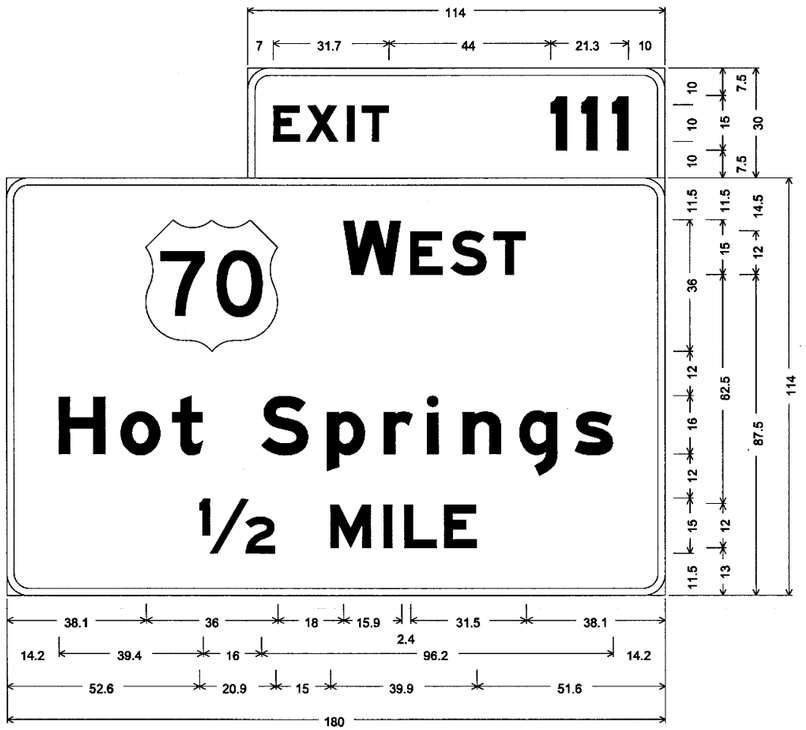
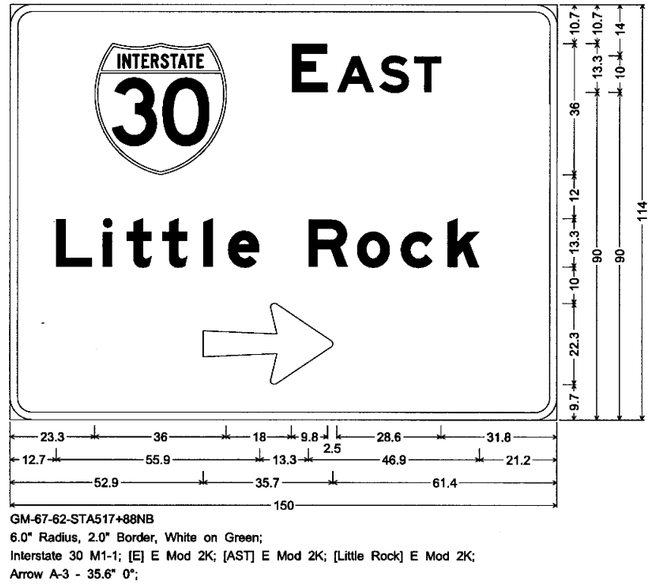
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	824	1465

2 SIGN LAYOUT

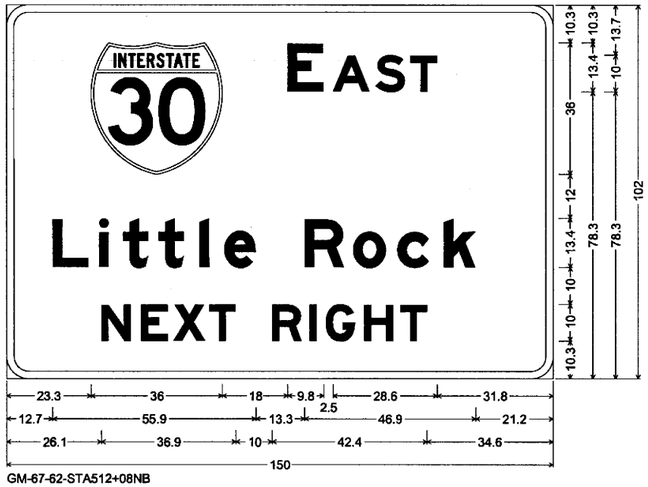
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARIAR ALAM
2019-06-21



GM-30-62-STA225+11EB
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E Mod 2K specified length; [111] E Mod 2K;
6.0" Radius, 2.0" Border, White on Green;
[WEST] E Mod 2K; [Hot Springs] E Mod 2K; [½] E Mod 2K;
[MILE] E Mod 2K;



GM-67-62-STA517+88NB
6.0" Radius, 2.0" Border, White on Green;
Interstate 30 M1-1; [E] E Mod 2K; [AST] E Mod 2K; [Little Rock] E Mod 2K;
Arrow A-3 - 35.6" 0";



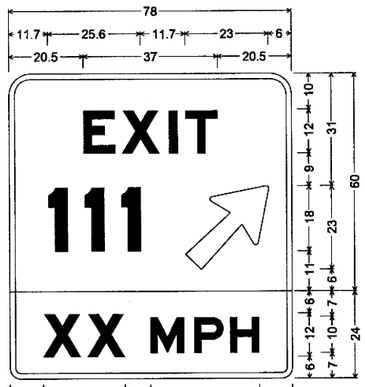
GM-67-62-STA512+08NB
6.0" Radius, 2.0" Border, White on Green;
Interstate 30 M1-1; [E] E Mod 2K; [AST] E Mod 2K; [Little Rock] E Mod 2K;
[NEXT RIGHT] E Mod 2K;

\\bridgefarmer-internal\basshares\Projects\14407\01\DGN\Plans\Signing\Sign Details\rCA0601_SGN_Details2i.dgn 6/20/2018 2:53:25 PM mblinkley

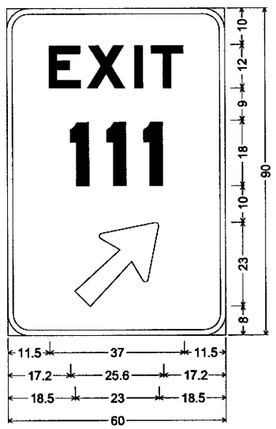
\\bridgeformer.internal\bosnares\Projects\14407\01\DGN\Plans\Signing\Sign Details\rCA060I_SGN_Details_22.dgn
mbinkley
6/20/2018 2:53:25 PM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	825	1465
				②		SIGN LAYOUT		

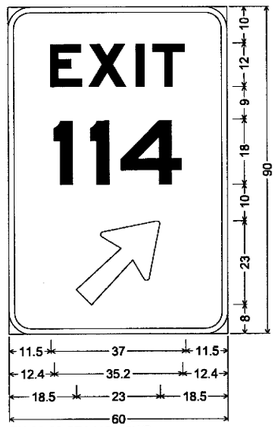
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZIAD
2018-06-20



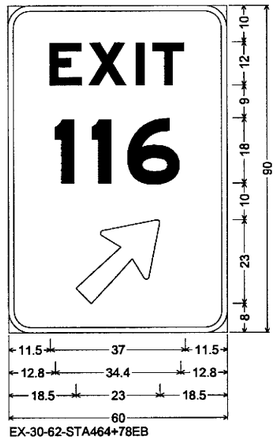
EX-30-62-STA256+56EB
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K; [111] E Mod 2K;
Arrow A-2 - 29.3° 45°;
3.0" Radius, 1.5" Border, Black on Yellow;
[XX] E Mod 2K; [MPH] E Mod 2K;



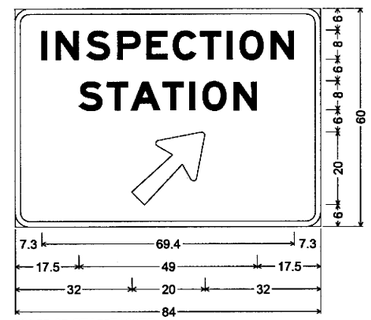
EX-30-62-STA259+03WB
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
[111] E Mod 2K;
Arrow A-2 - 29.3° 45°;



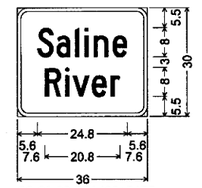
EX-30-62-STA418+10WB
EX-30-62-STA386+38EB
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
[114] E Mod 2K;
Arrow A-2 - 29.3° 45°;



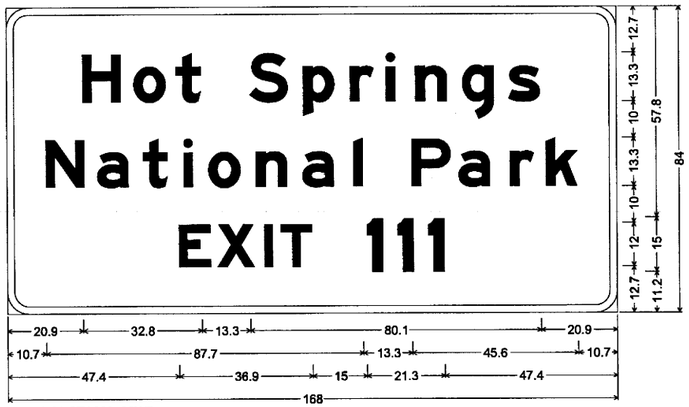
EX-30-62-STA464+78EB
6.0" Radius, 1.5" Border, White on Green;
[EXIT] E Mod 2K;
[116] E Mod 2K;
Arrow A-2 - 29.3° 45°;



EX-30-62-STA337+02EB
EX-30-62-STA365+10WB
4.0" Radius, 1.5" Border, White on Green;
[INSPECTION] E Mod 2K;
[STATION] E Mod 2K;
Arrow Custom - 25.5" 45°;

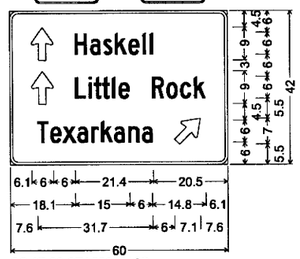


SS-30-62-STA433+54EB
SS-30-62-STA445+96WB
I-3 5in;
3.0" Radius, 1.0" Border, White on Green;
[Saline] C 2K;
[River] C 2K;



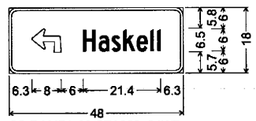
GM-30-62-STA280+98WB
6.0" Radius, 2.0" Border, White on Brown;
[Hot Springs] E Mod 2K; [National Park] E Mod 2K; [EXIT] E Mod 2K; [111] E Mod 2K;

M1-5 (24" X 36") M1-4 (24" X 24")
M6-3 (21" X 15") M6-3 (21" X 15")
M3-2i (24" X 12") M3-4i (24" X 12")
M1-1 (24" X 24") M1-1 (24" X 24")
M6-3 (21" X 15") M5-1a int (21" X 15")



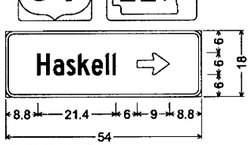
SS-67-62-STA526+41SB
D1-3
2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
[Haskell] C 2K;
Standard Arrow Custom 9.0" X 6.0" 90°;
[Little Rock] C 2K;
[Texarkana] C 2K;
Standard Arrow Custom 9.0" X 6.0" 45°;

R5-1A (42" X 30")



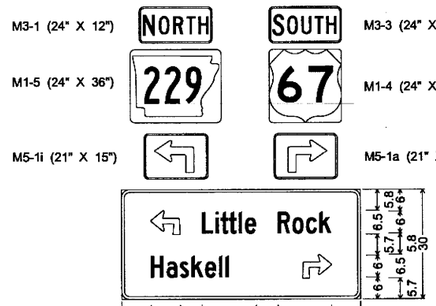
SS-RAMP3-62-STA303+34WB
D1-1
2.3" Radius, 0.8" Border, White on Green;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Haskell] C 2K;

M2-1 (21" X 15") M2-1 (21" X 15")
M1-4 (24" X 24") M1-5 (24" X 36")



SS-30-62-STA389+53EB
D1-1
2.3" Radius, 0.8" Border, White on Green;
[Haskell] C 2K;
Standard Arrow Custom 9.0" X 6.0" 0°;

M3-1 (24" X 12") M3-3 (24" X 12")
M1-5 (24" X 36") M1-4 (24" X 24")
M5-1i (21" X 15") M5-1a (21" X 15")



SS-FRA-62-STA42+86EB
2.3" Radius, 0.8" Border, White on Green;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Little Rock] C 2K; [Haskell] C 2K;
90 Deg Advanced Turn Arrow 8.0" X 6.5";

SIGN LAYOUT

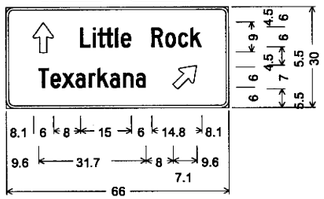
6/20/2018 2:53:26 PM mbinkley
\\bridgeformer.internal\bashares\Projects\I\407\OlOGN\Plans\Signing\Sign Details\r-CA060I_SGN_Details_23.dgn

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 7340
SHAHRIAR AZAD
2018-06-21

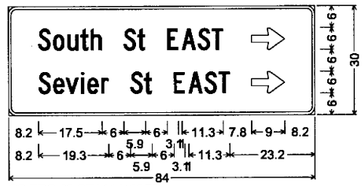
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	826	1465

(2) SIGN LAYOUT

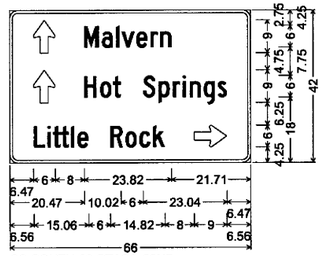
M3-2i (24" X 12") EAST WEST M3-4i (24" X 12")
M1-1 (24" X 24") INTERSTATE 30 INTERSTATE 30 M1-1 (24" X 24")
M6-3 (21" X 15") M6-2 (21" X 15")



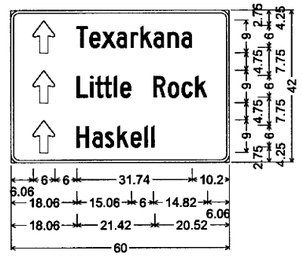
SS-RAMP2-62-STA207+66
2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
[Little Rock] C 2K;
[Texarkana] C 2K;
Standard Arrow Custom 9.0" X 6.0" 45°;



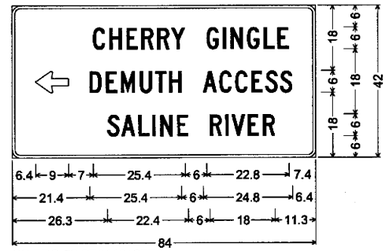
SS-FRC-62-STA114+99EB
D1-2
2.3" Radius, 0.8" Border, White on Green;
[South St E] C 2K; [AST] C 2K;
Standard Arrow Custom 9.0" X 6.0" 0°;
[Sevier St E] C 2K; [AST] C 2K;
Standard Arrow Custom 9.0" X 6.0" 0°;



SS-SOUTH-62-STA34+60NB
D1-3
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.00" X 6.00" 90°;
[Malvern] C 2K;
Standard Arrow Custom 9.00" X 6.00" 90°;
[Hot Springs] C 2K;
[Little Rock] C 2K;
Standard Arrow Custom 9.00" X 6.00" 0°;

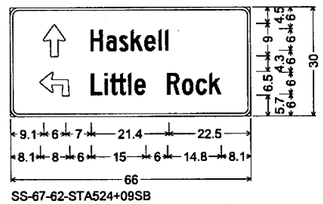


SS-67-62-STA536+26SB
D1-3
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.00" X 6.00" 90°;
Standard Arrow Custom 9.00" X 6.00" 90°;
Standard Arrow Custom 9.00" X 6.00" 90°;
[Texarkana] C 2K;
[Little Rock] C 2K;
[Haskell] C 2K;



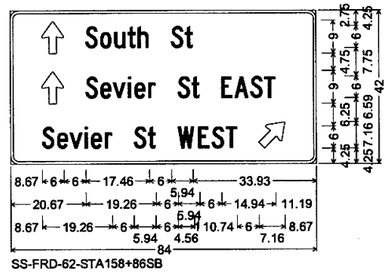
SS-FRC-62-STA118+65EB
2.3" Radius, 0.8" Border, White on Brown;
Standard Arrow Custom 9.0" X 6.0" 180°;
[CHERRY GINGLE] C 2K;
[DEMUTH ACCESS] C 2K;
[SALINE RIVER] C 2K;

M3-2i (24" X 12") EAST
M1-1 (24" X 24") INTERSTATE 30
M5-1i (21" X 15")



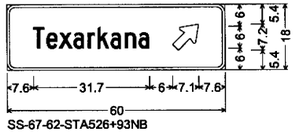
SS-67-62-STA524+09SB
2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
[Haskell] C 2K;
90 Deg Advanced Turn Arrow 8.0" X 6.5";
[Little Rock] C 2K;

FR5-1 (48" X 48") DO NOT ENTER

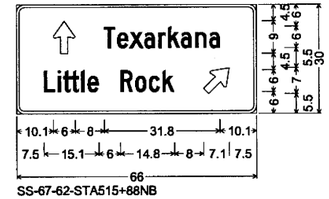


SS-FRD-62-STA158+86SB
D1-3
2.25" Radius, 0.75" Border, White on Green;
Standard Arrow Custom 9.00" X 6.00" 90°;
[South St] C 2K;
Standard Arrow Custom 9.00" X 6.00" 90°;
[Sevier St EAST] C 2K; [Sevier St W] C 2K;
[EST] C 2K;
Standard Arrow Custom 9.00" X 6.00" 45°;

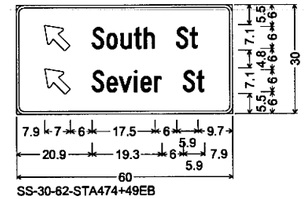
M3-4i (24" X 12") WEST
M1-1 (24" X 24") INTERSTATE 30
M5-1a int (21" X 15")



SS-67-62-STA526+93NB
D1-1d
2.3" Radius, 0.8" Border, White on Green;
[Texarkana] C 2K;
Standard Arrow Custom 9.0" X 6.0" 45°;



SS-67-62-STA515+88NB
2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 90°;
[Texarkana] C 2K; [Little Rock] C 2K;
Standard Arrow Custom 9.0" X 6.0" 45°;



SS-30-62-STA474+49EB
D1-2
2.3" Radius, 0.8" Border, White on Green;
Standard Arrow Custom 9.0" X 6.0" 135°;
[South St] C 2K;
Standard Arrow Custom 9.0" X 6.0" 135°;
[Sevier St] C 2K;

SIGN LAYOUT

\\bridgeformer.internal\basshares\Projects\14407\01\DGN\Plans\Signing\Sign Details\rCA0601_SGN_Details_24.dgn
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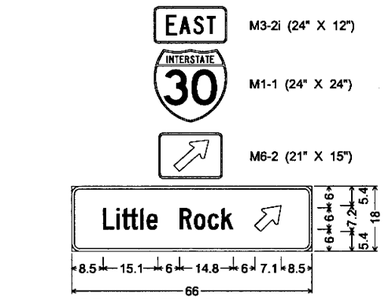
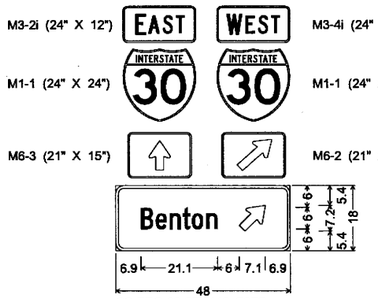


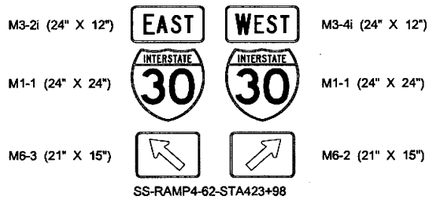
M3-2i (24" X 12")
M1-1 (24" X 24")
M6-2 (21" X 15")

SS-RAMPA-62-STA73+04NB
SS-RAMPB-62-STA83+04EB
SS-SOUTH-62-STA30+29SB
SS-SOUTH-62-STA32+33NB
D1-1d
2.3" Radius, 0.8" Border, White on Green;
[Little Rock] C 2K;
Standard Arrow Custom 9.0" X 6.0" 45°;



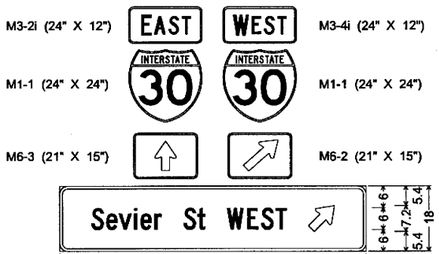
M3-2i (24" X 12")
M3-4i (24" X 12")
M1-1 (24" X 24")
M1-1 (24" X 24")
M6-3 (21" X 15")
M6-2 (21" X 15")

SS-FRC-62-STA116+78EB
D1-1d
2.3" Radius, 0.8" Border, White on Green;
[Benton] C 2K;
Standard Arrow Custom 9.0" X 6.0" 45°;



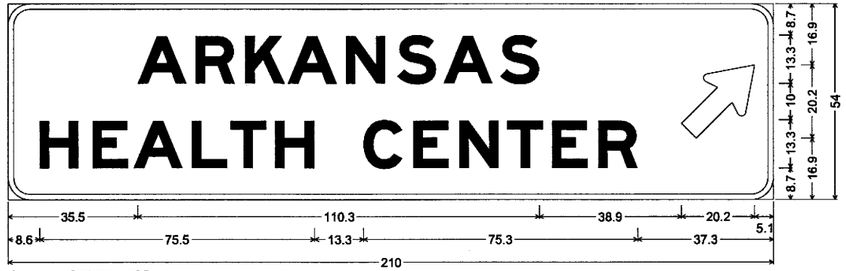
M3-2i (24" X 12")
M3-4i (24" X 12")
M1-1 (24" X 24")
M1-1 (24" X 24")
M6-3 (21" X 15")
M6-2 (21" X 15")

SS-RAMP4-62-STA423+98

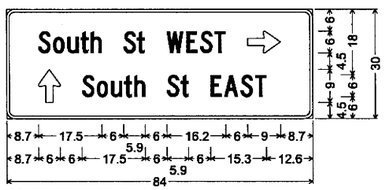


M3-2i (24" X 12")
M3-4i (24" X 12")
M1-1 (24" X 24")
M1-1 (24" X 24")
M6-3 (21" X 15")
M6-2 (21" X 15")

SS-FRC-62-STA122+35WB
D1-1d
2.3" Radius, 0.8" Border, White on Green;
[Sevier] C 2K; [St] C 2K; [W] C 2K;
[EST] C 2K;
Standard Arrow Custom 9.0" X 6.0" 45°;



GM-30-62-STA372+46EB
D1-1d
6.0" Radius, 1.5" Border, White on Green;
[ARKANSAS] E Mod 2K; [HEALTH CENTER] E Mod 2K; Standard Arrow Custom 25.6" X 15.5" 45°;



SS-SEVIER-62-STA51+28EB
D1-2
2.3" Radius, 0.8" Border, White on Green;
[South St] C 2K; [WEST] C 2K;
Standard Arrow Custom 9.0" X 6.0" 0°;
Standard Arrow Custom 9.0" X 6.0" 90°;
[South St] C 2K; [EAST] C 2K 121% spacing;



SS-SOUTH-62-STA21+37NB
D3-2
2.3" Radius, 0.8" Border, White on Green;
[Sevier] C 2K; [St] C 2K;
[NEXT] C 2K; [LEFT] C 2K;



GM-30-62-STA300+23EB
D2-2
6.0" Radius, 1.0" Border, White on Green;
[Benton] E Mod 2K; [Little Rock] E Mod 2K; [4] E Mod 2K; [27] E Mod 2K;

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12604
SHAHRIAR ADL
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	827	1465
				②	SIGN LAYOUT			

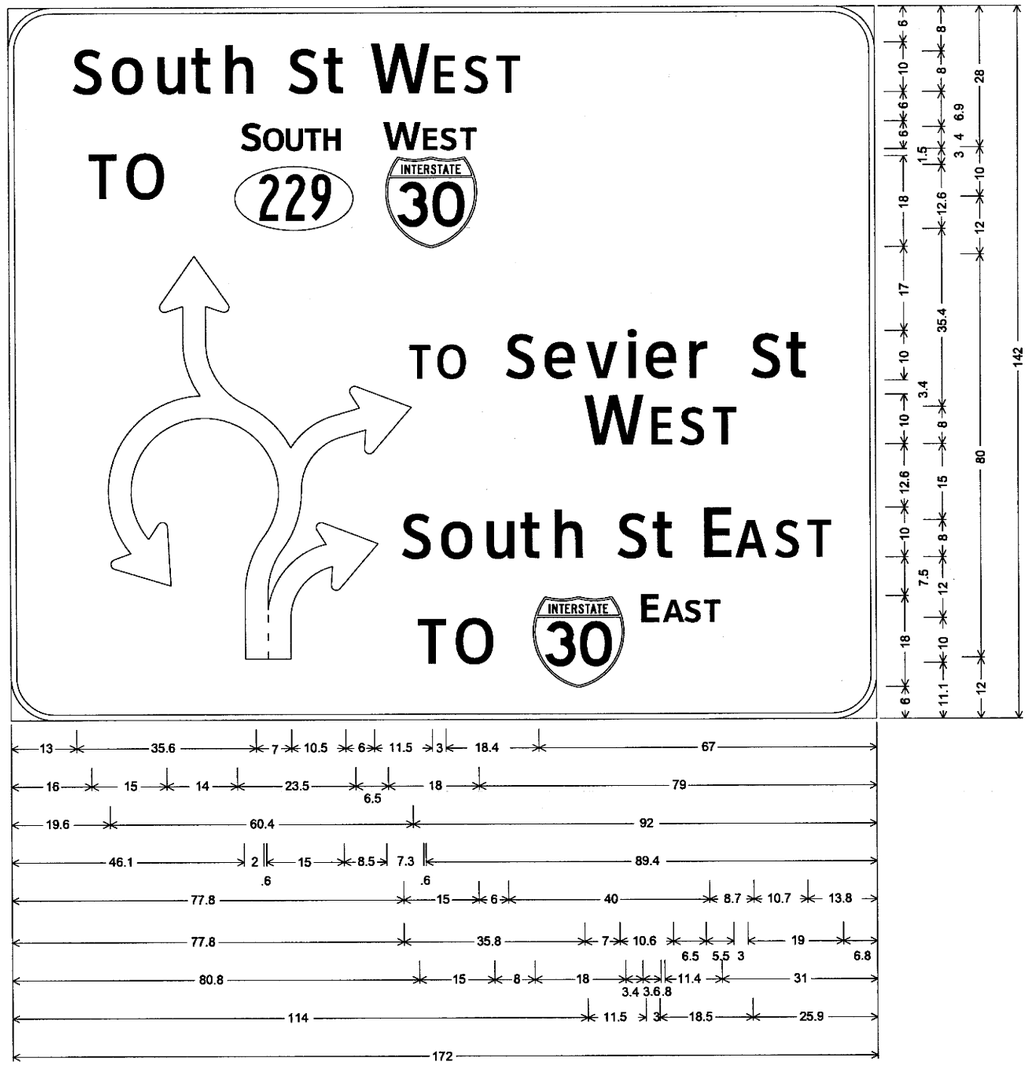
SIGN LAYOUT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	828	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shah
2018-06-21



GM-FRD-62-STA154+66WB
6.0" Radius, 1" Border, 0.6" Indent, White on Green;
[South St South] E Mod 2K; [W] E MOD 2K; [EST] E MOD 2K
[TO] E; [S] E MOD 2K; [OUTH] E MOD 2K; [W] E MOD 2K; [EST] E MOD 2K
[TO] E MOD 2K; [Sevier St] E Mod 2K
[W] E MOD 2K; [EST] E MOD 2K
[South St] E Mod 2K; [E] E MOD 2K; [AST] E MOD 2K
[TO] E MOD 2K; [E] E MOD 2K; [AST] E MOD 2K

SIGN LAYOUT

\\bridgeformer.internal\bashares\Projects\14407\01\DGN\Plans\Signing\Sign Details\rCA0601_SGN_Details_25.dgn
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	829	1465
				②	SIGN LAYOUT			

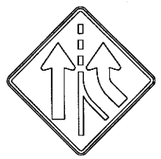
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN AR AZ
2018-06-21

W8-13 (48" X 48")



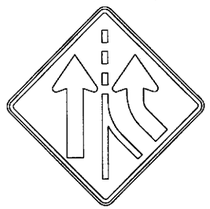
SS-30-62-STA240+51EB
SS-30-62-STA254+67WB
SS-30-62-STA392+25EB
SS-30-62-STA406+37WB
SS-30-62-STA408+03EB
SS-30-62-STA424+87WB
SS-30-62-STA426+37EB
SS-30-62-STA453+63WB
SS-RAMP4-62-STA422+92
SS-RAMP4-62-STA406+99WB

W4-3 (36" X 36")



SS-SOUTH-62-STA30+83NB

W4-3 (48" X 48")



SS-30-62-STA271+78EB
SS-30-62-STA401+64EB
SS-RAMP1-62-STA130+29
SS-RAMP3-62-STA317+10

R3-7R (30" X 30")



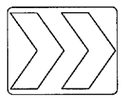
SS-FRC-62-STA119+97EB
SS-SOUTH-62-STA29+03SB
SS-SOUTH-62-STA26+65SB
SS-SOUTH-62-STA26+65NB

W8-13 (36" X 36")



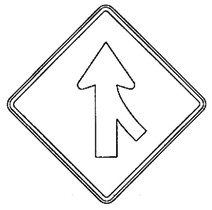
SS-SOUTH-62-STA29+54NB
SS-SOUTH-62-STA24+50SB

R6-4 (30" X 24")



SS-FRD-62-STA149+20EB
SS-FRD-62-STA149+47SB
SS-FRD-62-STA150+03NB

W4-1 (48" X 48")



SS-30-62-STA235+35WB
SS-30-62-STA343+10WB
SS-30-62-STA352+20EB
SS-30-62-STA385+07WB
SS-30-62-STA402+05WB
SS-30-62-STA475+29WB
SS-30-62-STA516+83EB

R2-1 (30" X 36")



SS-RAMP3-62-STA323+35
SS-67-62-STA510+48SB

R2-1 (30" X 36")



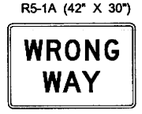
SS-30-62-STA518+30WB
SS-30-62-STA518+34WB
SS-67-62-STA506+33NB
SS-67-62-STA510+47NB
SS-FRC-62-STA91+80EB
SS-FRC-62-STA99+40EB

FR5-1 (48" X 48")



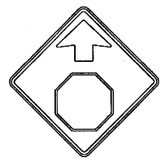
SS-FRC-62-STA117+66EB
SS-FRC-62-STA118+74WB
SS-FRC-62-STA122+77EB
SS-RAMPD-62-STA94+45WB
SS-67-62-STA530+66NB

R5-1A (42" X 30")



SS-30-62-STA474+46EB
SS-30-62-STA474+49EB
SS-RAMP1-62-STA114+89WB
SS-RAMP1-62-STA114+90WB
SS-RAMP3-62-STA303+33WB

W3-1A (36" X 36")



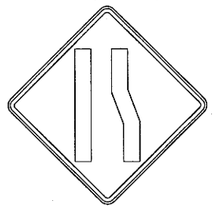
SS-FRC-62-STA92+67WB

R1-5L (30" X 30")



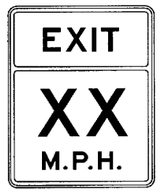
SS-SOUTH-62-STA32+82NB
SS-SOUTH-62-STA30+58NB

W4-2 (48" X 48")



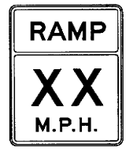
SS-RAMP1-62-STA133+34
SS-RAMP3-62-STA314+15

W13-2 (48" X 60")



SS-30-62-STA332+12EB
SS-30-62-STA454+51EB
SS-30-62-STA429+30WB
SS-30-62-STA375+04EB

W13-2 (36" X 48")



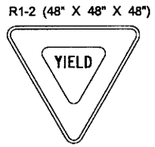
SS-RAMP4-62-STA423+91

R1-1 (36" X 36")



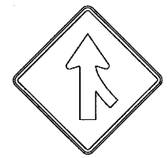
SS-FRC-62-STA87+72WB
SS-FRC-62-STA86+92EB
SS-FRC-62-STA94+44EB
SS-FRC-62-STA109+70EB
SS-FRD-62-STA156+97WB
SS-SOUTH-62-STA24+08NB
SS-RAMP4-62-STA413+51WB
SS-67-62-STA515+06SB
SS-67-62-STA535+55SB

R1-2 (48" X 48" X 48")



SS-67-62-STA516+05SB
SS-67-62-STA531+00SB
SS-FRD-62-STA148+76EB
SS-FRD-62-STA150+50EB
SS-SOUTH-62-STA23+32WB
SS-SOUTH-62-STA24+09NB
SS-SOUTH-62-STA20+82WB
SS-SOUTH-62-STA32+37SB

W4-1 (36" X 36")

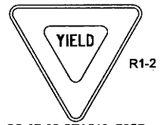


SS-30-62-STA512+70EB

FR5-1 (48" X 48")

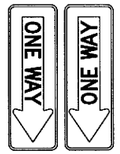


R1-2 (48" X 48" X 48")

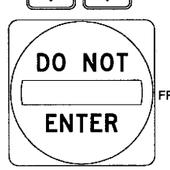


SS-67-62-STA519+73SB
SS-67-62-STA531+62NB
SS-RAMP4-62-STA412+70WB

R6-1 (54" X 18")



FR5-1 (48" X 48")



SS-FRC-62-STA86+45WB
SS-FRC-62-STA87+31WB
SS-67-62-STA530+93NB

W9-1 (48" X 48")



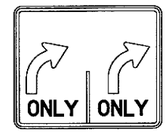
SS-RAMP2-62-STA202+67EB

W9-2 (48" X 48")



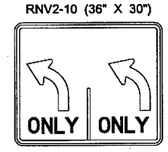
SS-30-62-STA513+40EB
SS-RAMP2-STA216+04
SS-RAMP2-STA216+05
SS-67-62-STA532+70NB
SS-67-62-STA530+66SB

RNV2-11 (36" X 30")



SS-67-62-STA516+82NB
SS-67-62-STA529+80SB

RNV2-10 (36" X 30")



SS-RAMP3-62-STA301+01WB

R3-5 (30" X 36")



SS-30-62-STA405+82WB
SS-67-62-STA528+16NB
SS-67-62-STA532+17SB
SS-67-62-STA535+55SB
SS-FRD-62-STA156+28WB
SS-FRD-62-STA157+04WB
SS-SOUTH-62-STA25+41NB
SS-RAMP1-62-STA116+27EB
SS-RAMP3-62-STA301+85WB
SS-SOUTH-62-STA23+63SB

R3-1 (24" X 24")



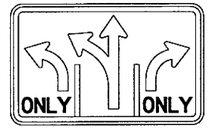
SS-67-62-STA521+41SB

R2-1 (24" X 30")



SS-30-62-STA338+52EB

R3-8a (48" X 30")



SS-RAMP1-62-STA113+91EB

R4-7c (24" X 30")



SS-RAMPA-62-STA73+03NB
SS-RAMPA-62-STA74+39SB
SS-RAMPB-62-STA81+84WB
SS-RAMPB-62-STA83+27EB
SS-SOUTH-62-STA23+73SB
SS-67-62-STA530+03NB

W14-1 (36" X 36")



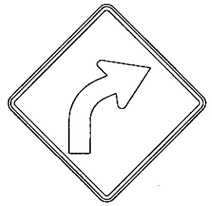
SS-30-62-STA519+45EB

W14-1 (30" X 30")



SS-FRC-62-STA86+19EB

W1-2 (48" X 48")



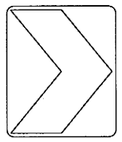
SS-30-62-STA238+41EB

R3-5L (30" X 30")



SS-67-62-STA530+32SB

R2-1 (36" X 48")



SS-30-62-STA250+86EB
SS-30-62-STA252+86EB
SS-30-62-STA254+86EB
SS-30-62-STA256+86EB
SS-30-62-STA258+86EB
SS-30-62-STA260+86EB
SS-30-62-STA262+86EB
SS-30-62-STA264+86EB
SS-30-62-STA266+86EB
SS-30-62-STA268+86EB
SS-30-62-STA270+86EB
SS-30-62-STA272+86EB
SS-30-62-STA274+86EB
SS-RAMP1-62-STA108+19
SS-RAMP1-62-STA108+99
SS-RAMP1-62-STA109+79
SS-RAMP1-62-STA110+59
SS-RAMP1-62-STA111+39
SS-RAMP1-62-STA112+19
SS-RAMP1-62-STA112+99
SS-RAMP2-62-STA240+60
SS-RAMP2-62-STA242+20
SS-RAMP2-62-STA243+80
SS-RAMP2-62-STA245+40
SS-30-62-STA474+95EB
SS-30-62-STA475+36EB
SS-30-62-STA475+73EB
SS-RAMP4-62-STA406+28WB
SS-RAMP4-62-STA407+08WB
SS-RAMP4-62-STA407+88WB
SS-RAMP4-62-STA408+68WB
SS-RAMP4-62-STA409+48WB
SS-RAMP4-62-STA410+28WB

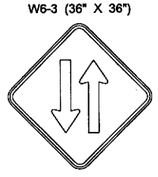
FR5-1 (48" X 48")
R4-7c (24" X 30")





SS-67-62-STA530+38SB

W6-3 (36" X 36")



SS-FRC-62-STA88+69EB

R5-10A (30" X 36")

SS-RAMP4-62-STA411+40WB
SS-RAMPB-62-STA82+17EB

R6-1 (54" X 18")

SS-67-62-STA520+45SB
SS-67-62-STA520+98SB
SS-67-62-STA530+20NB

FR5-1 (48" X 48")

RNV2-10 (36" X 30")

SIGN LAYOUT

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	830	1465

(2) SIGN LAYOUT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21

M3-2i (24" X 12") EAST | SOUTH M3-3 (24" X 12")
M1-1 (24" X 24") INTERSTATE 30 | 67 M1-4 (24" X 24")
M6-1a int (21" X 15") | 229 M1-5 (24" X 36")
M6-3 (21" X 15")

SS-67-62-STA521+74SB

M6-1a int (21" X 15")
M1-1 (24" X 24") INTERSTATE 30
M3-2i (24" X 12") EAST

M3-4i (24" X 12") WEST | EAST M3-2i (24" X 12")
M1-1 (24" X 24") INTERSTATE 30 | INTERSTATE 30 M1-1 (24" X 24")
M6-3 (21" X 15") | M6-1i (21" X 15")

SS-67-62-STA520+64NB

SOUTH M3-3 (24" X 12")
229 M1-5 (24" X 36")
M6-1a int (21" X 15")

M3-3 (24" X 12") SOUTH | NORTH M3-1 (24" X 12")
M1-4 (24" X 24") 67 | 229 M1-5 (24" X 36")
M6-1a int (21" X 15") | M6-1 (21" X 15")

SS-30-62-STA406+65WB

M3-4i (24" X 12") WEST | SOUTH M3-3 (24" X 12")
M1-1 (24" X 24") INTERSTATE 30 | 229 M1-5 (24" X 36")
M6-3 (21" X 15") | M6-1 (21" X 15")

SS-FRD-62-STA125+80WB

M3-1 (24" X 12") NORTH | WEST M3-4i (24" X 12")
M1-5 (24" X 36") 229 | INTERSTATE 30 M1-1 (24" X 24")
M6-3 (21" X 15") | M6-1i (21" X 15")

SS-67-62-STA529+48NB

SOUTH M3-3 (24" X 12")
67 M1-4 (24" X 24")
M6-1i (21" X 15")

M3-1 (24" X 12") NORTH | SOUTH M3-3 (24" X 12")
M1-5 (24" X 36") 229 | 229 M1-5 (24" X 36")
M6-1a int (21" X 15") | M6-1i (21" X 15")

SS-67-62-STA520+26SB

M3-4i (24" X 12") WEST | EAST M3-2i (24" X 12")
M1-1 (24" X 24") INTERSTATE 30 | INTERSTATE 30 M1-1 (24" X 24")
M6-3 (21" X 15") | M5-2a int (21" X 15")
M3-1 (24" X 12") NORTH | NORTH M3-1 (24" X 12")
M1-5 (24" X 36") 229 | 67 M1-4 (24" X 24")
M6-3 (21" X 15") | M5-2a int (21" X 15")

SS-67-62-STA513+97NB

R3-1 (24" X 24")

M3-2i (24" X 12") EAST | WEST M3-4i (24" X 12")
M1-1 (24" X 24") INTERSTATE 30 | INTERSTATE 30 M1-1 (24" X 24")
M6-8 int (24" X 18") LEFT LANE | M5-1a int (21" X 15")

SS-67-62-STA531+01SB

TO M4-5 (24" X 12")
SOUTH M3-3 (24" X 12")
229 M1-5 (24" X 36")
WEST M3-4i (24" X 12")
INTERSTATE 30 M1-1 (24" X 24")
M6-2 (21" X 15")

SS-SOUTH-62-STA22+26SB

TO M4-5 (24" X 12")
SOUTH M3-3 (24" X 12")
229 M1-5 (24" X 36")
WEST M3-4i (24" X 12")
INTERSTATE 30 M1-1 (24" X 24")
M6-2 (21" X 15")

SS-FRD-62-STA148+78WB

TO M4-5 (24" X 12")
EAST M3-2i (24" X 12")
INTERSTATE 30 M1-1 (24" X 24")
M5-3 (21" X 15")

SS-FRD-62-STA139+02EB

SOUTH M3-3 (24" X 12")
67 M1-4 (24" X 24")
SOUTH M3-3 (24" X 12")
229 M1-5 (24" X 36")

SS-67-62-STA513+30SB

WEST M3-4i (24" X 12")
INTERSTATE 30 M1-1 (24" X 24")
M6-1i (21" X 15")

SS-30-62-STA374+00WB
SS-30-62-STA458+24WB

EAST M3-2i (24" X 12")
INTERSTATE 30 M1-1 (24" X 24")

SS-30-62-STA282+00EB

JCT M2-1 (21" X 15")
INTERSTATE 30 M1-1 (24" X 24")

SS-67-62-STA504+00NB
SS-67-62-STA539+85SB

EAST M3-4i (24" X 12")
INTERSTATE 30 M1-1 (24" X 24")
M6-1i (21" X 15")
M3-1 (24" X 12") NORTH | SOUTH M3-3 (24" X 12")
M1-5 (24" X 36") 229 | 67 M1-4 (24" X 24")
M6-1a int (21" X 15") | M6-1i (21" X 15")

SS-67-62-STA528+54SB

M3-4i (24" X 12") WEST | SOUTH M3-3 (24" X 12")
M1-1 (24" X 24") INTERSTATE 30 | 229 M1-5 (24" X 36")
M6-1i (21" X 15") | M6-1 (21" X 15")

SS-FRD-62-STA125+80WB

EAST M3-2i (24" X 12")
INTERSTATE 30 M1-1 (24" X 24")
LEFT LANE M6-8 int (24" X 18")

SS-67-62-STA537+14SB

TO M4-5 (24" X 12")
EAST M3-2i (24" X 12")
INTERSTATE 30 M1-1 (24" X 24")
M6-2 (21" X 15")

SS-SOUTH-62-STA20+83NB

NORTH M3-1 (24" X 12")
229 M1-5 (24" X 36")

SS-67-62-STA534+44NB

JCT M2-1 (21" X 15")
229 M1-5 (24" X 36")

SS-FRD-62-STA129+50WB

SIGN LAYOUT

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mbinkley

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	831	1465
				(2) SIGN LAYOUT				

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR IZAD
2018-06-21

EXIT
XX
MPH
W13-6 (36" X 60")
SS-30-62-STA251+52EB
SS-30-62-STA254+71EB

(66" X 42")
ONLY
SS-FRD-62-STA152+64WB

(18" X 18")
ONLY
SS-FRD-62-STA137+45EB

W1-2 (36" X 36")
20
M.P.H.
W13-1P (18" X 18")
SS-RAMP1-62-STA113+28WB

W1-2 (36" X 36")
35
M.P.H.
W13-1P (18" X 18")
SS-FRA-62-STA34+70EB
SS-FRB-62-STA66+67WB

W1-2 (36" X 36")
35
M.P.H.
W13-1P (18" X 18")
SS-FRB-62-STA59+85EB
SS-FRB-62-STA76+68WB

W3-1A STD (48" X 48")
SS-FRA-62-STA37+62EB

W2-6 (30" X 30")
ROUNDABOUT
W16-17 (24" X 12")
20
M.P.H.
W13-1P (18" X 18")
SS-SOUTH-62-STA24+05NB
SS-FRD-62-STA135+56EB
SS-FRD-62-STA156+26WB

SPEED
LIMIT
70
R2-1 (48" X 60")
SS-30-62-STA351+89WB
SS-30-62-STA425+00EB
SS-30-62-STA450+15WB
SS-30-62-STA291+25EB
SS-30-62-STA362+00WB

ENTER
DO NOT
FR5-1 (48" X 48")
ONE WAY
R6-1 (54" X 18")
STOP
R1-1 (36" X 36")
SS-FRC-62-STA123+21NB

DO NOT
ENTER
FR5-1 (48" X 48")
HERE
TO
R1-5R (30" X 30")
SS-SOUTH-62-STA30+79NB

DO NOT
ENTER
FR5-1 (48" X 48")
HERE
TO
R1-5L (30" X 30")
SS-SOUTH-62-STA30+58NB

ENTER
DO NOT
FR5-1 (48" X 48")
STOP
R1-1 (36" X 36")
SS-FRC-62-STA118+10EB

ONE WAY
ONE WAY
R6-1 (54" X 18")
R3-1 (24" X 24")
SS-FRC-62-STA86+89WB

SLOWER
TRAFFIC
KEEP
RIGHT
R4-3 (48" X 60")
SS-30-62-STA292+25EB
SS-30-62-STA360+50WB

ONE
WAY
R6-2 (18" X 24")
SS-FRD-62-STA157+17WB

MILE
1
1
3
D10-3 (12" X 48")
SS-30-62-STA356+83WB
SS-30-62-STA356+83EB

MILE
1
1
4
D10-3 (12" X 48")
SS-30-62-STA409+63WB
SS-30-62-STA409+63EB

MILE
1
1
1
D10-3 (12" X 48")
SS-30-62-STA261+07EB
SS-30-62-STA267+16WB

MILE
1
1
2
D10-3 (12" X 48")
SS-30-62-STA304+03WB
SS-30-62-STA304+03EB

MILE
1
1
5
D10-3 (12" X 48")
SS-30-62-STA462+43WB
SS-30-62-STA462+43EB

MILE
1
1
6
D10-3 (12" X 48")
SS-30-62-STA515+23EB

ENTER
DO NOT
FR5-1 (48" X 48")

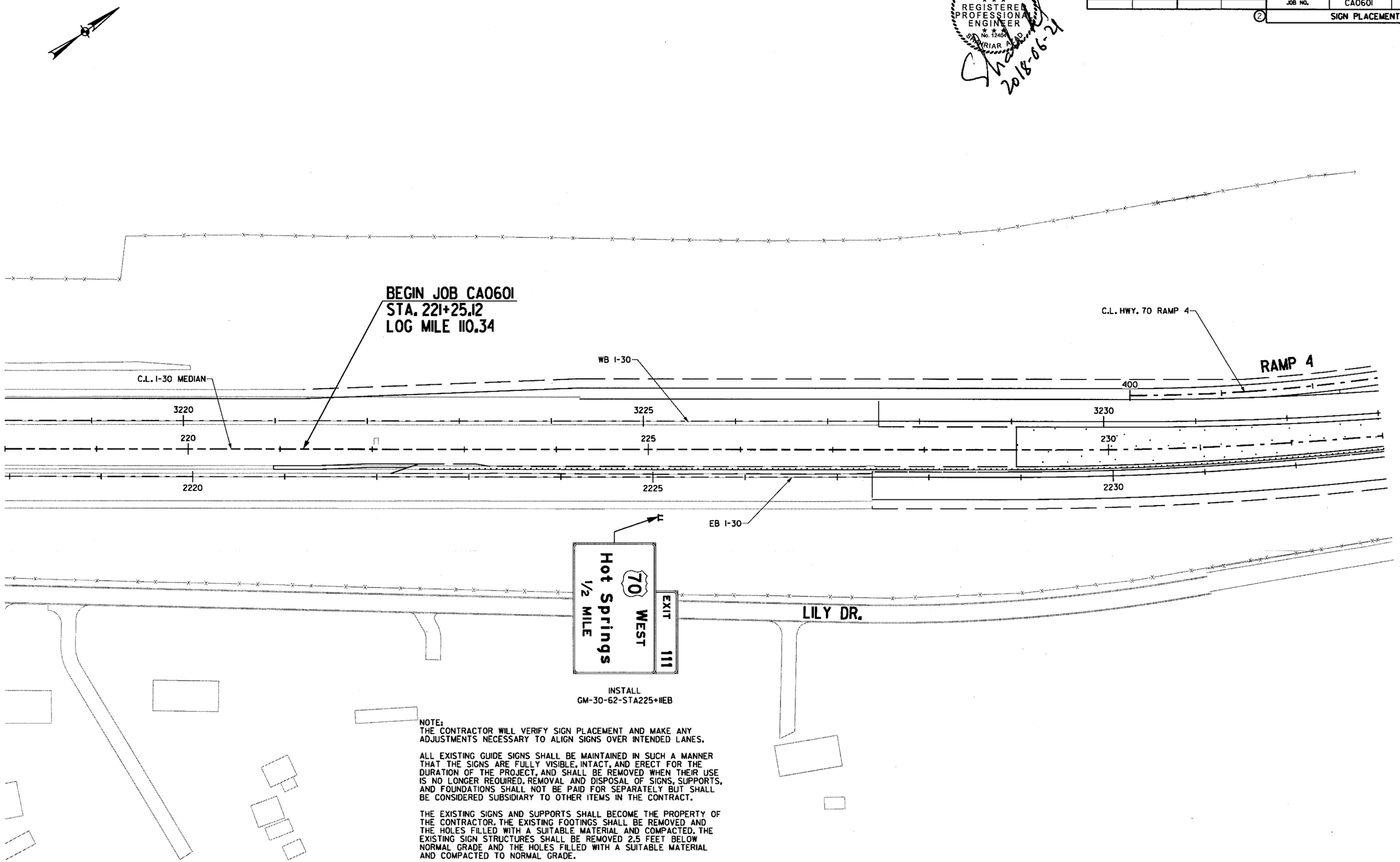
EAST
M3-4i (24" X 12")
INTERSTATE
30
M1-1 (24" X 24")
M6-1i (21" X 15")
M3-1 (24" X 12") NORTH
SOUTH M3-3 (24" X 12")
M1-5 (24" X 36") 229
67 M1-4 (24" X 24")
M6-1a int (21" X 15")
M6-1i (21" X 15")
SS-67-62-STA530+07SB

SIGN LAYOUT

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	832	1465

(2) SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STANRIAR ALAD
2018-06-21



NOTE:
THE CONTRACTOR WILL VERIFY SIGN PLACEMENT AND MAKE ANY ADJUSTMENTS NECESSARY TO ALIGN SIGNS OVER INTENDED LANES.

ALL EXISTING GUIDE SIGNS SHALL BE MAINTAINED IN SUCH A MANNER THAT THE SIGNS ARE FULLY VISIBLE, INTACT, AND ERECT FOR THE DURATION OF THE PROJECT, AND SHALL BE REMOVED WHEN THEIR USE IS NO LONGER REQUIRED. REMOVAL AND DISPOSAL OF SIGNS, SUPPORTS, AND FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

THE EXISTING SIGNS AND SUPPORTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING FOOTINGS SHALL BE REMOVED AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED. THE EXISTING SIGN STRUCTURES SHALL BE REMOVED 2.5 FEET BELOW NORMAL GRADE AND THE HOLES FILLED WITH A SUITABLE MATERIAL AND COMPACTED TO NORMAL GRADE.

SIGN PLACEMENT
STA. 218+00 TO STA. 233+00

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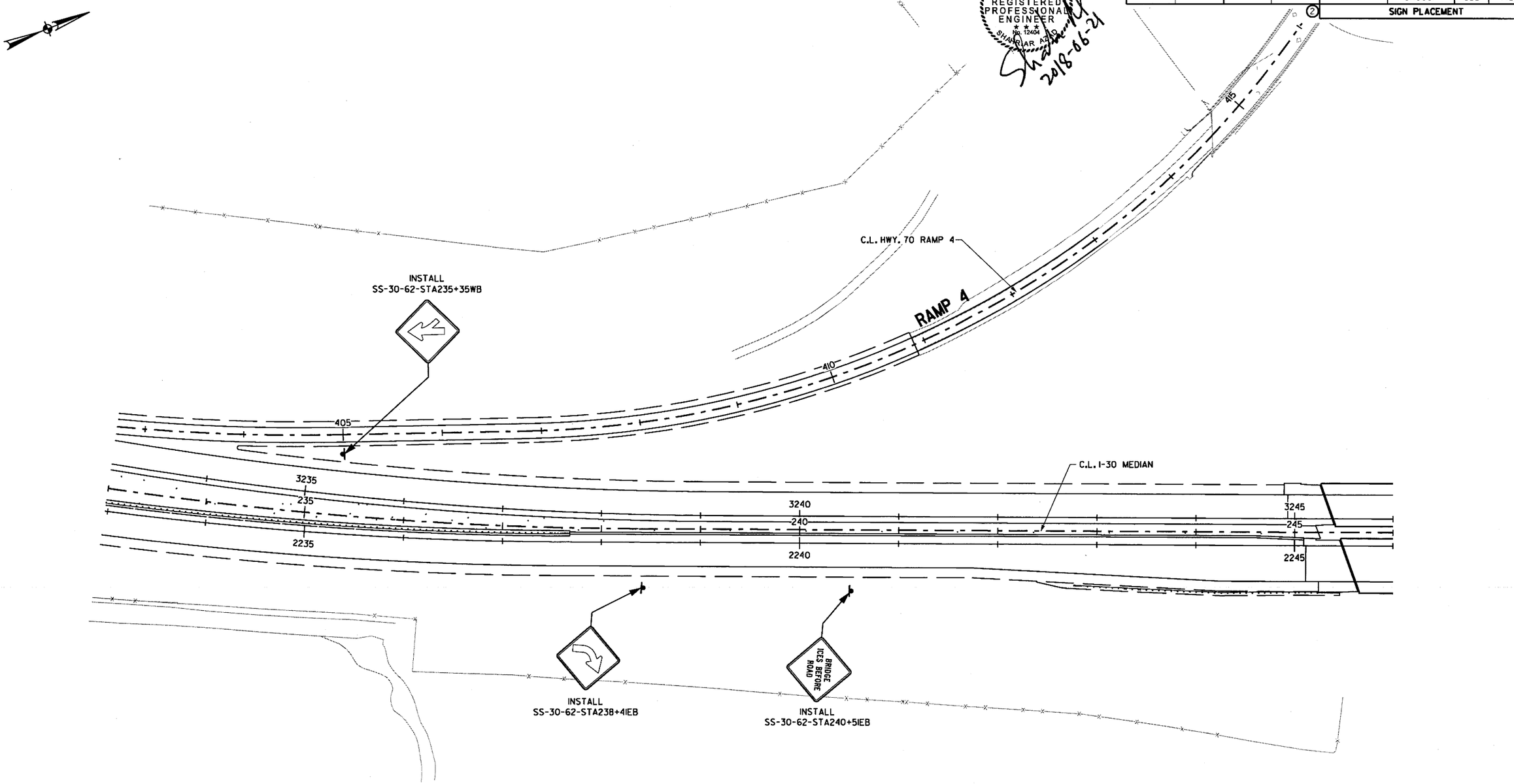
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	833	1465

2 SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHARLAR A. [illegible]
2018-06-21



SIGN PLACEMENT
STA. 233+00 TO STA. 246+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	834	1465

(2) SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZMI
2018-06-21

INSTALL
SS-RAMP3-62-STA323+35

SPEED LIMIT 55

RAMP 3

INSTALL
SS-30-62-STA254+67WB

BRIDGE ICES BEFORE ROAD

INSTALL
EX-30-62-STA259+03WB

EXIT 111

BRIDGE NO. A3251

BRIDGE NO. B3251

C.L. I-30 MEDIAN

PAWNEE DR

INSTALL 5 @ 200' SPACING
SS-30-62-STA250+86EB
THROUGH
SS-30-62-STA258+86EB

INSTALL
SS-30-62-STA254+71EB

INSTALL
EX-30-62-STA256+56EB

RAMP 1

INSTALL 7 @ 80' SPACING
SS-RAMPI-62-STAI08+19
THROUGH
SS-RAMPI-62-STAII2+99

C.L. HWY. 70 RAMP 1

C.L. HWY. 70 RAMP 2

RAMP 2

INSTALL
OVERHEAD STRUCTURE
OH-30-62-10
STA. 251+51EB

EXIT 111
70 WEST
Hot Springs
EXIT XX MPH
EXIT ONLY

COMMERCIAL VEH
INSPECTION STA
2 MILES
ALL TRUCKS MUST EXIT

EXIT XX MPH

SIGN PLACEMENT
STA. 246+00 TO STA. 260+00

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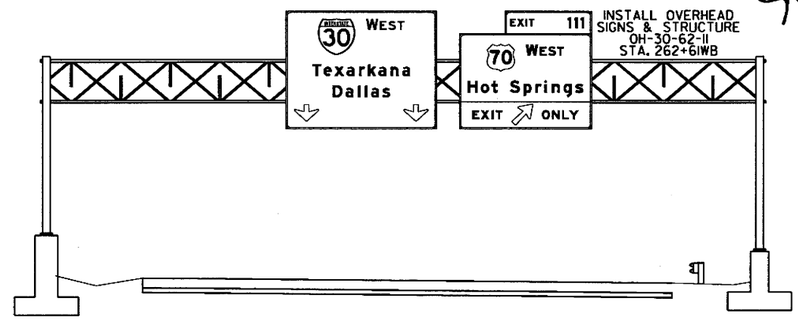
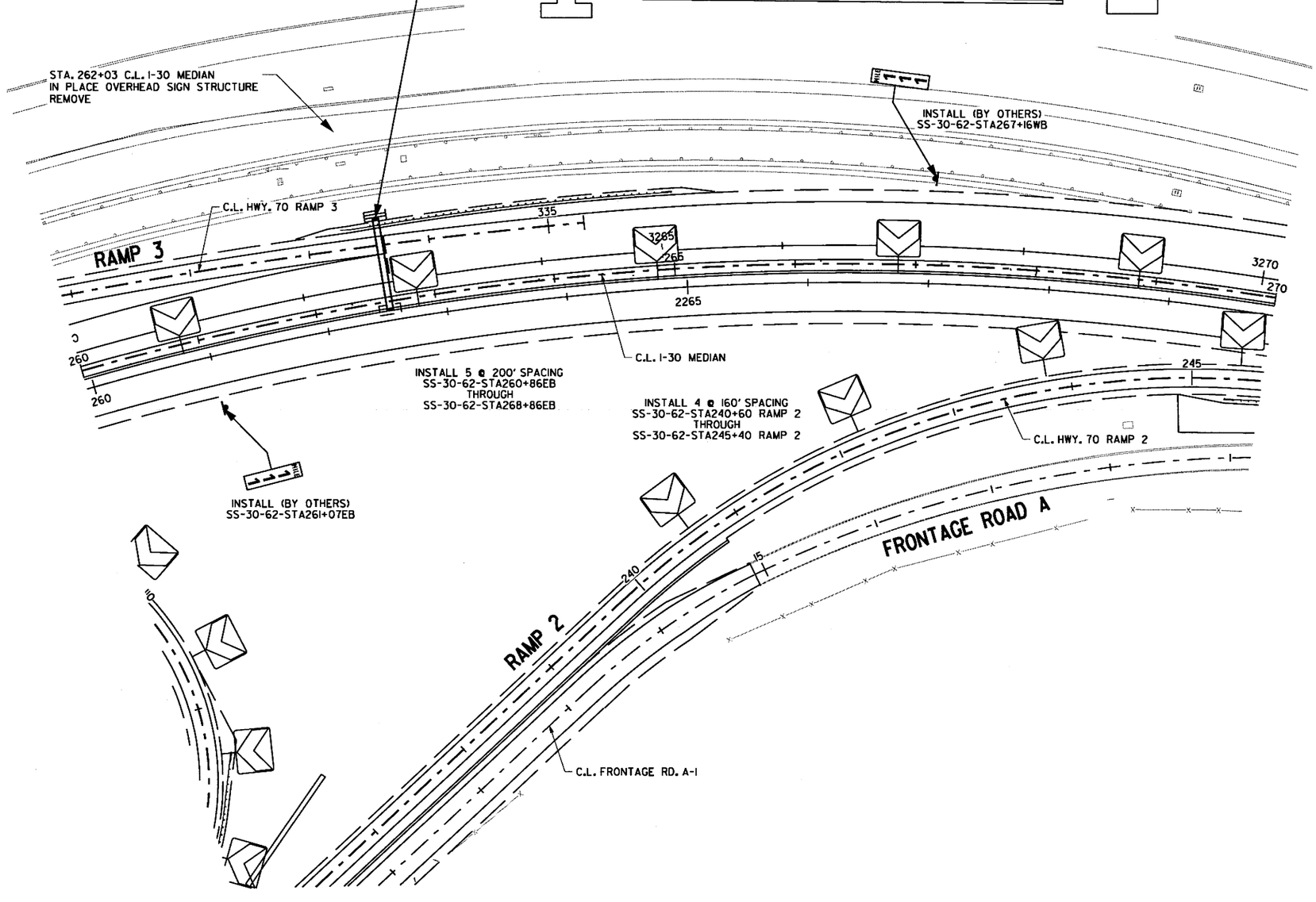
				6	ARK.			
				JOB NO.		CA0601	835	1465

2 SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21





SIGN PLACEMENT
STA. 260+00 TO STA. 270+00

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHAHRIAR ARAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	836	1465
				②	SIGN PLACEMENT			

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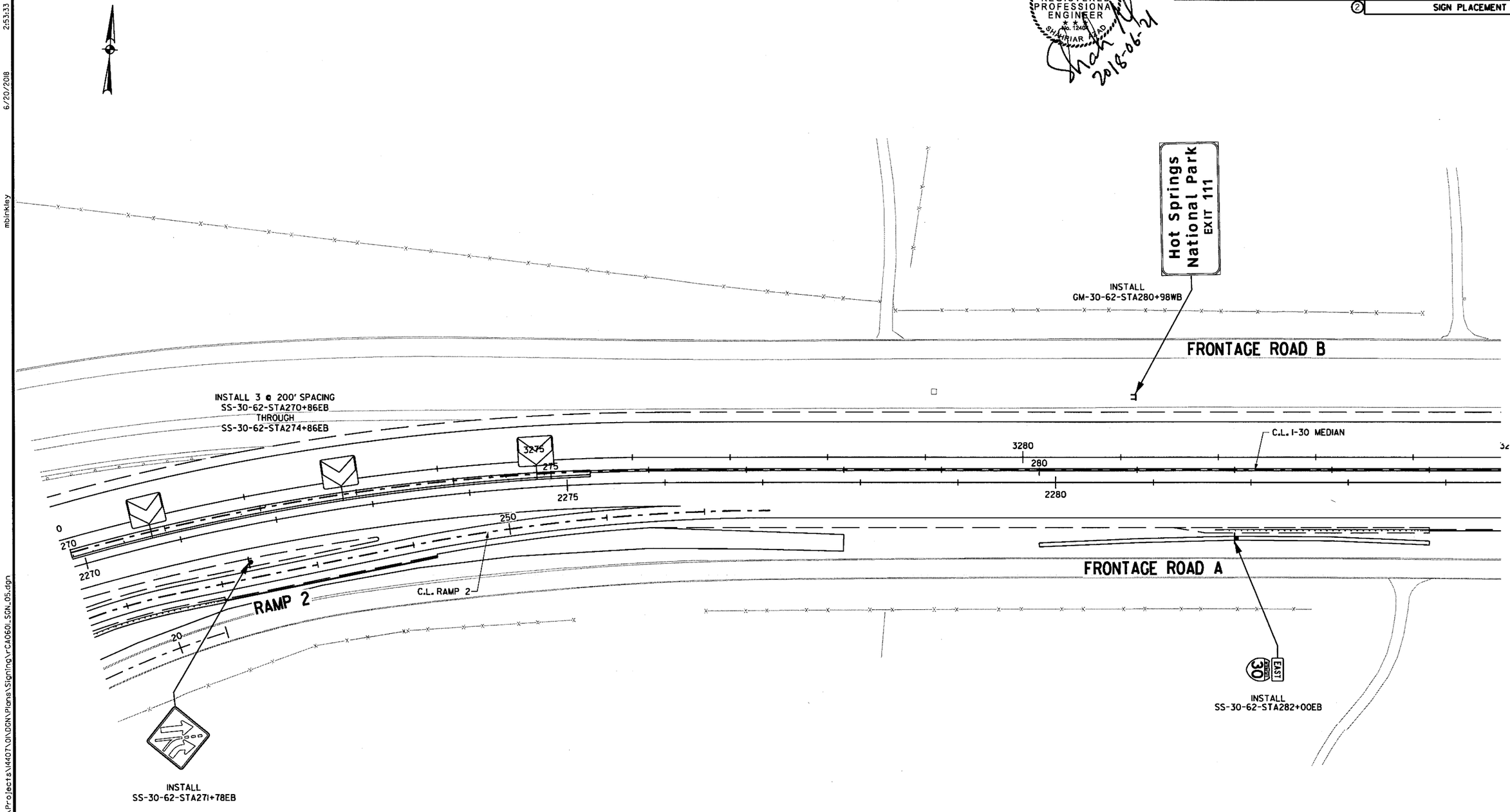
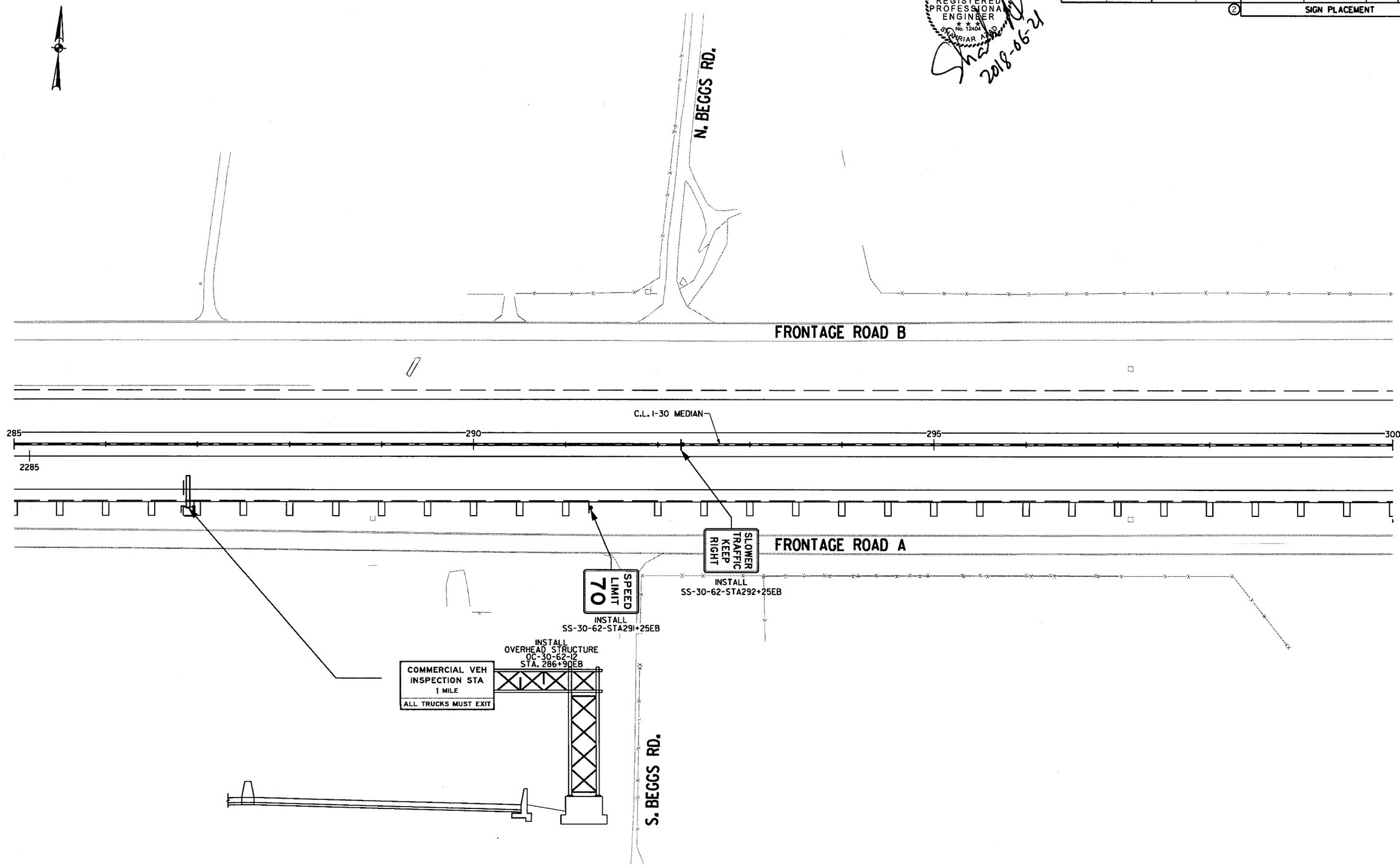


SIGN PLACEMENT
STA. 270+00 TO STA. 285+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	837	1465

(2) SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASAD
2018-06-21



SIGN PLACEMENT
STA. 285+00 TO STA. 300+00

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				6	ARK.			
				JOB NO.		CA0601	838	1465

2 SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SUMMAR AZAR
2018-06-21

INSTALL
OVERHEAD STRUCTURE
OH-30-62-13
STA. 304+95WB

INTERSTATE 30 WEST
Texarkana
Dallas

EXIT 111
70 WEST
Hot Springs
EXIT ONLY

INSTALL
LAC-30-62-STA311+99WB

ATTRACTION - EXIT 111

CAMP - EXIT 111
CLOUD NINE
RV PARK

HERZFELD BLVD.

INSTALL (BY OTHERS)
SS-30-62-STA304+03WB

MILE 1 1 2

FRONTAGE ROAD B

C.L. I-30 MEDIAN

300 305 310 315

FRONTAGE ROAD A

Benton 4
Little Rock 27

INSTALL
GM-30-62-STA300+23EB

MILE 2 1 1

INSTALL (BY OTHERS)
SS-30-62-STA304+03EB

BRAGG PL.

SIGN PLACEMENT
STA. 300+00 TO STA. 315+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	839	1465

2 SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2018-06-21

INSTALL
OVERHEAD STRUCTURE
OC-30-62-14
STA. 320+00WB

EXIT 111
70 WEST
Hot Springs
1 MILE
EXIT ONLY

FRONTAGE ROAD B

315 320 325 330

C.L. I-30 MEDIAN

FRONTAGE ROAD A

J K DR.

JK DR

SIGN PLACEMENT
STA. 315+00 TO STA. 330+00

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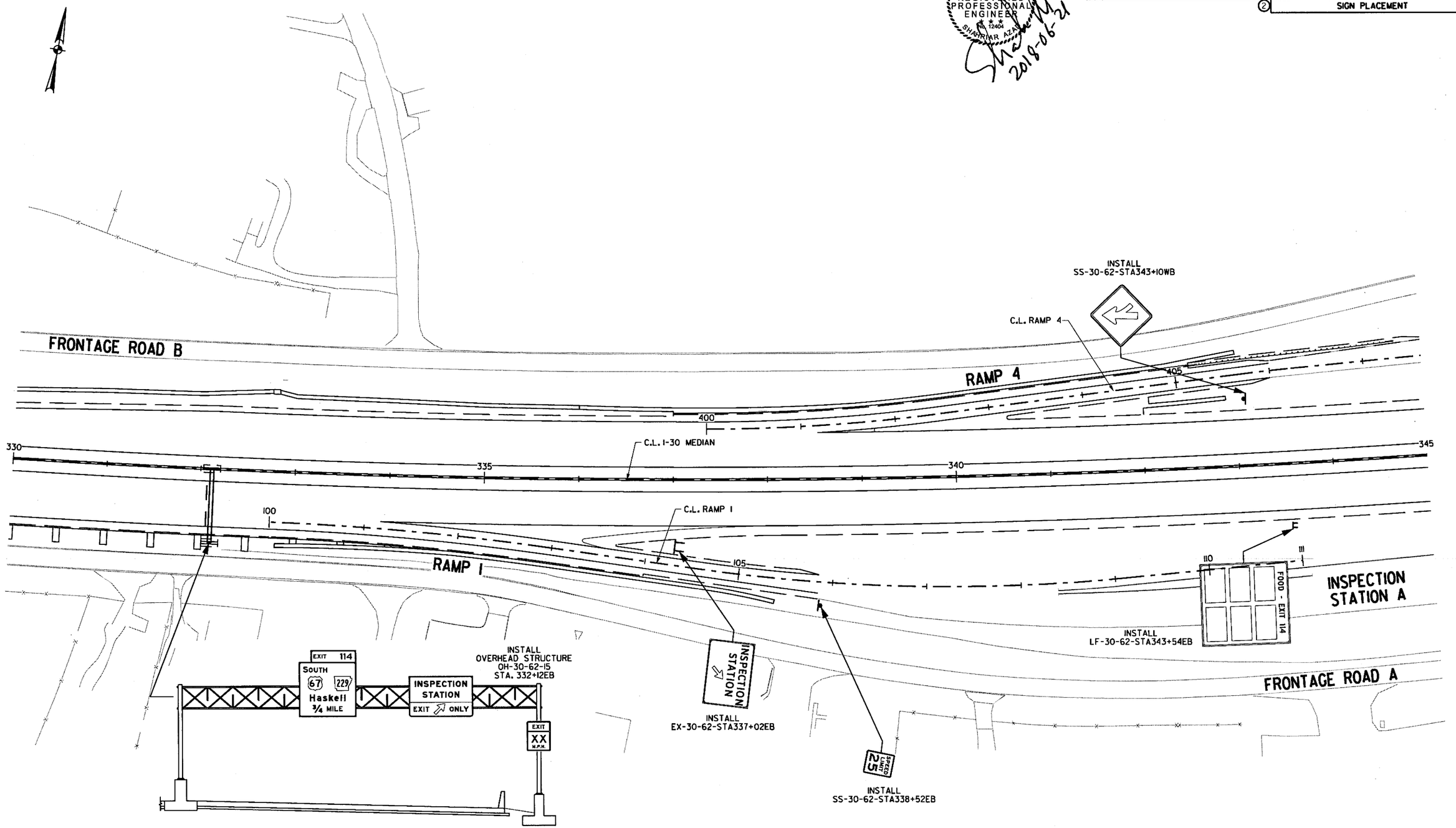
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	840	1465
				(2)		SIGN PLACEMENT		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 13404
SHAHRIAR AZAD
2018-06-21



SIGN PLACEMENT
STA. 330+00 TO STA. 345+00

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				6	ARK.			
				JOB NO.		CA0601	841	1465

(2) SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-06-21

INSTALL
OVERHEAD STRUCTURE
OC-30-62-16
STA. 350+00WB

EXIT 111
70 WEST
Hot Springs
EXIT ONLY

INSTALL
SS-30-62-STA351+89WB

SPEED LIMIT 70

FRONTAGE ROAD B

INSTALL (BY OTHERS)
SS-30-62-STA356+83WB

INSPECTION STATION B

C.L. RAMP 4

410

300

C.L. RAMP 3

C.L. I-30 MEDIAN

345 350 355 360

C.L. RAMP 2

208

205

200

RAMP 2

INSPECTION STATION A

INSTALL
SS-30-62-STA352+20EB

INSTALL (BY OTHERS)
SS-30-62-STA356+83EB

FRONTAGE ROAD A

SIGN PLACEMENT
STA. 345+00 TO STA. 360+00

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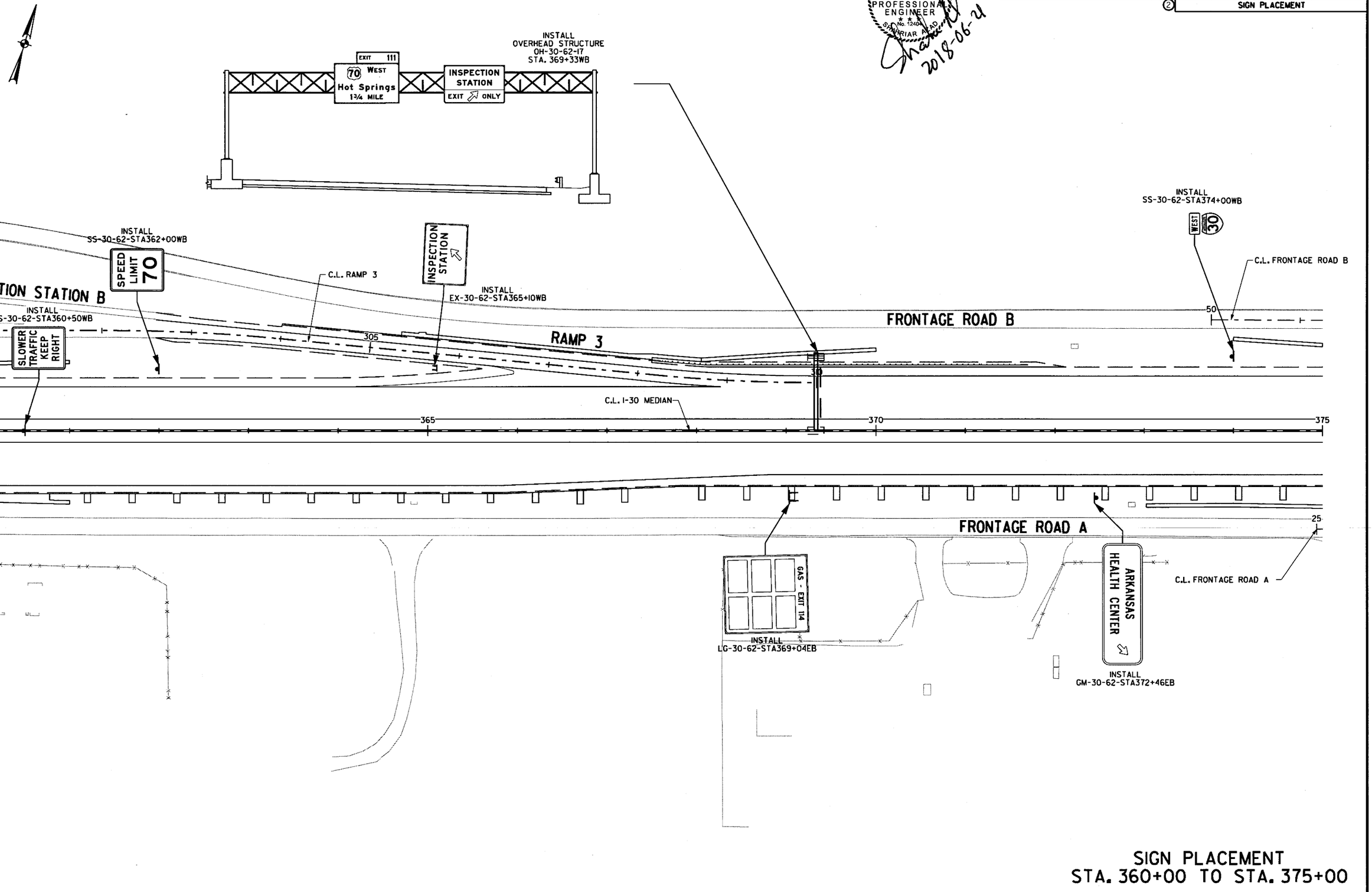
				6	ARK.			
				JOB NO.		CA0601	842	1465
				②	SIGN PLACEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHARIAR ALAM
2018-06-21



SIGN PLACEMENT
STA. 360+00 TO STA. 375+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	843	1465

② SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHABBIAR AZAD
2018-06-21

INSTALL
OVERHEAD STRUCTURE
OC-30-62-19
STA. 378+58 WB

COMMERCIAL VEH INSPECTION STA
ALL TRUCKS MUST EXIT
EXIT ONLY

INSTALL
SS-FRB-62-STA59+85EB

INSTALL
SS-30-62-STA385+07WB

INSTALL
SS-30-62-STA387+00WB

C.L. FRONTAGE ROAD B

FRONTAGE ROAD B

C.L. RAMP 5

RAMP 5

C.L. I-30 MEDIAN

C.L. RAMP 1

RAMP 1

C.L. FRONTAGE ROAD A

FRONTAGE ROAD A

INSTALL
SS-30-62-STA375+04EB

INSTALL
OVERHEAD STRUCTURE
OH-30-62-18
STA. 377+60EB

EXIT 116
Sevier St
South St
1½ MILE

EXIT 114
SOUTH
67 229
Haskell

INSTALL
SS-FRA-62-STA34+70EB

INSTALL
EX-30-62-STA386+38EB

INSTALL
SS-FRA-62-STA37+62EB

INSTALL
SS-30-62-STA389+53EB

SIGN PLACEMENT
STA. 375+00 TO STA. 390+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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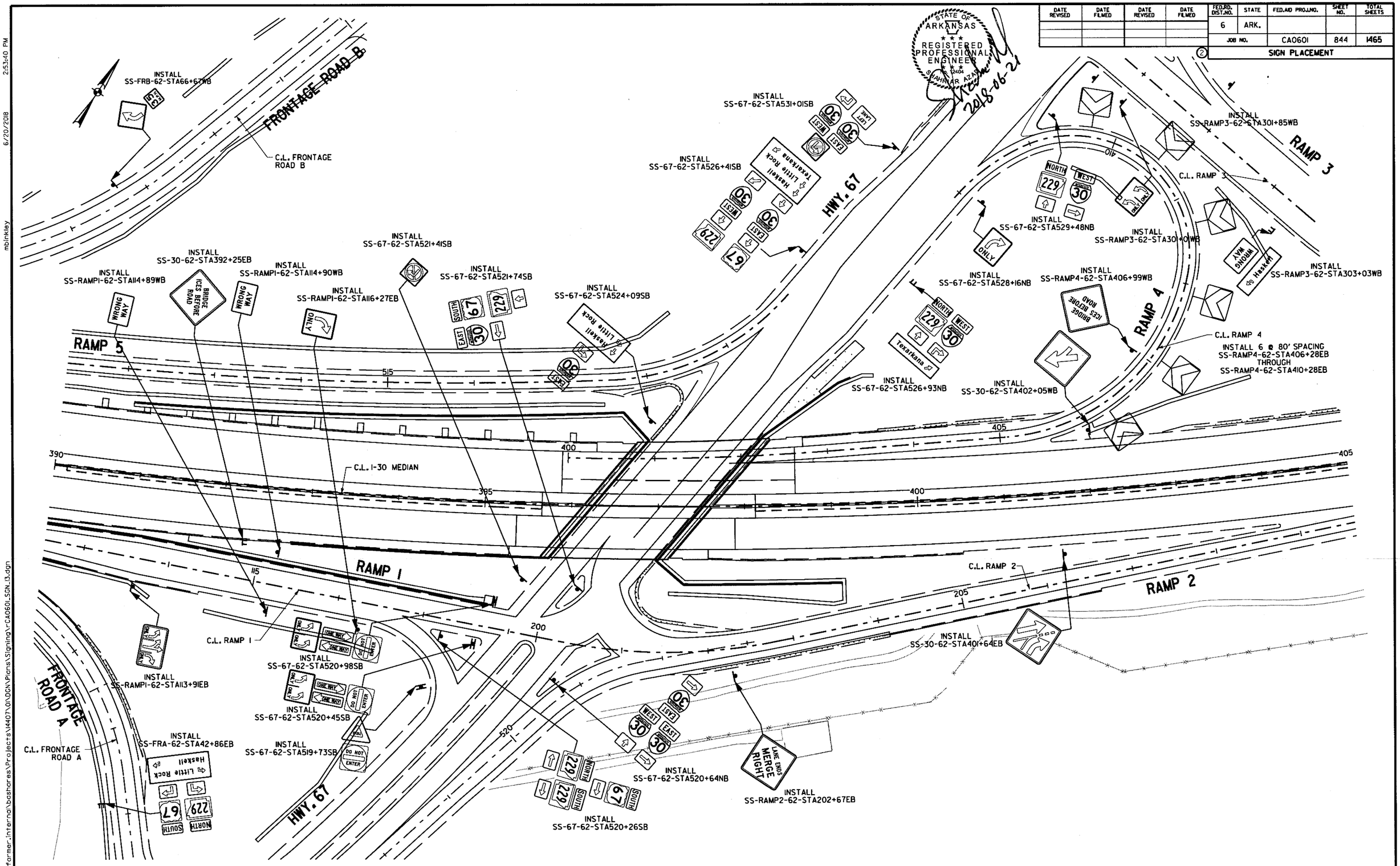
				JOB NO.		CA0601	844	1465

SIGN PLACEMENT



SIGN PLACEMENT
STA. 390+00 TO STA. 405+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	845	1465
				②		SIGN PLACEMENT		

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
ZAHRIAR AHAD
2018-06-21

INSTALL
SS-RAMP3-67-STA303+33WB

INSTALL
SS-30-62-STA405+82WB

INSTALL
SS-30-62-STA406+65WB

INSTALL (BY OTHERS)
SS-30-62-STA409+63WB

INSTALL
SS-30-STA406+37WB

INSTALL
EX-30-62-STA418+10WB

INSTALL
SS-30-62-STA408+03EB

INSTALL (BY OTHERS)
SS-30-62-STA409+63EB

RAMP 3

RAMP 2

C.L. RAMP 3

C.L. RAMP 2

C.L. I-30 MEDIAN

305 310 315 405 410 415 420 210

SIGN PLACEMENT
STA. 405+00 TO STA. 420+00

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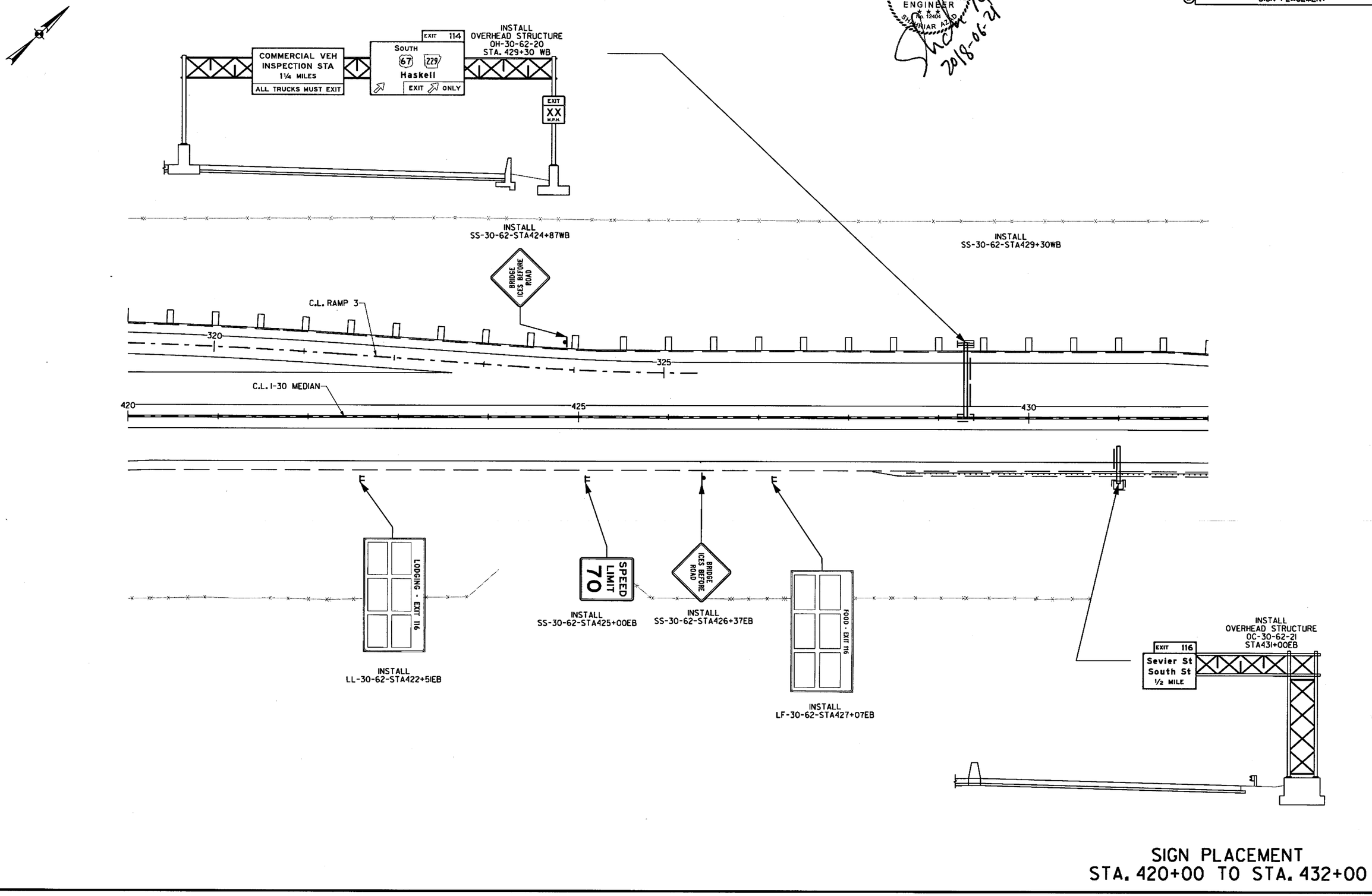
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	846	1465

(2) SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNIAR AZO
2018-06-21



SIGN PLACEMENT
STA. 420+00 TO STA. 432+00

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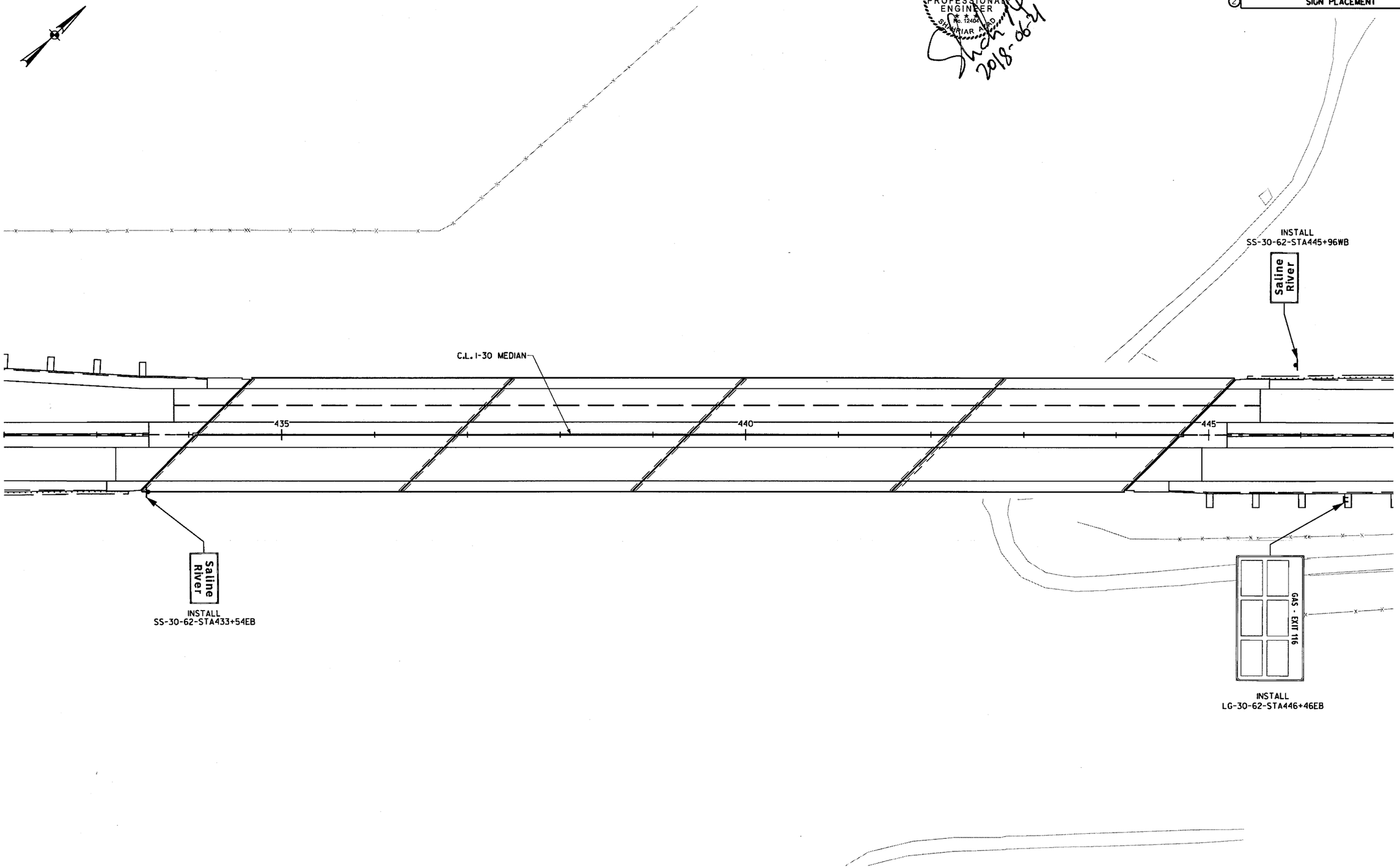
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	847	1465

(2) SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASAD

Shah 2018-06-21



SIGN PLACEMENT
STA. 432+00 TO STA. 447+00

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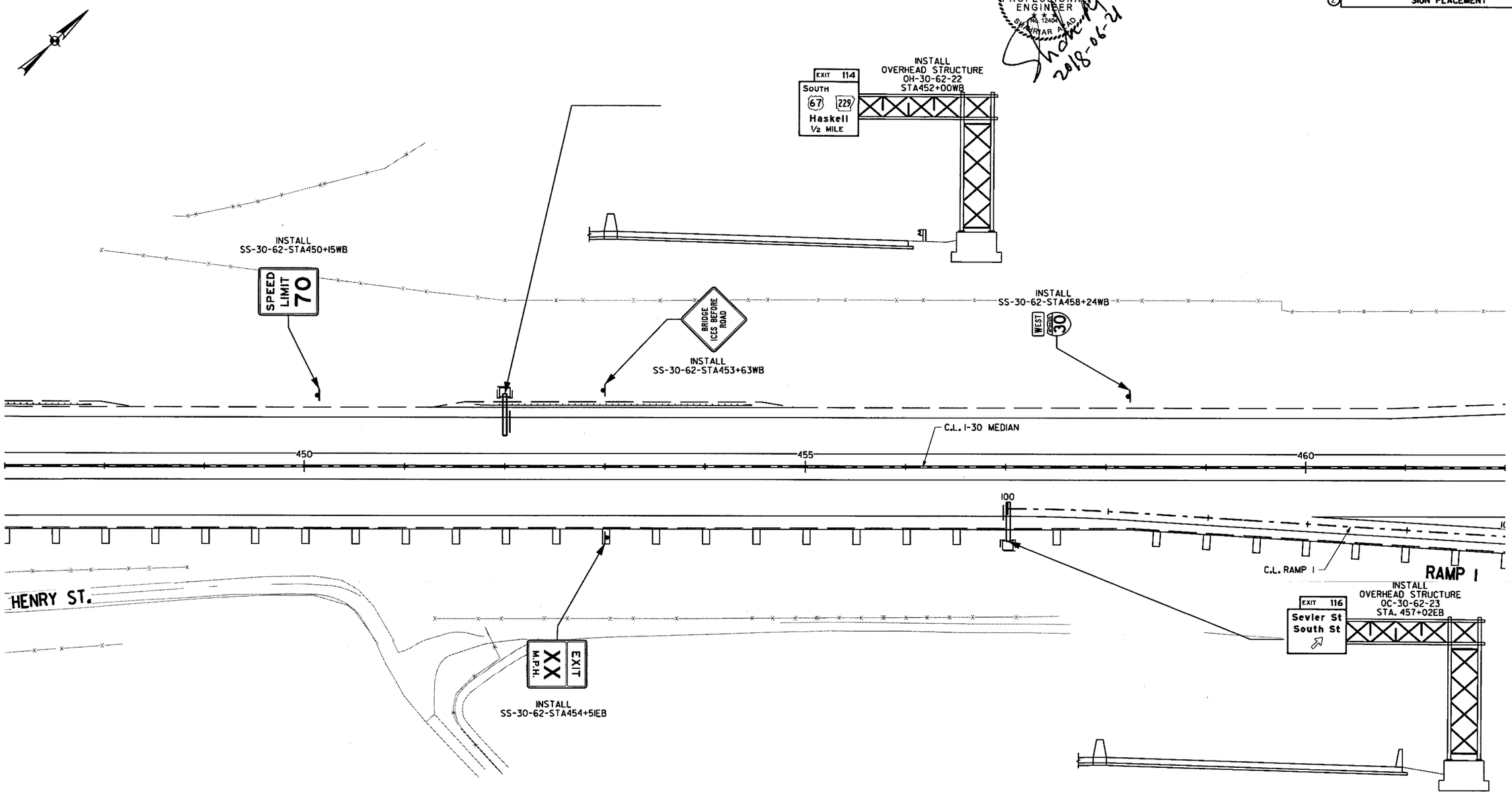
				6	ARK.			
				JOB NO.		CA0601	848	1465

(2) SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SWARTAR ALAN
2018-06-21



SIGN PLACEMENT
STA. 447+00 TO STA. 462+00

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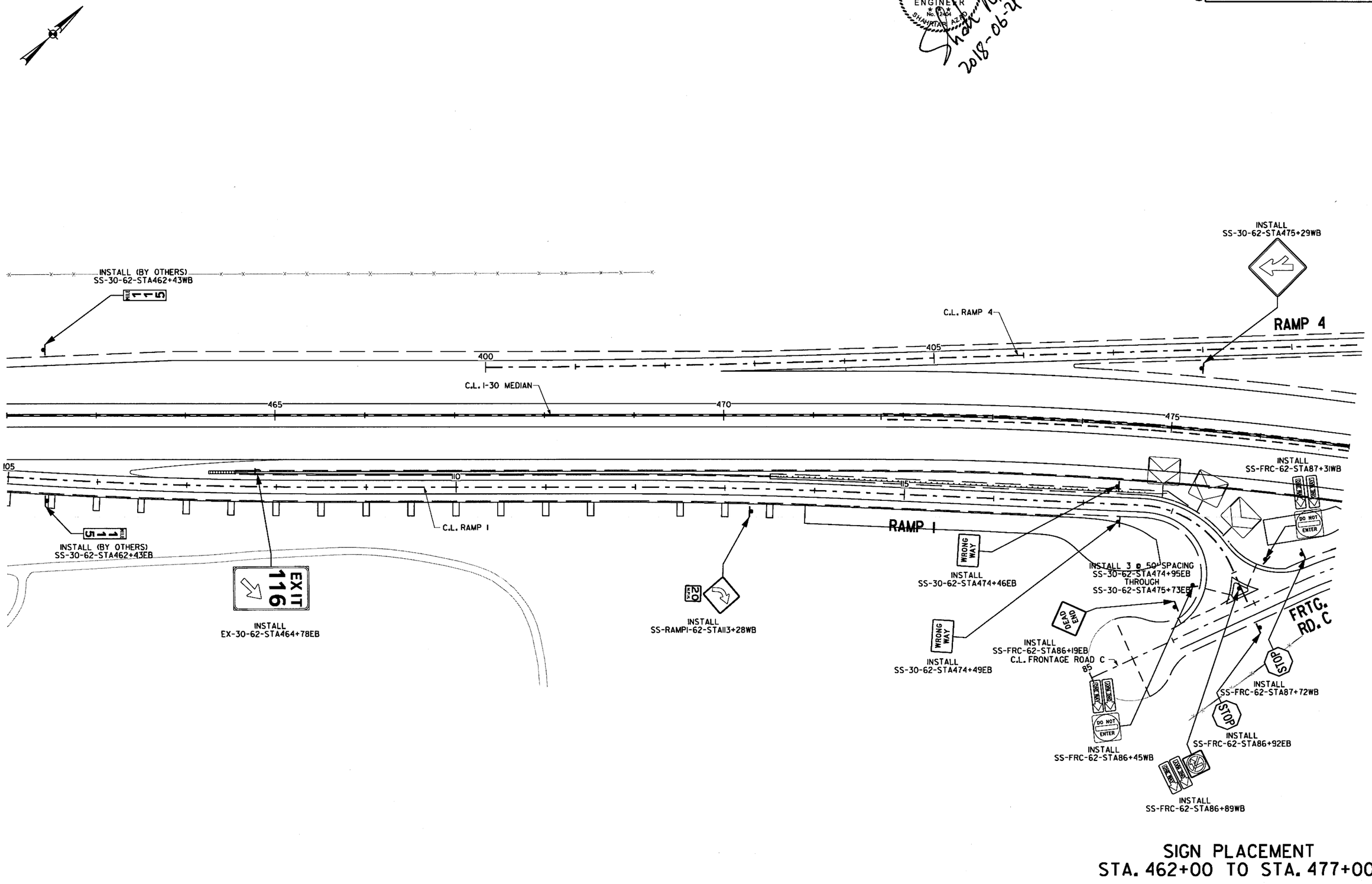
				6	ARK.			
				JOB NO.		CA0601	849	1465

(2) SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

Shah
2018-06-21



SIGN PLACEMENT
STA. 462+00 TO STA. 477+00

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				6	ARK.			
				JOB NO.		CA0601	850	1465

2 SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAWNIAR AZIZ
2018-06-21

W. SOUTH ST. (HWY. 229)

INSTALL
SS-FRD-62-STA125+80WB

INSTALL
SS-RAMP4-62-STA412+70WB

INSTALL
SS-RAMP4-62-STA413+51WB

INSTALL
SS-RAMP4-62-STA411+40WB

C.L. RAMP 4

RAMP A

C.L. FRONTAGE ROAD D

INSTALL
SS-FRD-62-STA129+50WB

TROUTT

INSTALL
LGF-30-62-STA486+00WB

GAS - EXIT 114
FOOD - EXIT 114

FRONTAGE ROAD D

C.L. I-30 MEDIAN

C.L. FRONTAGE ROAD C

INSTALL
SS-FRC-62-STA92+67WB

INSTALL
SS-FRC-62-STA88+69EB

INSTALL
SS-FRC-62-STA91+80EB

INSTALL
SS-FRC-62-STA94+44EB

FAIRFIELD RD.

FRONTAGE ROAD C

INSTALL
OVERHEAD STRUCTURE
OC-30-62-24
STA. 482+00WB

EXIT 114
SOUTH
67 229
Haskell
1 MILE

SIGN PLACEMENT
STA. 477+00 TO STA. 490+00

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				JOB NO.		CA0601	851	1465
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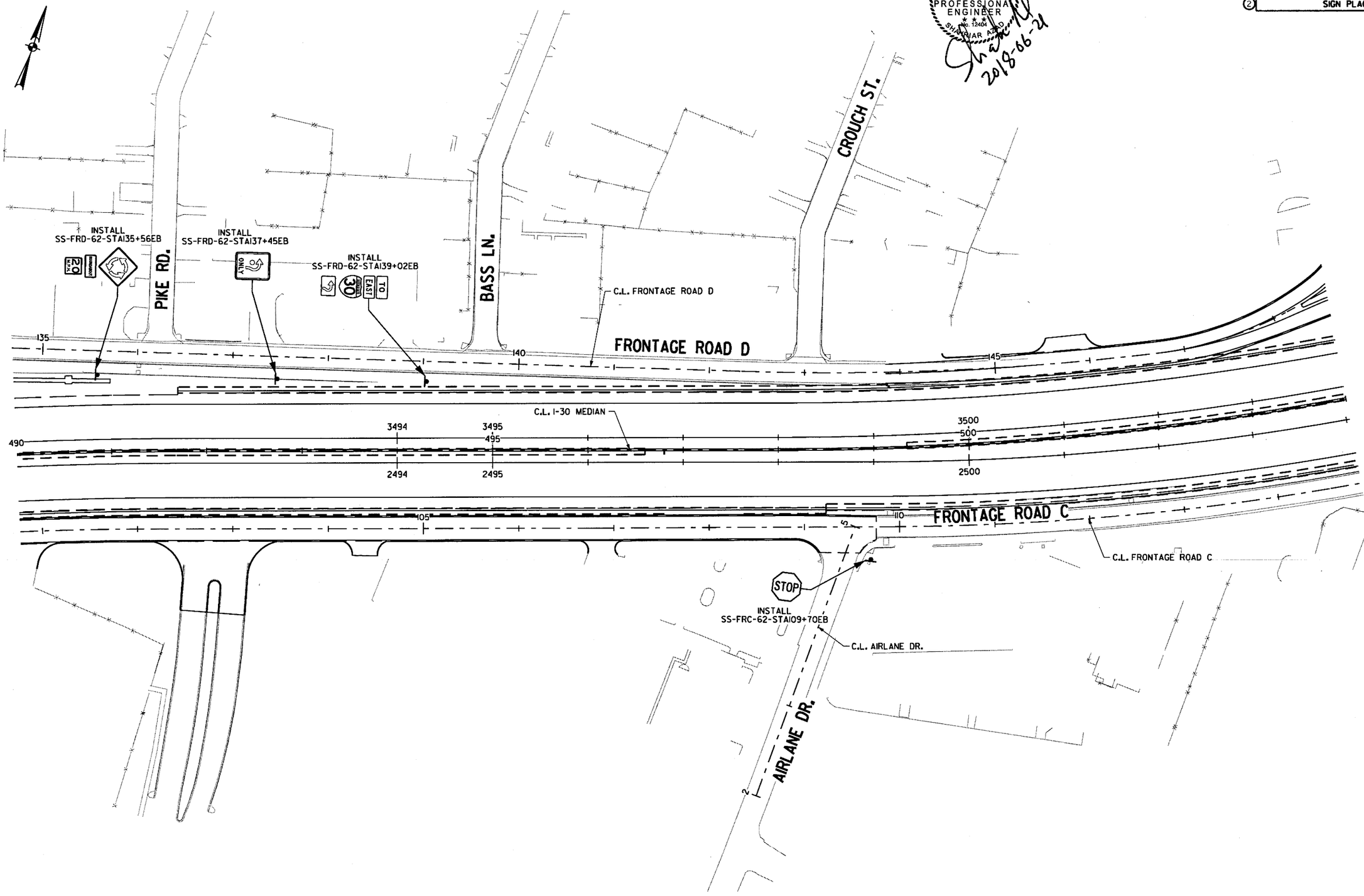
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. LO
2018-06-21



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STA. 490+00 TO STA. 504+00

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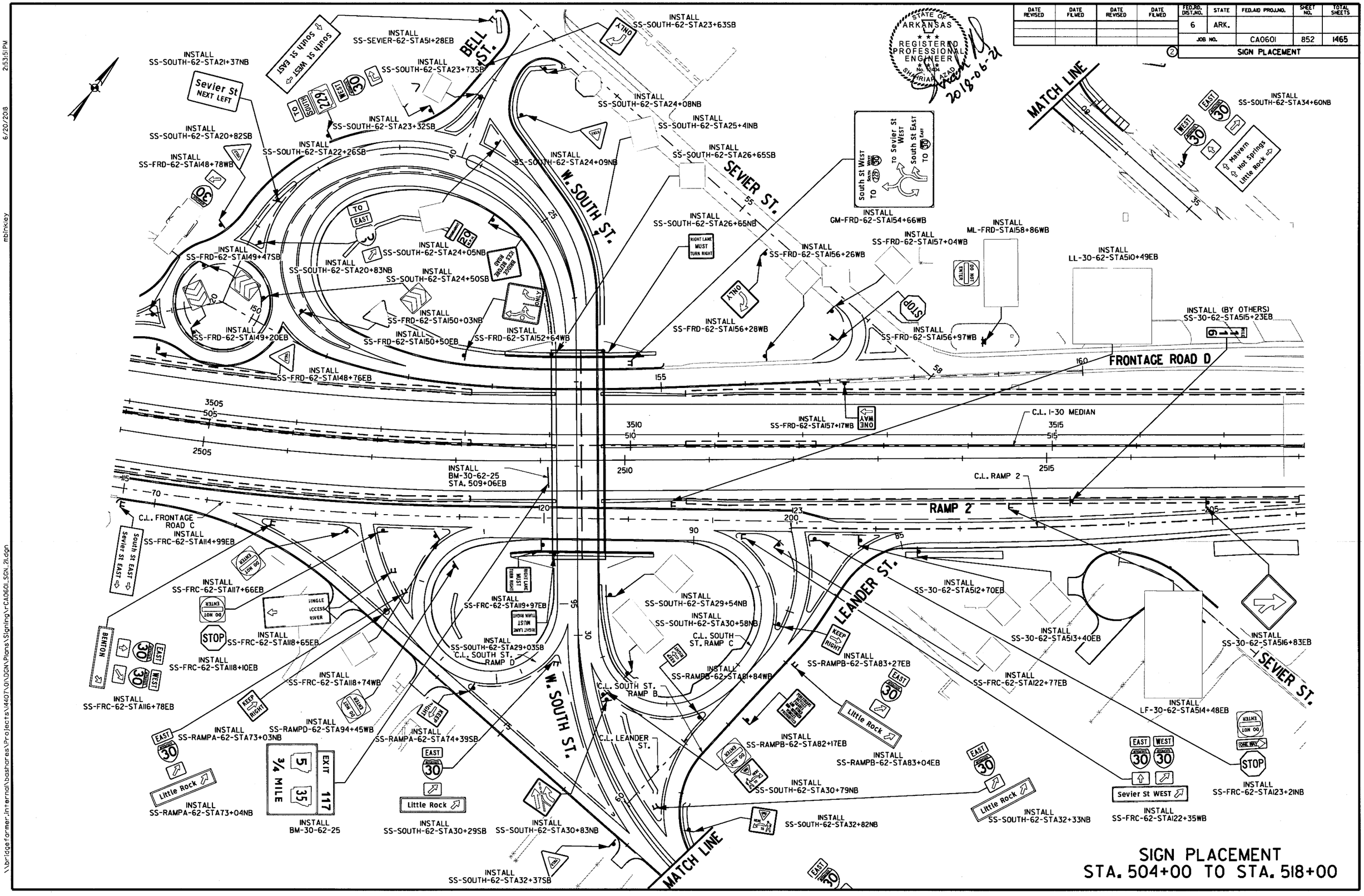
				JOB NO.		CA0601	852	1465

② SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-06-21



SIGN PLACEMENT
STA. 504+00 TO STA. 518+00

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				JOB NO.		CA0601	853	1465

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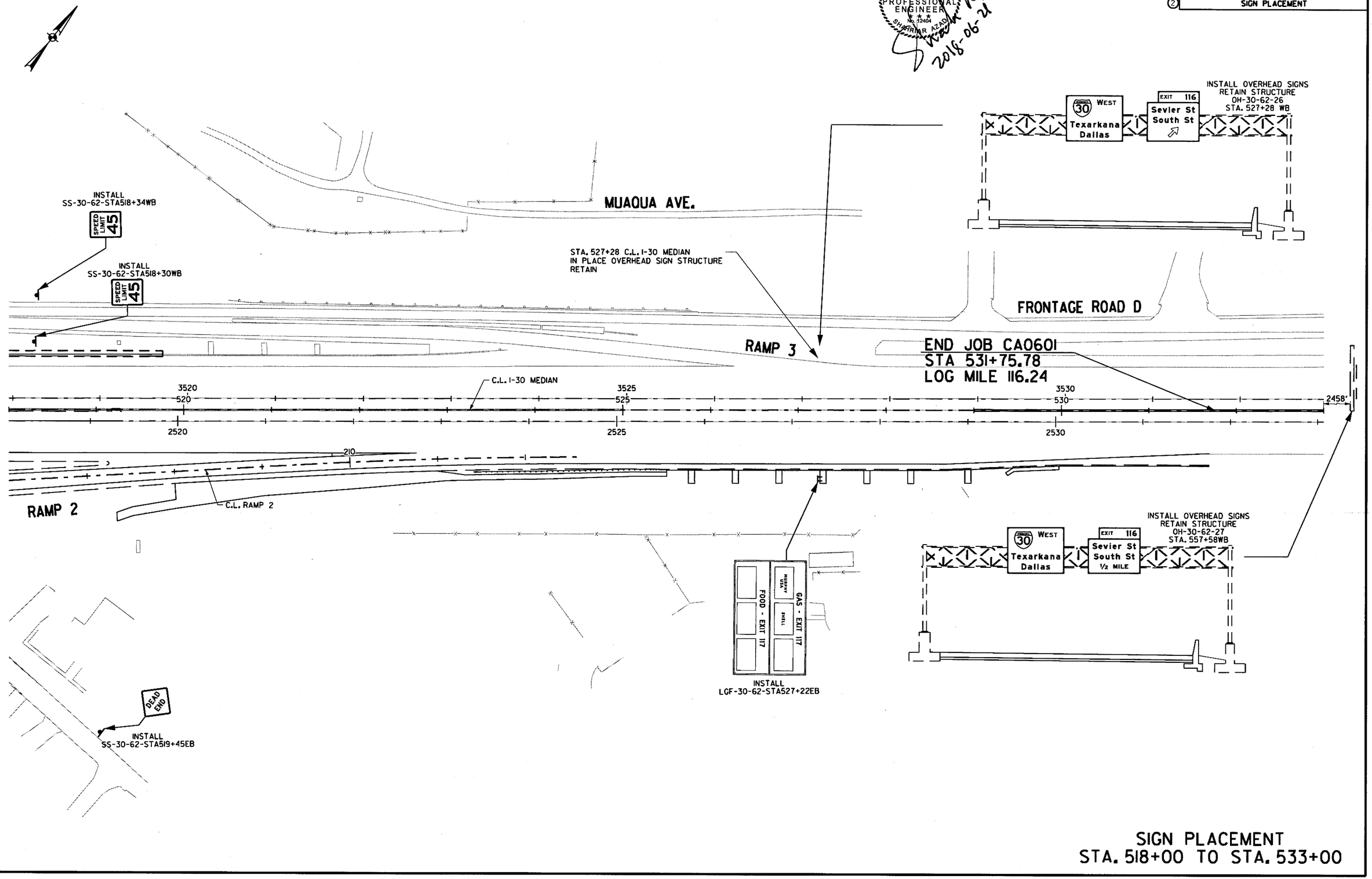
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZADI
2018-06-21



SIGN PLACEMENT
STA. 518+00 TO STA. 533+00

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				JOB NO.		CA0601	854	1465
				②	SIGN PLACEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHAHRIAR AZAD
2018-06-21

INSTALL
SS-RAMP1-62-STA133+34
SS-RAMP3-62-STA314+15

INSTALL
SS-RAMP1-62-STA130+29
SS-RAMP3-62-STA317+10

RAMP 3

C.L. HWY. 70 RAMP 3

305 310 315 320

205 210 215 220

C.L. HWY. 70 RAMP 2

425 420 415

C.L. HWY. 70 RAMP 1

RAMP 1

RAMP 2

RAMP 4

Little Rock
Texarkana
30 EAST
30 WEST

INSTALL
SS-RAMP2-62-STA207+66

INSTALL
SS-RAMP4-62-STA423+98

XX M.P.H.
RAMP

INSTALL
SS-RAMP4-62-STA423+91

BRIDGE ICES BEFORE ROAD

INSTALL
SS-RAMP4-62-STA422+92

LANE ENDS MERGE LEFT

INSTALL
SS-RAMP2-62-STA216+04
SS-RAMP2-62-STA216+05

C.L. HWY. 70 RAMP 4

SIGN PLACEMENT
HWY. 70

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12401
SHAHRIAR SHAHED
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0601	855	1465
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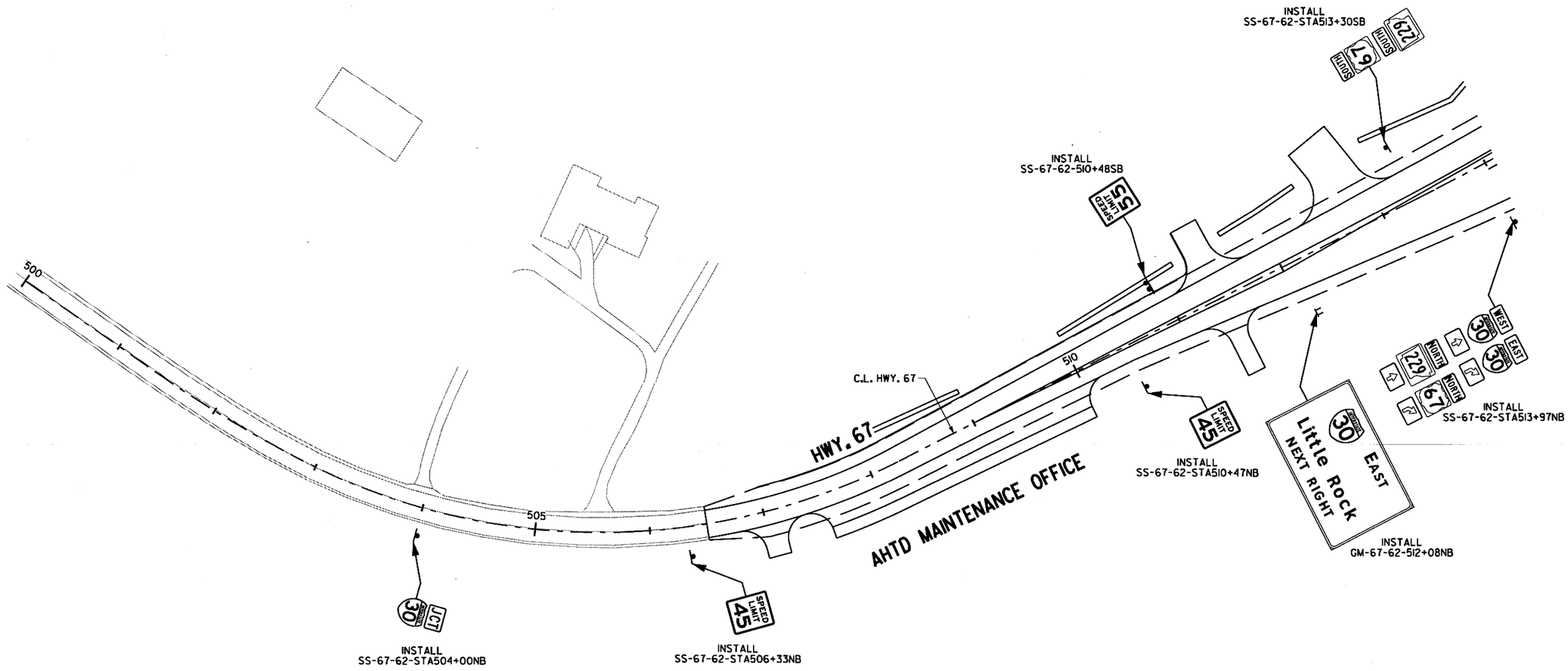

SIGN PLACEMENT
HWY. 67

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	856	1465

SIGN PLACEMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 17404
2018-06-21

INSTALL SS-FRA-62-STA42+86EB

INSTALL SS-30-62-STA392+25EB

INSTALL SS-RAMP1-62-STA116+27EB

INSTALL SS-67-62-STA521+41SB

INSTALL SS-67-62-STA521+74SB

INSTALL SS-67-62-STA524+09SB

INSTALL SS-67-62-STA526+41SB

INSTALL SS-67-62-STA515+06SB

INSTALL SS-RAMP1-62-STA113+91EB

INSTALL SS-RAMP1-62-STA114+89WB

INSTALL SS-67-62-STA520+98SB

INSTALL SS-67-62-STA516+05SB

INSTALL SS-67-62-STA520+45SB

INSTALL SS-67-62-STA519+73SB

INSTALL SS-30-62-STA114+90WB

INSTALL SS-67-62-STA515+31NB

INSTALL SS-67-62-STA516+82NB

INSTALL GM-67-62-STA517+88NB

INSTALL SS-RAMP1-62-STA520+26EB

INSTALL SS-67-62-STA520+64NB

INSTALL SS-RAMP2-62-STA202+67EB

INSTALL SS-67-62-STA526+93NB

INSTALL 1 @ 80' SPACING SS-RAMP4-62-STA406+28EB

FRONTAGE ROAD A

RAMP 1

RAMP 5

RAMP 2

RAMP 4

HWY. 67

C.L. FRONTAGE ROAD A

C.L. RAMP 1

C.L. HWY. 67

C.L. RAMP 5

C.L. RAMP 4

C.L. MEDIAN I-30

C.L. RAMP 2

SIGN PLACEMENT
HWY. 67

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				JOB NO.		CA0601	857	1465
				(2)	SIGN PLACEMENT			

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12403
SHAHRIAR AZAD
2018-06-21

FRONTAGE ROAD B

INSTALL SS-FRB-62-STA76+68WB

INSTALL SS-67-62-STA530+66SB

INSTALL SS-67-62-STA530+07SB

INSTALL SS-67-62-STA528+54SB

C.L. FRONTAGE ROAD B

INSTALL SS-67-62-STA531+00SB

INSTALL SS-67-62-STA529+80SB

INSTALL SS-67-62-STA530+32SB

INSTALL SS-67-62-STA530+38SB

INSTALL SS-67-62-STA531+01SB

INSTALL SS-67-62-STA532+17SB

INSTALL SS-67-62-STA535+55SB

INSTALL SS-67-62-STA536+26SB

INSTALL SS-67-62-STA537+14SB

INSTALL SS-67-62-STA539+85SB

C.L. HWY. 67

HWY. 67

HWY. 229

530

535

540

INSTALL SS-67-62-STA530+03WB

INSTALL SS-67-62-STA531+62NB

INSTALL SS-67-62-STA532+70NB

INSTALL SS-67-62-STA534+44NB

INSTALL SS-67-62-STA528+16NB

INSTALL SS-67-62-STA529+48NB

INSTALL 6 @ 80' SPACING SS-RAMP4-62-STA406+28EB THROUGH SS-RAMP4-62-STA410+28EB

INSTALL SS-RAMP3-62-STA301+85WB

INSTALL SS-67-62-STA530+93NB

INSTALL SS-67-62-STA530+20NB

INSTALL SS-RAMP4-62-STA406+99WB

C.L. RAMP 4

RAMP 4

RAMP 3

C.L. RAMP 3

INSTALL SS-RAMP3-62-STA303+34WB

INSTALL SS-RAMP3-67-STA303+33WB

SIGN PLACEMENT
HWY. 67

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12400
SHAHRIAR AZAD
2018-06-21

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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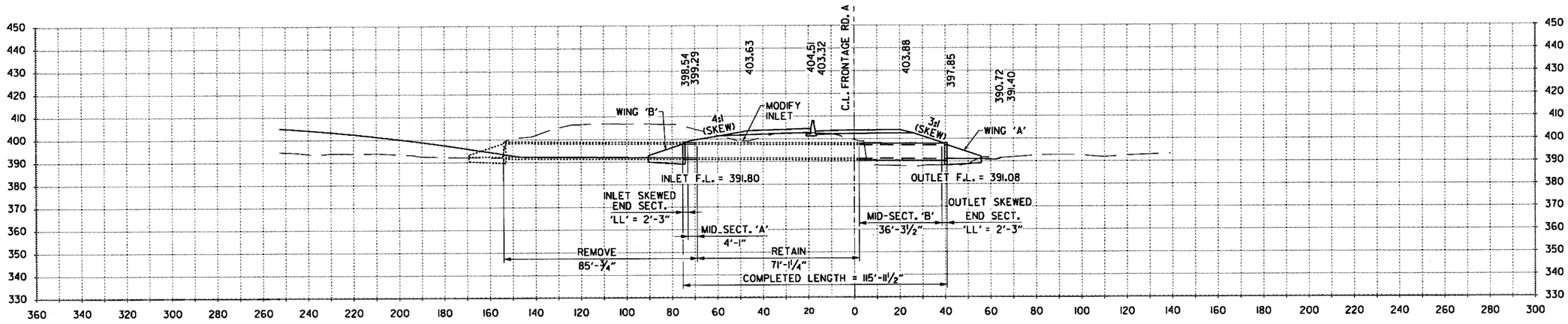

STA. 11+21 C.L. FRONTAGE RD. A - IN PLACE
DBL. 4' X 6' X 158' R.C. BOX CULVERT
ON A 3° LT. FWD. SKEW
REMOVE WINGS LT. & RT. AND MODIFY EX. INLET LT.
REMOVE 85' LT.
RETAIN 71' AND EXTEND 39' RT.
TO A COMPLETED LENGTH OF 116'
CONSTRUCT 3:1 WING 'B' LT. & WING 'A' RT.
Q50 = 1222.5 CFS D.A. = 278.83 ACRES

CULVERT DIAGRAM

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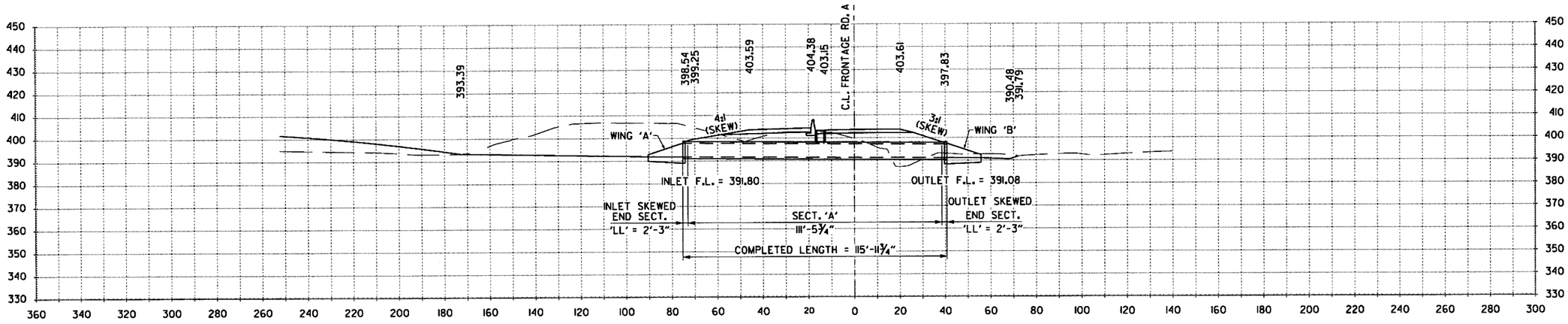
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	859	1465

(2) CULVERT DIAGRAM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
SHANNON LEAD
2018-06-21



STA. 11+32 C.L. FRONTAGE RD. A - CONSTRUCT
10' X 6' X 116' R.C. BOX CULVERT
ON A 3° LT. FWD. SKEW
WITH 3:1 WING 'A' LT. & WING 'B' RT.
Q50 = 1222.5 CFS D.A. = 278.83 ACRES

CULVERT DIAGRAM

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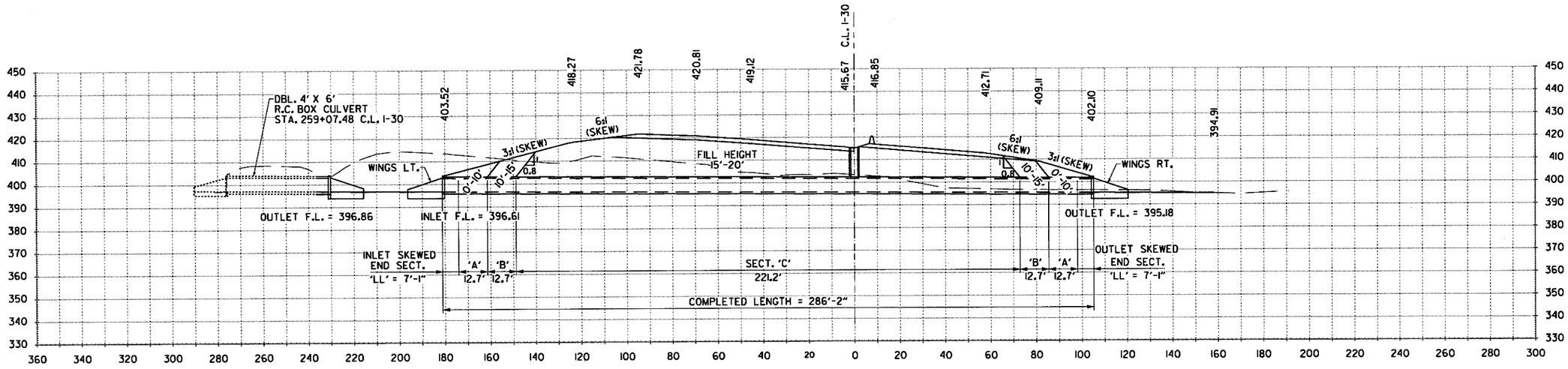
				6	ARK.			
				JOB NO.		CA0601	860	1465

(2) CULVERT DIAGRAM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AHAD
2018-06-21



STA. 260+00 C.L. I-30 MEDIAN - CONSTRUCT
DBL. 8' X 6' X 287' R.C. BOX CULVERT
ON A 30° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
050 = 1177.4 CFS D.A. = 261.47 ACRES

CULVERT DIAGRAM

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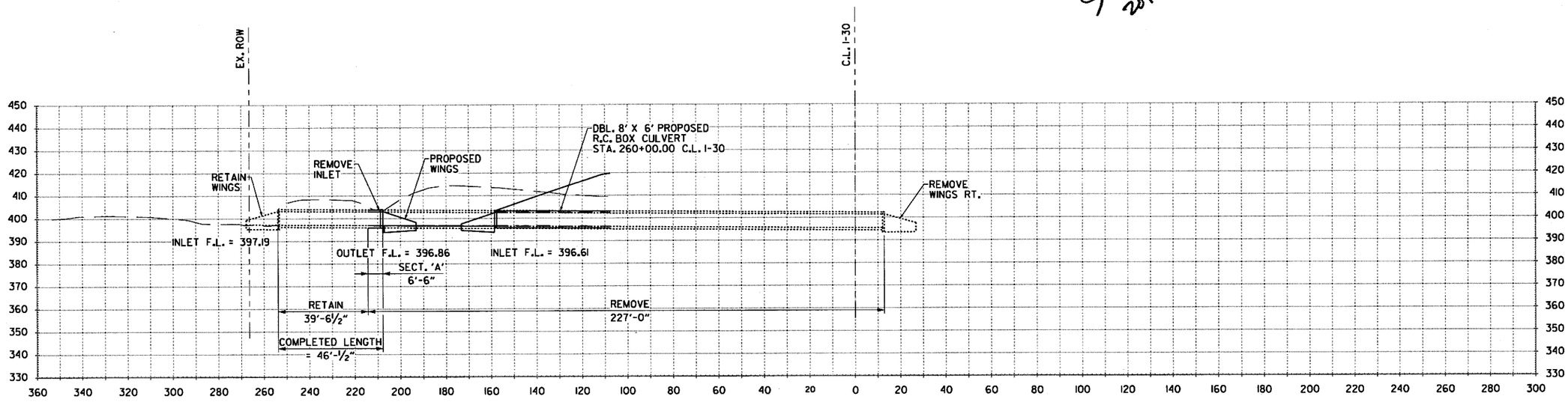
				6	ARK.			
				JOB NO.		CA0601	861	1465

(2) CULVERT DIAGRAM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
No. 17404
2018-06-21



STA. 259+07 C.L. I-30 - IN PLACE
DBL. 4' X 6' X 267' R.C. BOX CULVERT
REMOVE 227' RT.
REMOVE WINGS RT.
RETAIN 40' AND EXTEND 7'
TO A COMPLETED LENGTH OF 47'
WITH 3:1 OUTLET WINGS
Q50 = 1156.5 CFS D.A. = 255.84 ACRES

CULVERT DIAGRAM

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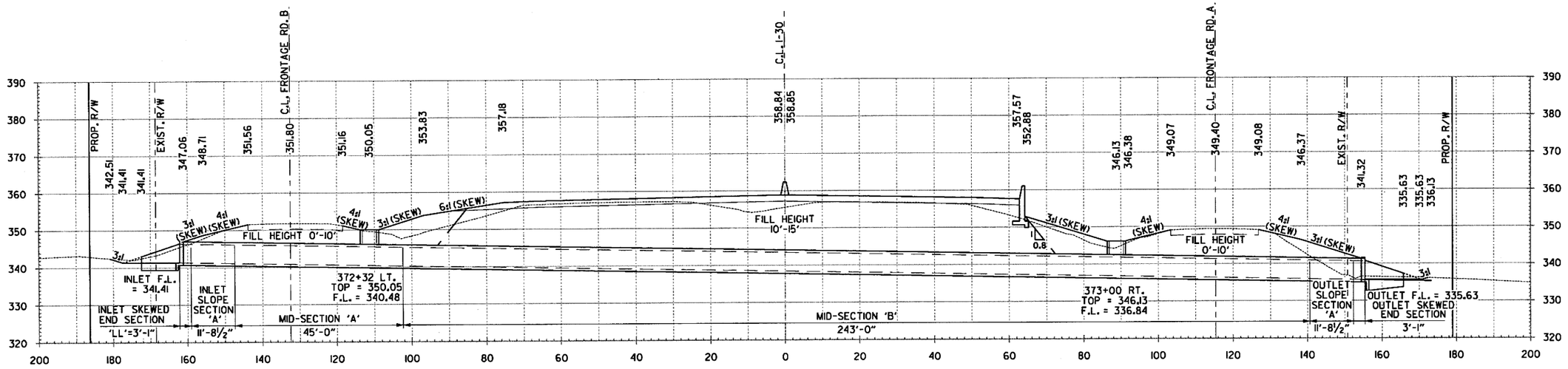
				6	ARK.			
				JOB NO.		CA0601	862	1465

(2) CULVERT DIAGRAM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 12404
SHARRIAR ALAM
2018-06-21



STA. 372+70 C.L. I-30 MEDIAN - CONSTRUCT
5' X 5' X 318' R.C. BOX CULVERT
ON A 20° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 132.3 CFS D.A. = 45.5 ACRES

CULVERT DIAGRAM

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	863	1465
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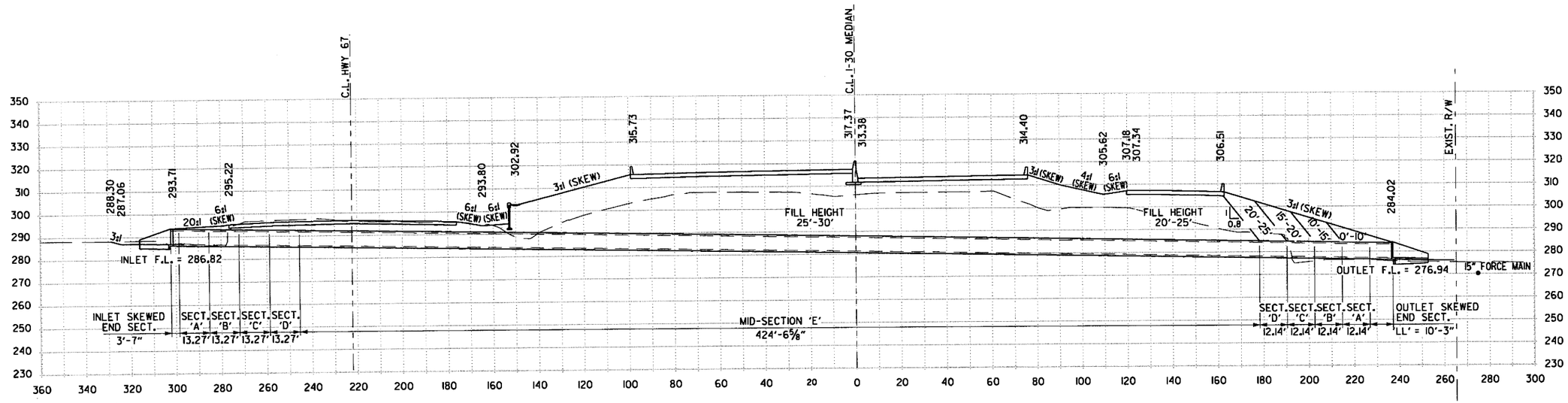
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19604
SHAHRIAR AZAD
2018-07-13



STA. 399+78 C.L. I-30 MEDIAN - CONSTRUCT
TRIPLE 11' X 6' X 540' R.C. BOX CULVERT
ON A 34° RT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 1817.9 D.A. = 458.9 ACRES

CULVERT DIAGRAM

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				JOB NO.		CA0601	864	1465
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CULVERT DIAGRAM

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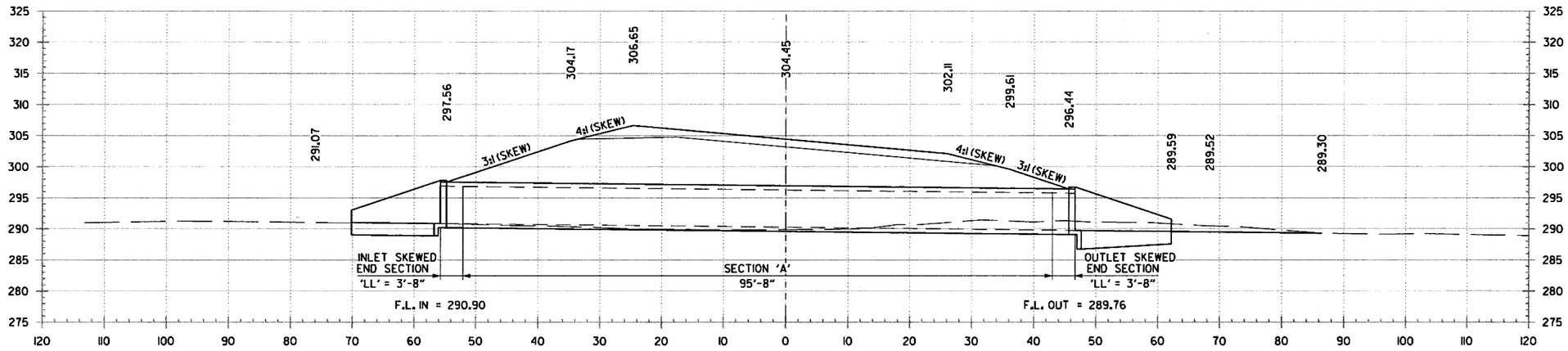
				6	ARK.			
				JOB NO.		CA0601	865	1465

(2) CULVERT DIAGRAM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
JONATHAN R. FARRELL
2018-06-22



STA. 74+25 C.L. FRONTAGE ROAD B - CONSTRUCT
TRIPLE 10' X 6' X 103' R.C. BOX CULVERT
ON A 6° LT. FWD. SKEW
WITH 3:1 WINGS LT. & RT.
Q50 = 1799.2 CFS D.A. = 438.3 ACRES

CULVERT DIAGRAM

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8/8/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	866	1465
						Proj Brdg Gen Notes		59691

A&B7424, A&B7411, A-C7412, A&B7413, 07414

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JESSE D. HARRELL
No. 18381
2018-08-08

GENERAL NOTES

BENCH MARK: For bench mark information, see RDWY survey control sheets 618 - 651.

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 edition) with applicable Supplemental Specifications and Special Provisions. Unless otherwise noted on the plans, section and subsection refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications (2012 edition) with 2013 interim specifications.

LIVE LOADING: HL-93

SEISMIC ZONE: 1 SDI = 0.136 g. Site Class = C, Unless noted otherwise.

MATERIALS AND STRENGTHS:

Class S(AE) Concrete (Superstructure)	f'c = 4,000 psi
Class S Concrete (Substructure)	f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M322 Type A, Gr. 60)	fy = 60,000 psi
Structural Steel (AASHTO M270, Gr.50 & 50W)	fy = 50,000 psi
Structural Steel (AASHTO M270, Gr.36)	fy = 36,000 psi

BORING LOGS: Boring Logs may be obtained from the Construction Contract Procurement Section of the Program Management Division. See each bridge layout for boring legend.

STEEL PILING: Piling shall be Grade 50 and of size HP12x53, HP14x89, or HP14x102 as indicated on substructure details, and shall be driven with an approved air, steam, or diesel hammer to minimum safe bearing capacity of 100 tons, 165 tons, or 190 tons respectively per pile. Piling for end bents shall not be driven until embankment to bottom of cap is in place. Lengths of piling shown are assumed for estimating quantities and for use in determining payment for cut-off and build-up in accordance with the Standard Specifications. On all piles, the contractor shall use approved H-Pile driving points. See each Layout for additional requirements.

FOOTINGS: See each bridge layout and detail drawings for additional notes.

DRILLED SHAFTS: See each bridge layout and detail drawings for additional notes.

BRIDGE DECK: The concrete bridge deck shall be a tine finish as specified for final finishing in Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Sidewalks shall be given a Class 6 Broomed Finish.

PROTECTIVE SURFACE TREATMENT: Class I Protective Surface Treatment shall be applied to the roadway surface, the top of end bent backwalls, and as otherwise noted. Protective Surface Treatment shall not be applied on surfaces where Texture Coating Finish is applied.

TEXTURE COATING FINISH: See each bridge layout.

PAINT: See each bridge layout.

LIST OF DETAIL DRAWINGS: See each bridge layout.

EXISTING BRIDGE: See each bridge layout.

REMOVAL AND SALVAGE: See each bridge layout.

TEMPORARY BRIDGE AND/OR MAINTENANCE OF TRAFFIC: See RDWY plans and bridge layouts with Stage Construction for Maintenance of Traffic.

SHORING: Shoring will be required during construction. See SP Job CA0601 "Shoring". Location and limits of Shoring are approximate and to be determined by the Contractor.

TEMP. MSE WALL: Temp. MSE Walls will be required during construction. See SP Job CA0601 "Temporary Retaining Walls". Location and limits of Temp. MSE Walls are approximate and to be determined by the Contractor.

MAINTENANCE OF TRAFFIC:
Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

STRUCTURAL STEEL: See each bridge layout for additional bridge specific requirements. Structural steel completely embedded in concrete may be AASHTO M270, Gr.36. See Elastomeric Bearing Details sheets for cleaning requirements of external load plates and shear blocks of bearings.

Unless noted otherwise, all beams and girders shall be blocked in their true position in the shop as specified in Section 807.54(b)(2) of the Standard Specifications.

The Contractor shall submit to the Engineer for informational and record purposes, details of Methods, Equipment, and Falsework construction in accordance with Sections 807.63 & 807.64.

The Contractor shall ensure that girders are stable throughout the erection process. The Contractor shall be responsible for providing temporary bracing or stiffening devices to accommodate handling stresses in individual members or segments of the structure during erection.

The camber, length of sections, distance between bearings, and openings of joints shall be measured with the beams in their true position. This information shall become a part of the permanent records of this job. The component parts shall be match-marked in this assembly and these marks shall be shown on the erection diagram. All beam and girders dimensions are based on a temperature of 60°F. A tolerance of 1/4" +/- is allowed for camber.

Web, flange and flange splice plates for all main members shall be cut and fabricated so that the primary direction of rolling is parallel to the direction of the main tensile and/or compressive stresses.

Drawings show general features of design only. Shop drawings shall be made in accordance with Section 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

Diaphragms and cross-frames shall be installed as beams are erected. All bolts in diaphragms, cross-frames, and field splices shall be installed and tightened in accordance with Section 807.71 prior to pouring the concrete deck, unless noted otherwise.

Field connections shall be bolted with high-strength bolts. Bolts shall be 3/4"ø except as noted, and open holes shall be 15/16"ø unless otherwise noted. Holes for 3/4"ø bolts may be 15/16"ø if a washer is supplied for use under both the nut and the head of the bolt. Bolt spacing shall be 2 1/2" for 3/4"ø bolts unless noted otherwise. For field splices, bolts shall be 7/8"ø bolts. Open holes shall be 15/16"ø. Bolt spacing shall be 3" for 7/8"ø bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of the exterior girder web and on the bottom of the girder flanges.

Girder webs may be made by shop splicing with minimum length of 25 feet for section. Flange plates longer than 50 feet may be made by shop splicing with minimum length of 25 feet for section. No additional payment for welds for these splices will be made. Material Specifications and location of shop-welded splices, if any, shall be shown on the shop drawings.

All welding shall conform to Section 807.26.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted to Engineer for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval; however, additional welds used for attaching falsework support device or screed rail supports to the structural steel that do not exceed the limitations of Subsection 802.13 will not require the approval prior to construction.

Groove welds in web and flange plates shall be Quality Control (q.c) tested by nondestructive testing, are required by governing specifications in Subsection 807.23(b). Fillet welds at flange to web plate connections shall be Q.C. tested by the magnetic particle method. All Q.C. testing is at the Contractor's expense.

Anchor bolts shall be galvanized according to Subsection 807.07 and shall be Grade 55.

All stud shear connectors shall be granular flux filled, solid fluxed, or equal and shall be automatically end welded in accordance with recommendations of the manufacturer.

Bearings shall be seated in accordance with Subsection 808.08. The work and materials will not be paid for directly but will be considered subsidiary to the item Elastomeric Bearings.

See Bridge Layouts and detail drawings for additional notes.

CONCRETE:

Concrete for bridge superstructure shall be Class S(AE) with a minimum 28 day compressive strength, f'(c) =4000 psi. Concrete for bridge substructure shall be Class S with a minimum 28 day Compressive strength, f'(c) =3500 psi.

Concrete shall be poured in the dry and all exposed corners shall be chamfered 3/4" unless otherwise noted.

Concrete in bridge superstructure shall be placed, consolidated and screeded off for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

A minimum of 72 hours shall elapse between completion of the deck and the pouring of the parapet railing. Any railing pours made before the entire deck has been placed and cured must be approved by the Engineer.

The superstructure details shown are for use when removable deck forming is used and are the basis for measurement of Class S(AE) concrete. See Standard Drawing No. 55005 for allowable modifications and for tolerances when permanent steel bridge deck forms are used.

The concrete deck shall be given a tine finish in accordance with Subsection 802.19 for Class 5 Tined Bridge Roadway Surface Finish. Movement of the finishing machine across the new concrete shall be on planks placed on the surface and shall be prohibited for 72 hours after finishing the pour. Sufficient concrete must be placed ahead of strike-off to fully load the girder.

Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008. Backfill shall not be placed behind the backwall until the deck concrete on the adjacent span has been placed.

See detail drawings for additional notes.

REINFORCING STEEL:

All reinforcing steel shall conform to AASHTO M31 or M322, Type A, Grade 60.
Mill test reports shall be submitted for reinforcing steel.

The reinforcing steel in bent caps shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

The reinforcing steel shall be accurately located in the forms and firmly held in place by steel wire supports sufficient in size and number to prevent displacement during the course of construction. See Section 804.06. The wire supports will not be paid for directly but will be considered subsidiary to the item "Epoxy Coated Reinforcing Steel (Grade 60)" and "Reinforcing Steel Bridge (Grade 60)", in conformance with Section 804.11.

See detail drawings for additional notes.

PROJECT BRIDGE GENERAL NOTES

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/15/2014 FILENAME: bca06010_ll
CHECKED BY: STS DATE: 10/1/2014 SCALE: N/A
DESIGNED BY: JH DATE: 9/1/2014

BRIDGE NO. A&B7424, A&B7411, A-C7412, A&B7413, 07414 DRAWING NO. 59691

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jharrell
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For R/W Data, See Roadway Plans

See key-plan Dwg. No. 59742 for location and type of approach slabs and approach gutters.

Notes:
1. Unless otherwise noted, All Bridge A & B longitudinal edges of deck and approaches are parallel to C.L. WB I-30 and C.L. EB I-30, respectively.
2. All Bents are parallel to each other.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
JESSE D. HARRELL
No. 18381

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	867	1465
				(1) A&B7424		BRIDGE LAYOUT		59692

2018-08-08

Top of Cut
IV:6H or Flatter
5'-0"
Varies
IV:3H or Flatter
IV:5OH
Excavate Sloped Berm to Approx. Elev. 430.0
Toe of Cut
Approx. 14.5 Miles to Malvern
Tangent Distance Greater than 500'
Begin Bridge A Sta. 3245+33.04
40'-0" Finished Crown 24'-0" Pavement 2 Spa.@ 12'-0" Lanes
10'-0" Shld
6'-0" Shld
3245+00
6 Shoring
C.L. Bridge A
3246+00
Dumped Riprap 8
Toe of Slope
Existing Bridge No. A3251
Existing Bridge No. B3251
20'0"0" (Typ.)
4
5
Slope Varies
3247+00
C.L. WB I-30 & Profile Grade Line
N22°4'31"E
3248+00
14'-0"
13'-8"
246+00
247+00
248+00
C.L. Median I-30
N22°4'31"E
245+00
2245+00
2246+00
2247+00
2248+00
C.L. EB I-30 & Profile Grade Line
N22°4'31"E
1 Barrier Wall
Barrier Wall
1 Concrete Ditch Paving
52'-0" Finished Crown 36'-0" Pavement 3 Spa.@ 12'-0" Lanes
10'-0" Shld
5'-0"
Top of Cut
Toe of Cut
20'-0"
C.L. Bridge B
Slope Varies
Bore Hole (Typ.)
Existing Ditch
Toe of Fill
Toe of Slope
Existing Fence
1 Prop. Guardrail
Begin Bridge B Sta. 2245+55.37
20'0"0" (Typ.)
IV:3H or Flatter
Existing Edge of Pavement
1 Transition Barrier
Pownee Dr.
1 2'-0" Concrete Median Barrier
223+00
6'-0" Shld.
15'-0" Pvmt.
8'-0" Shld.
21'-8⅛" Min. Hrz. Clr.
S88°10'12"E
N88°10'12"W
1'-5" Parapet
43'-2" Out to Out
40'-0" Clear Roadway
1'-4" Parapet
55'-2" Out to Out
52'-0" Clear Roadway
Point of Min. Vertical Clr.
69°45'17"
3249+00
124+00
249+00
2249+00
3250+00
250+00
2250+00
100+00
Toe of Fill
Approx. 2.8 Miles to HWY. 67
Conc. Riprap 7
End Bridge A Sta. 3249+49.33
1 Prop. Guardrail
Shoring 6
Conc. Riprap 7
Prop. Guardrail 1
Barrier Wall 1
IV:2H
Temp. MSE Wall 6
Barrier Wall
End Bridge B Sta. 2249+71.66
P.C. 3250+63.0
P.C. 250+55.26
P.C. 2250+47.43
Prop. Edge of Pavement
Prop. C.L. HWY 70 Ramp 1
Prop. 54" Barrier Wall
Conc. Riprap 7
Prop. Guardrail 1
P.C. 100+00.000
3'-3" Min. Hrz. Clr.
P.C. 224+56.36
1'-5" Parapet
44'-0" Min. Hrz. Clr.
1 Transition Barrier
225+00
Prop. C.L. HWY 70 Ramp 2
Prop. C.L. HWY 70 Ramp 1
2 Retaining Wall AA
Concrete Ditch Paving 2
Toe of Fill
1 2'-0" Concrete Median Barrier
00+22

NOTE:
The proposed bridges are positioned to avoid interference with the existing substructures. The Contractor shall verify the location of the existing substructures before constructing the new substructures. Any adjustments required to fit the proposed bridge shall be submitted to the Engineer for approval.

1 See Roadway Plans
2 See Retaining Wall Plans
3 Angle is measured from a line perpendicular to the C.L. Bridge to C.L. of Joint or Bent.
4 Existing foundations, Typ.
5 Existing substructures, Typ.
6 Shoring & Temp. MSE Wall is required during construction, See Project Bridge General Notes regarding Shoring & Temp. MSE Wall, on Dwg. No. 59691
7 Concrete Riprap - See Std. Dwg. 55002
8 Dumped Riprap - 1'-6" thick placed on filter blanket See Std. Dwg. 55001

Note:
Remove existing concrete riprap and replace with new concrete riprap or Dumped riprap as shown for bent construction (See Std. Dwg. No. 55001 & 55002). Payment for this work shall be considered subsidiary to the pay item "Removal of Existing Bridge Structures".

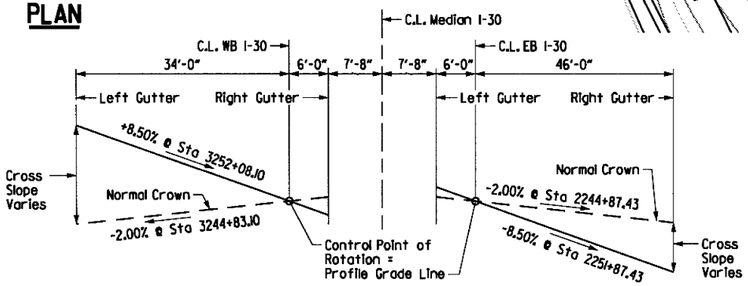
(1) Prop. C.L. WB I-30 Sta. 3248+89.43 = Prop. C.L. Ramp 2 Sta. 223+81.45
(2) Prop. C.L. WB I-30 Sta. 3249+20.34 = Prop. C.L. Ramp 1 Sta. 123+74.33
(3) Prop. C.L. EB I-30 Sta. 2248+99.51 = Prop. C.L. Ramp 2 Sta. 224+10.58
(4) Prop. C.L. EB I-30 Sta. 2249+30.42 = Prop. C.L. Ramp 1 Sta. 123+45.20

HORIZONTAL CURVE DATA

C.L. HWY 70 Ramp 1 Curve 3

PI Sta	= 119+62.69
Delta	= 52°53'03" RT
Degree	= 7°00'00"
Tangent	= 407.06'
Length	= 755.49'
Radius	= 818.51'
PC Sta	= 115+55.63
PT Sta	= 123+11.12
PC Brg	= N88°10'12"W
PT Brg	= S38°56'45"W

PLAN



SUPERELEVATION TRANSITION DETAIL FOR BRIDGE A & B

(Looking Ahead)
No Scale

For additional information, see Std. Dwg. SE-1.

SHEET 1 OF 4
LAYOUT OF I-30 BRIDGES OVER HWY. 70

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

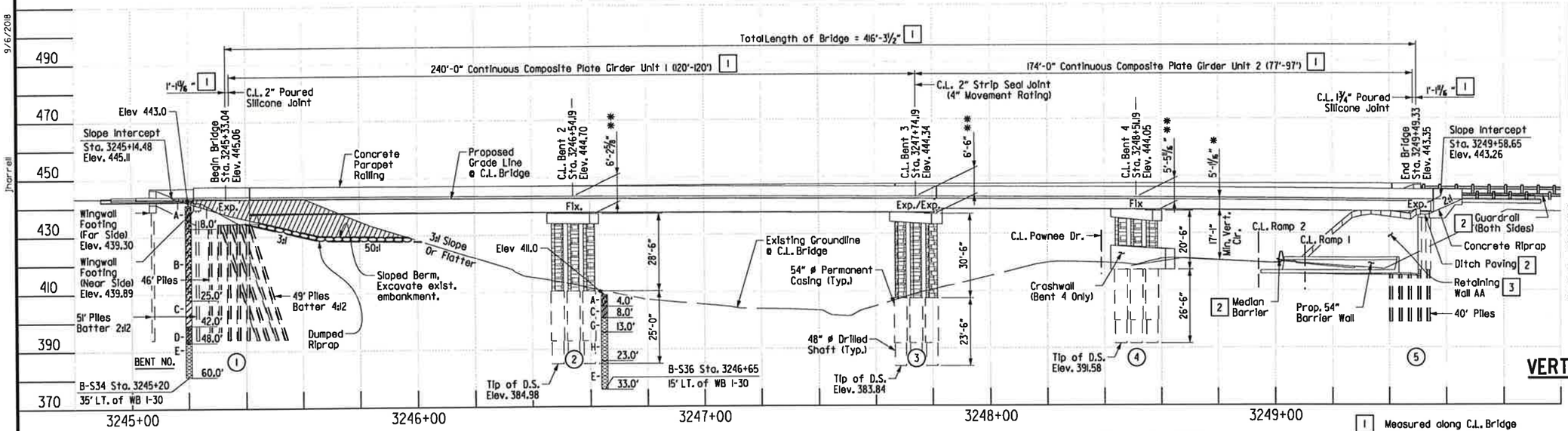
DRAWN BY:	AKH	DATE:	10/8/2017	FILENAME:	bca0601ll
CHECKED BY:	STS	DATE:	11/8/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	10/8/2017		

BRIDGE NO. A&B7424 DRAWING NO. 59692

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
				JOB NO.		CA0601	868	1465
				(1) A&B7424		BRIDGE LAYOUT		59693

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-07

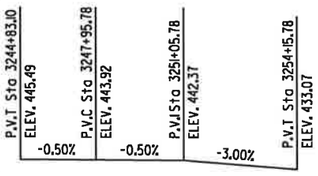
NOTE:
The proposed bridges are positioned to avoid interference with the existing substructures. The Contractor shall verify the location of the existing substructures before constructing the new substructures. Any adjustments required to fit the proposed bridge shall be submitted to the Engineer for approval.



ELEVATION - BRIDGE A

Elevations shown are along C.L. Bridge A. Stationing is along C.L. WB I-30. Stations shown in Elevation View are determined by a radial projection from C.L. WB I-30 to C.L. Bridge A.

Note: Bridge A PGL is coincident with C.L. WB I-30 and C.L. Bridge A is 14'-0" left of C.L. WB I-30. Portions of Retaining Wall AA shown are left of C.L. Median I-30.



VERTICAL CURVE DATA - BRIDGE A

(Along WB Profile Grade)

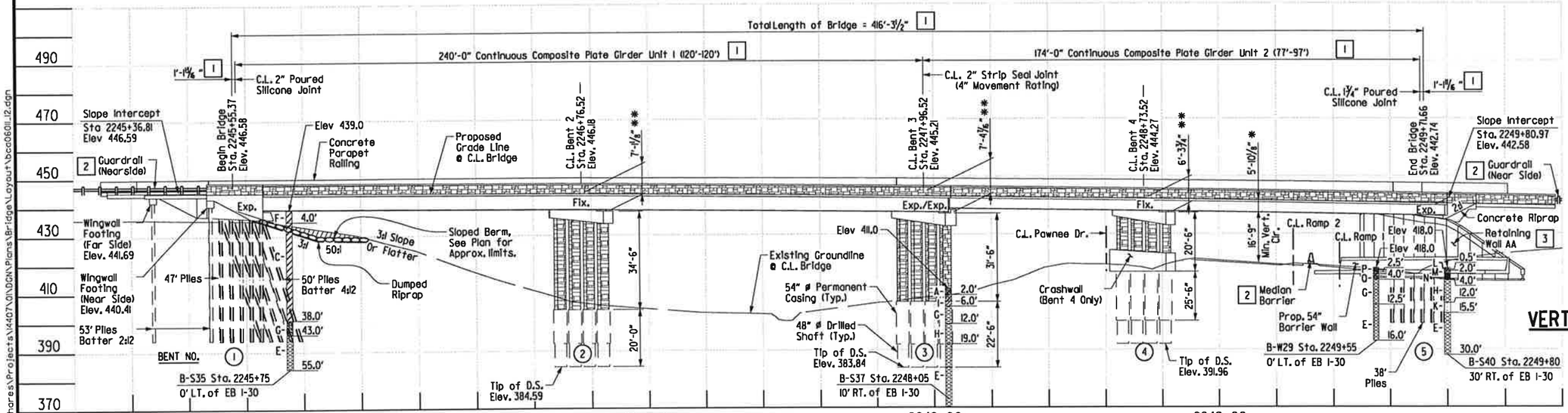
* Top of Deck @ C.L. of Bridge to Low Girder

** Top of Deck @ C.L. Bent @ C.L. Bridge to Low Side Top of Cap

[1] Measured along C.L. Bridge

[2] See Rdwy Plans

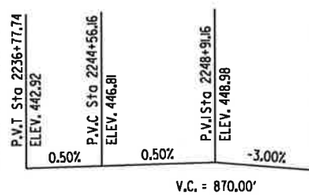
[3] See Retaining Wall Plans



ELEVATION - BRIDGE B

Elevations shown are along C.L. Bridge B. Stationing is along C.L. EB I-30. Stations shown in Elevation View are determined by a radial projection from C.L. EB I-30 to C.L. Bridge.

Note: Bridge B PGL is coincident with C.L. EB I-30 and C.L. Bridge B is 20'-0" right of C.L. EB I-30. Portions of Retaining Wall AA shown are right of C.L. Median I-30.



VERTICAL CURVE DATA - BRIDGE B

(Along EB Profile Grade)

SHEET 2 OF 4
LAYOUT OF I-30 BRIDGES OVER HWY. 70

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 10/8/2017
CHECKED BY: STS DATE: 11/8/2017
DESIGNED BY: JH DATE: 10/8/2017
FILENAME: bca0601l_12
SCALE: 1" = 20'

BRIDGE NO. A&B7424 DRAWING NO. 59693

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	869	1465
				A&B7424		BRIDGE LAYOUT		59694

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08

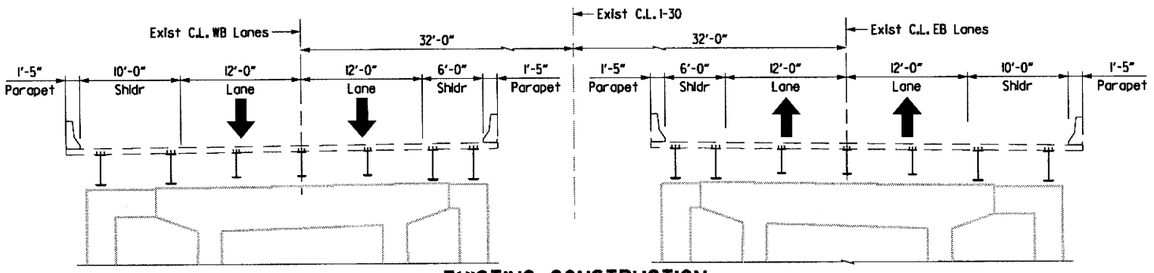
Notes:
Details related to Maintenance of Traffic are shown on Bridge Plans for Information Only. For Maintenance of Traffic Plans and additional information, see Roadway Plans.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

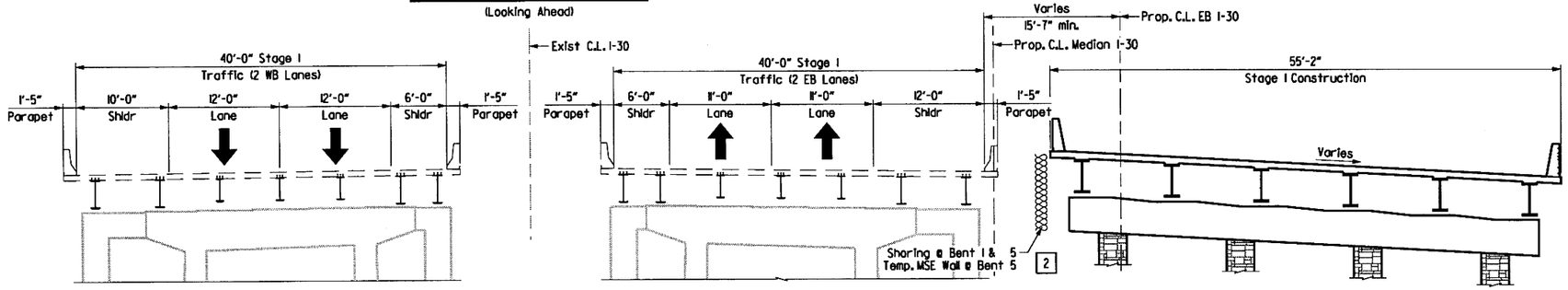
1 See Rdwy Plans

2 Shoring & Temp. MSE Wall will be required during construction. See Project Bridge General Notes regarding Shoring & Temp. MSE Wall, on Dwg. No. 59691

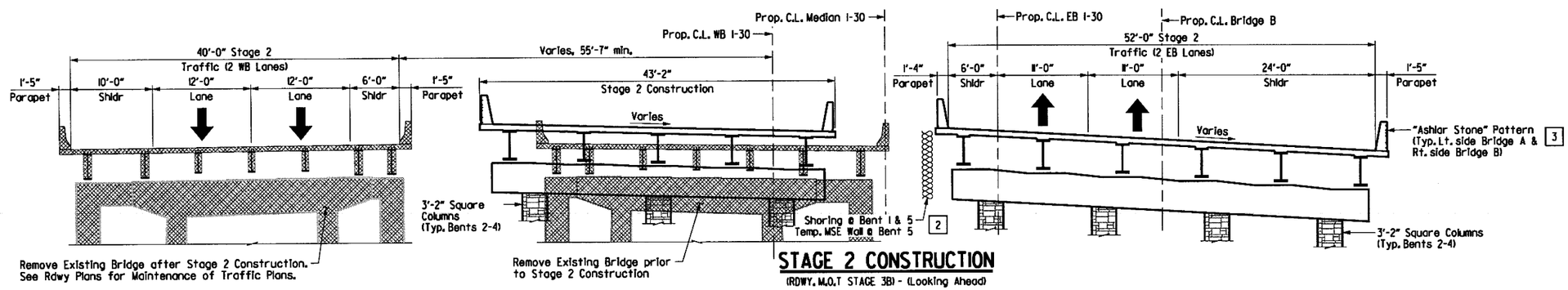
3 "Ashlar Stone" Pattern, For details of OUTSIDE PARAPET & BENT AESTHETICS, see Dwg. No. 59695



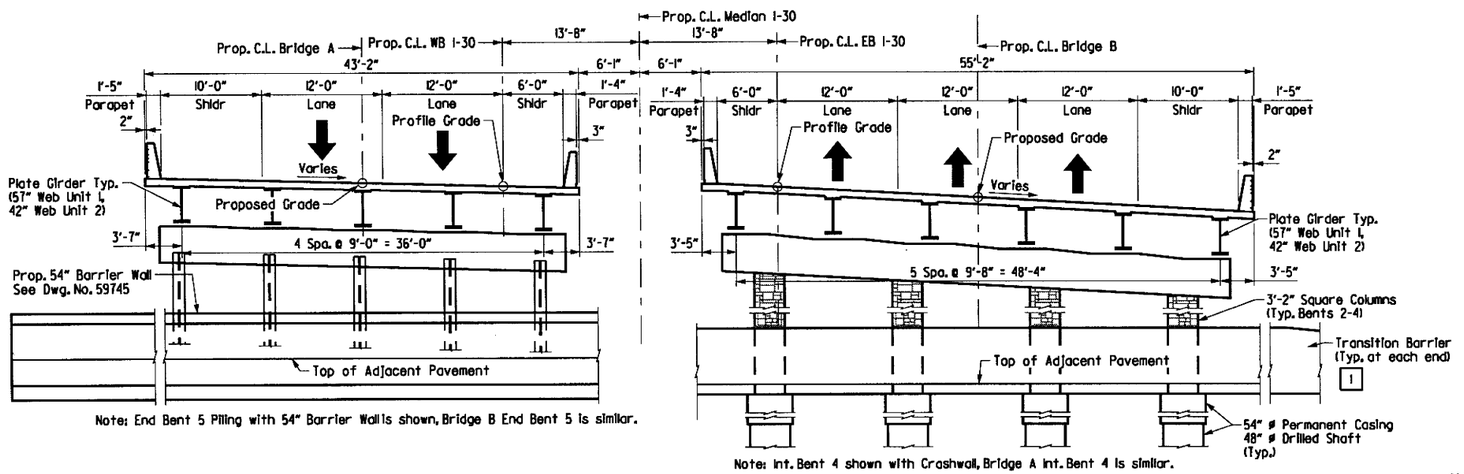
EXISTING CONSTRUCTION
(Looking Ahead)



STAGE 1 CONSTRUCTION
(RDWY. M.O.T STAGE 3) - (Looking Ahead)



STAGE 2 CONSTRUCTION
(RDWY. M.O.T STAGE 3B) - (Looking Ahead)



COMPLETED CONSTRUCTION
(Looking Ahead)

SHEET 3 OF 4
LAYOUT OF I-30 BRIDGES OVER HWY. 70
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 10/8/2017
CHECKED BY: STS DATE: 11/8/2017
DESIGNED BY: JH DATE: 10/8/2017
FILENAME: bca0601l_13
SCALE: 1" = 7.5'

BRIDGE NO. A&B7424 DRAWING NO. 59694

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	870	1465
				(1) A&B7424		BRIDGE LAYOUT		59695

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 59691. General notes specific to this bridge follow.

SEISMIC ZONE: 1 SDI = 0.129g, Site Class = C

DETAIL DRAWINGS:	DRAWING NO.
End Bents	59696-59702
Intermediate Bents	59703-59708
240'-0" Cont. Comp. Plate Girder Unit 1	59709-59712
174'-0" Cont. Comp. Plate Girder Unit 2	59713-59716
Elastomeric Bearings	59740, 59741
Steel Piling	55020
Type Special Approach Gutters (x-x)	59743-59744
Steel Bridge Details	55007
Poured Silicone Joints	55008
Neoprene Strip Seal Joints	55009

STEEL PILING:
Piling shall be HP 12x53 (Grade 50) for each End Bent and shall be paid for as "Steel Piling (HP 12x53)". Pile casings are required for all pile within MSE. Casings shall be installed prior to or during the embankment construction and shall extend from top of leveling pad to bottom of cap. Pile casing material shall be of sufficient strength to retain its original form, free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 18" for HP 12x53. Piles shall be driven through the open casings. After driving is complete, the pile casings shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement, or other approved material in a single continuous operation to completely fill voids. Pile casings and concrete will not be paid for directly but shall be considered subsidiary to the item "Steel Piling (HP 12x53)".

DRILLED SHAFTS: Foundations for Intermediate Bents 2-4 shall consist of Drilled Shafts. All Drilled Shafts shall be founded into competent material designated as shale on the boring legend to the minimum rock penetrations and tip elevations shown in the plans. No adjustments in Plan Tip Elevation shall be made without prior approval from the Engineer. Methods of construction of the drilled shafts shall be in accordance with SP CA0601 "Drilled Shaft Foundations". Permanent casing shall be used for construction of the drilled shafts, such as to prevent caving, to exclude groundwater, or to provide shoring, and shall not extend below top of rock. The Contractor must obtain approval from the Engineer for any deviation from this requirement.

Drilled shaft and column dowels reinforcing shall be secured in place before concrete placement. Concrete and reinforcing steel in drilled shafts, including projection of drilled shaft bars into column, will not be paid for directly but will be included in the unit prices of the drilled shaft items.

For construction methods, materials, measurement and payment of drilled shafts, see Job CA0601 Special Provision "Drilled Shaft Foundations".

For additional information, see bridge layout and detail drawings.

CROSSHOLE SONIC LOGGING: Nondestructive testing shall be performed on specific drilled shafts in accordance with SP CA0601 "Nondestructive Testing of Drilled Shafts".

TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to bridge surfaces as specified in Special Provision Job No. CA0601 "Textured Coating Finish" and in accordance with subsection 802.19(b)(3). Textured Coating Finish shall not be applied on surfaces where Class 1 Protective Surface Treatment is applied.

PAINT: All structural steel except galvanized members and some surfaces in contact with concrete, and as otherwise noted, shall be cleaned in accordance with Section 807.84(b) and painted as specified in Subsection 807.75. Color of paint shall be DARK BROWN and shall match Fed. Std. 595B, Color Chip No. 20108.

EXISTING BRIDGE: Existing Bridge Nos. A3251 and B3251 (log 110.86) are 422' long consisting of six composite W-Beam simple spans supported by substructures consisting of R.C. Int. Bents with multi-columns on spread footings and Pile End Bents. The existing bridges are located in approximately the same location as the proposed bridge. Plans can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

REMOVAL AND SALVAGE: Existing Bridge Nos. A&B3251 shall be removed in accordance with Section 205. Removal of Bridge No. B3251 will be required for Stage 2 Construction. Removal of Bridge No. A3251 will be required after WB I-30 traffic has been moved to new bridge. All material from the existing bridge shall become the property of the Contractor.

STRUCTURAL STEEL: Structural steel shall be AASHTO M270, Gr.50 unless otherwise noted and shall be paid for as "Structural Steel in Plate Girder Spans (M270, Gr.50)".

BORING LEGEND:

A - Soft to stiff silty clay with shale and quartz fragments (fill)
B - Soft to Stiff Clay with some sandstone and quartz fragments
C - Firm to stiff clay, sandy
D - Dense to very dense clayey fine to coarse gravel, sandy
E - Moderately hard to hard shale
F - Firm clay, sandy (fill)
G - Low hardness to moderately hard highly weathered shale
H - Moderately hard slightly weathered shale
I - Medium dense to dense clayey fine sand
J - Dense to very dense clayey fine to coarse gravel, sandy (fill)
K - Hard fine grained sandstone
L - Loose silt with some crushed stone (fill)
M - Loose to medium dense clayey fine sand (fill)
N - Firm fine sandy clay
P - Loose fine to coarse sand with some concrete fragments (fill)
Q - Stiff silty clay

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

Sta. 3245+20, 35' Lt (Boring S34)
0.5-1.5, N = 9
2.5-3.5, N = 8
4.5-5.5, N = 12
6.5-7.5, N = 6
9-10, N = 10
14-15, N = 8
19-20, N = 7
24-25, N = 12
29-30, N = 4
34-35, N = 7
39-40, N = 7
43.5-44, N = 50/3"
48.5-49, N = 25/0"
53.5-54, N = 25/0"
58.5-59, N = 25/0"

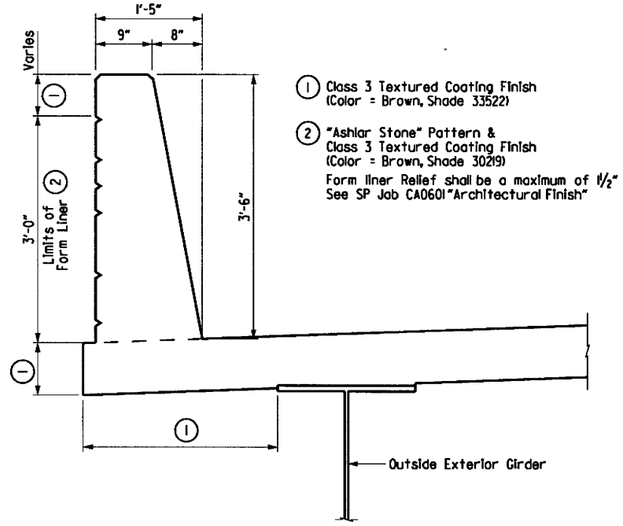
Sta. 2245+75, 0' Lt (Boring S35)
0.5-1.5, --
2.5-3.5, N = 7
4.5-5.5, N = 10
6.5-7.5, N = 11
9-10, N = 13
14-15, N = 17
19-20, N = 15
24-25, N = 16
29-30, N = 11
34-35, N = 7
38.5-39, N = 25/0"
43.5-44, N = 25/0"

Sta. 3246+65, 15' Lt (Boring S36)
0.5-1.5, N = 40
2.5-3.5, N = 8
4.5-5.5, N = 20
6.5-7.5, N = 7
9-10, N = 50/9"
13.5-14, N = 25/0"
18.5-19, N = 25/0"

Sta. 2248+05, 10' Rt (Boring S37)
0.5-1.5, N = 13
2.5-3.5, N = 49
4.5-5.5, N = 24
6.5-7.5, N = 35
9-10, N = 60
13.5-14, N = 25/0"

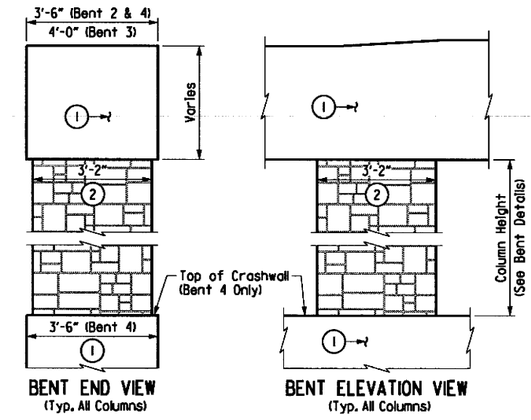
Sta. 2249+80, 30' Rt (Boring S40)
0.5-1.5, N = 10
2.5-3.5, N = 8
4.5-5.5, N = 32
6.5-7, N = 50/5"
9-10, N = 34
13.5-14, N = 25/0"

Sta. 2249+55, 0' Lt (Boring W29)
0.5-1.5, N = 8
2.5-3.5, N = 11
4.5-5.5, N = 34
6.5-7.5, N = 50/11"
9-10, N = 50
13.5-14, N = 25/0"



OUTSIDE PARAPET AESTHETICS

(NOT applicable along inside deck edges and parapets @ C.L. Median I-30)
Scale 1" = 1'-0"



BENT AESTHETICS

SCALE: ½" = 1'-0"

SILICONE JOINT DATA - for Std. Dwg. No. 55008

Bent No.(s)	"A" Width Perpendicular to Joint at 24 hour Average Temperature of:			Bumper Bar Size	"B"
	40°F	60°F	80°F		
1	2 3/16"	2"	1 13/16"	1"	2 1/4"
5	1 7/8"	1 3/4"	1 5/8"	0 7/8"	2 1/4"

STRIP SEAL JOINT DATA - for Std. Dwg. No. 55009

Bent No.(s)	Movement Rating (Inch)	"A" Width Perpendicular to Joint at 24 hour Average Temperature of:			Bumper Bar Size	"B"	"C"
		40°F	60°F	80°F			
3	4"	2 3/8"	2"	1 5/8"	0 1/2"	"A" + 1/2"	2 1/4"

SHEET 4 OF 4
LAYOUT OF I-30 BRIDGES OVER HWY. 70

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 10/8/2017
CHECKED BY: STS DATE: 11/8/2017
DESIGNED BY: JH DATE: 10/8/2017
FILENAME: bca0601l_14
SCALE: N/A

BRIDGE NO. A&B7424 DRAWING NO. 59695

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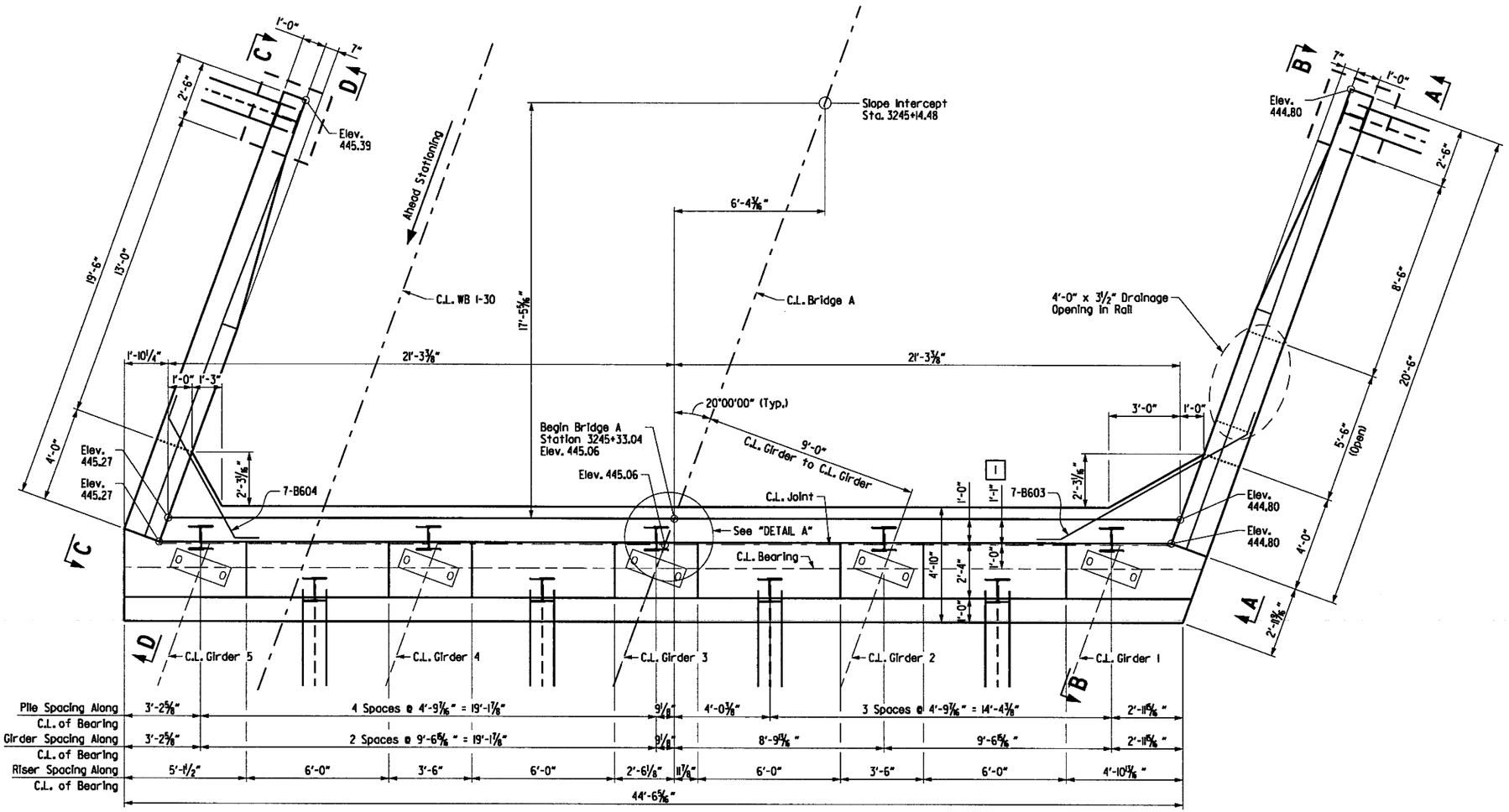
6/21/2018 1:19:38 PM
jharrell

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley 21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	871	1465
				(1) A7424		BENT DETAILS		59696

For Project Bridge General Notes, see Dwg. No. 59691

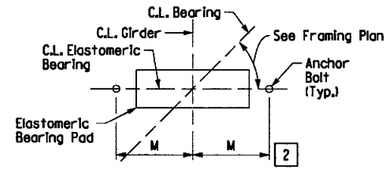


Pile Spacing Along C.L. of Bearing	3'-2⅝"	4 Spaces @ 4'-9⅞" = 19'-1⅞"				9⅛"	4'-0⅜"	3 Spaces @ 4'-9⅞" = 14'-4⅜"		2'-11⅝"
Girder Spacing Along C.L. of Bearing	3'-2⅝"	2 Spaces @ 9'-6⅝" = 19'-1⅞"				9⅛"	8'-9⅝"	9'-6⅝"		2'-11⅝"
Riser Spacing Along C.L. of Bearing	5'-1½"	6'-0"	3'-6"	6'-0"	2'-6⅛"	11⅞"	6'-0"	3'-6"	6'-0"	4'-10⅛"

44'-6⅝"

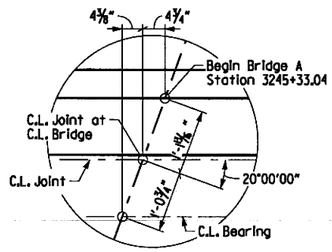
PLAN
SCALE: ⅜" = 1'-0"

1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

2 For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741



DETAIL A
SCALE: ¾" = 1'-0"

SHEET 1 OF 4
DETAILS OF END BENT 1
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601a1_bll
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. A7424 DRAWING NO. 59696

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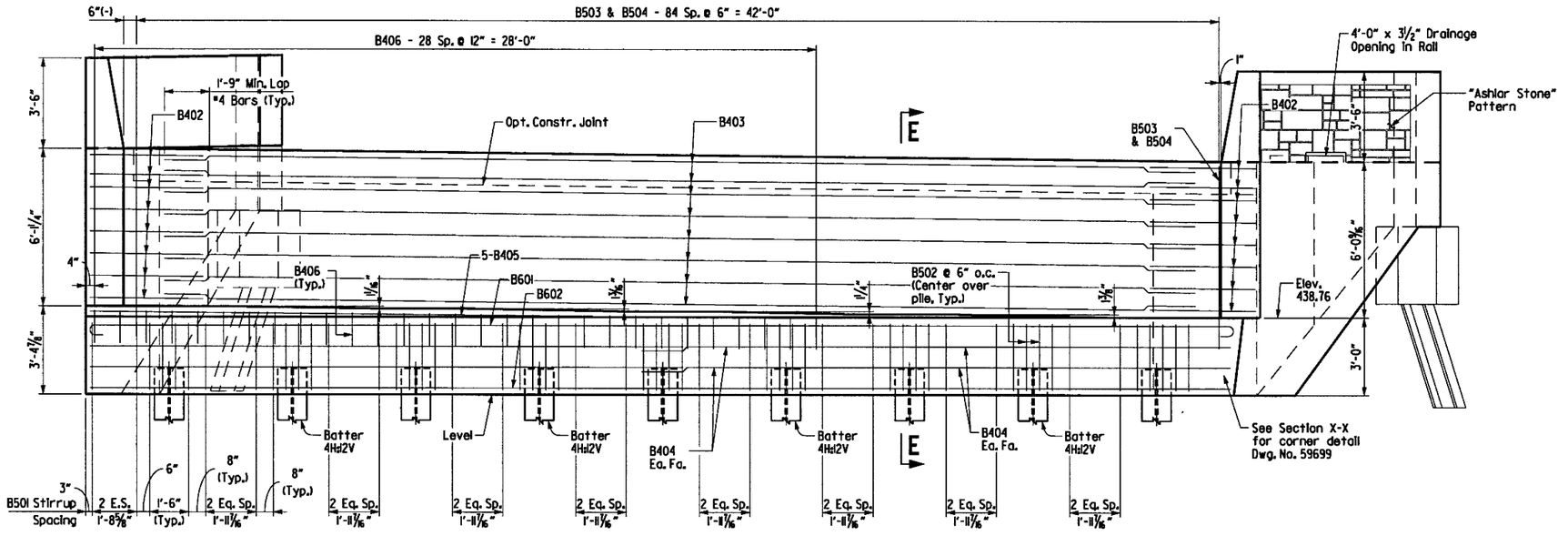
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	872	1465
				(1) A7424		BENT DETAILS		59697

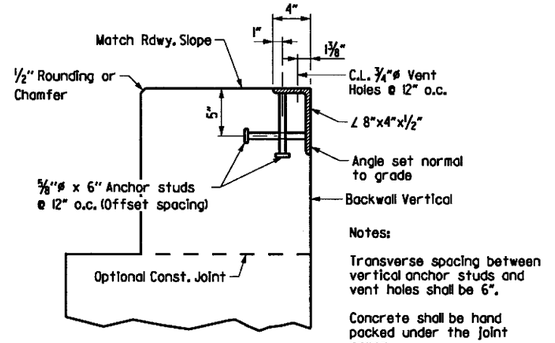
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691



ELEVATION

(Looking Back)
SCALE: ⅜" = 1'-0"



DETAIL Z

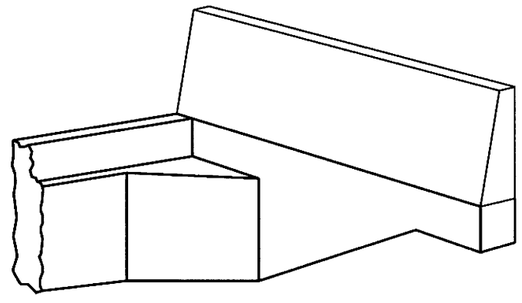
SCALE: 1½" = 1'-0"

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

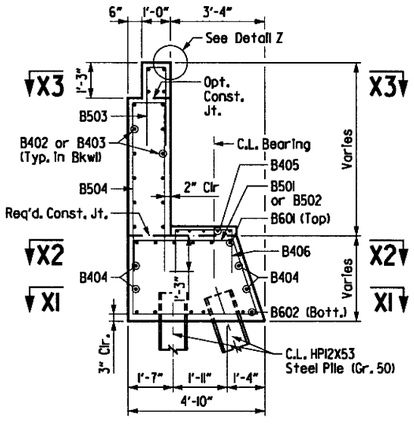
Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008



THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale



SECTION E-E

SCALE: ⅜" = 1'-0"

SHEET 2 OF 4
DETAILS OF END BENT 1
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601a1_bi2
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. A7424 DRAWING NO. 59697

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* Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

1 Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

2 "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

3 For Parapet Enhancements, see Dwg. No. 59695

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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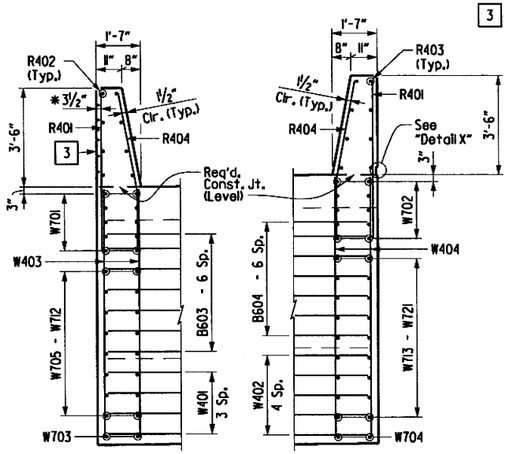
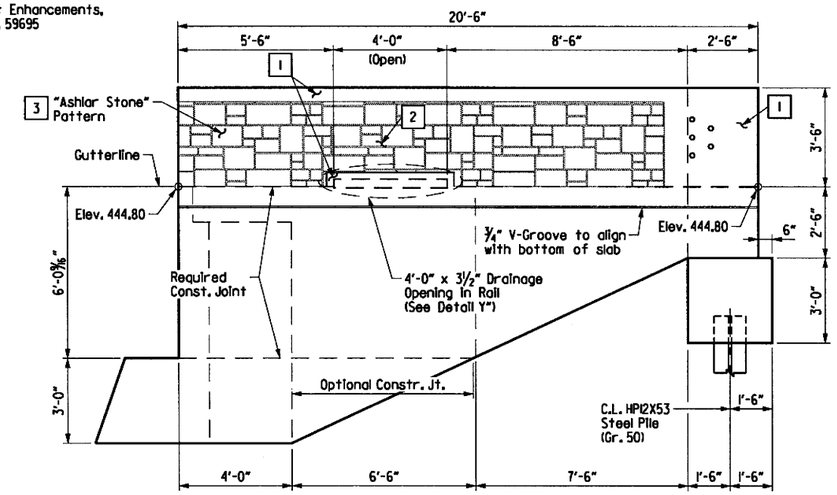
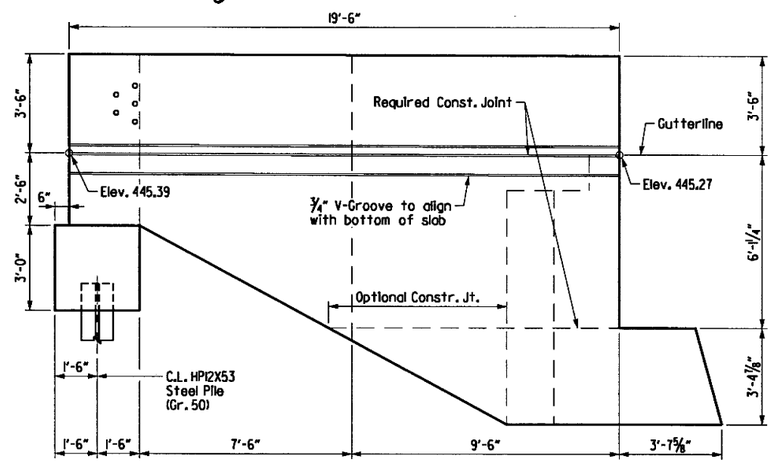
				JOB NO.		CA0601	873	1465
				(1) A7424		BENT DETAILS		59698



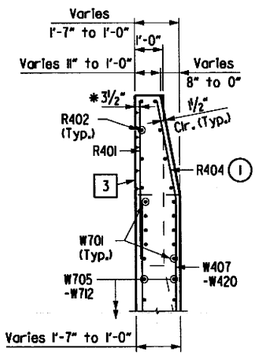
SECTION S1-S1
SCALE: ⅜" = 1'-0"

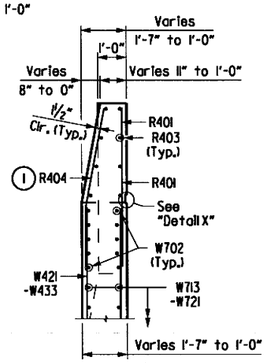


VIEW A-A
SCALE: ⅜" = 1'-0"



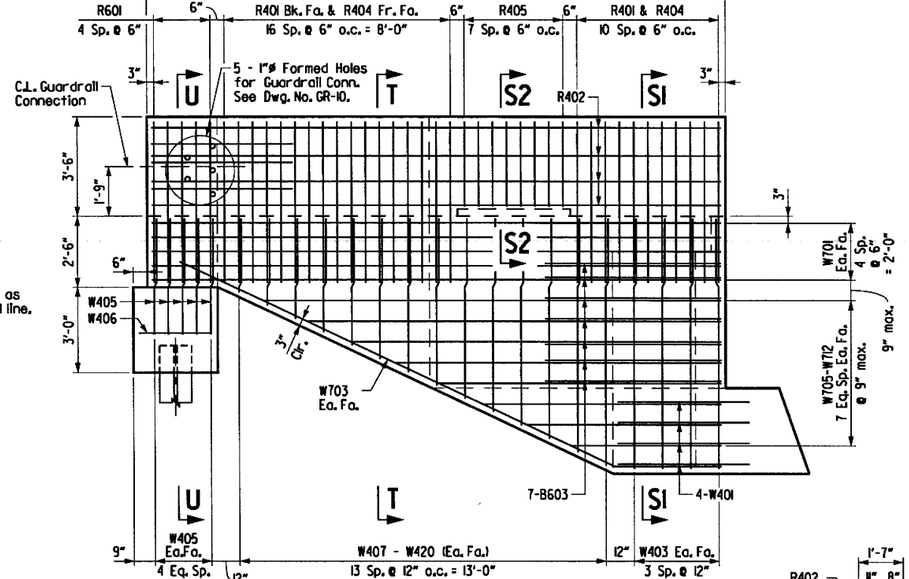
VIEW C-C
SCALE: ⅜" = 1'-0"



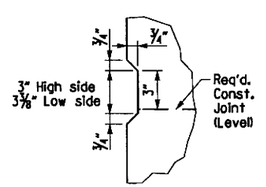


SECTION T-T
SCALE: ⅜" = 1'-0"

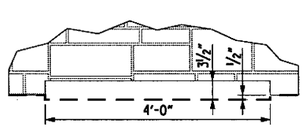
(1) Straighten R404 in field as necessary to match rail line.



VIEW B-B
SCALE: ⅜" = 1'-0"

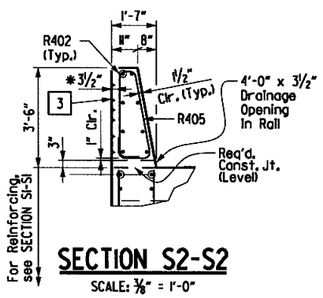


DETAIL X
No Scale



DETAIL Y
SCALE: ¾" = 1'-0"

SECTION U-U
SCALE: ⅜" = 1'-0"



SECTION S2-S2
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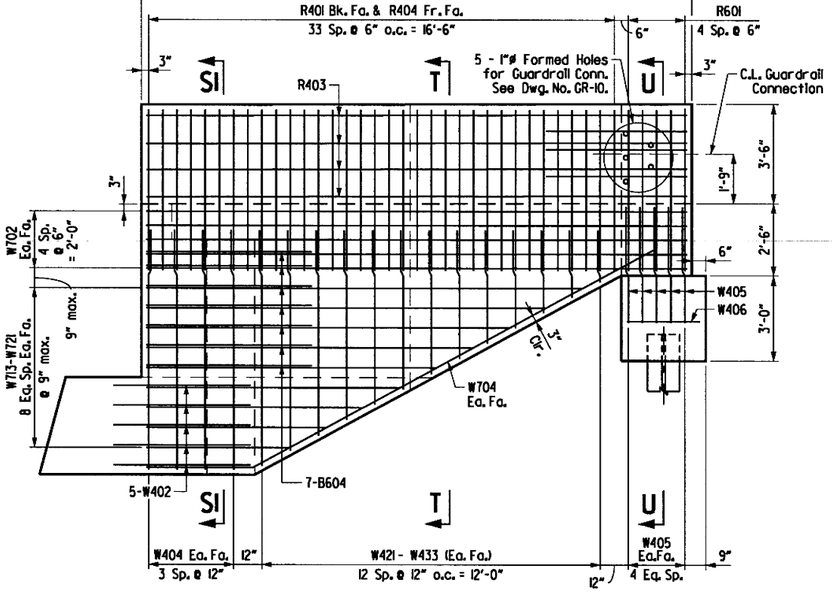

VIEW D-D
SCALE: ⅜" = 1'-0"

SHEET 3 OF 4
DETAILS OF END BENT 1
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601al_bl3
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. A7424 DRAWING NO. 59698

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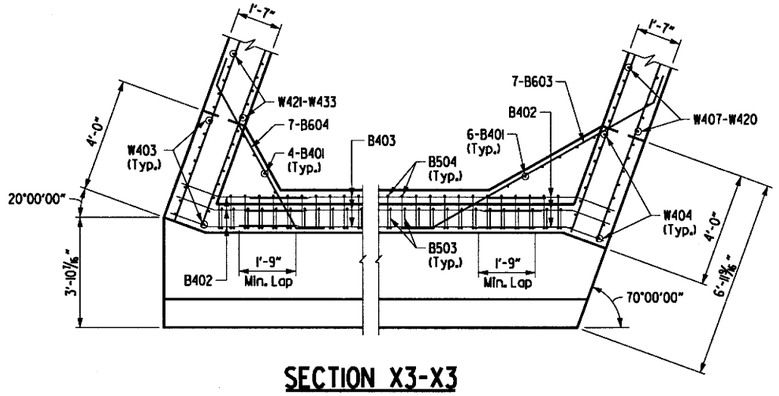
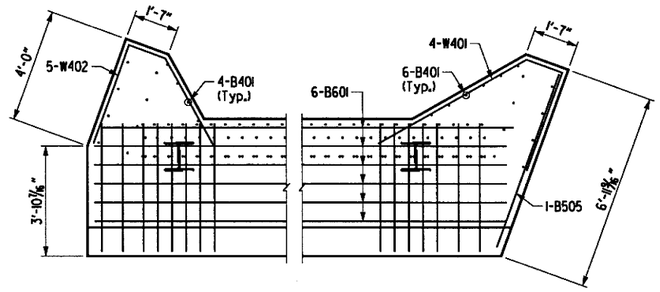
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	874	1465
				(1) A7424		BENT DETAILS		59699

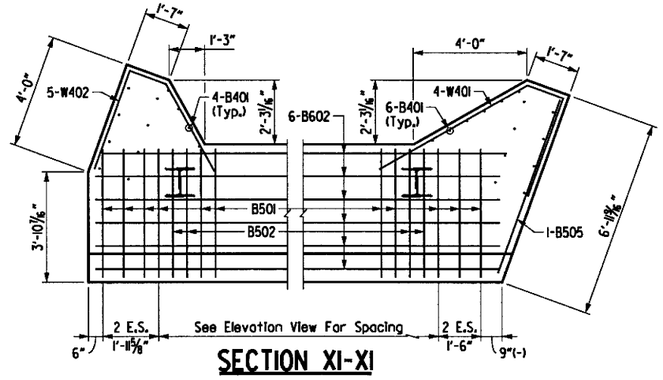
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



SECTION X3-X3



SECTION X2-X2

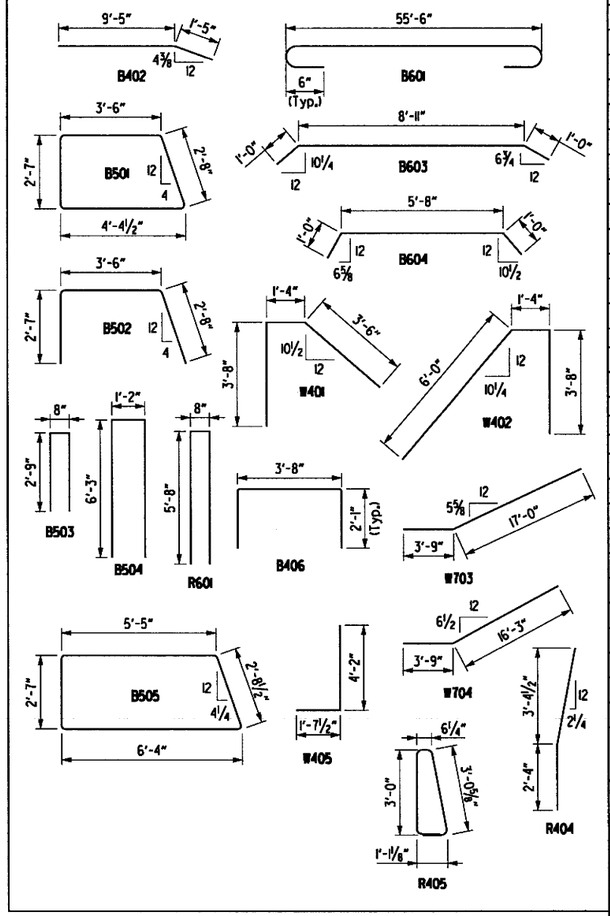


SECTION X1-X1

BAR LIST

Bending Diagrams

Dimensions are out to out of Bars.



All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Plate Girder Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	10	7'-5"	Str.
B402	32	4'-6"	3"
B403	16	40'-0"	Str.
B404	8	23'-2"	Str.
B405	5	28'-4"	Str.
B406	29	4'-10"	2"
B501	47	13'-9"	2 ½"
B502	18	8'-8"	2 ½"
B503	85	4'-3"	2 ½"
B504	85	11'-9"	2 ½"
B505	1	17'-7"	2 ½"
B601	6	56'-10"	4 ½"
B602	6	57'-6"	Str.
B603	7	10'-11"	4 ½"
B604	7	7'-8"	4 ½"
Wing Wall & Rail			
R401	62	5'-9"	Str.
R402	8	20'-2"	Str.
R403	8	19'-2"	Str.
R404	62	5'-9"	3"
R405	8	8'-9"	3 ¾"
R601	10	10'-1"	4 ½"
R602	6	5'-0"	Str.
W401	4	11'-0"	3"
W402	5	8'-6"	3"
W403	8	8'-7"	Str.
W404	8	8'-2"	Str.
W405	20	5'-9"	Str.
W406	12	2'-8"	Str.
W407 to W420	2 Ea.	2'-8" to 8'-8"	Str.
W421 to W433	2 Ea.	2'-0" to 8'-6"	Str.
W701	10	20'-2"	Str.
W702	10	19'-2"	Str.
W703	2	20'-9"	5 ¼"
W704	2	20'-0"	5 ¼"
W705 to W712	2 Ea.	5'-4" to 16'-3"	Str.
W713 to W721	2 Ea.	5'-0" to 15'-6"	Str.

SHEET 4 OF 4
DETAILS OF END BENT 1
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601a1_bl4
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	⅜" = 1'-0"
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. A7424 DRAWING NO. 59699

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jharrell
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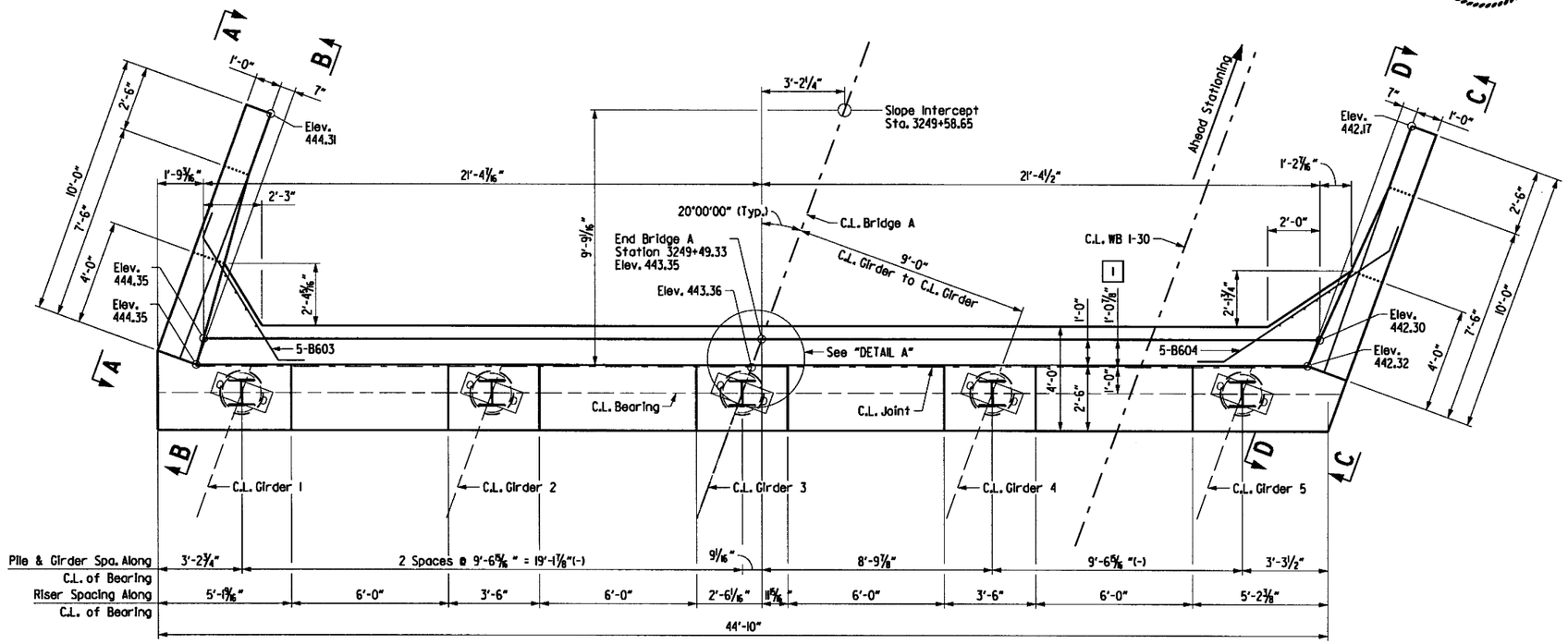
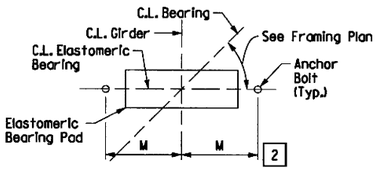
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	875	1465
				(1) A7424		BENT DETAILS		59700

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072
7 Aug 2018

For Project Bridge General Notes, see Dwg. No. 59691

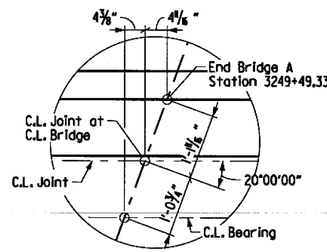


PLAN
SCALE: ⅜" = 1'-0"

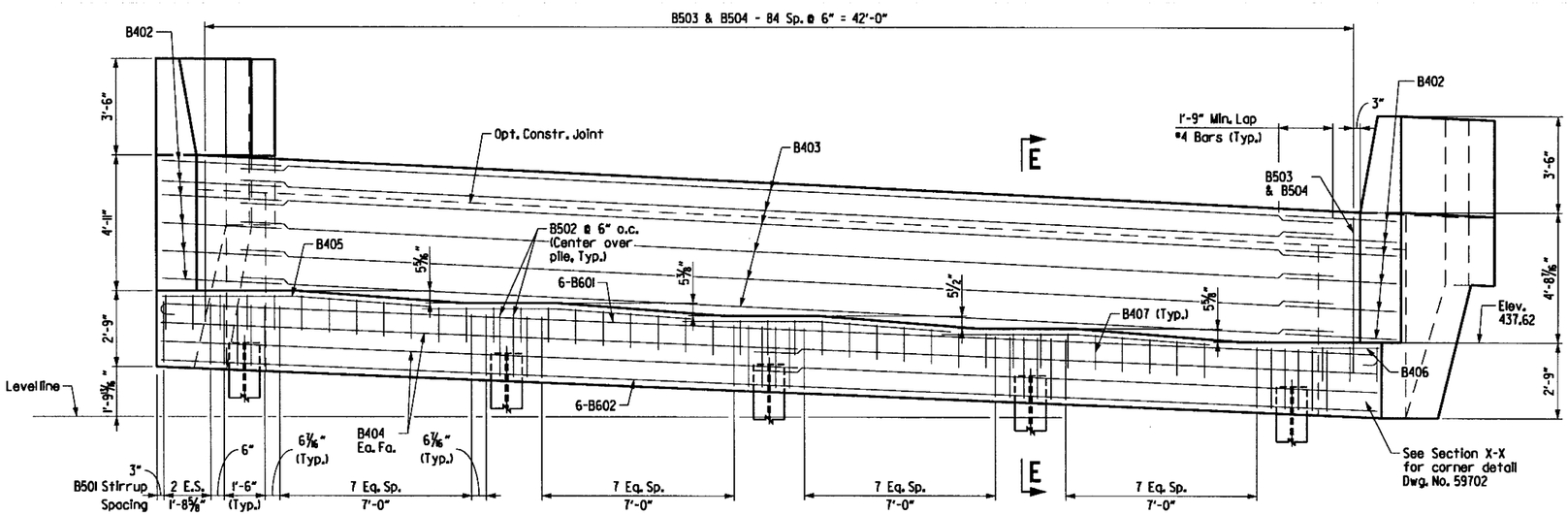


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

2 For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741



DETAIL A
SCALE: ¾" = 1'-0"



ELEVATION
(Looking Ahead)
SCALE: ⅜" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 5
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca060lal_b5l
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. A7424 DRAWING NO. 59700

* Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

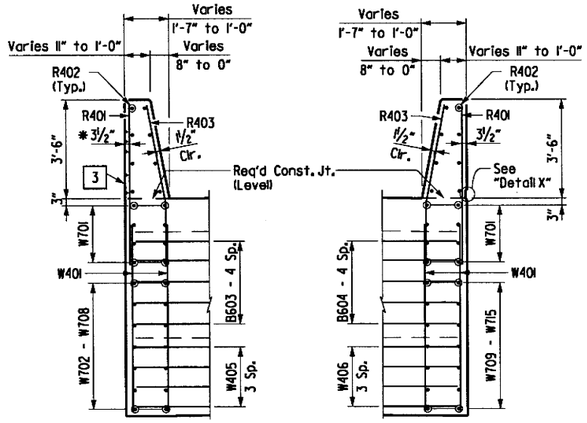
1 Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

2 "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

3 For Parapet Enhancements, see Dwg. No. 59695

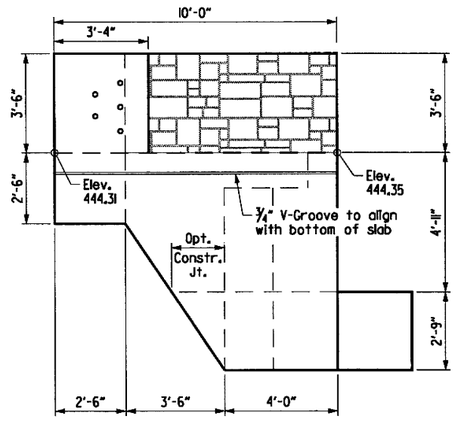
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	876	1465
				(1) A7424		BENT DETAILS		59701



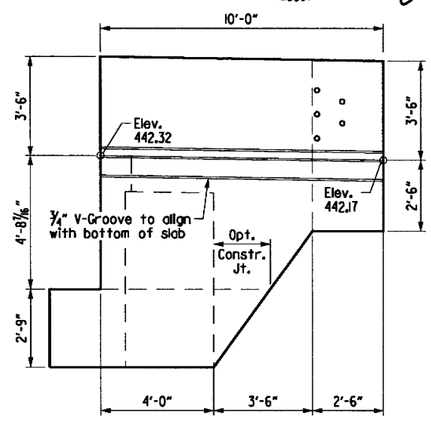
SECTION S-S

SCALE: ⅜" = 1'-0"



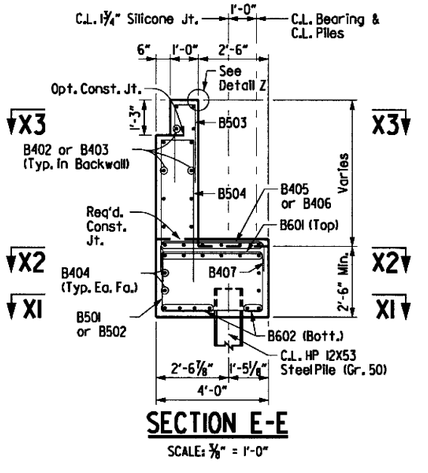
VIEW A-A

SCALE: ⅜" = 1'-0"



VIEW C-C

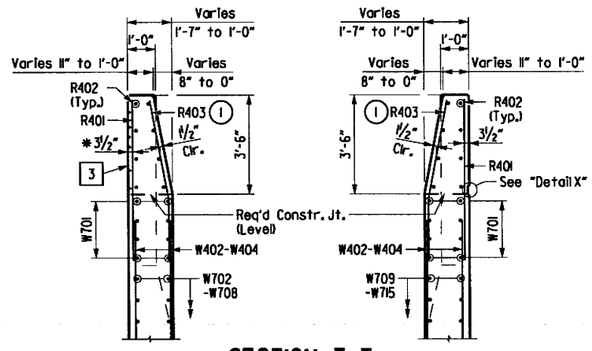
SCALE: ⅜" = 1'-0"



SECTION E-E

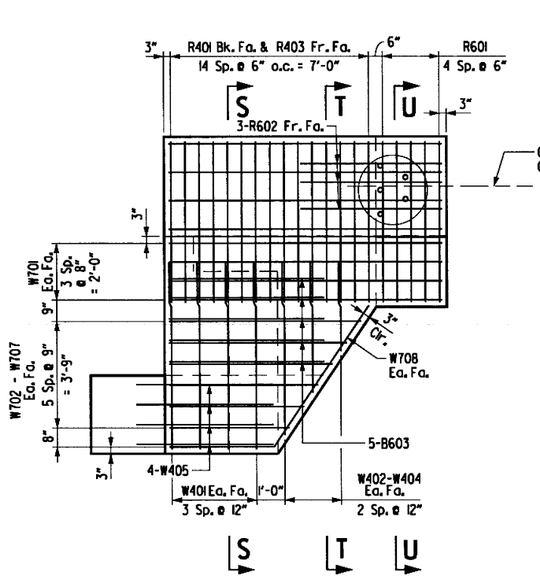
SCALE: ⅜" = 1'-0"

① Straighten R403 in field as necessary to match rail line.



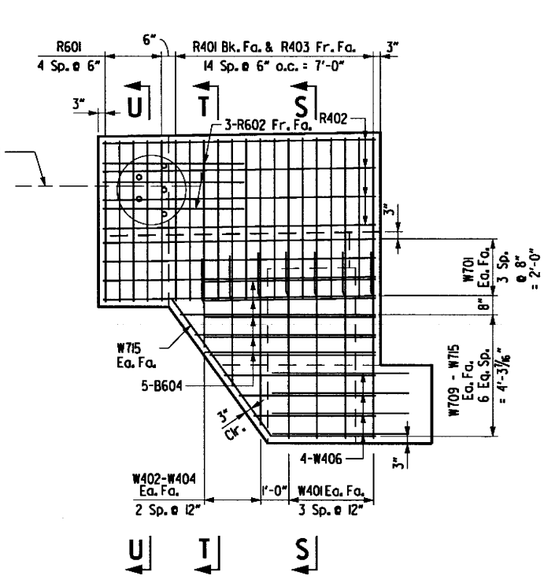
SECTION T-T

SCALE: ⅜" = 1'-0"



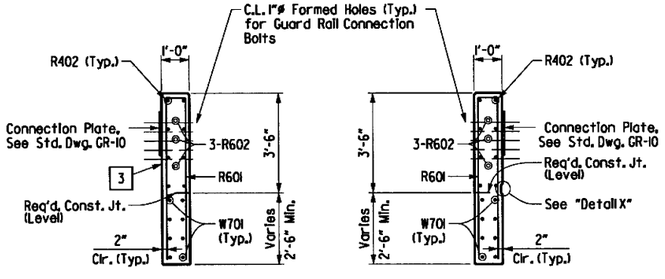
VIEW B-B

SCALE: ⅜" = 1'-0"



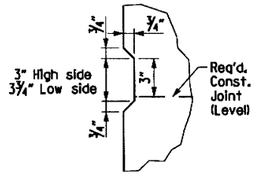
VIEW D-D

SCALE: ⅜" = 1'-0"



SECTION U-U

SCALE: ⅜" = 1'-0"



DETAIL X

No Scale

SHEET 2 OF 3
DETAILS OF END BENT 5
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601al_b52
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. A7424 DRAWING NO. 59701

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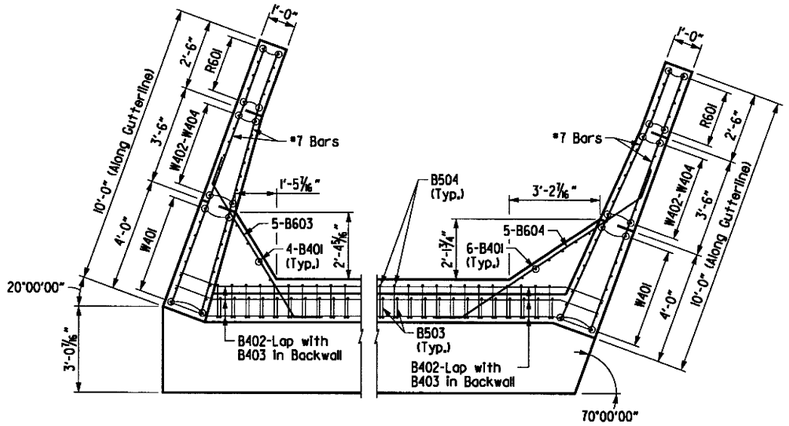
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

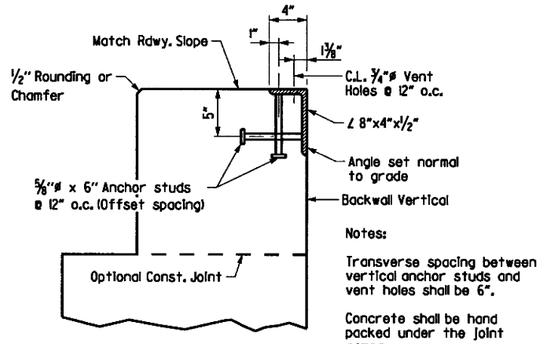
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	877	1465
A7424		BENT DETAILS		59702

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



SECTION X3-X3



DETAIL Z

SCALE: 1½" = 1'-0"

Notes:

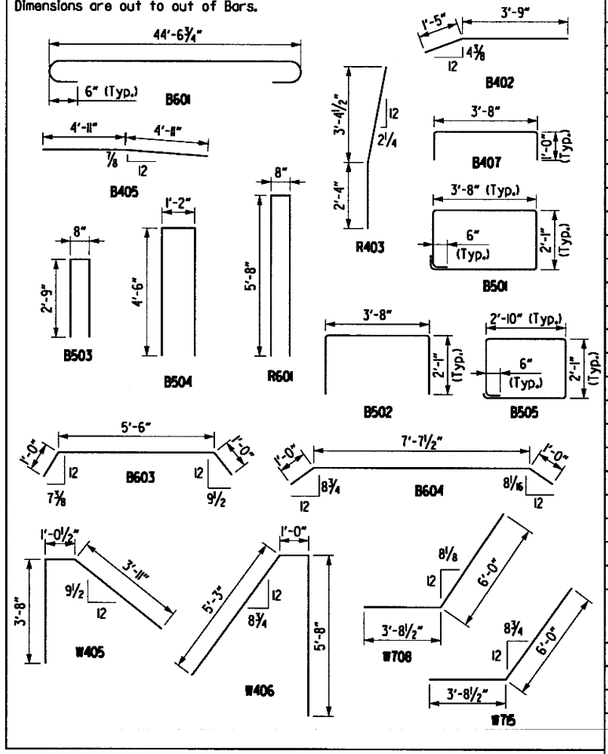
Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

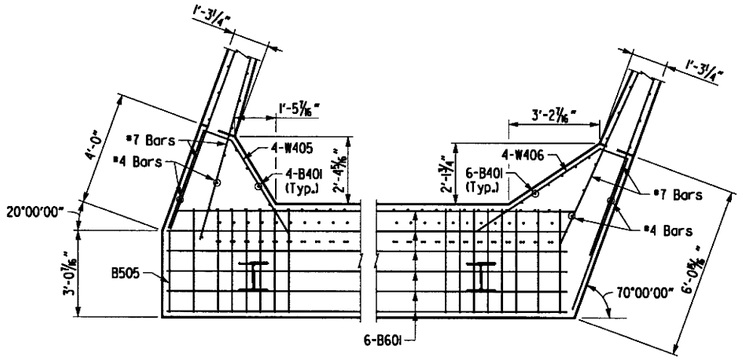
Bending Diagrams

Dimensions are out to out of Bars.

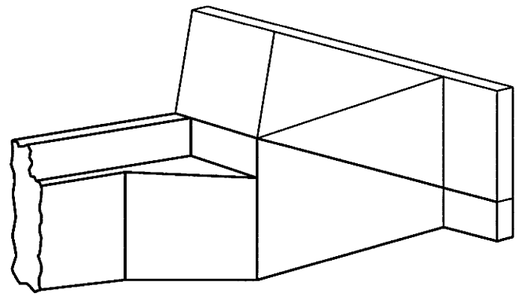


MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	10	5'-10"	Str.
B402	24	5'-3"	3"
B403	12	40'-0"	Str.
B404	4	23'-4"	Str.
B405	24	9'-10"	3"
B406	6	2'-6"	Str.
B407	42	5'-6"	3"
B501	47	12'-1"	2 1/2"
B502	10	7'-8"	2 1/2"
B503	85	4'-3"	2 1/2"
B504	85	8'-3"	2 1/2"
B505	1	10'-5"	2 1/2"
B601	6	45'-11"	4 1/2"
B602	6	44'-7"	Str.
B603	5	7'-6"	4 1/2"
B604	5	9'-8"	4 1/2"
Wing Wall & Rail			
R401	30	5'-9"	Str.
R402	16	9'-8"	Str.
R403	30	5'-9"	3"
R601	10	10'-1"	4 1/2"
R602	6	5'-0"	Str.
W401	16	6'-7"	Str.
W402 to W404	4 Ea.	6'-1" to 3'-2"	Str.
W405	4	8'-8"	3"
W406	4	12'-0"	3"
W701	16	9'-8"	Str.
W702 to W707	2 Ea.	4'-4" to 6'-10"	Str.
W709 to W714	2 Ea.	4'-4" to 7'-0"	Str.
W708	2	9'-9"	5 1/4"
W715	2	9'-9"	5 1/4"

All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Plate Girder Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

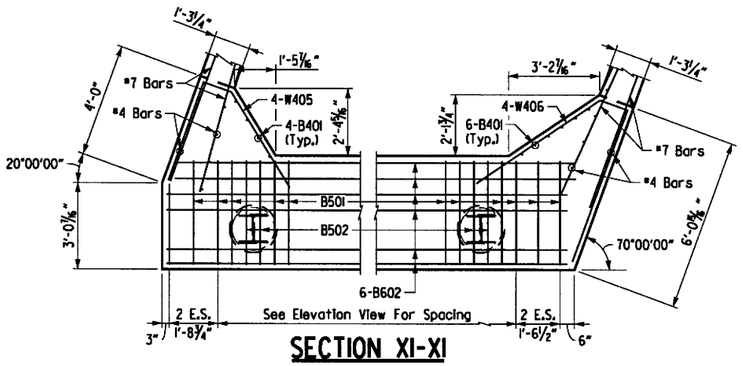


SECTION X2-X2

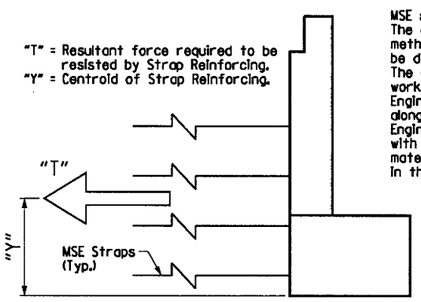


THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale



SECTION X1-X1



MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

LIMIT STATE	"T" Kips/Ft.	"Y" Ft.
Service	2.8	3'-3"
Strength	4.2	

STRAPS DETAIL

No Scale

SHEET 3 OF 3
DETAILS OF END BENT 5
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/20/2018
CHECKED BY: STS DATE: 3/25/2018
DESIGNED BY: JH DATE: 3/15/2018
FILENAME: bca0601a1_b53
SCALE: AS SHOWN

BRIDGE NO. A7424 DRAWING NO. 59702

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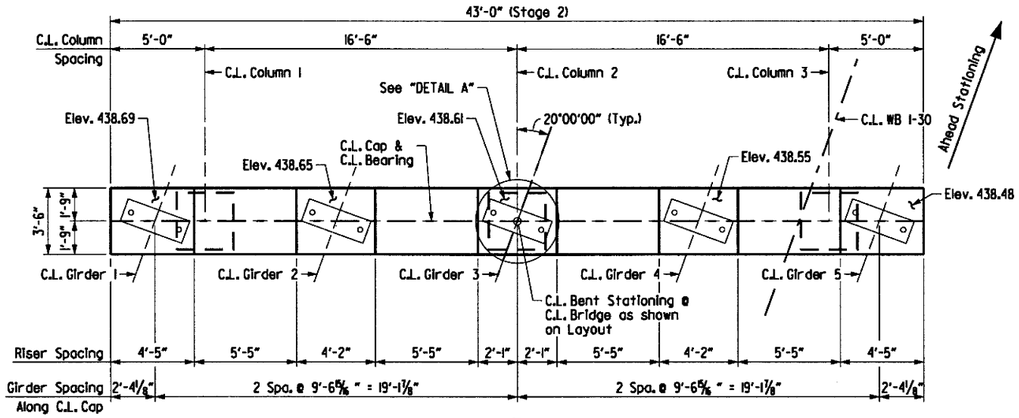
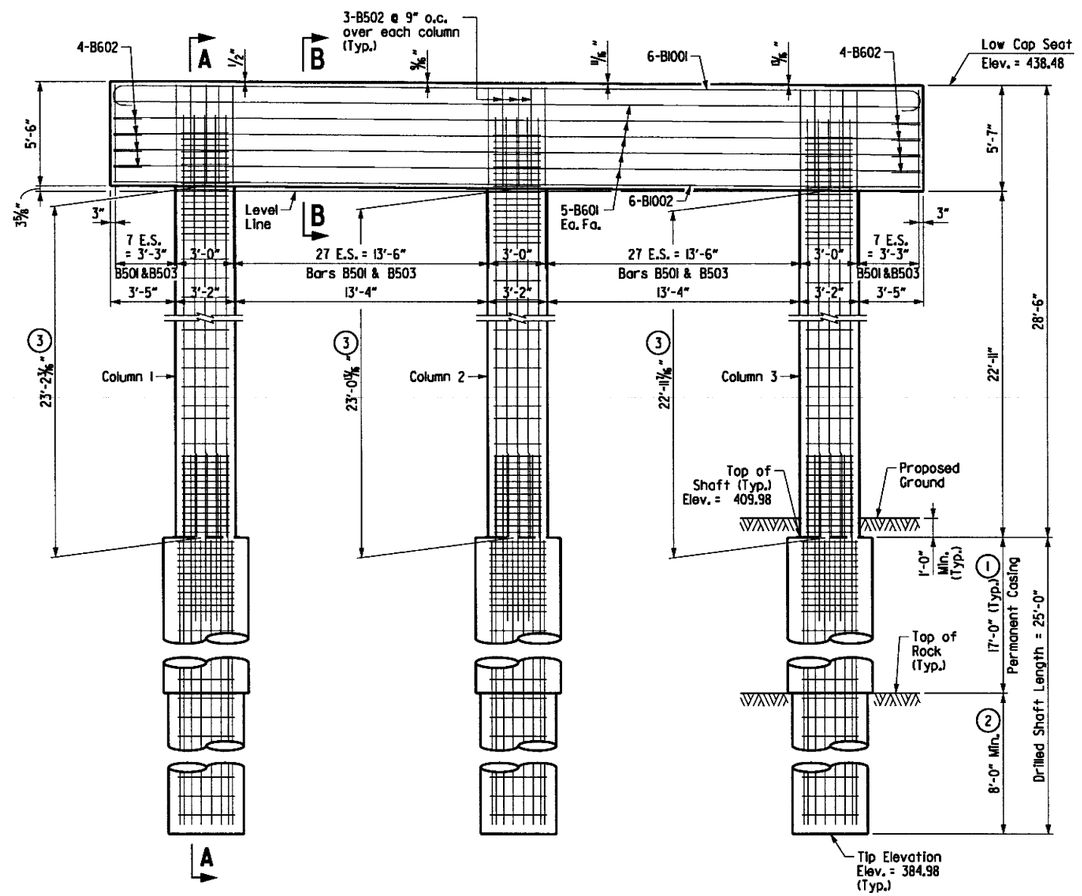
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	878	1465
				(1) A7424		BENT DETAILS		59703

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN
SCALE: 1/4" = 1'-0"



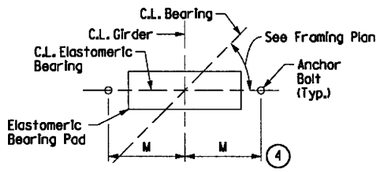
ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

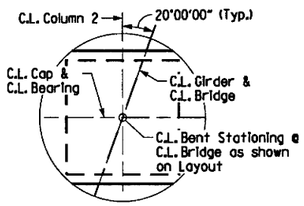
(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. of Column.



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(4) For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741



DETAIL A
SCALE: 1/2" = 1'-0"

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENT 2
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601al_b21
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. A7424 DRAWING NO. 59703

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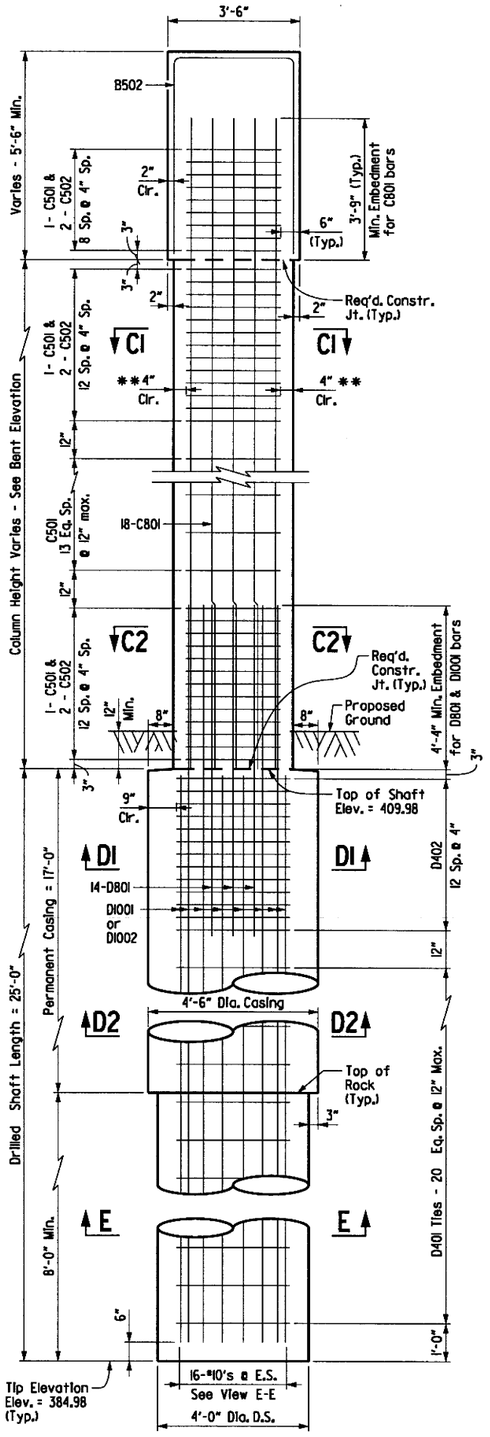
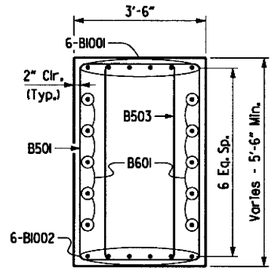
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	879	1465
				A7424		BENT DETAILS		59704

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2018

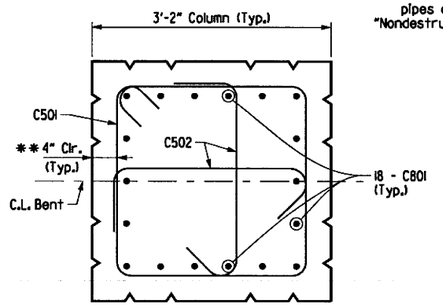


SECTION A-A
SCALE: 1/2" = 1'-0"

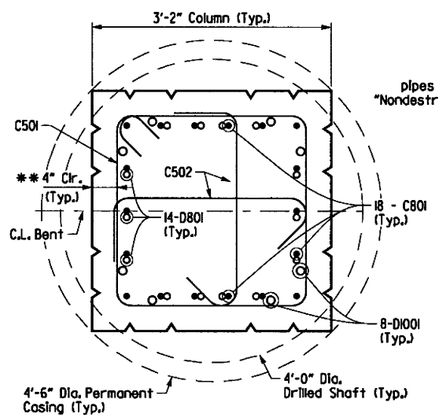


SECTION B-B
SCALE: 1/2" = 1'-0"

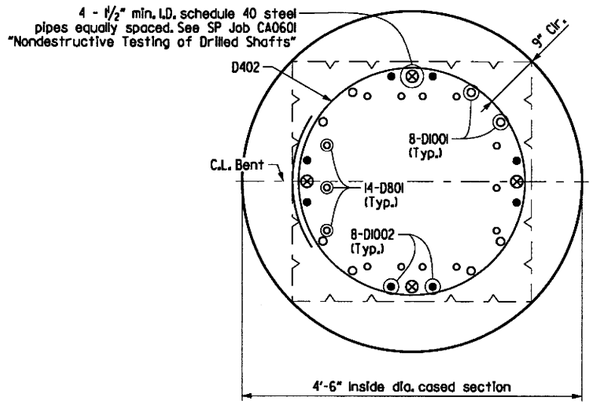
**Form Liner shall be a maximum of 1 1/2" to provide a minimum clearace of 2 1/2".



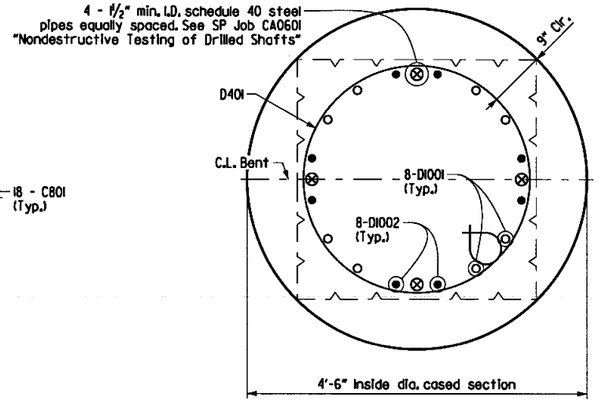
VIEW C1-C1
SCALE: 1" = 1'-0"



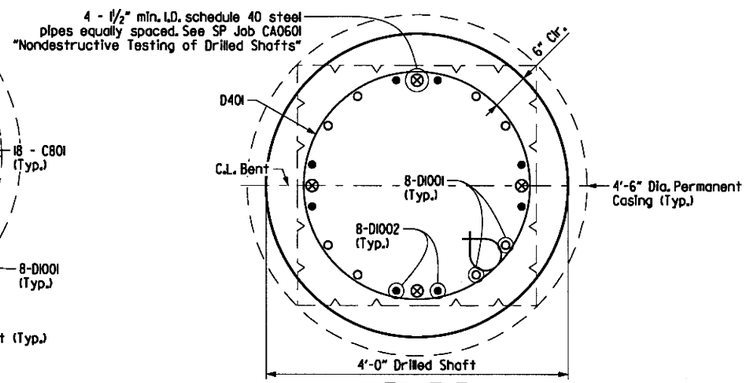
VIEW C2-C2
SCALE: 1" = 1'-0"



VIEW D1-D1
SCALE: 1" = 1'-0"



VIEW D2-D2
SCALE: 1" = 1'-0"

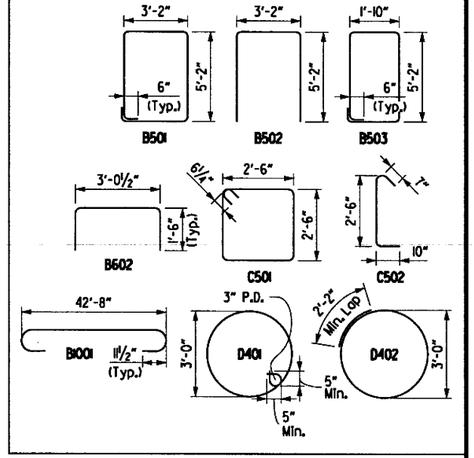


VIEW E-E
SCALE: 1" = 1'-0"

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	72	17'-2"	2 1/2"
B502	9	13'-3"	2 1/2"
B503	72	14'-6"	2 1/2"
B601	10	42'-8"	Str.
B602	8	5'-10"	4 1/2"
B1001	6	45'-6"	10"
B1002	6	42'-8"	Str.
Columns			
C501	147	10'-8"	3 3/4"
C502	210	3'-11"	3 3/4"
C801	48	27'-0"	Str.
Shafts			
D401	60	10'-6"	3"
D402	39	11'-6"	3"
D801	42	9'-5"	Str.
D1001	24	30'-10"	Str.
D1002	24	26'-6"	Str.

Bending Diagrams

Dimensions are out to out of Bars.



SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT 2
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 03/20/18
CHECKED BY: STS DATE: 03/25/18
DESIGNED BY: JH DATE: 03/15/18
FILENAME: bca0601al_b22
SCALE: AS SHOWN

BRIDGE NO. A7424 DRAWING NO. 59704

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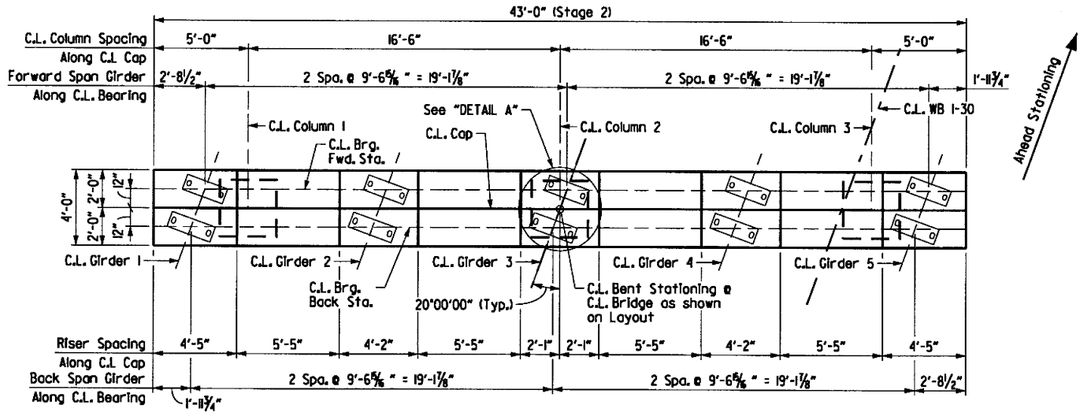
jharrell

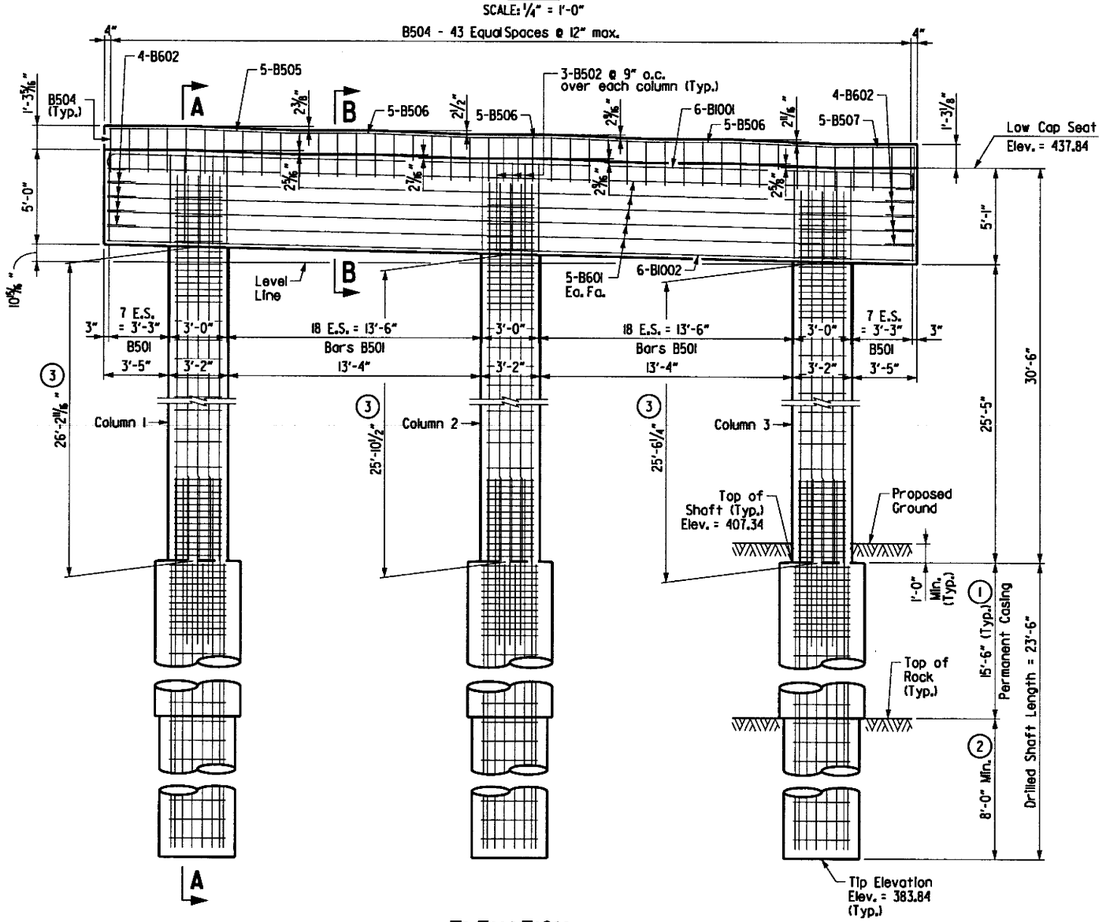
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	880	1465
				(1) A7424		BENT DETAILS		59705

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



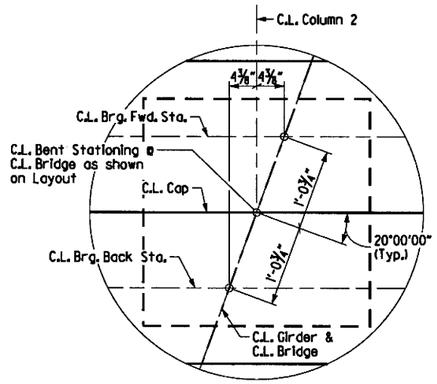
PLAN

SCALE: ¼" = 1'-0"



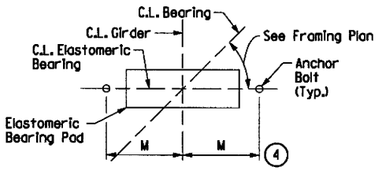
ELEVATION

(Looking Ahead)
SCALE: ¼" = 1'-0"



DETAIL A

SCALE: ½" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT

No Scale - Looking Ahead

(4) For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. of Column.

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENT 3
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601al_b3l
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. A7424 DRAWING NO. 59705

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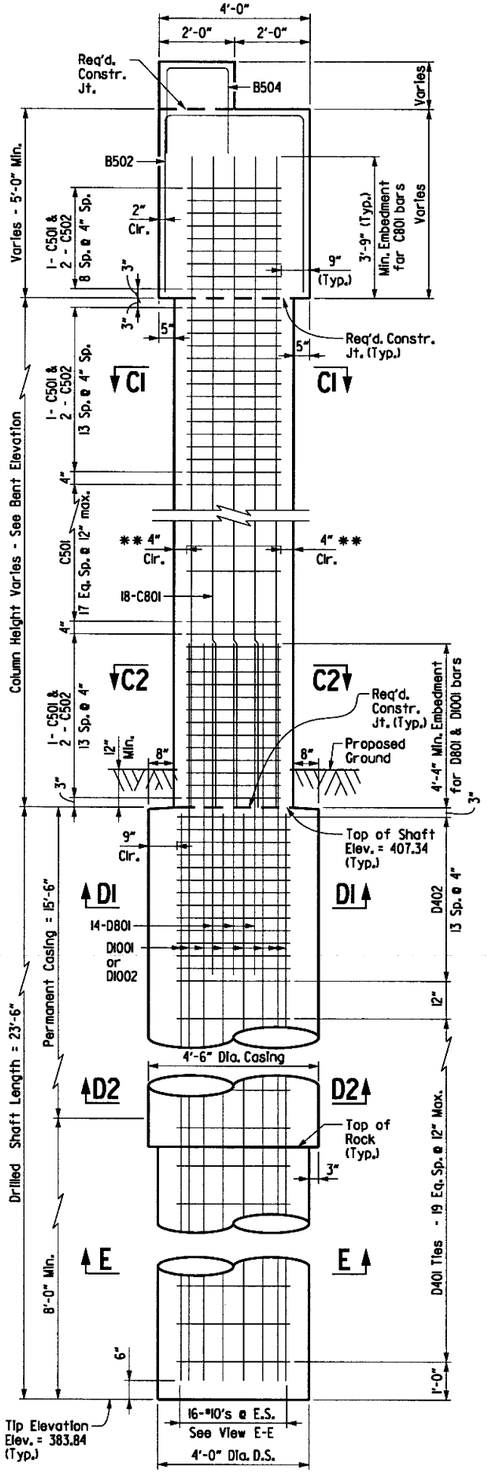
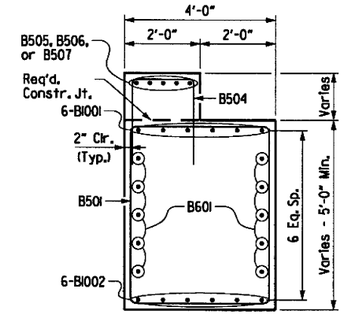
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	881	1465
				(1) A7424		BENT DETAILS		59706

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley
21 June 2018



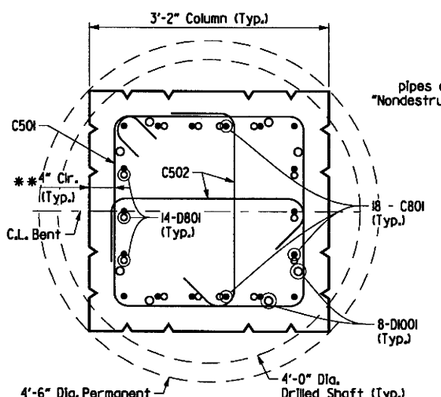
SECTION A-A
SCALE: 1/2" = 1'-0"



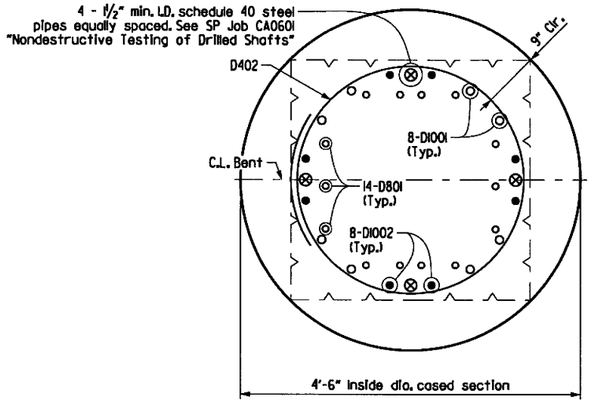
SECTION B-B
SCALE: 1/2" = 1'-0"

** Form Liner shall be a maximum of 1 1/2" to provide a minimum clearace of 2 1/2".

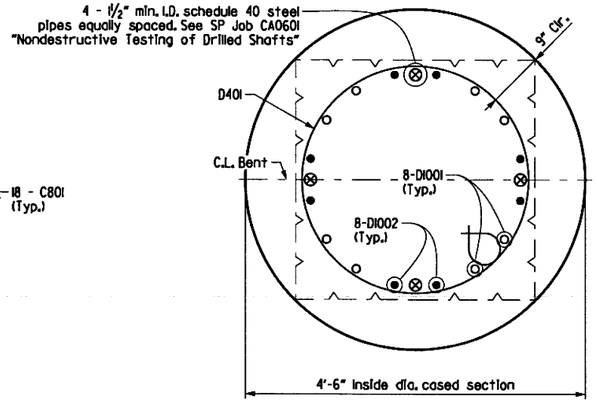
VIEW C1-C1
SCALE: 1" = 1'-0"



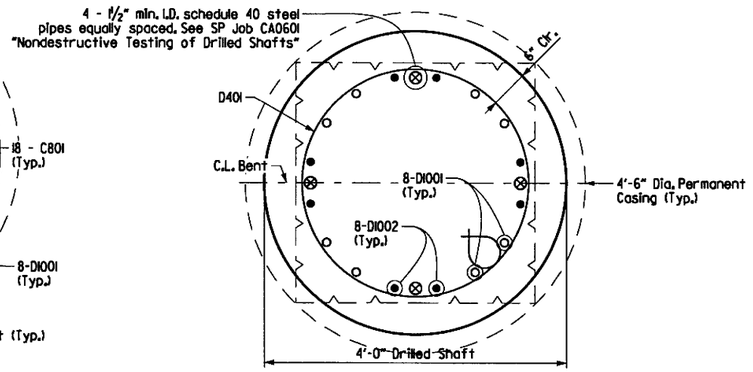
VIEW C2-C2
SCALE: 1" = 1'-0"



VIEW D1-D1
SCALE: 1" = 1'-0"



VIEW D2-D2
SCALE: 1" = 1'-0"

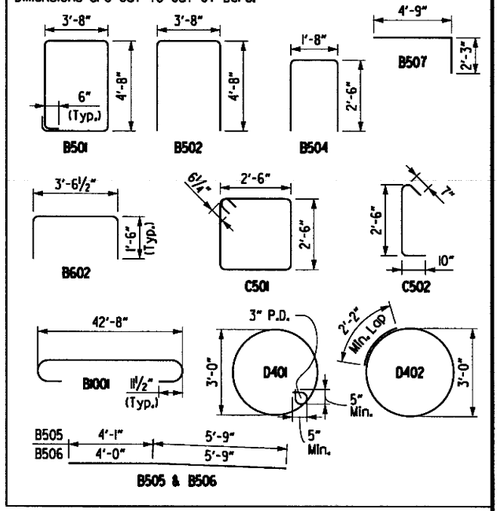


VIEW E-E
SCALE: 1" = 1'-0"

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	54	17'-2"	2 1/2"
B502	9	12'-9"	2 1/2"
B504	44	6'-5"	2 1/2"
B505	5	9'-10"	2 1/2"
B506	15	9'-9"	2 1/2"
B507	5	7'-0"	2 1/2"
B601	10	42'-8"	Str.
B602	8	6'-4"	4 1/2"
B1001	6	45'-6"	10"
B1002	6	42'-8"	Str.
Columns			
C501	159	10'-8"	3 3/4"
C502	222	3'-11"	3 3/4"
C801	54	30'-0"	Str.
Shafts			
D401	54	10'-6"	3"
D402	42	11'-6"	3"
D801	42	9'-5"	Str.
D1001	24	29'-4"	Str.
D1002	24	25'-0"	Str.

Bending Diagrams

Dimensions are out to out of Bars.



SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT 3
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	03/20/18	FILENAME:	bca0601al_b32
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	03/15/18		

BRIDGE NO. A7424 DRAWING NO. 59706

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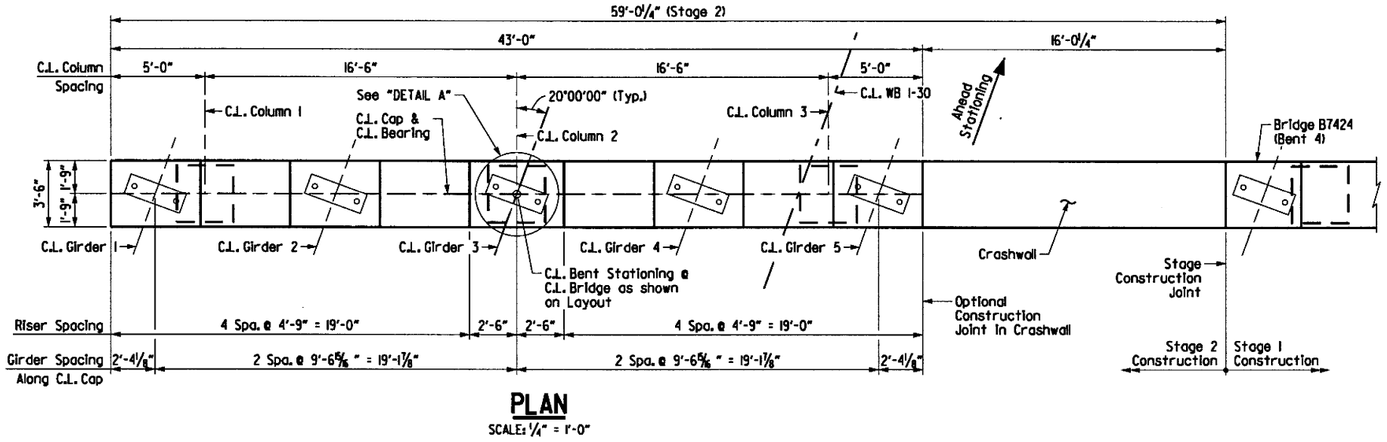
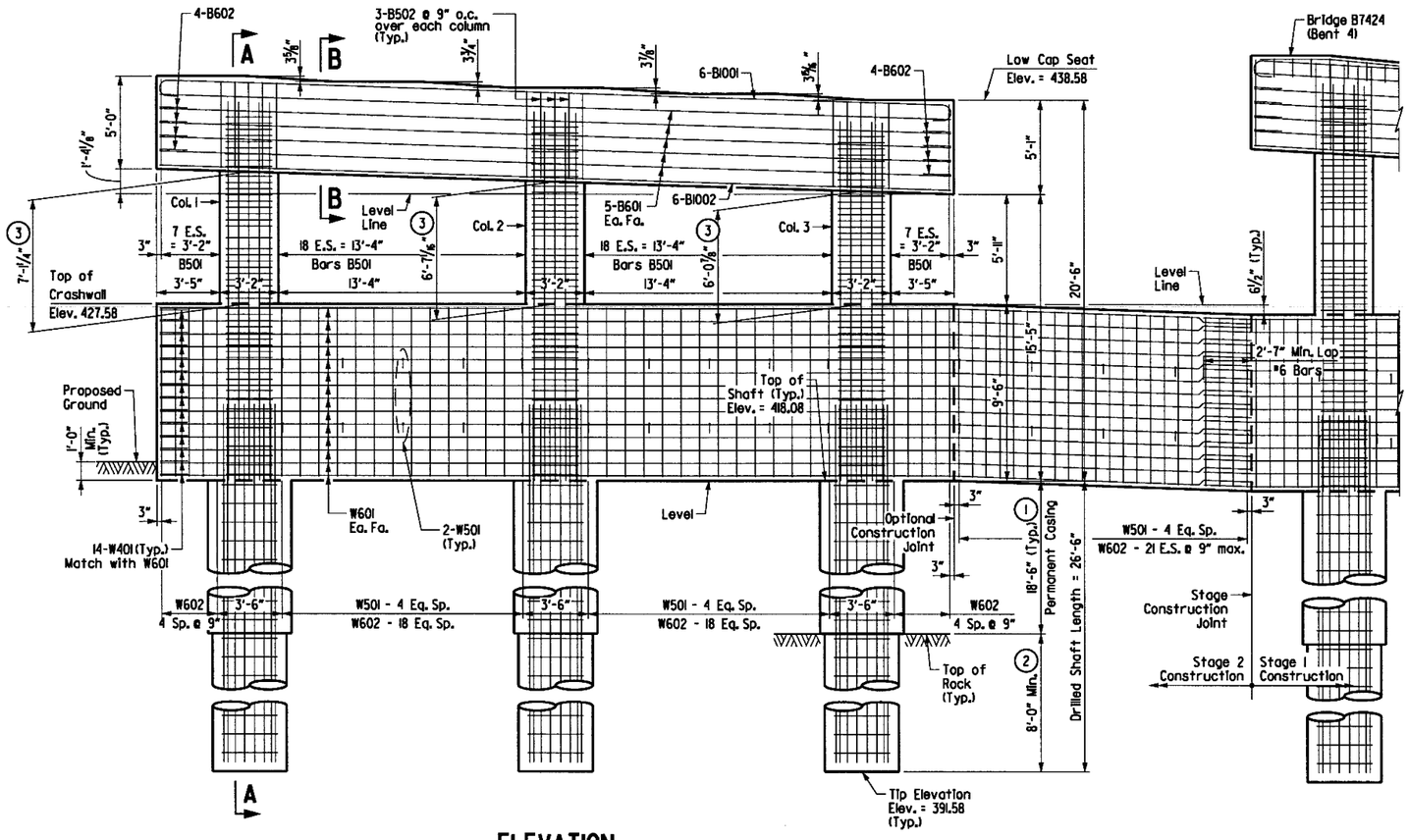
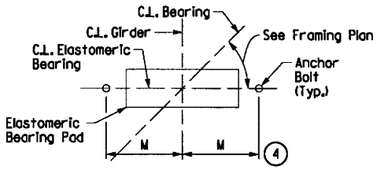
6/21/2018 1:19:50 PM
jharrell



PLAN
SCALE: ¼" = 1'-0"

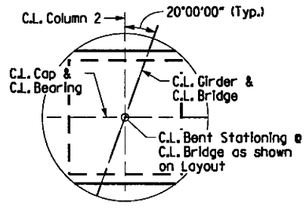


ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(4) For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741



DETAIL A
SCALE: ½" = 1'-0"

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	882	1465
				(1) A7424		BENT DETAILS		59707

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. of Column.

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENT 4
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/20/2018
CHECKED BY: STS DATE: 3/25/2018
DESIGNED BY: JH DATE: 3/15/2018
FILENAME: bca0601al_b41
SCALE: AS SHOWN

BRIDGE NO. A7424 DRAWING NO. 59707

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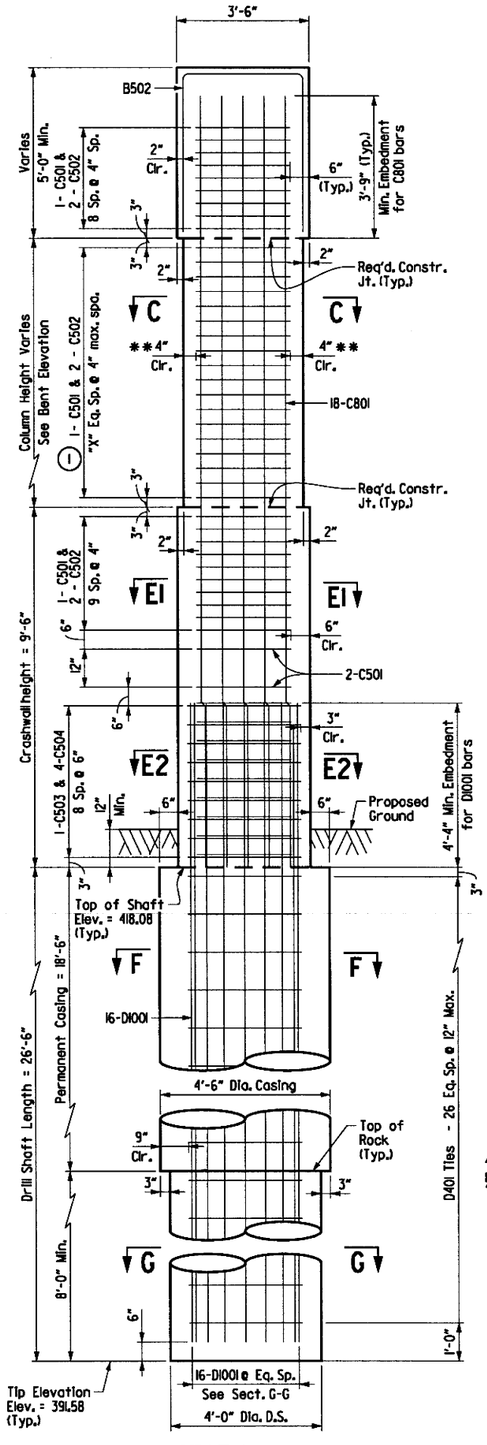
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	883	1465
				(1) A7424		BENT DETAILS		59708

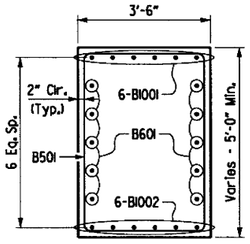
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

(1) See "TABLE OF VARIABLES" on this sheet.

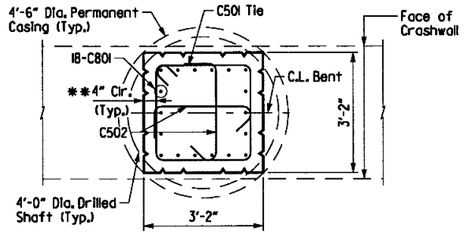
** Form Liner shall be a maximum of 1½" to provide a minimum clearace of 2½".



SECTION A-A
SCALE: ½" = 1'-0"

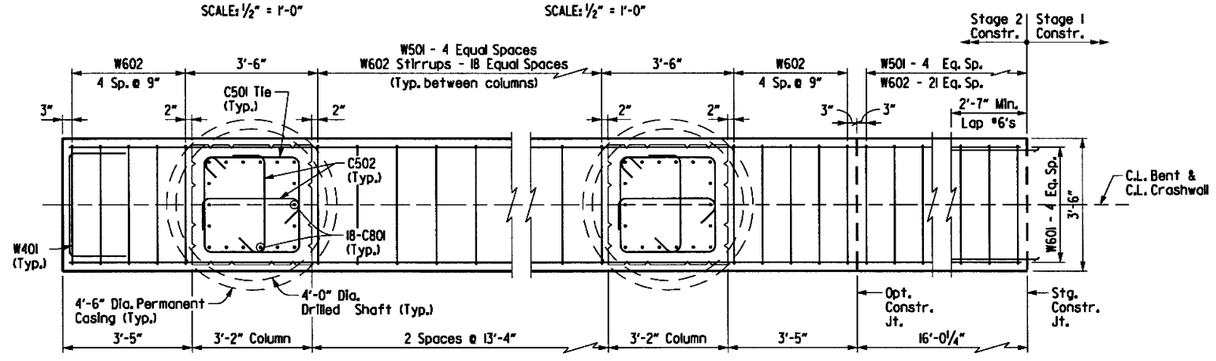


SECTION B-B
SCALE: ½" = 1'-0"

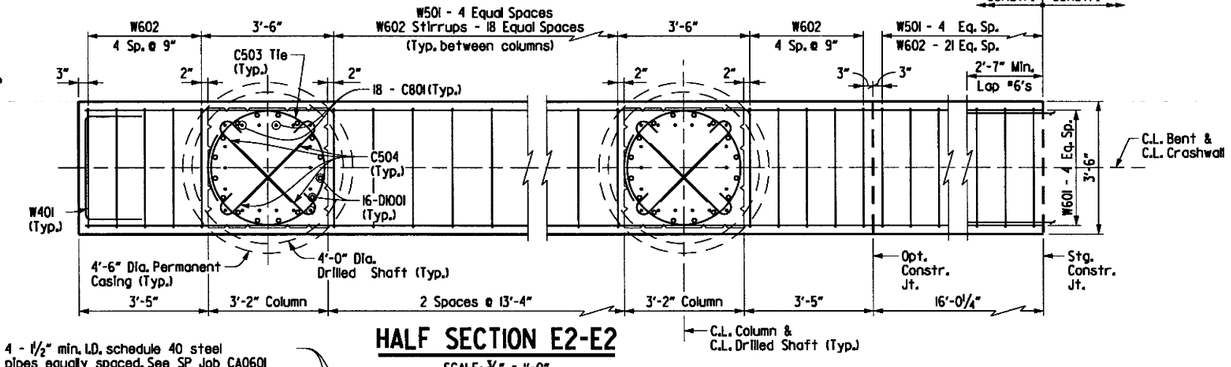


VIEW C-C
SCALE: ½" = 1'-0"

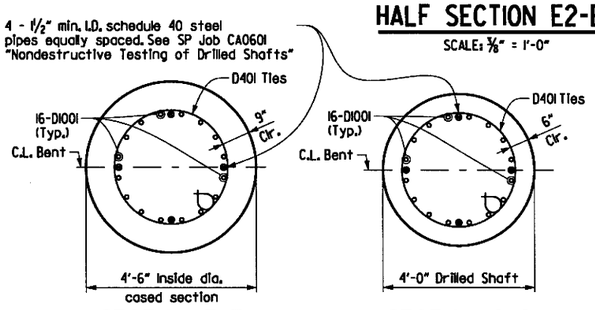
NOTE:
Top & Bottom reinforcing steel in crashwalls shall be properly placed to avoid interference with vertical column bars.



HALF SECTION EI-EI
SCALE: ⅜" = 1'-0"



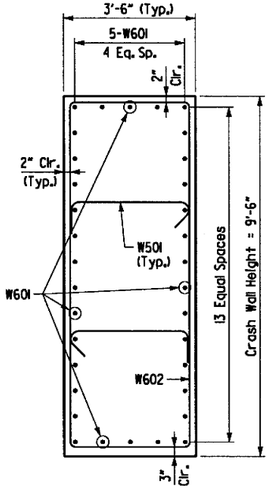
HALF SECTION E2-E2
SCALE: ⅜" = 1'-0"



SECTION F-F
SCALE: ½" = 1'-0"

SECTION G-G
SCALE: ½" = 1'-0"

For Required orientation of Shaft & Column reinforcing, see "HALF SECTION E2-E2".



SECTION D-D
SCALE: ½" = 1'-0"

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B50I	54	16'-2"	2 ½"
B502	9	12'-3"	2 ½"
B60I	10	42'-8"	Str.
B602	8	5'-10"	4 ½"
B100I	6	45'-6"	10"
B100Z	6	42'-8"	Str.
Crash Wall			
W40I	14	5'-9"	2"
W50I	30	4'-7"	3 ¾"
W60I	34	58'-8"	Str.
W602	70	25'-2"	4 ½"
Columns			
C50I	122	10'-8"	3 ¾"
C502	232	3'-11"	3 ¾"
C503	27	11'-6"	3 ¾"
C504	108	4'-10"	3 ¾"
C80I	48	20'-4"	Str.
Shafts			
D40I	81	10'-6"	3"
D100I	48	32'-4"	Str.

Bending Diagrams

Dimensions are out to out of Bars.

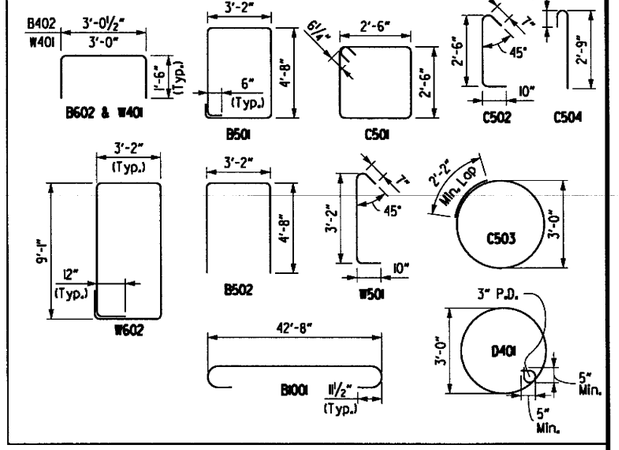


TABLE OF VARIABLES

Column	"X" Eq. Sp.
1	20
2	19
3	17

SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT 4
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/20/2018
CHECKED BY: STS DATE: 3/25/2018
DESIGNED BY: JH DATE: 3/15/2018
FILENAME: bca0601al_b42
SCALE: AS SHOWN

BRIDGE NO. A7424 DRAWING NO. 59708

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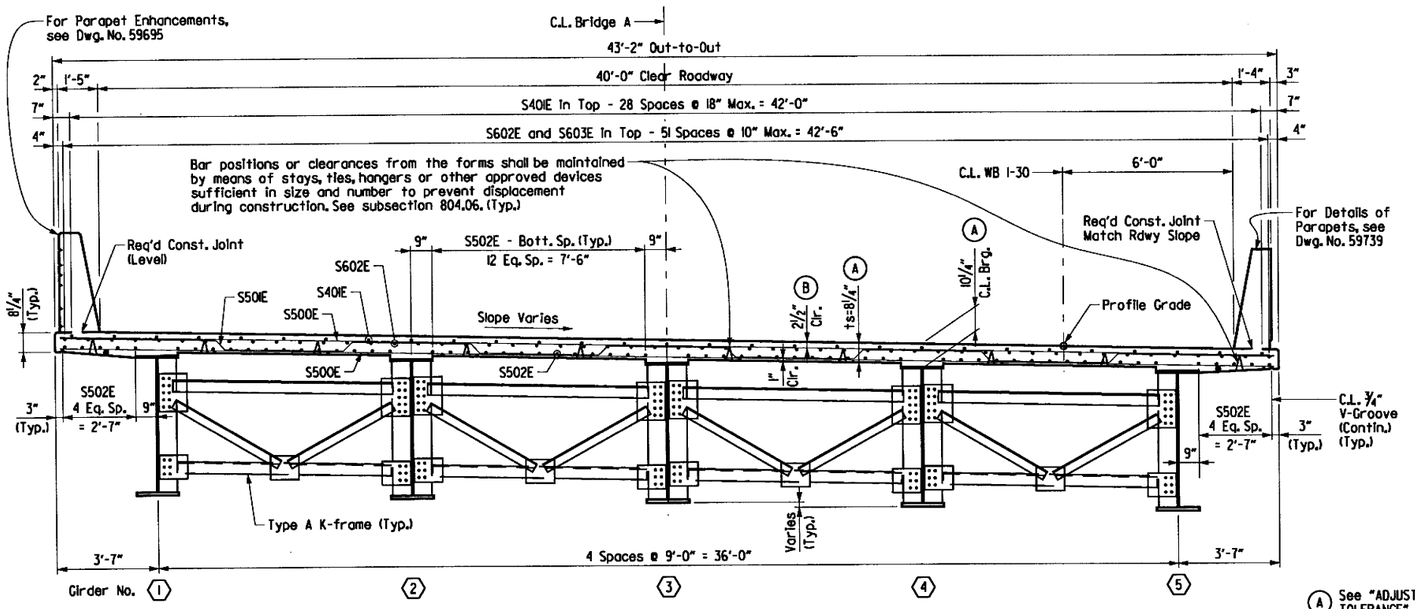
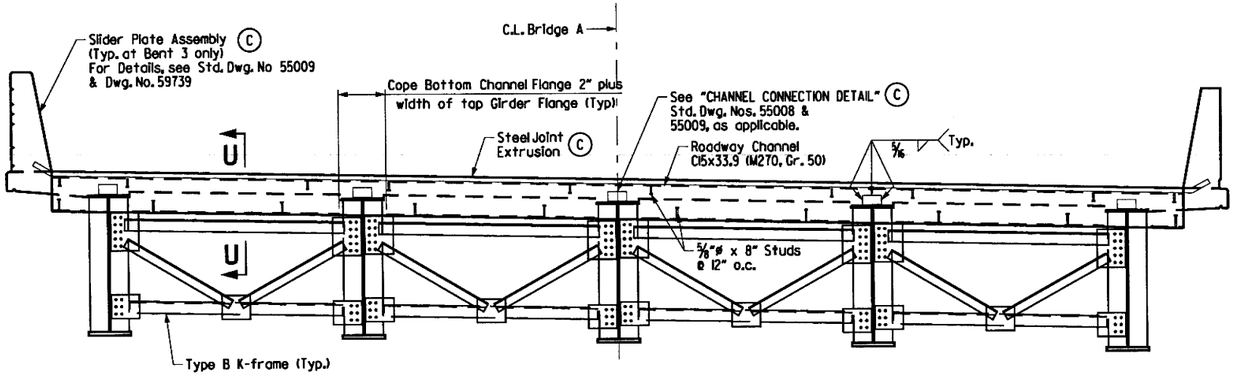
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	884	1465
				1 A7424		SPAN DETAILS		59709

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018



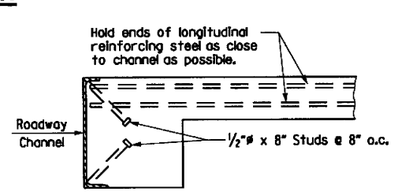
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"



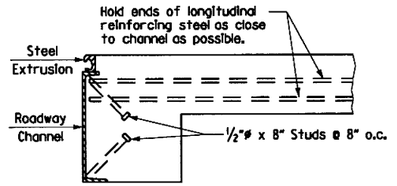
TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"



Note: As an alternate to ⅞"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅞"ø stud as basis of measurement of structural steel in anchors.

END BENTS 1 & 5



Note: As an alternate to ⅞"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅞"ø stud as basis of measurement of structural steel in anchors.

BENT 3

SECTION U-U

No Scale

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is ¼" from bottom reinforcing steel; Maximum = top flange thickness plus 2⅝".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Intermediate Bent 3. As applicable, see Std. Dwg. Nos. 55008 & 55009. For Joint Data Tables, see Dwg. No. 59695

NOTES:
For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

Class 1 Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:
Transverse:
S500E @ 13" Centers (Top & Bottom)
S601E @ 13" Centers (Top Overhang)
S501E @ 13" Centers (Bent up over girder)

Longitudinal:
S401E @ 18" Centers (Top Temperature)
S602E & S603E @ 10" Centers (Placed in Top as shown over Int. Supports)
S502E @ place as shown (Bottom)

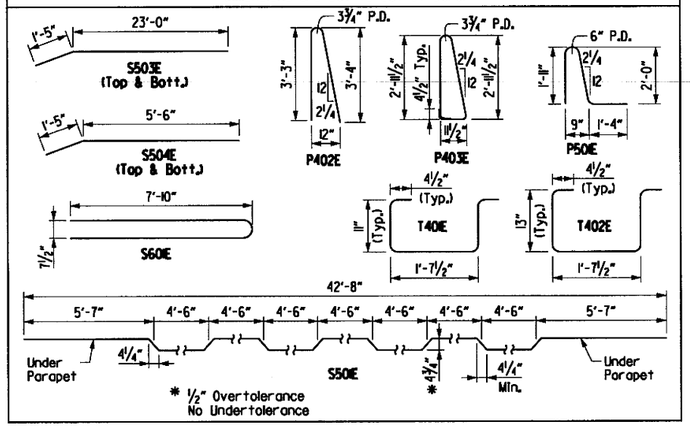
EXPANSION DEVICE @ BENT 1, 3, & 5 (C)
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4"x½" (End Bents) or Split C15x33.9 (Bent 3)
Detail Device ⅛" high and provide ¼" shims using 1- ⅞" PL & 2 - ⅛" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401E	203	36'-6"	Str.
S500E	414	42'-10"	Str.
S501E	207	43'-8"	3 ¾"
S502E	310	50'-8"	Str.
S503E	8	24'-5"	3 ¾"
S504E	12	6'-11"	3 ¾"
S505E to S528E	4 Ea.	7'-0" to 41'-3"	Str.
S601E	437	16'-0"	6"
S602E	52	39'-10"	Str.
S603E	52	60'-0"	Str.
T401E	46	3'-11"	2"
T402E	46	4'-3"	2"
T601E	8	42'-0"	Str.
T701E	40	8'-4"	Str.
P501E	788	5'-8"	3 ¾"
P401E	180	5'-6"	Str.
P402E	788	6'-11"	3 ¾"
P403E	112	7'-11"	3 ¾"
P404E	44	12'-7"	Str.
P405E	220	14'-8"	Str.
P406E	88	15'-8"	Str.

Bending Diagrams
(Dimensions are out to out of bars)



SHEET 1 OF 4
DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/12/2018
CHECKED BY: STS DATE: 2/19/2018
DESIGNED BY: JH DATE: 2/5/2018
FILENAME: bca0601al_sll
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BRIDGE NO. A7424 DRAWING NO. 59709

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CAO601	885	1465
				(1) A7424		SPAN DETAILS		59710

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a parapet railing pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer.

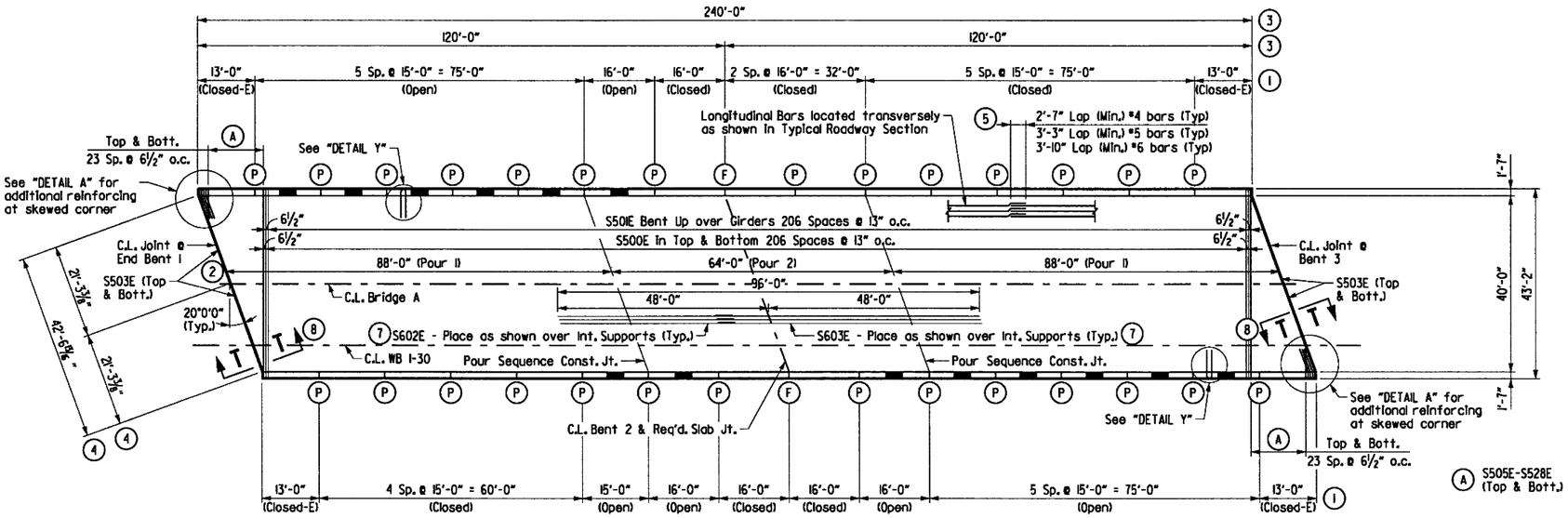
Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

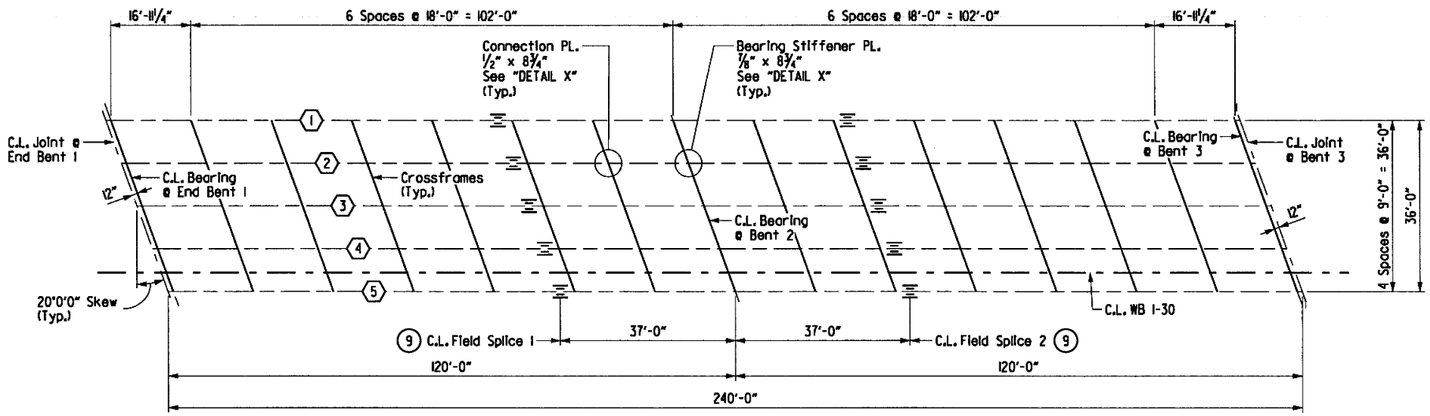
Stephen T. Smiley 19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"



FRAMING PLAN

SCALE: 1/16" = 1'-0"

For "WELD TABLE" AND "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007.

For "DETAIL X", see Dwg. No. 59712

(X) Girder Number

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Spaced equally between every other top transervse bar as shown.

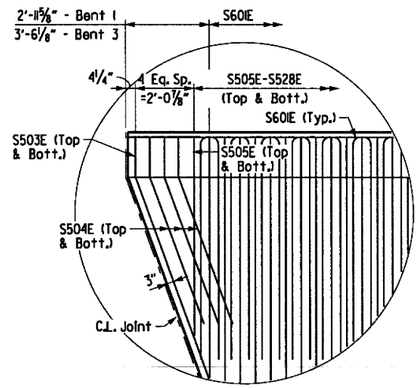
(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59709

(8) For Section T-T, see Dwg. No. 59738

(9) See Girder Elevations for splice type and location.

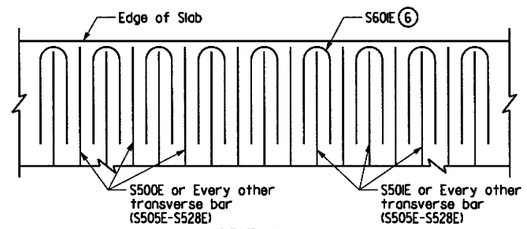
(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59739

(F) C.L. Full Depth Parapet Joint (¼" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59739



DETAIL A

No Scale



DETAIL Y

No Scale

SHEET 2 OF 4
DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca060la1_sl2
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. A7424 DRAWING NO. 59710

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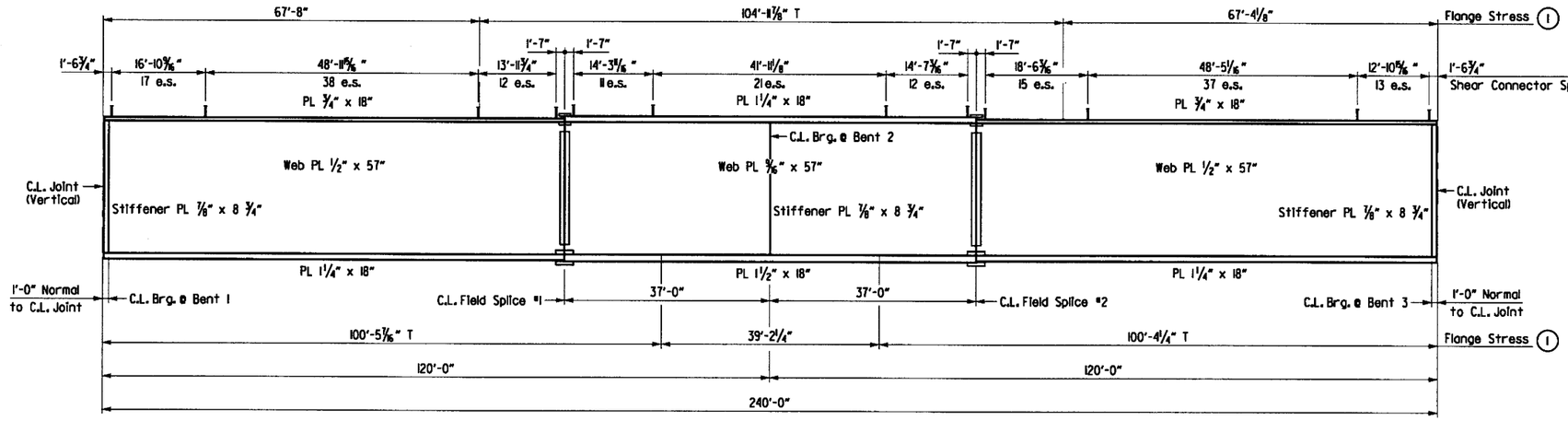
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	886	1465
				(1) A7424		SPAN DETAILS		5971I

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018



TYPICAL GIRDER ELEVATION

SCALE: 1" = 12.5' Horiz.

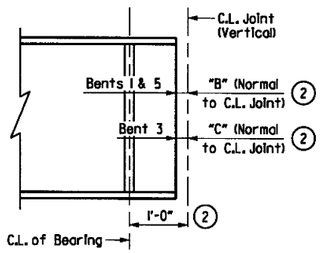
NOTES:

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

Stud Shear Connectors shall be ⅞" dia. x 5"; use 3 studs per row. See "SHEAR CONNECTOR DETAIL", Std. Dwg. No. 55007.

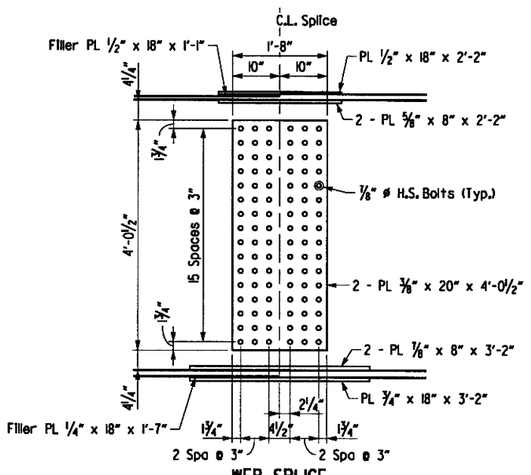
(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of top & bottom flange horizontally parallel to C.L. Joint.

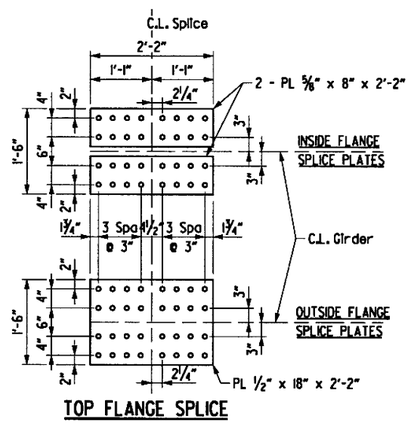


TYPICAL GIRDER END DETAIL

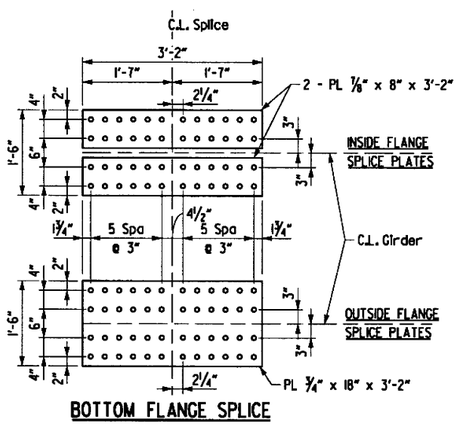
Not to Scale
For dimension "B" & "C", see Dwg. No. 59695



WEB SPLICE



TOP FLANGE SPLICE



BOTTOM FLANGE SPLICE

Note: All splice plates shall be AASHTO M270 Gr. 50.

DETAILS OF FIELD SPLICE

No Scale

SHEET 3 OF 4
DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601al_sl3
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. A7424 DRAWING NO. 5971I

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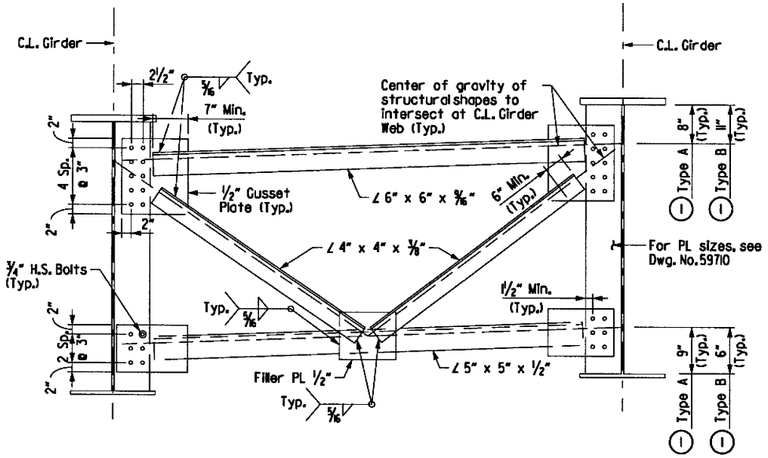
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	887	1465
				(1) A7424		SPAN DETAILS		59712

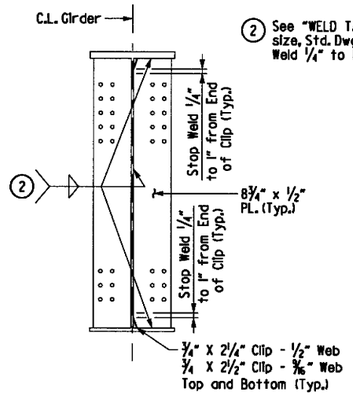
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

Note: All horizontal dimensions are along skew.



K-FRAME DETAIL

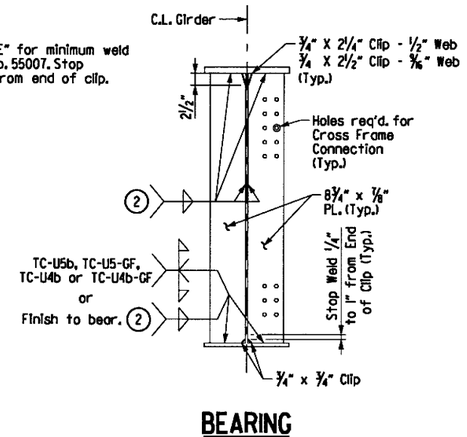
No Scale



(2) See "WELD TABLE" for minimum weld size, Std. Dwg. No. 55007. Stop Weld ¼" to 1" from end of clip.

CONNECTION PLATE DETAIL

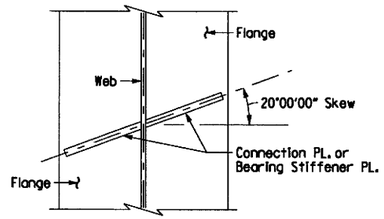
Scale: ¾" = 1'-0"



BEARING STIFFENER DETAIL

Scale: ¾" = 1'-0"

Note:
Bearing stiffeners shall be fabricated to be plumb in its finalposition.



DETAIL X

Scale: 1½" = 1'-0"

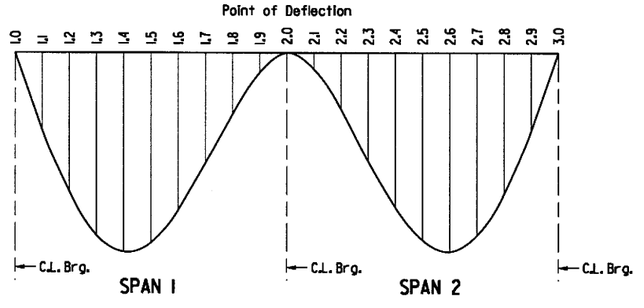
(1) Use Type A for intermediate K-frame connections and Type B for K-frame connections at C.L. Bearing at Bents 1 & 3.

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)														
		Structural Steel					Structural Steel + Slab					Structural Steel + Slab + Parapets				
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	L1	0.161	0.163	0.164	0.163	0.161	0.749	0.769	0.777	0.769	0.749	0.817	0.837	0.844	0.836	0.817
	L2	0.289	0.292	0.294	0.292	0.289	1.34	1.375	1.39	1.375	1.34	1.463	1.496	1.51	1.496	1.462
	L3	0.38	0.385	0.387	0.385	0.38	1.762	1.809	1.828	1.809	1.762	1.924	1.969	1.987	1.968	1.923
	L4	0.415	0.42	0.423	0.42	0.415	1.92	1.97	1.992	1.97	1.92	2.097	2.145	2.166	2.144	2.096
	L5	0.397	0.402	0.404	0.402	0.397	1.831	1.88	1.899	1.879	1.831	2.001	2.048	2.065	2.046	1.999
	L6	0.33	0.334	0.336	0.334	0.33	1.515	1.555	1.572	1.555	1.514	1.657	1.695	1.711	1.694	1.654
	L7	0.232	0.235	0.236	0.235	0.232	1.06	1.089	1.1	1.089	1.059	1.16	1.187	1.198	1.187	1.157
	L8	0.13	0.131	0.132	0.131	0.129	0.589	0.605	0.612	0.605	0.587	0.645	0.66	0.667	0.66	0.642
	L9	0.042	0.043	0.043	0.043	0.042	0.189	0.195	0.197	0.195	0.188	0.207	0.213	0.215	0.213	0.205
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	2.1	0.035	0.035	0.035	0.035	0.035	0.157	0.161	0.163	0.161	0.157	0.172	0.176	0.178	0.176	0.172
	2.2	0.12	0.121	0.122	0.121	0.12	0.543	0.559	0.565	0.559	0.544	0.594	0.609	0.615	0.61	0.596
	2.3	0.229	0.232	0.233	0.232	0.229	1.045	1.075	1.086	1.075	1.046	1.142	1.171	1.182	1.172	1.144
	2.4	0.325	0.329	0.331	0.329	0.325	1.49	1.53	1.547	1.531	1.49	1.626	1.665	1.682	1.667	1.628
	2.5	0.392	0.397	0.399	0.397	0.393	1.807	1.856	1.875	1.856	1.809	1.971	2.019	2.038	2.02	1.975
	2.6	0.415	0.42	0.423	0.421	0.415	1.92	1.97	1.992	1.971	1.92	2.094	2.142	2.164	2.144	2.095
	2.7	0.38	0.385	0.387	0.385	0.38	1.762	1.808	1.828	1.809	1.762	1.921	1.966	1.985	1.967	1.923
	2.8	0.293	0.297	0.298	0.297	0.293	1.36	1.397	1.411	1.397	1.36	1.483	1.519	1.532	1.519	1.484
	2.9	0.161	0.163	0.164	0.163	0.161	0.749	0.769	0.777	0.769	0.748	0.817	0.836	0.844	0.836	0.816
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-¼" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.



DEAD LOAD DEFLECTION DIAGRAM

SHEET 4 OF 4
DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/12/2018
CHECKED BY: STS DATE: 2/19/2018
DESIGNED BY: JH DATE: 2/5/2018
FILENAME: bca0601al_sl4
SCALE: NONE

BRIDGE NO. A7424 DRAWING NO. 59712

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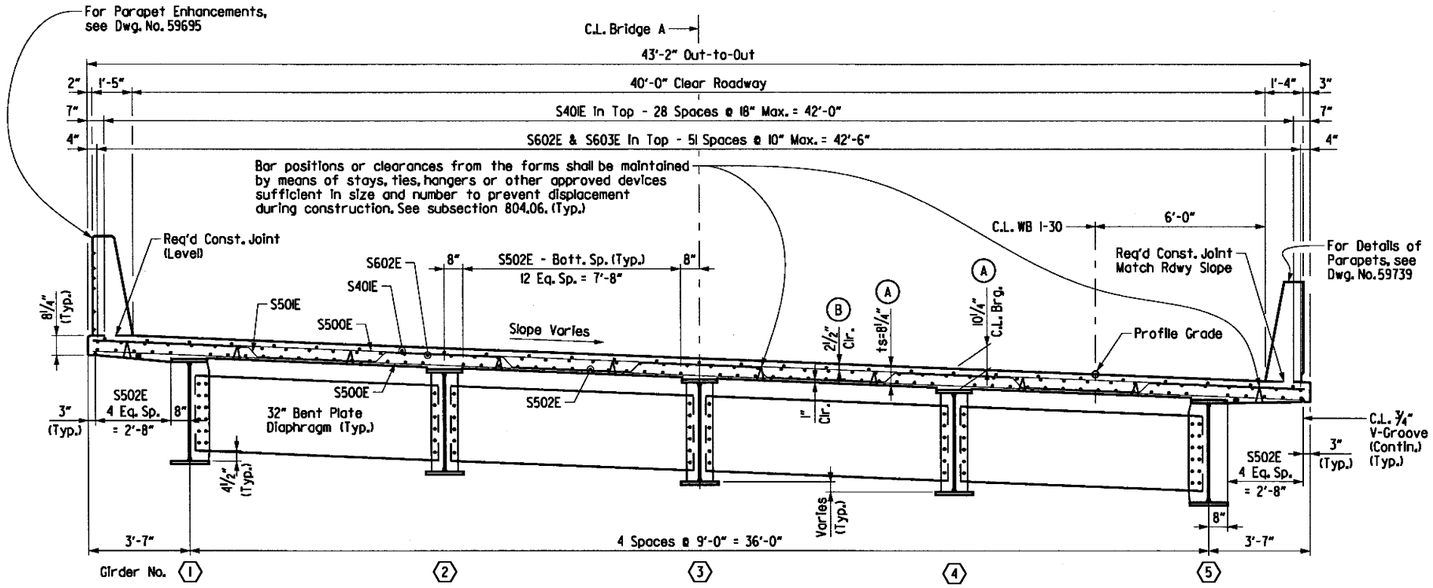
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	888	1465

(1) A7424 **SPAN DETAILS** 59713

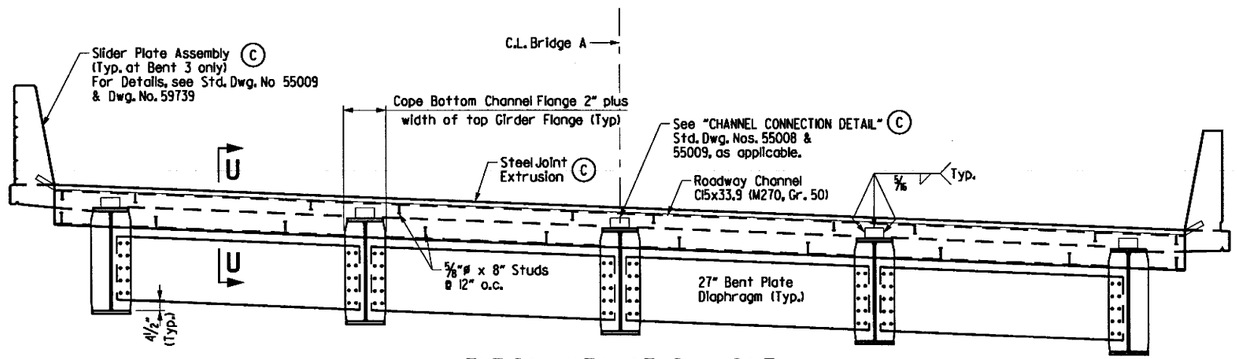
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 7 Aug 2018



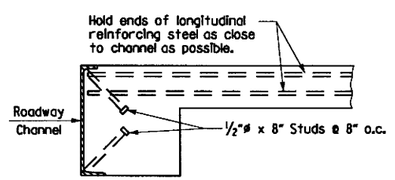
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅞" = 1'-0"



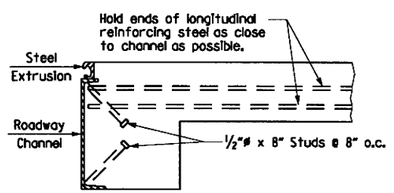
TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅞" = 1'-0"



Note: As an alternate to 5/8"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

END BENTS 1 & 5



Note: As an alternate to 5/8"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

BENT 3

SECTION U-U

No Scale

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is ¼" from bottom reinforcing steel; Maximum = top flange thickness plus 2⅝".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Intermediate Bent 3. As applicable, see Std. Dwg. Nos. 55008 & 55009. For Joint Data Tables, see Dwg. No. 59695

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

Class 1 Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
S500E @ 13" Centers (Top & Bottom)
S601E @ 13" Centers (Top Overhang)
S501E @ 13" Centers (Bent up over girder)

Longitudinal:
S401E @ 18" Centers (Top Temperature)
S602E & S603E @ 10" Centers (Placed in Top as shown over Int. Supports)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENT 1, 3, & 5 (C)

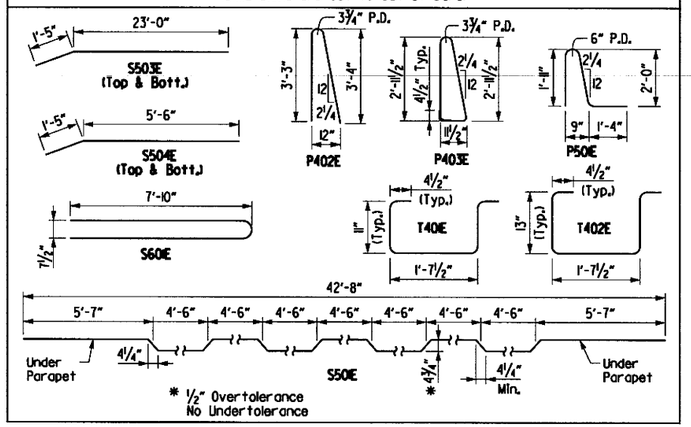
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4x½" (End Bents) or Split C15x33.9 (Bent 3)
Detail Device ⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - ⅛" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401E	145	36'-11"	Str.
S500E	292	42'-10"	Str.
S501E	147	43'-8"	3 ¾"
S502E	248	46'-0"	Str.
S503E	8	24'-5"	3 ¾"
S504E	12	6'-11"	3 ¾"
S505E to S528E	4 Ea.	6'-7" to 40'-10"	Str.
S601E	316	16'-0"	6"
S602E	52	25'-10"	Str.
S603E	52	55'-0"	Str.
T401E	46	3'-11"	2"
T402E	46	4'-3"	2"
T601E	8	42'-0"	Str.
T701E	40	8'-4"	Str.
P501E	638	5'-8"	3 ¾"
P401E	144	5'-6"	Str.
P402E	638	6'-11"	3 ¾"
P403E	16	7'-11"	3 ¾"
P407E	22	10'-7"	Str.
P408E	44	10'-8"	Str.
P409E	22	12'-5"	Str.
P410E	110	12'-6"	Str.
P411E	88	15'-8"	Str.

Bending Diagrams
(Dimensions are out to out of bars)



SHEET 1 OF 4
DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/12/2018
CHECKED BY: STS DATE: 2/19/2018
DESIGNED BY: JH DATE: 2/5/2018
FILENAME: bca0601al_s21
SCALE: AS SHOWN

BRIDGE NO. A7424 DRAWING NO. 59713

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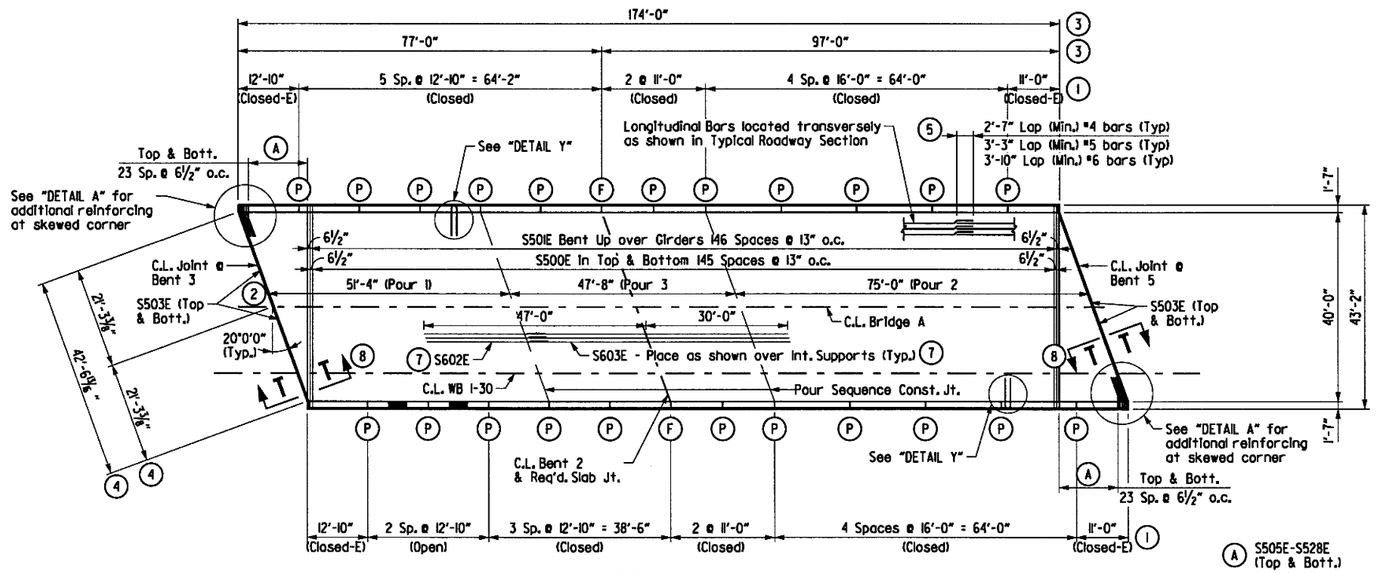
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	889	1465
				(1) A7424		SPAN DETAILS		59714

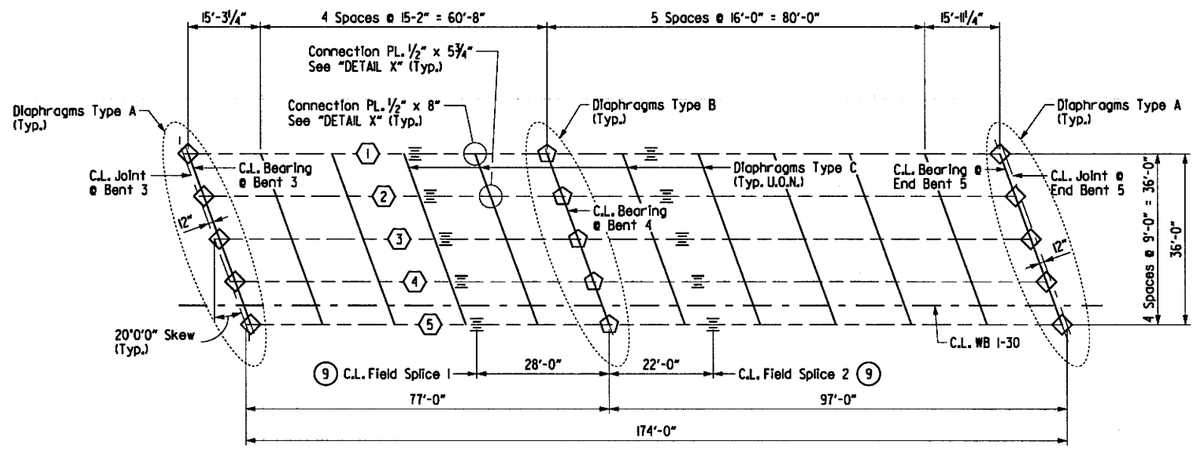
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"



FRAMING PLAN

SCALE: 1/16" = 1'-0"

(X) Girder Number

◇ Bearing Stiffener Type A See "DETAIL X"

⬠ Bearing Stiffener Type B See "DETAIL X"

For "WELD TABLE" AND "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007.

For "DETAIL X", see Dwg. No. 59716

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

Pours must be made in order as numbered. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a parapet railing pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer.

Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Spaced equally between every other top transervse bar as shown.

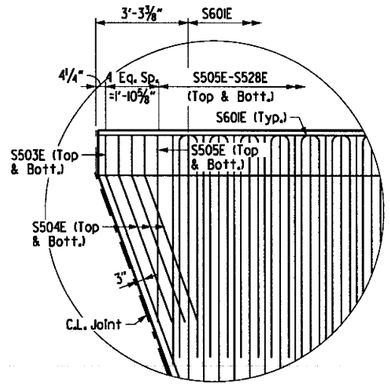
(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59713

(8) For Section T-T, see Dwg. No. 59738

(9) See Girder Elevations for splice type and location.

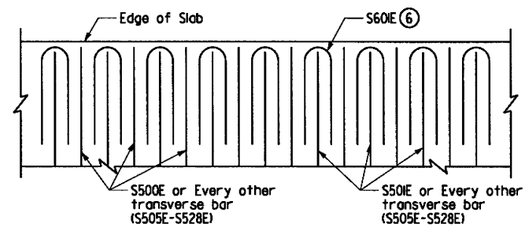
(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59739

(F) C.L. Full Depth Parapet Joint (¼" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59739



DETAIL A

No Scale



DETAIL Y

No Scale

SHEET 2 OF 4
DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2
BRIDGE A OVER HWY. 70

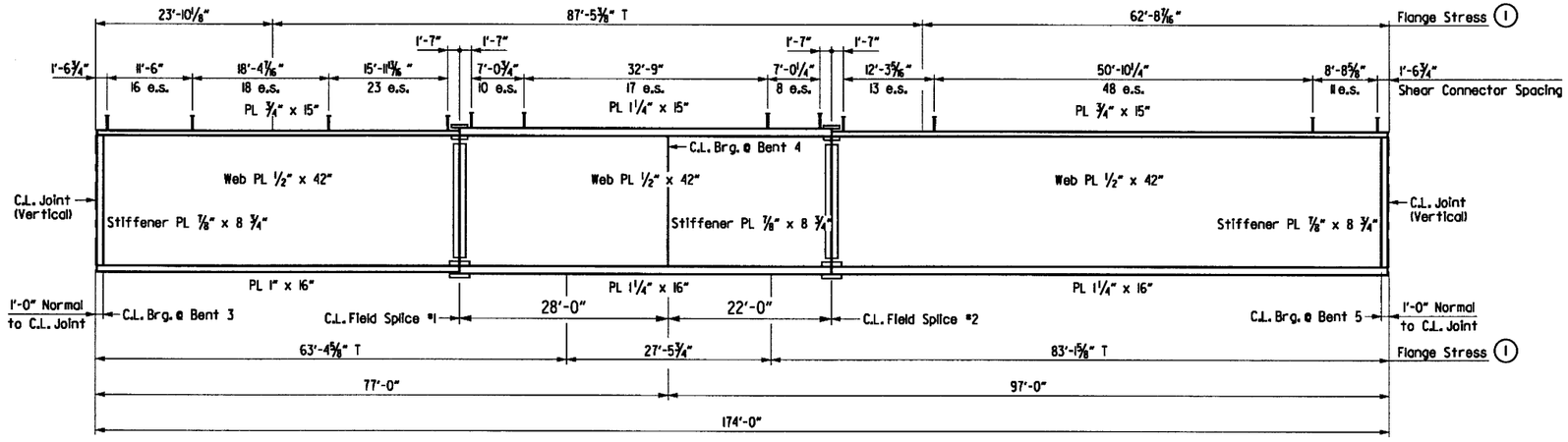
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601al_s22
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. A7424 DRAWING NO. 59714

\\bridgefarmer-internal\basshares\Projects\14407\ONGDN\Plans\Bridge\Span\bca0601al_s22.dgn

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



TYPICAL GIRDER ELEVATION

SCALE: 1" = 10' Horiz.

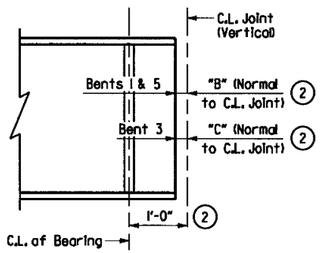
NOTES:

Bolted Field Splices shown may be eliminated or shop welded splices may be subsituted with approvalof the Engineer. Payment will be made on the basis of the Plan Quantities.

Stud Shear Connectors shall be 7/8" dia. x 5"; use 3 studs per row. See "SHEAR CONNECTOR DETAIL", Std. Dwg. No. 55007.

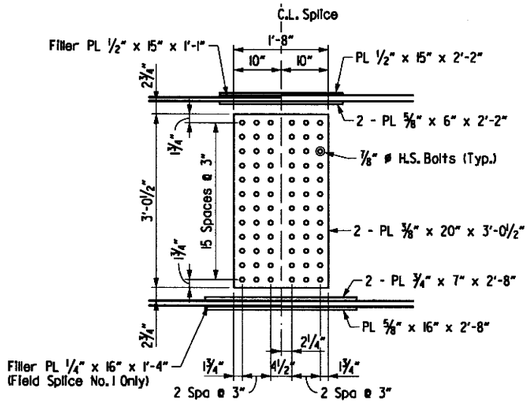
(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of top & bottom flange horizontally parallel to C.L. Joint.

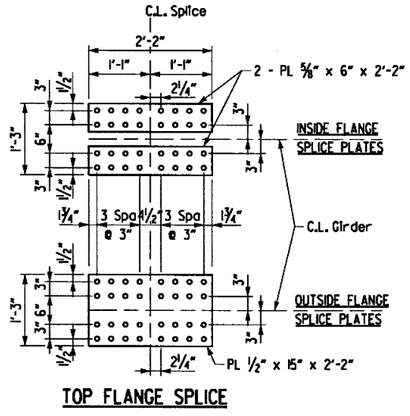


TYPICAL GIRDER END DETAIL

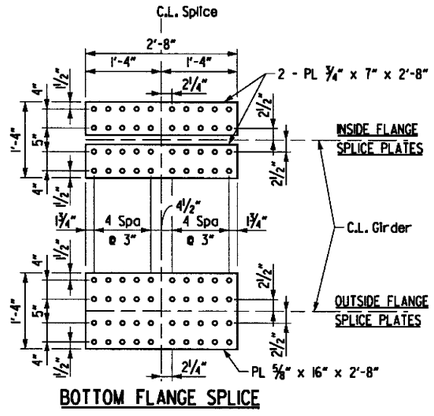
Not to Scale
For dimension "B" & "C", see Dwg. No. 59695



WEB SPLICE



TOP FLANGE SPLICE



BOTTOM FLANGE SPLICE

Note: All splice plates shall be AASHTO M270 Gr. 50.

DETAILS OF FIELD SPLICE

No Scale

SHEET 3 OF 4
DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601a1_s23
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. A7424 DRAWING NO. 59715

11:59:59 PM 6/21/2018 jharrell
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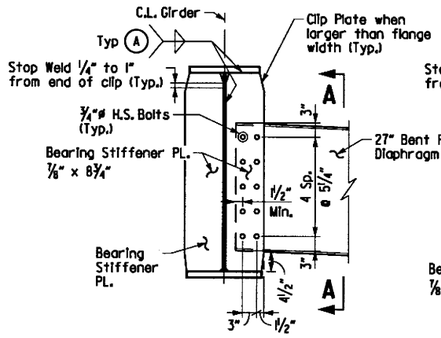
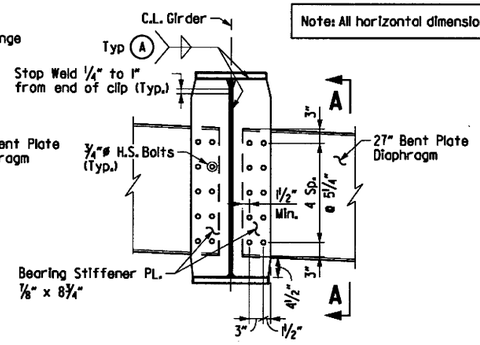
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	891	1465
				(1) A7424		SPAN DETAILS		59716

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

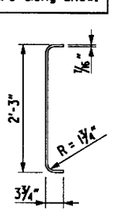
Note: All horizontal dimensions are along skew.





DIAPHRAGM CONNECTION TYPE A

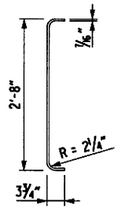
NO SCALE



Typ. cross-section for all 27" bent plate diaphragms

SECTION A-A

SCALE: 3/4" = 1'-0"



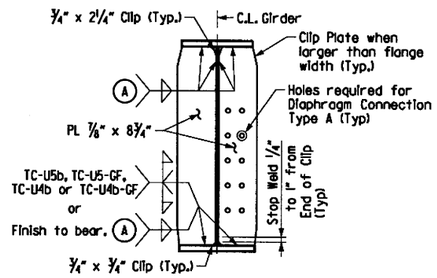
Typ. cross-section for all 32" bent plate diaphragms

SECTION B-B

SCALE: 3/4" = 1'-0"

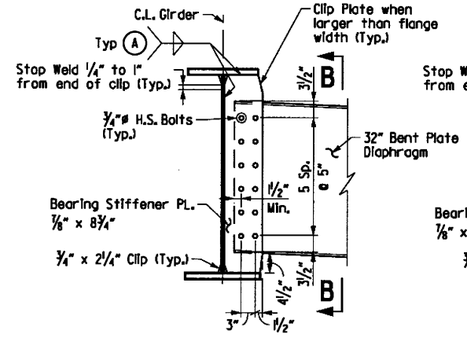
(A) See "WELD TABLE" for minimum weld size, Std. Dwg. No. 55007

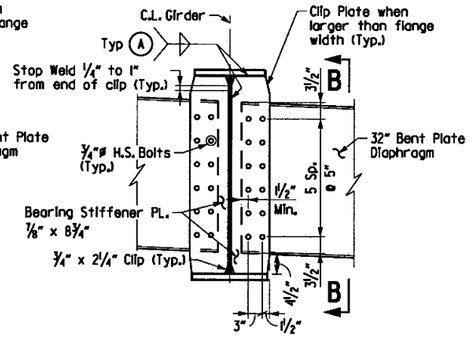
Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.



BEARING STIFFENER TYPE A

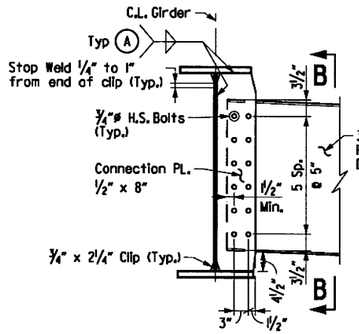
SCALE: 3/4" = 1'-0"

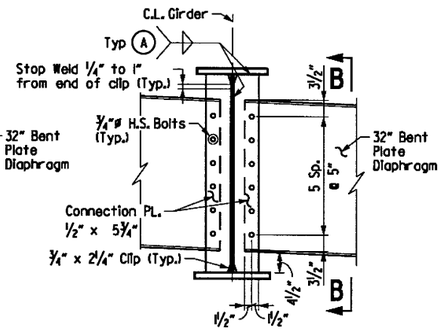




DIAPHRAGM CONNECTION TYPE B

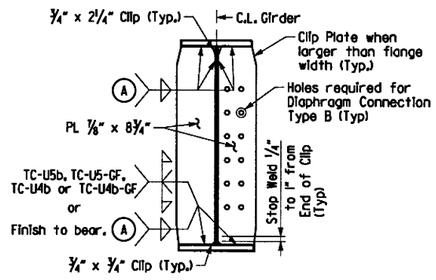
NO SCALE





DIAPHRAGM CONNECTION TYPE C

NO SCALE



BEARING STIFFENER TYPE B

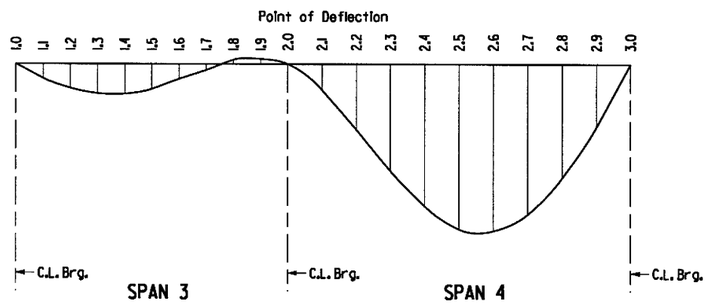
SCALE: 3/4" = 1'-0"

TABLE OF DEAD LOAD DEFLECTIONS

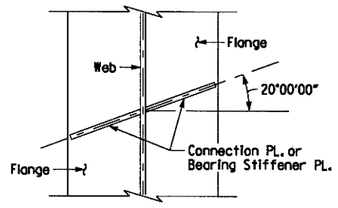
	Point of Deflection	Vertical Dead Load Deflection (in.)														
		Structural Steel					Structural Steel + Slab					Structural Steel + Slab + Parapets				
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	L1	0.033	0.035	0.035	0.035	0.033	0.184	0.198	0.203	0.198	0.184	0.203	0.217	0.221	0.216	0.203
	L2	0.055	0.058	0.059	0.058	0.055	0.308	0.332	0.341	0.332	0.308	0.34	0.363	0.372	0.363	0.339
	L3	0.066	0.07	0.072	0.07	0.066	0.373	0.404	0.416	0.404	0.373	0.413	0.443	0.454	0.442	0.412
	L4	0.066	0.071	0.073	0.071	0.066	0.378	0.412	0.426	0.412	0.377	0.42	0.452	0.465	0.451	0.417
	L5	0.055	0.059	0.061	0.059	0.055	0.315	0.347	0.36	0.347	0.315	0.351	0.382	0.394	0.381	0.35
	L6	0.031	0.035	0.036	0.035	0.031	0.186	0.213	0.223	0.213	0.186	0.21	0.236	0.245	0.235	0.209
	L7	0.01	0.013	0.014	0.013	0.01	0.071	0.09	0.098	0.09	0.07	0.084	0.101	0.109	0.101	0.081
	L8	-0.013	-0.012	-0.011	-0.012	-0.013	-0.058	-0.048	-0.044	-0.048	-0.058	-0.059	-0.05	-0.046	-0.05	-0.061
	L9	-0.014	-0.013	-0.013	-0.013	-0.014	-0.067	-0.062	-0.061	-0.062	-0.067	-0.071	-0.066	-0.066	-0.067	-0.072
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	2.1	0.065	0.066	0.066	0.066	0.065	0.334	0.34	0.341	0.34	0.334	0.364	0.37	0.371	0.37	0.365
	2.2	0.164	0.166	0.167	0.166	0.164	0.844	0.861	0.867	0.861	0.844	0.921	0.938	0.944	0.939	0.923
	2.3	0.267	0.271	0.272	0.271	0.267	1.377	1.408	1.419	1.408	1.378	1.502	1.533	1.544	1.534	1.506
	2.4	0.354	0.359	0.361	0.359	0.354	1.832	1.873	1.89	1.874	1.833	1.998	2.038	2.055	2.04	2.001
	2.5	0.41	0.416	0.419	0.417	0.41	2.13	2.178	2.199	2.18	2.13	2.322	2.369	2.389	2.372	2.324
	2.6	0.414	0.421	0.423	0.421	0.414	2.154	2.205	2.225	2.205	2.155	2.347	2.397	2.417	2.398	2.35
	2.7	0.372	0.378	0.381	0.378	0.373	1.939	1.985	2.005	1.985	1.94	2.113	2.157	2.177	2.158	2.115
	2.8	0.282	0.286	0.288	0.286	0.282	1.468	1.503	1.518	1.504	1.468	1.599	1.633	1.648	1.635	1.6
	2.9	0.155	0.158	0.159	0.158	0.155	0.81	0.83	0.839	0.831	0.81	0.882	0.902	0.911	0.903	0.883
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.



DEAD LOAD DEFLECTION DIAGRAM



DETAIL X

No Scale

SHEET 4 OF 4
DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2
BRIDGE A OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601al_s24
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	NONE
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. A7424 DRAWING NO. 59716

6/21/2018 1:20:00 PM jharrell

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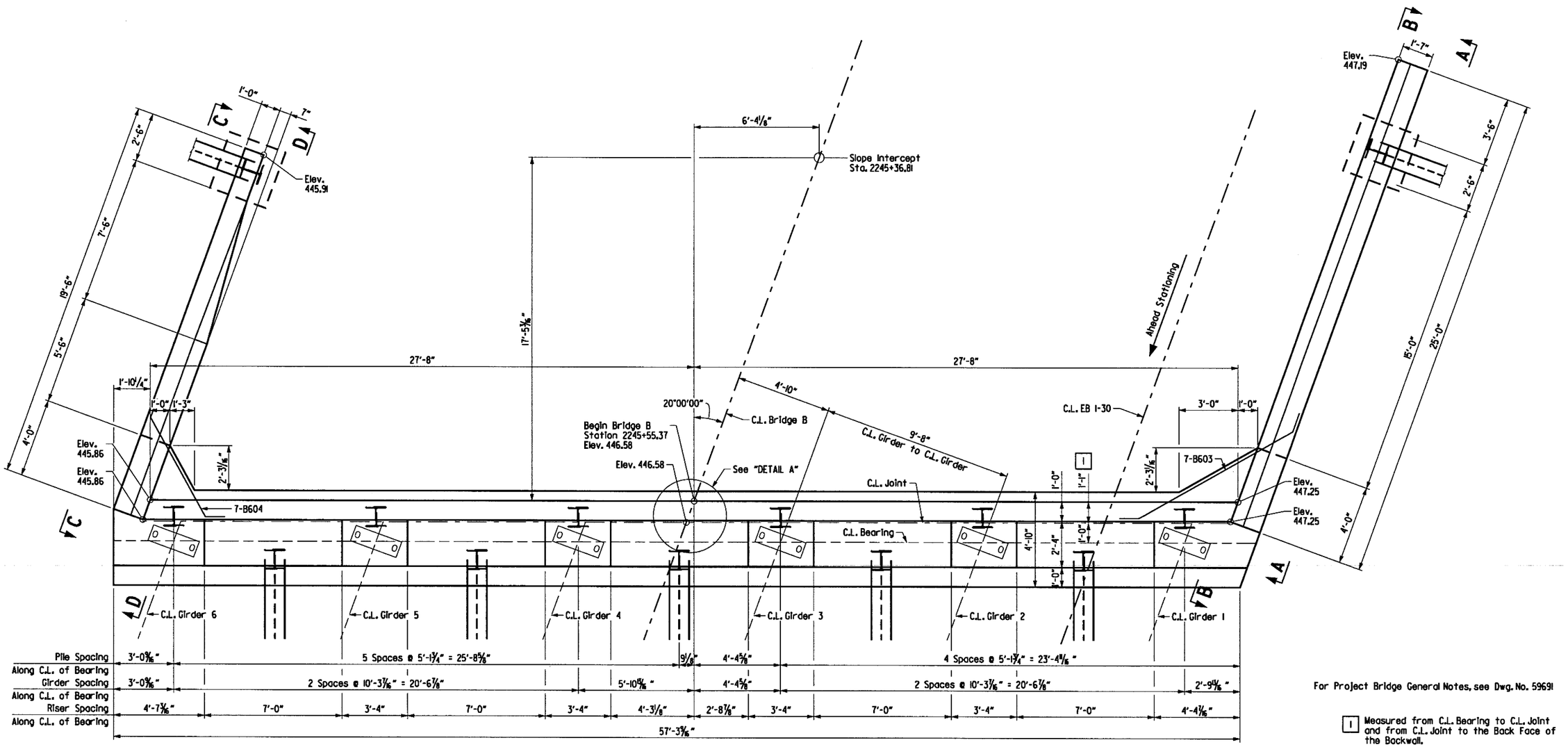
jharrell 6/21/2018 1:20:01 PM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	892	1465
				(1) B7424		BENT DETAILS		59717

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



Pile Spacing Along C.L. of Bearing	3'-0⅜"	5 Spaces @ 5'-1¾" = 25'-8⅝"					9⅛"	4'-4⅝"	4 Spaces @ 5'-1¾" = 23'-4¹¹⁄₁₆"			
Girder Spacing Along C.L. of Bearing	3'-0⅜"	2 Spaces @ 10'-3⅞" = 20'-6⅞"			5'-10⅝"		4'-4⅝"	2 Spaces @ 10'-3⅞" = 20'-6⅞"			2'-9¹⁵⁄₁₆"	
Riser Spacing Along C.L. of Bearing	4'-7⅞"	7'-0"	3'-4"	7'-0"	3'-4"	4'-3⅛"	2'-8⅞"	3'-4"	7'-0"	3'-4"	7'-0"	4'-4⅛"

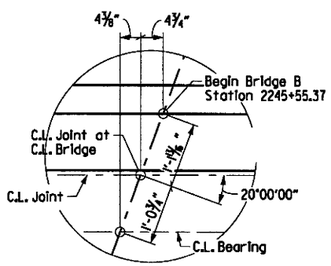
57'-3⅜"

For Project Bridge General Notes, see Dwg. No. 59691

(1) Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

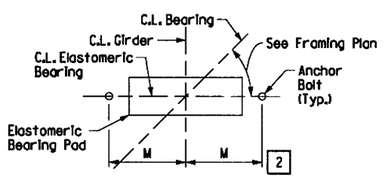
PLAN

SCALE: ⅜" = 1'-0"



DETAIL A

SCALE: ¾" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT

No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741

SHEET 1 OF 4
DETAILS OF END BENT 1
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601bl_bll
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59717

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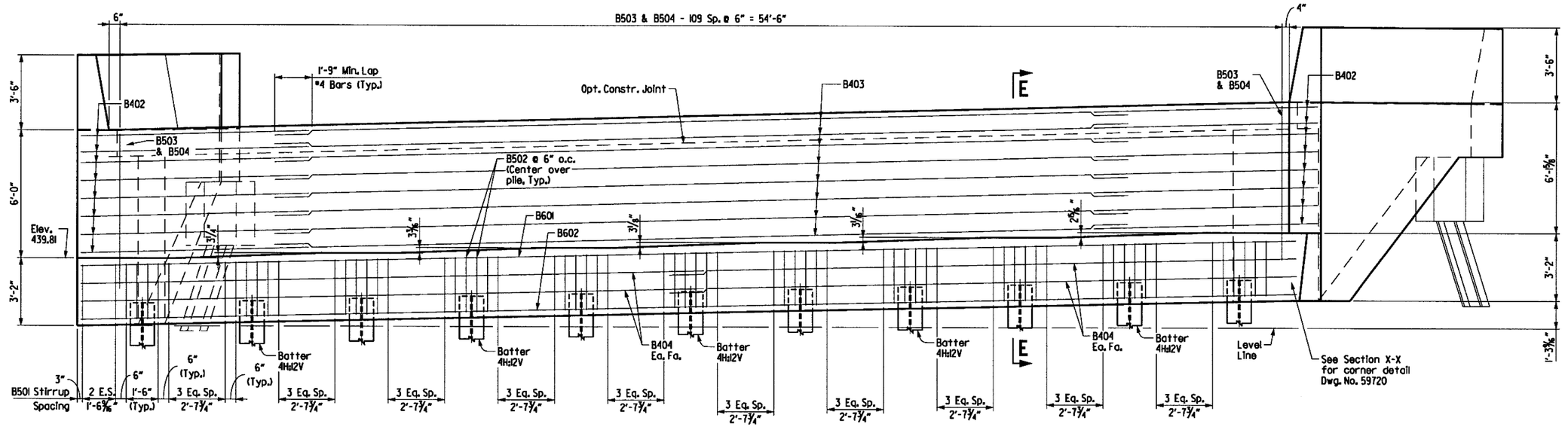
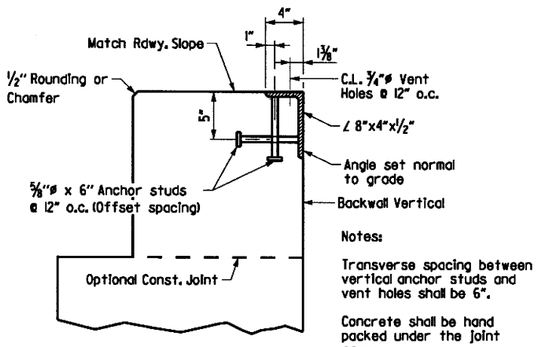
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	893	1465
				(1) B7424		BENT DETAILS		59718

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



ELEVATION

(Looking Back)
SCALE: 3/8" = 1'-0"



Notes:

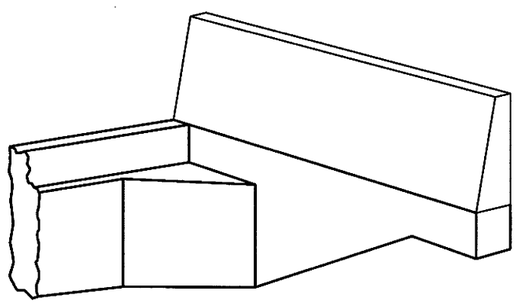
Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

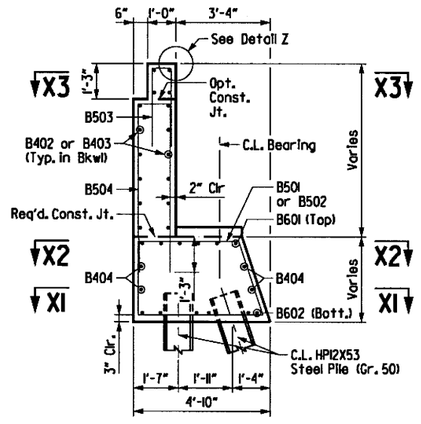
DETAIL Z

SCALE: 1/2" = 1'-0"



THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale



SECTION E-E

SCALE: 3/8" = 1'-0"

SHEET 2 OF 4
DETAILS OF END BENT 1
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bco0601b1_b12
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59718

s:\14407\01\dgn\plans\bridge\bent\bco0601b1_b12.dgn
6/21/2018 1:20:02 PM
Jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	894	1465
				(1) B7424		BENT DETAILS		59719

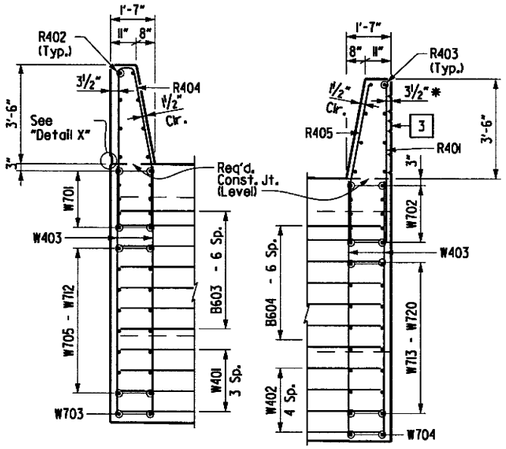
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

* Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

1 Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

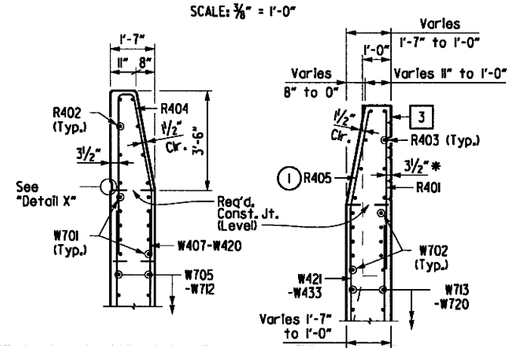
2 "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

3 For Parapet Enhancements, see Dwg. No. 59695



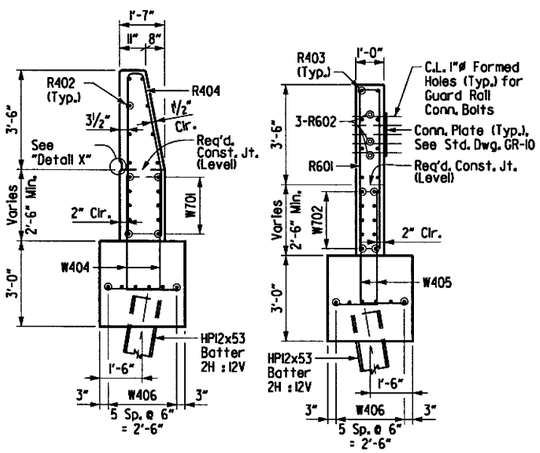
SECTION S-S

SCALE: ⅜" = 1'-0"



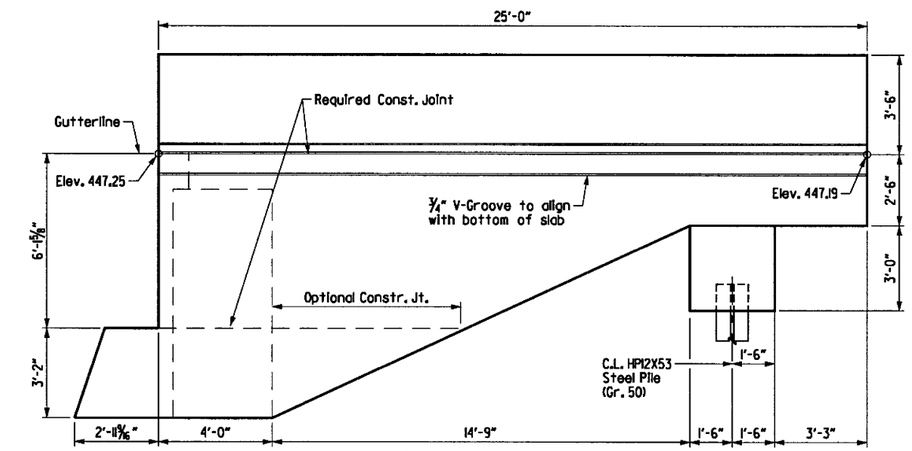
SECTION T-T

SCALE: ⅜" = 1'-0"



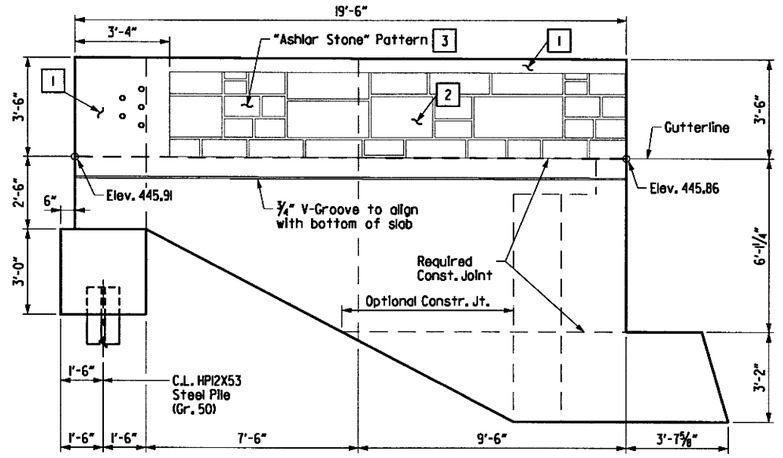
SECTION U-U

SCALE: ⅜" = 1'-0"



VIEW A-A

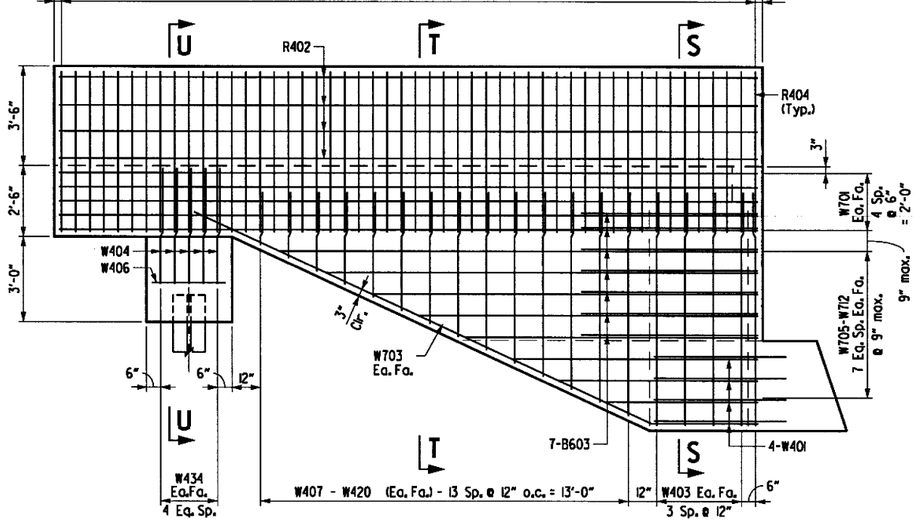
SCALE: ⅜" = 1'-0"



VIEW C-C

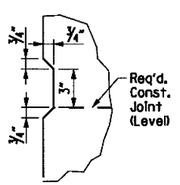
SCALE: ⅜" = 1'-0"

1 Straighten R405 in field as necessary to match rail line.



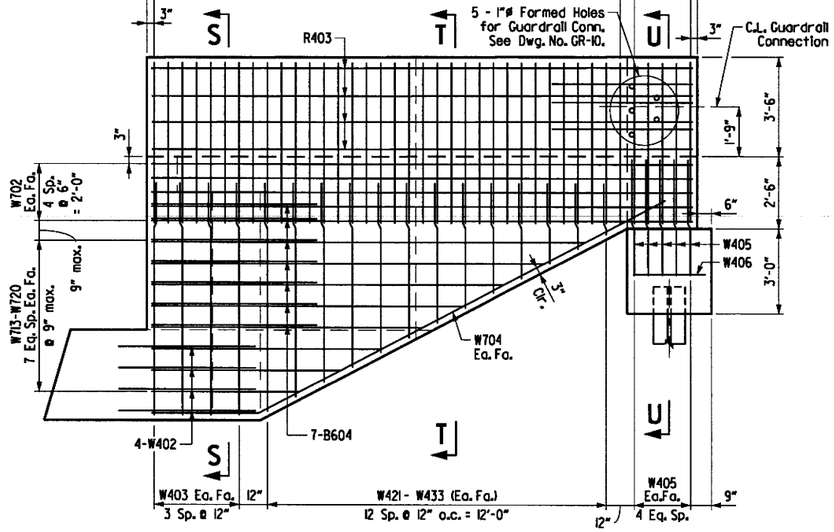
VIEW B-B

SCALE: ⅜" = 1'-0"



DETAIL X

No Scale



VIEW D-D

SCALE: ⅜" = 1'-0"

SHEET 3 OF 4
DETAILS OF END BENT 1
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601bl_bl3
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59719

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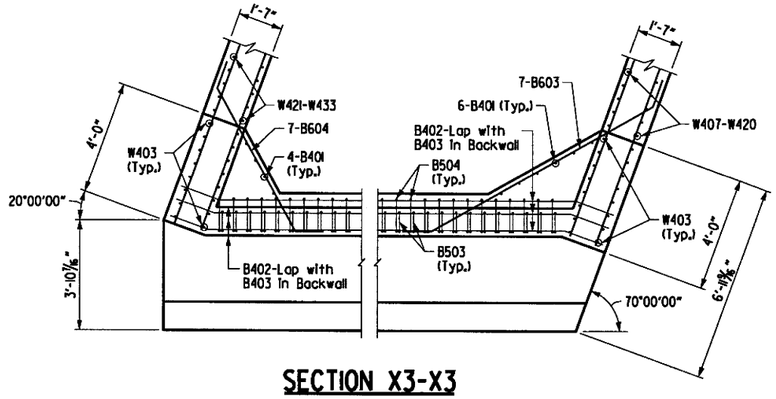
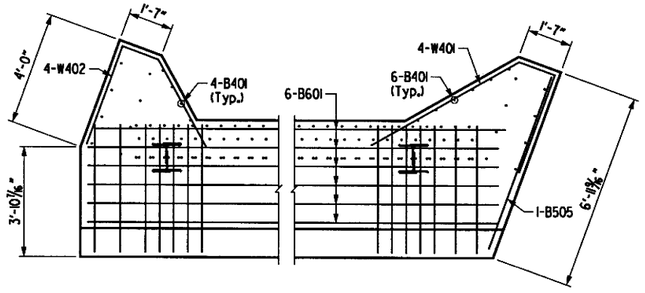
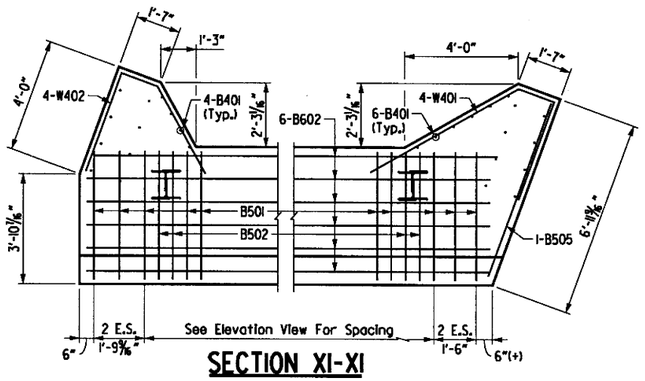
6/21/2018 1:20:03 PM
jharrell



SECTION X3-X3



SECTION X2-X2



SECTION X1-X1

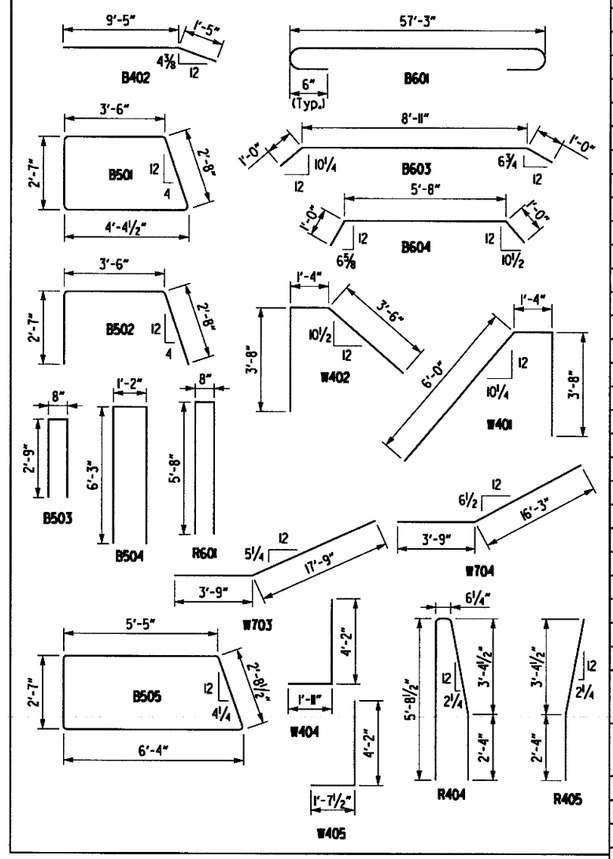
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	895	1465
				(1) B7424		BENT DETAILS		59720

BAR LIST

Bending Diagrams

Dimensions are out to out of Bars.



MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	10	7'-7"	Str.
B402	32	10'-10"	3"
B403	16	40'-0"	Str.
B404	8	30'-8"	Str.
B501	67	13'-9"	2 ½"
B502	22	8'-8"	2 ½"
B503	110	4'-3"	2 ½"
B504	110	11'-9"	2 ½"
B505	1	17'-7"	2 ½"
B601	6	58'-7"	4 ½"
B602	6	56'-11"	Str.
B603	7	10'-11"	4 ½"
B604	7	7'-8"	4 ½"
Wing Wall & Rail			
R401	34	5'-9"	Str.
R402	8	24'-8"	Str.
R403	8	19'-2"	Str.
R404	50	11'-11"	3"
R405	34	5'-9"	3"
R601	5	10'-1"	4 ½"
R602	3	5'-0"	Str.
W401	4	8'-6"	3"
W402	4	11'-0"	3"
W403	16	8'-1"	Str.
W404	10	6'-1"	3"
W405	10	5'-9"	3"
W406	12	2'-8"	Str.
W407 to W420	2 Ea.	2'-0" to 8'-3"	Str.
W421 to W433	2 Ea.	2'-0" to 8'-3"	Str.
W701	10	24'-8"	Str.
W702	10	19'-2"	Str.
W703	2	21'-6"	5 ¼"
W704	2	20'-0"	5 ¼"
W705 to W712	2 Ea.	5'-5" to 16'-11"	Str.
W713 to W720	2 Ea.	5'-3" to 15'-4"	Str.

All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Plate Girder Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 4 OF 4
DETAILS OF END BENT 1
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bco0601b1_bl4
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	⅜" = 1'-0"
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59720

6/21/2018 1:20:04 PM jharrell

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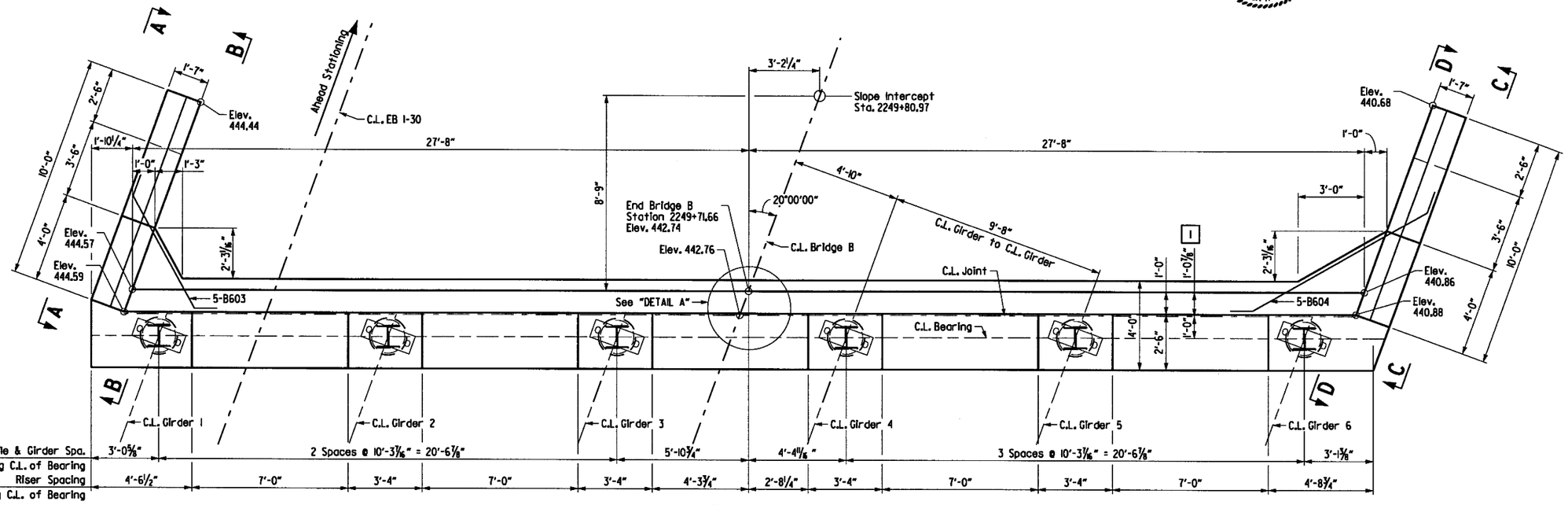
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	896	1465
				(1) B7424		BENT DETAILS		59721

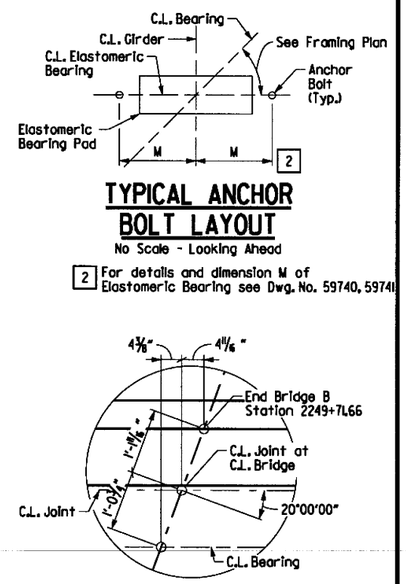
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691

1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.



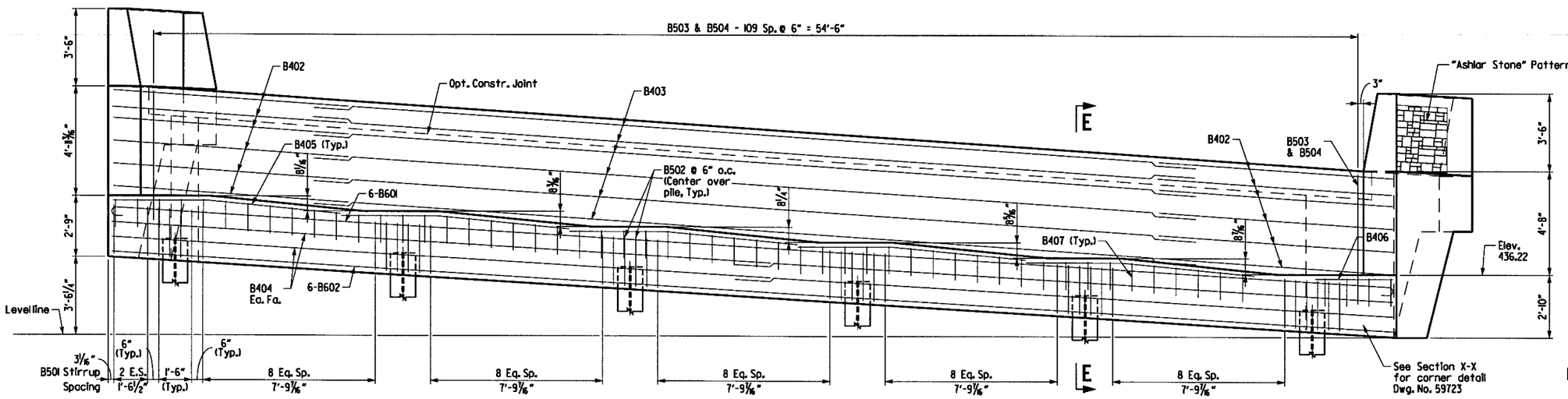
PLAN
SCALE: ⅜" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

2 For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741

DETAIL A
SCALE: ¾" = 1'-0"



ELEVATION
(Looking Ahead)
SCALE: ⅜" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 5
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601b1_b51
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59721

s:\M4407\01\dgn\plans\bridge\bent\bca0601b1_b51.dgn
6/21/2018 1:20:05 PM
jharrell

\\bridgefarmer_internal\bashares\Projects\14407\01\DGN\Plans\Bridge\Bent\bca060lbl_b52.dgn

Jharrell

8/3/2018 3:15:13 PM

* Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA060I "Architectural Finish".

1 Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

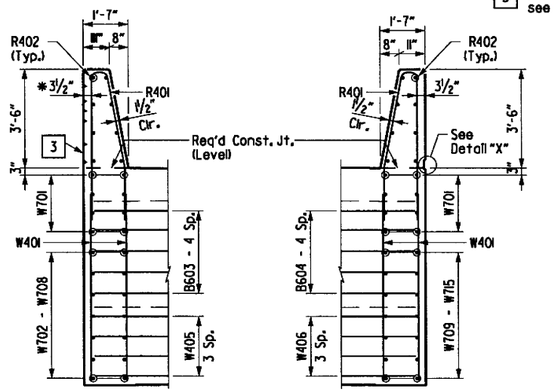
2 "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

3 For Parapet Enhancements, see Dwg. No. 59695

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

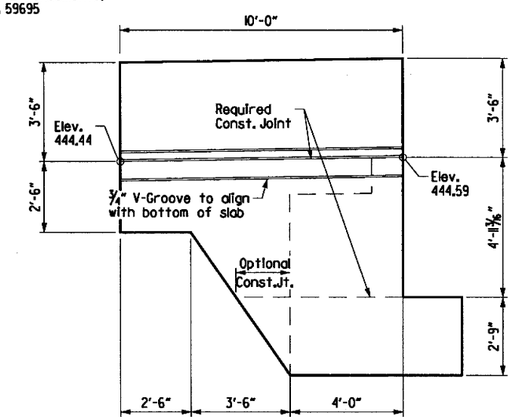
Stephen T. Smiley 7 Aug 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	897	1465
				(1) B7424		BENT DETAILS		59722

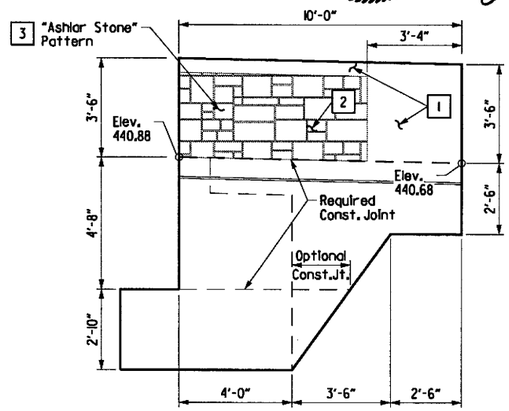


SECTION S-S

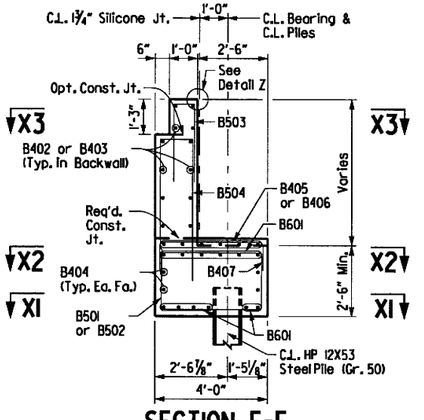
SCALE: ⅜" = 1'-0"



VIEW A-A

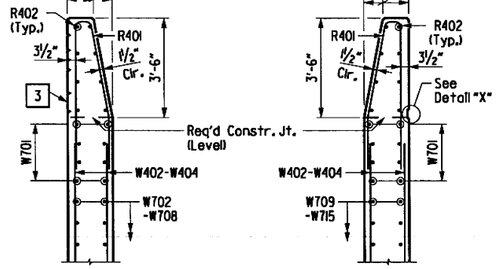


VIEW C-C



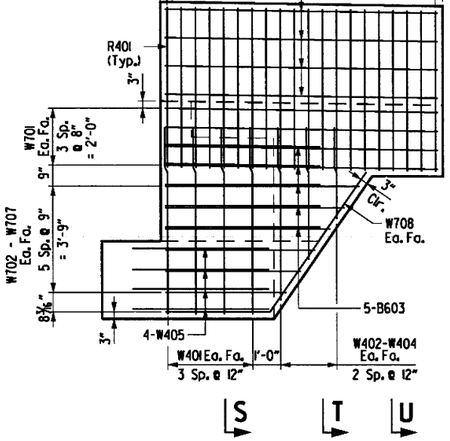
SECTION E-E

SCALE: ⅜" = 1'-0"



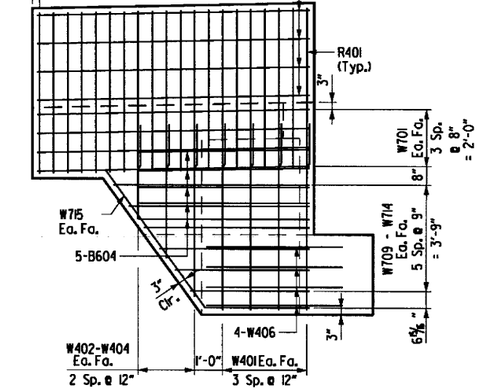
SECTION T-T

SCALE: ⅜" = 1'-0"



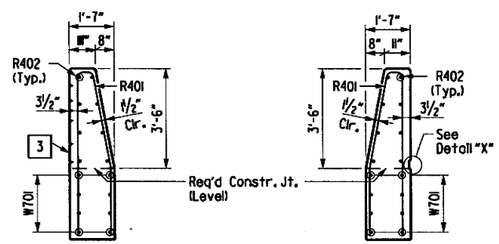
VIEW B-B

SCALE: ⅜" = 1'-0"



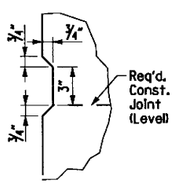
VIEW D-D

SCALE: ⅜" = 1'-0"



SECTION U-U

SCALE: ⅜" = 1'-0"



DETAIL X

No Scale

SHEET 2 OF 3
DETAILS OF END BENT 5
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

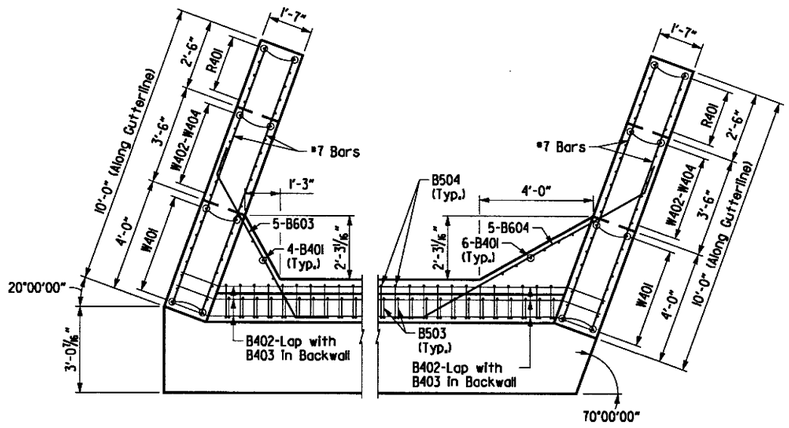
DRAWN BY: AKH DATE: 3/20/2018
CHECKED BY: STS DATE: 3/25/2018
DESIGNED BY: JH DATE: 3/15/2018
FILENAME: bca060lbl_b52
SCALE: AS SHOWN

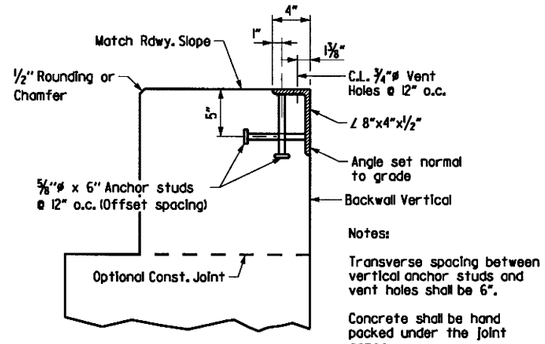
BRIDGE NO. B7424 DRAWING NO. 59722

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	898	1465
B7424		BENT DETAILS		59723

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley
21 June 2018





Notes:

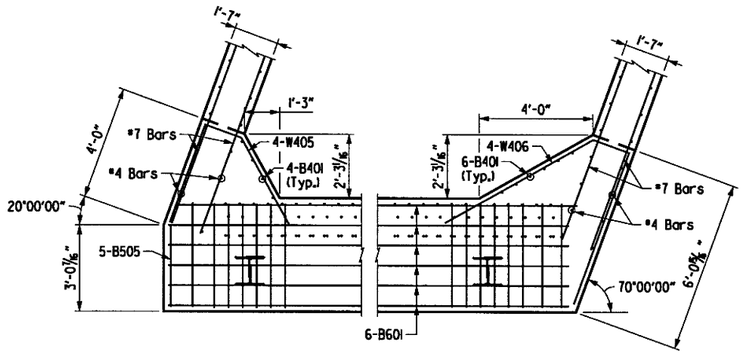
Transverse spacing between vertical anchor studs and vent holes shall be 6".

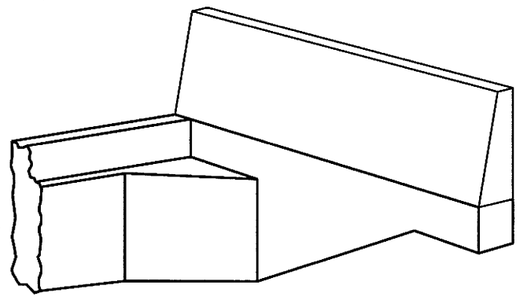
Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

DETAIL Z

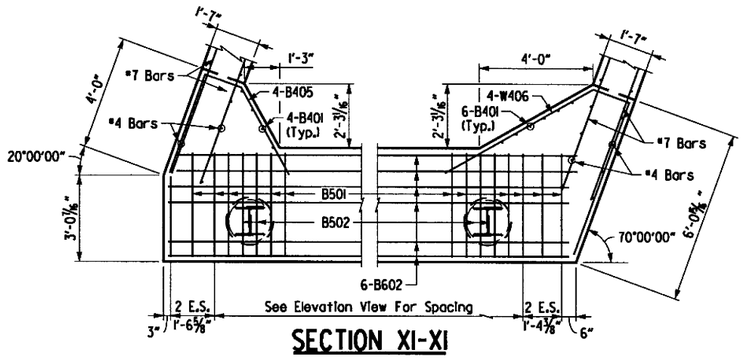
SCALE: ½" = 1'-0"



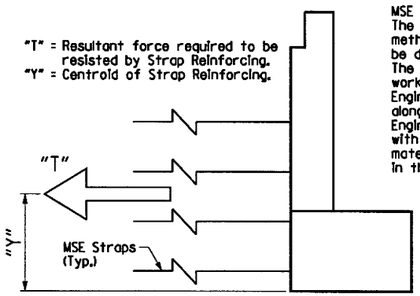


THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale



SECTION XI-XI



MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

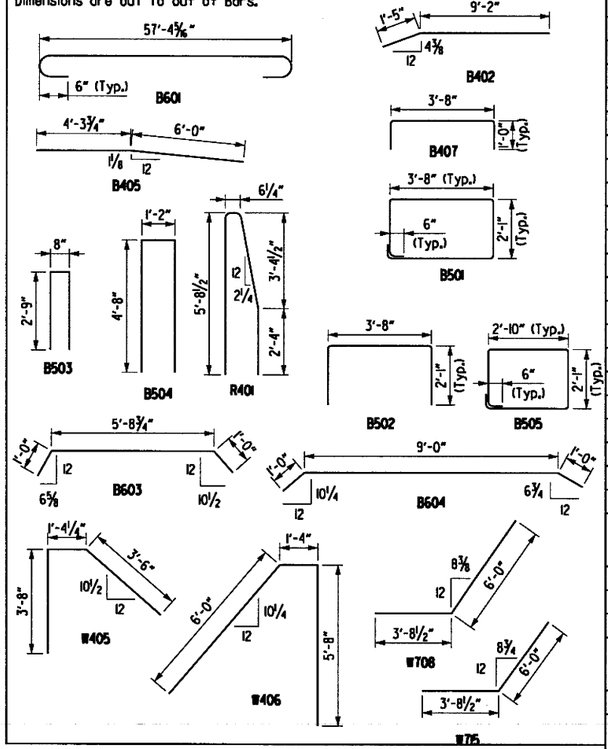
LIMIT STATE	"T"	"Y"
	Kips/Ft.	Ft.
Service	2.8	3'-3"
Strength	4.2	

STRAPS DETAIL

No Scale

Bending Diagrams

Dimensions are out to out of Bars.



MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	10	5'-10"	Str.
B402	24	5'-3"	3"
B403	12	40'-0"	Str.
B404	4	29'-9"	Str.
B405	30	10'-4"	3"
B406	6	3'-6"	Str.
B407	56	5'-6"	3"
B501	62	12'-1"	2 ½"
B502	12	7'-8"	2 ½"
B503	110	4'-3"	2 ½"
B504	110	8'-7"	2 ½"
B505	1	10'-5"	2 ½"
B601	6	58'-9"	4 ½"
B602	6	57'-5"	Str.
B603	5	7'-9"	4 ½"
B604	5	11'-0"	4 ½"
Wing Wall & Rail			
R401	40	11'-11"	3"
R402	16	9'-8"	Str.
W401	16	6'-7"	Str.
W402 to W404	4 Ea.	6'-2" to 3'-3"	Str.
W405	4	8'-7"	3"
W406	4	13'-1"	3"
W701	16	9'-8"	Str.
W702 to W707	2 Ea.	4'-4" to 6'-11"	Str.
W708	2	9'-9"	5 ¼"
W710 to W714	2 Ea.	4'-3" to 7'-0"	Str.
W715	2	9'-9"	5 ¼"

SHEET 3 OF 3
DETAILS OF END BENT 5
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601bl_b53
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59723

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jharrell

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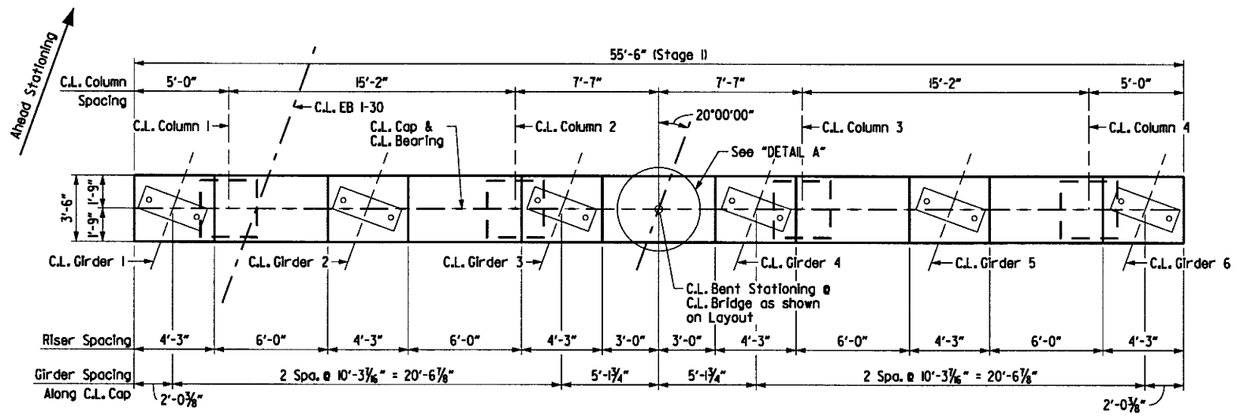
jharrell

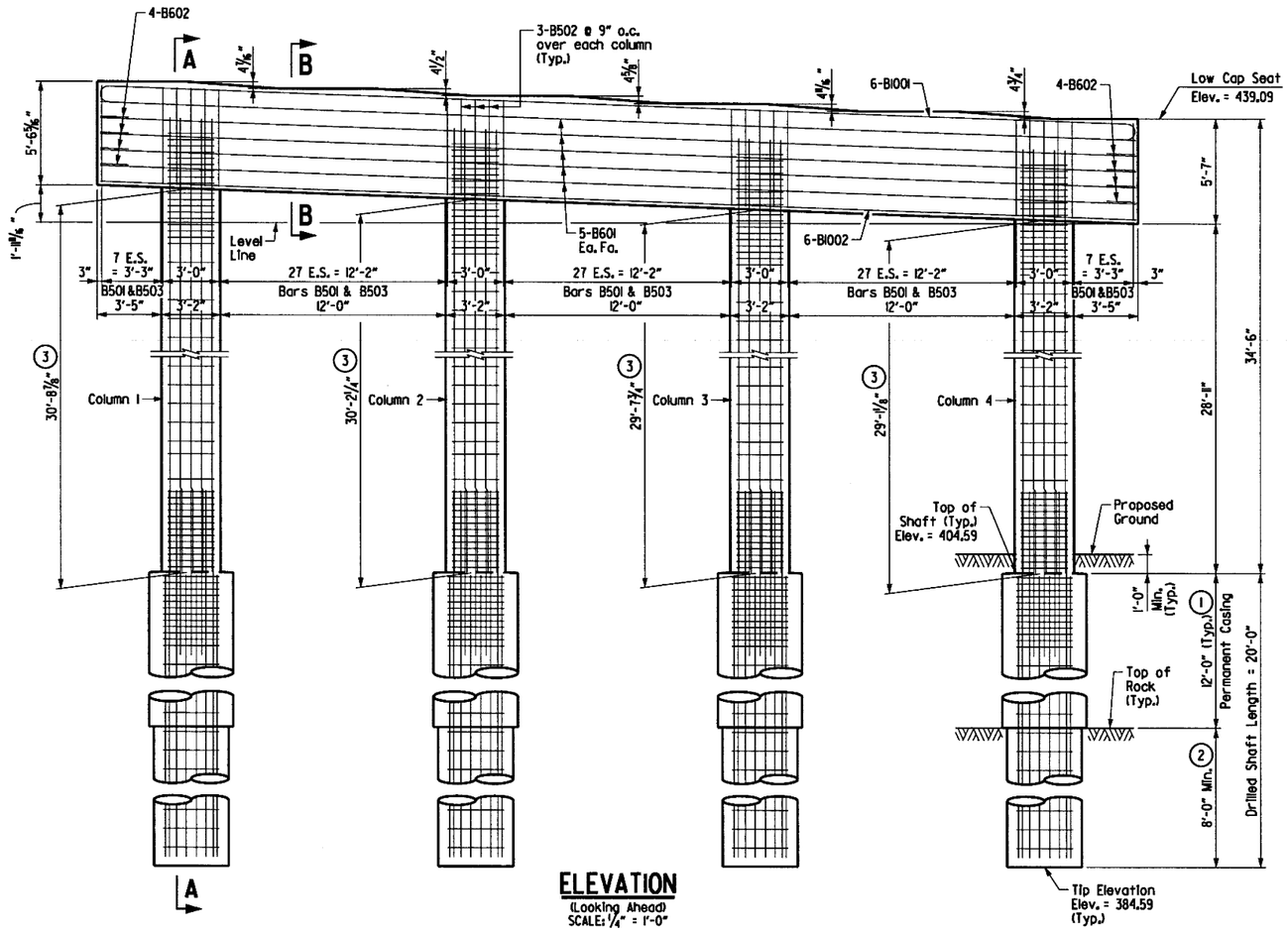
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	899	1465
				(1) B7424		BENT DETAILS		59724

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



PLAN
SCALE: ¼" = 1'-0"



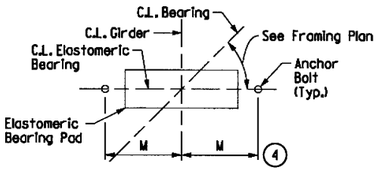
ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

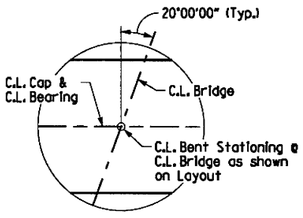
(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. of Column.



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(4) For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741



DETAIL A
SCALE: ½" = 1'-0"

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENT 2
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601bl_b21
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59724

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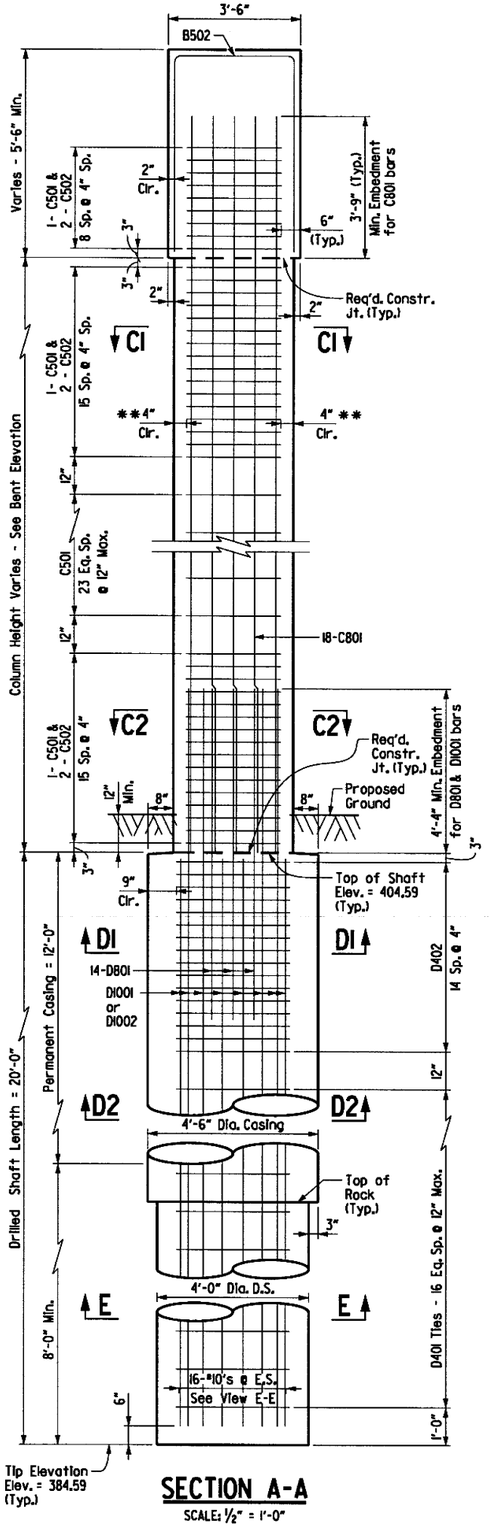
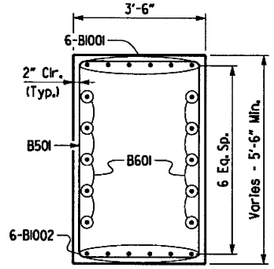
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	900	1465
				B7424		BENT DETAILS		59725

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



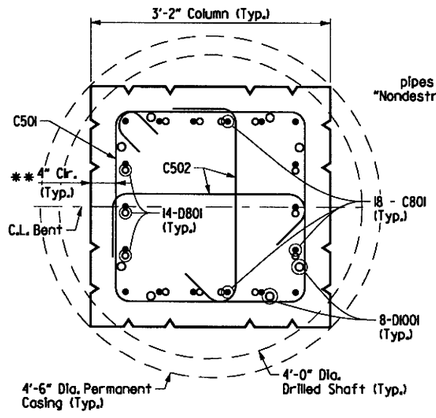
SECTION A-A
SCALE: ½" = 1'-0"

** Form Liner shall be a maximum of 1½" to provide a minimum clearace of 2½".

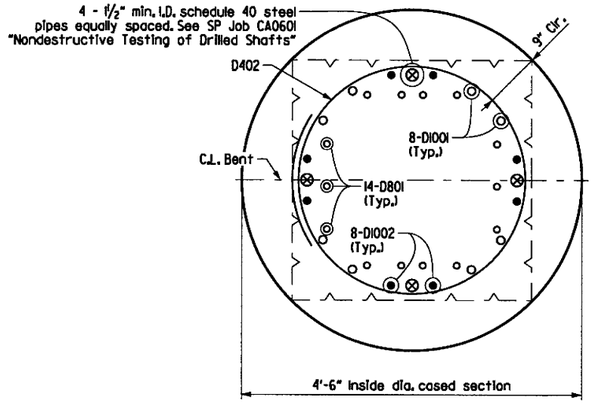


SECTION B-B
SCALE: ½" = 1'-0"

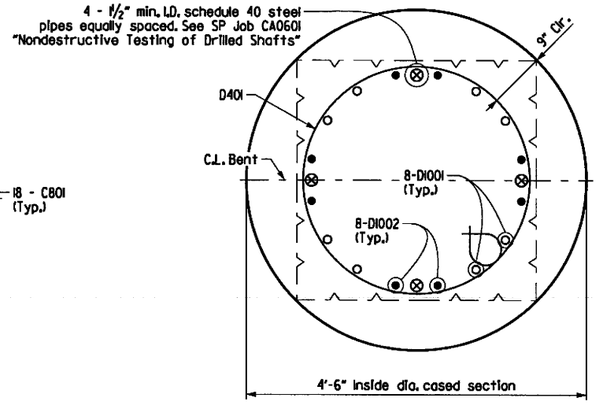
VIEW C1-C1
SCALE: 1" = 1'-0"



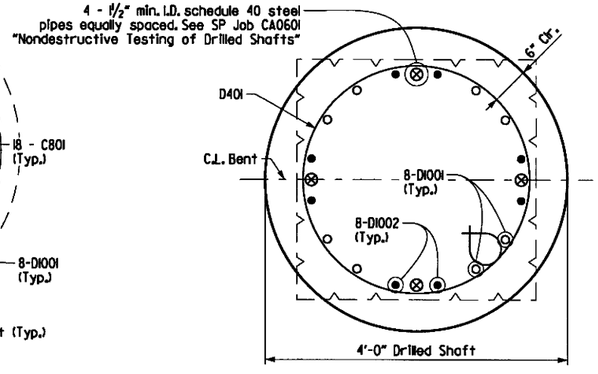
VIEW C2-C2
SCALE: 1" = 1'-0"



VIEW D1-D1
SCALE: 1" = 1'-0"



VIEW D2-D2
SCALE: 1" = 1'-0"

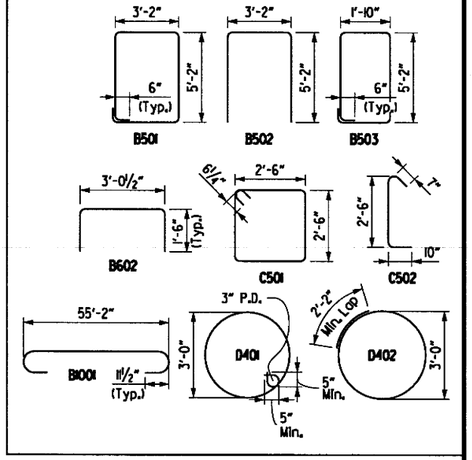


VIEW E-E
SCALE: 1" = 1'-0"

MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	100	17'-2"	2 ½"
B502	12	13'-3"	2 ½"
B503	100	15'-2"	2 ½"
B601	10	55'-2"	Str.
B602	8	5'-10"	4 ½"
B1001	6	58'-0"	10"
B1002	6	55'-2"	Str.
Columns			
C501	244	10'-8"	3 ¾"
C502	328	3'-11"	3 ¾"
C801	72	34'-6"	Str.
Shafts			
D401	60	10'-6"	3"
D402	60	11'-6"	3"
D801	56	9'-5"	Str.
D1001	32	25'-10"	Str.
D1002	32	21'-6"	Str.

Bending Diagrams

Dimensions are out to out of Bars.



SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT 2
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	03/20/18	FILENAME:	bca0601bl_b22
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	03/15/18		

BRIDGE NO. B7424 DRAWING NO. 59725

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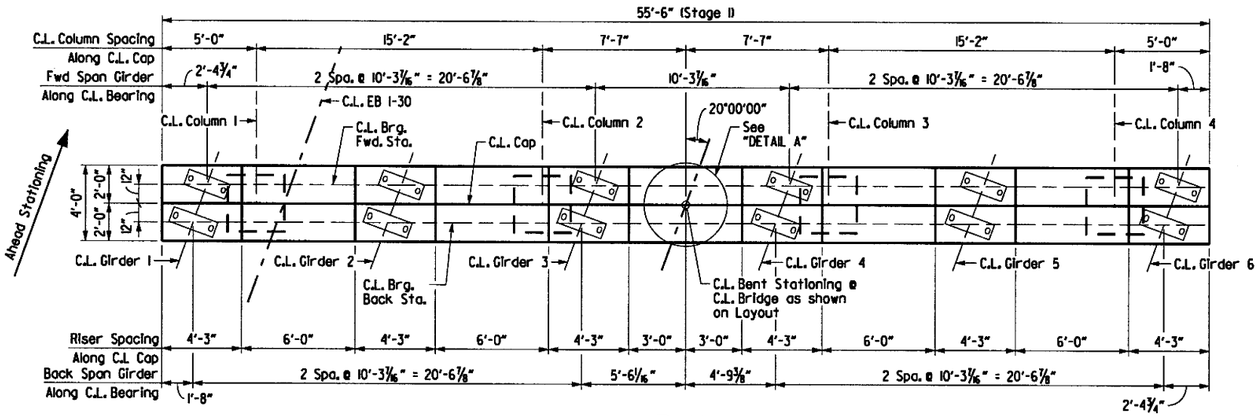
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	901	1465
				(1) B7424		BENT DETAILS		59726

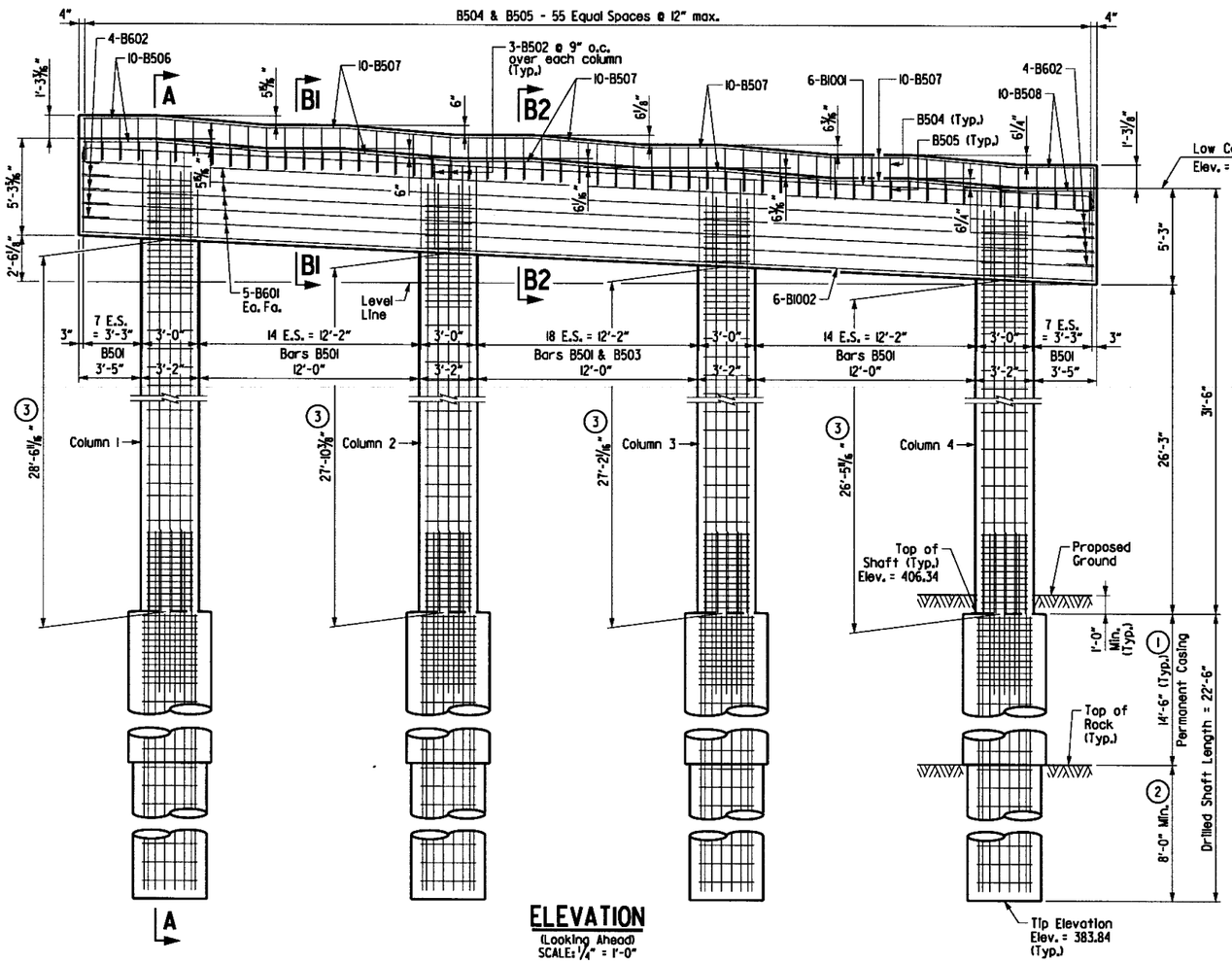
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018



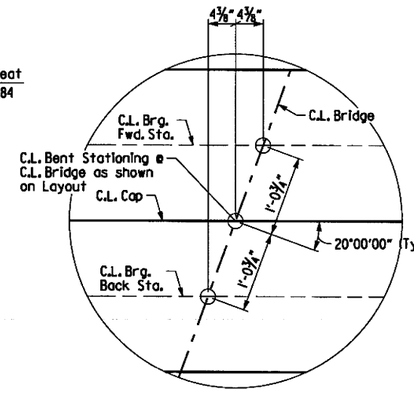
PLAN

SCALE: 1/4" = 1'-0"



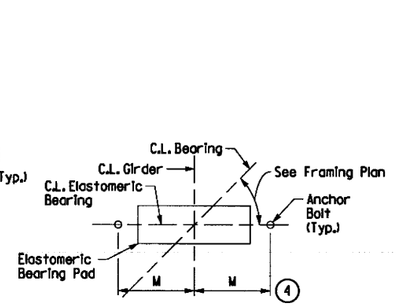
ELEVATION

(Looking Ahead)
SCALE: 1/4" = 1'-0"



DETAIL A

SCALE: 1/2" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT

No Scale - Looking Ahead

(4) For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. of Column.

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENT 3
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601b1_b3i
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59726

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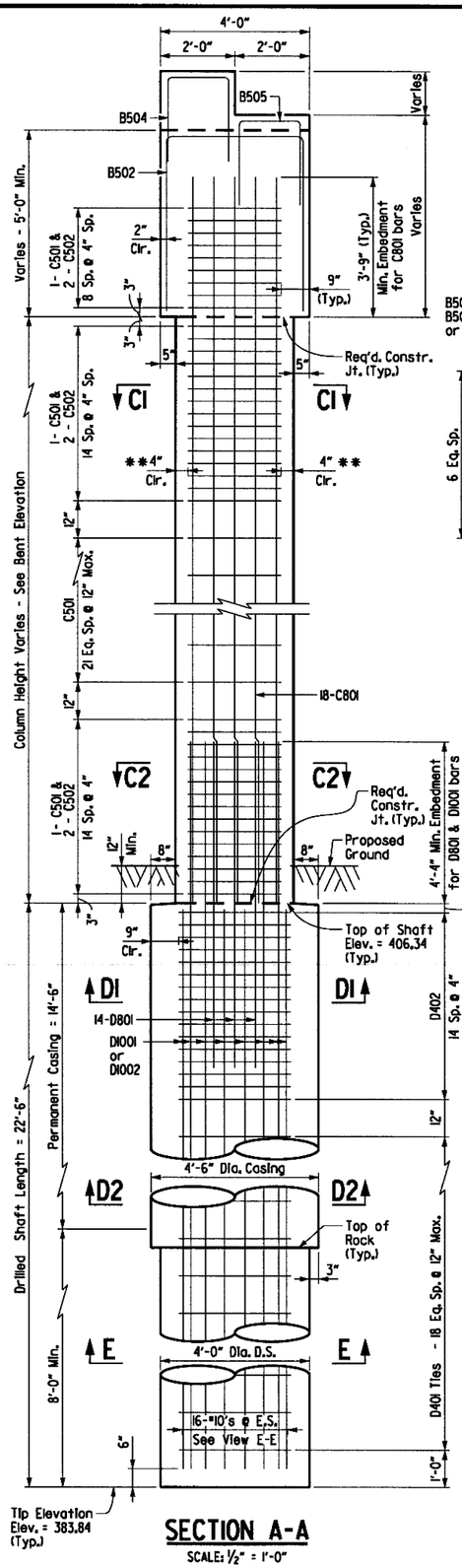
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

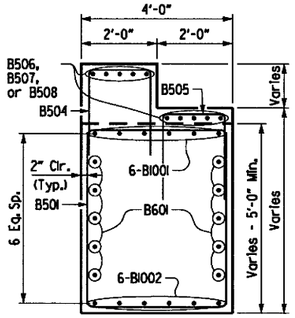
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	902	1465
(1) B7424		BENT DETAILS		59727

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

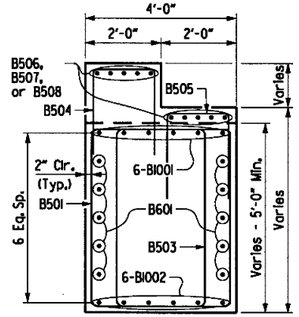
MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	65	17'-2"	2 1/2"
B502	12	12'-9"	2 1/2"
B503	19	14'-6"	2 1/2"
B504	56	6'-5"	2 1/2"
B505	56	3'-5"	2 1/2"
B506	10	10'-3"	2 1/2"
B507	40	10'-6"	2 1/2"
B508	10	7'-0"	2 1/2"
B601	10	55'-2"	Str.
B602	8	6'-4"	4 1/2"
B1001	6	58'-0"	10"
B1002	6	55'-2"	Str.
Columns			
C501	248	10'-8"	3 3/4"
C502	312	3'-11"	3 3/4"
C801	72	32'-5"	Str.
Shafts			
D401	68	10'-6"	3"
D402	60	11'-6"	3"
D801	56	9'-5"	Str.
D1001	32	28'-4"	Str.
D1002	32	24'-0"	Str.



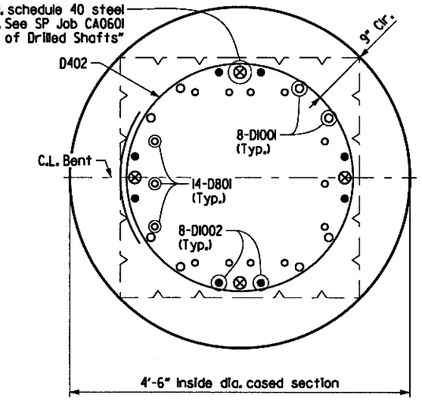
SECTION A-A
SCALE: 1/2" = 1'-0"



SECTION B1-B1
SCALE: 1/2" = 1'-0"

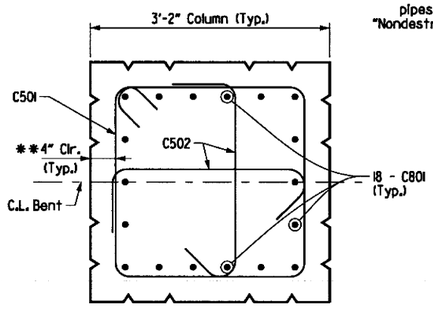


SECTION B2-B2
SCALE: 1/2" = 1'-0"

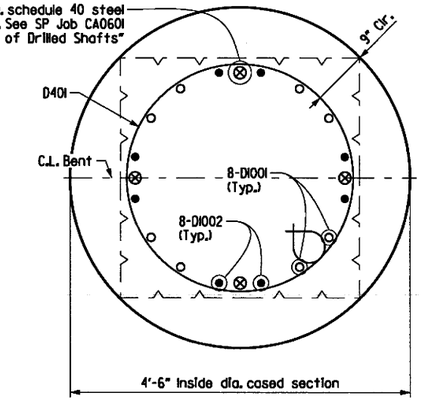


VIEW D1-D1
SCALE: 1" = 1'-0"

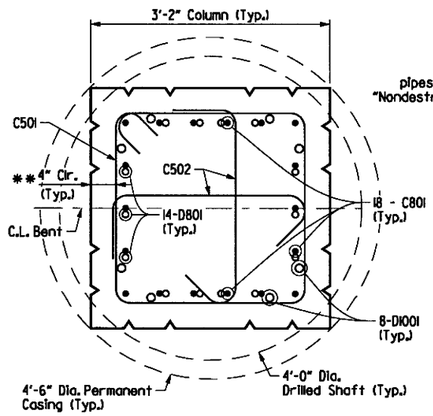
** Form Liner shall be a maximum of 1 1/2" to provide a minimum clearace of 2 1/2".



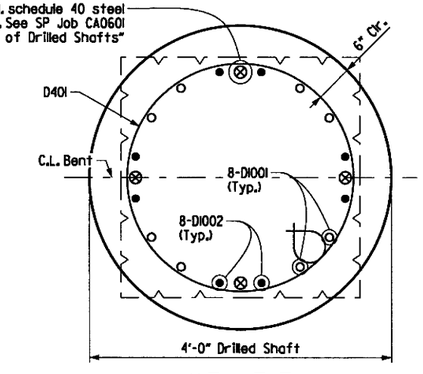
VIEW C1-C1
SCALE: 1" = 1'-0"



VIEW D2-D2
SCALE: 1" = 1'-0"



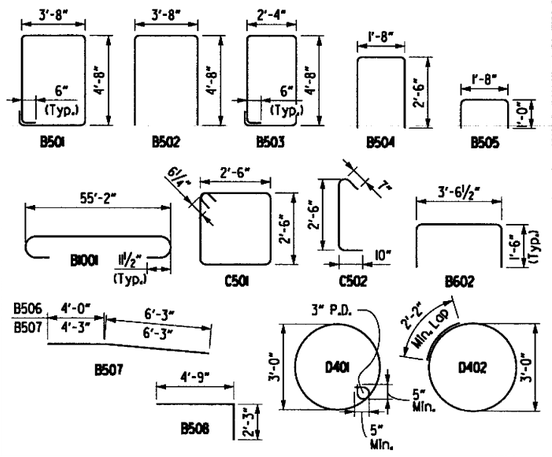
VIEW C2-C2
SCALE: 1" = 1'-0"



VIEW E-E
SCALE: 1" = 1'-0"

Bending Diagrams

Dimensions are out to out of Bars.



SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT 3
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	03/20/18	FILENAME:	bca0601bl_b32
CHECKED BY:	STS	DATE:	03/25/18	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	03/15/18		

BRIDGE NO. B7424 DRAWING NO. 59727

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	903	1465
				(1) B7424		BENT DETAILS		59728

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

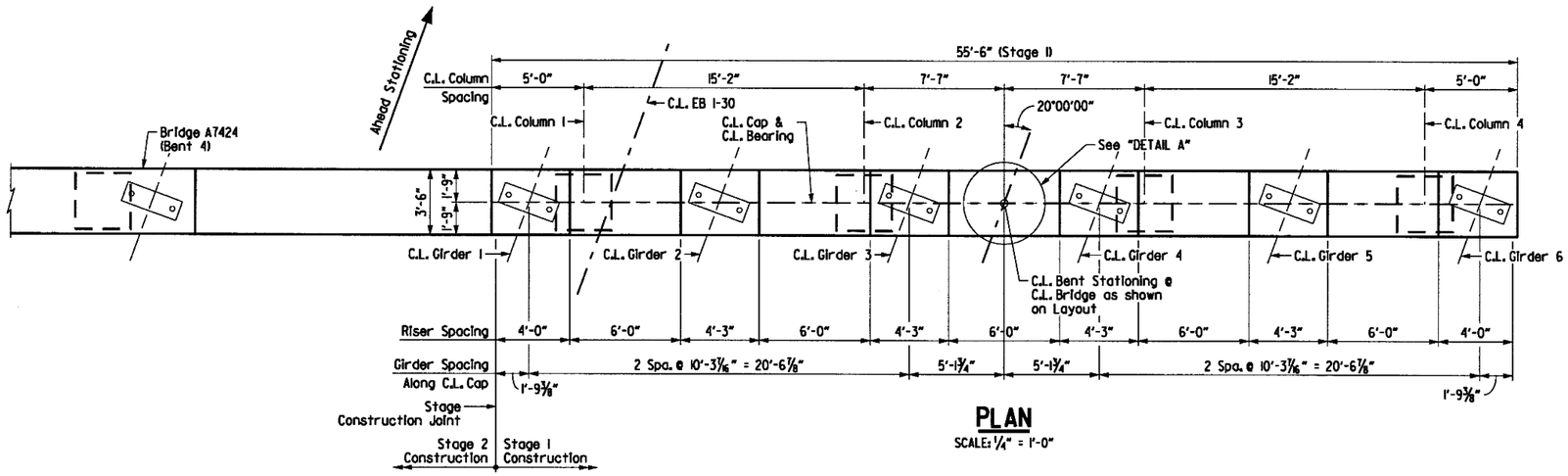
21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

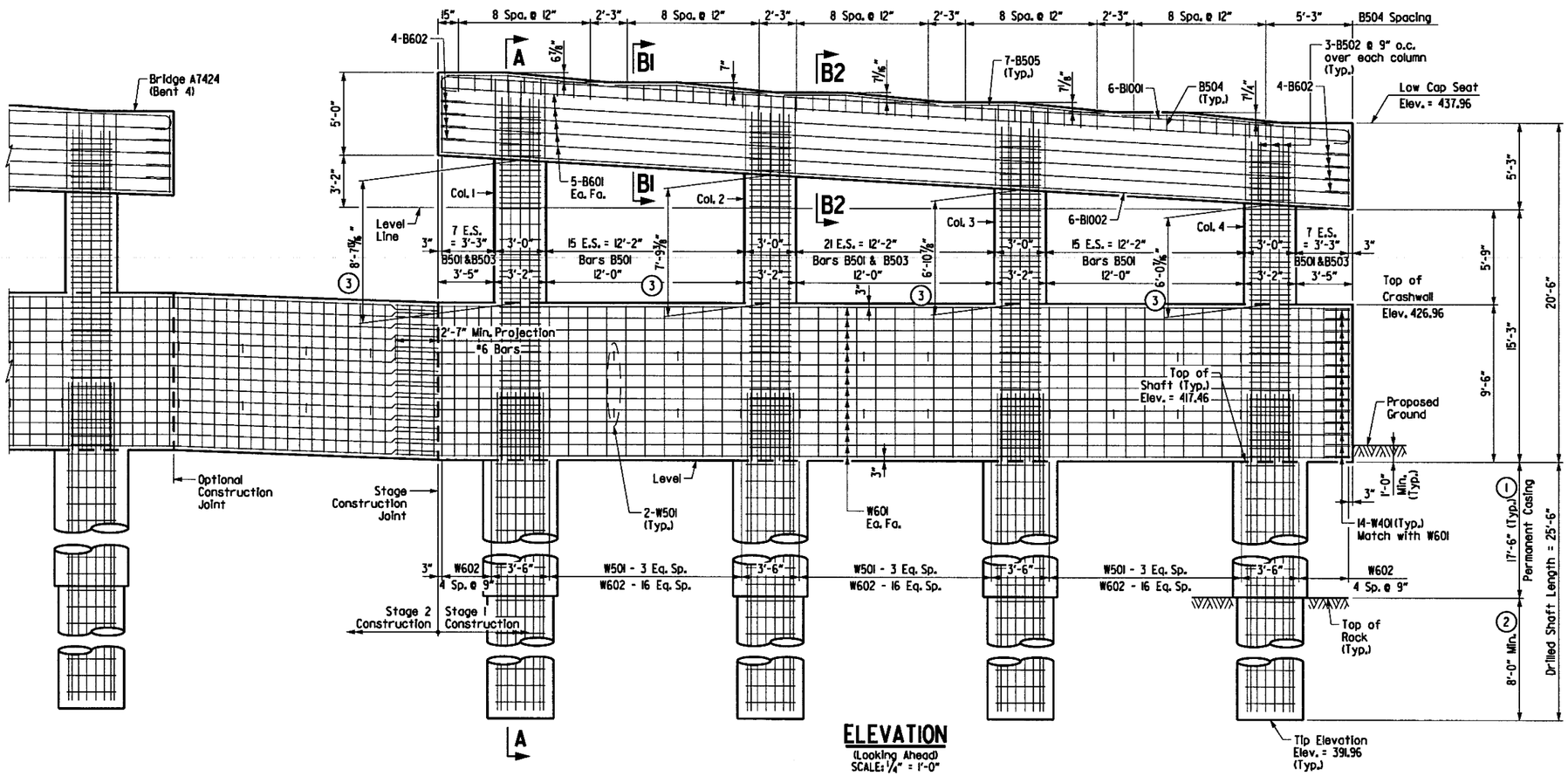
(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

(2) Minimum penetration into competent rock below permanent casing.

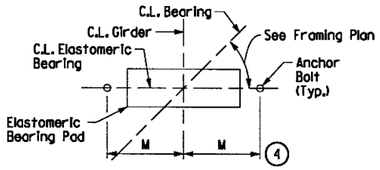
(3) Measured along C.L. of Column.



PLAN
SCALE: 1/4" = 1'-0"

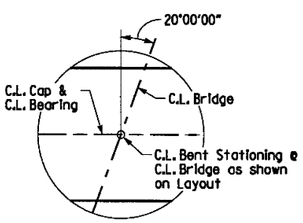


ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(4) For details and dimension M of Elastomeric Bearing see Dwg. No. 59740, 59741



DETAIL A
SCALE: 1/2" = 1'-0"

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENT 4
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/20/2018
CHECKED BY: STS DATE: 3/25/2018
DESIGNED BY: JH DATE: 3/15/2018
FILENAME: bca0601bl_b41
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BRIDGE NO. B7424 DRAWING NO. 59728

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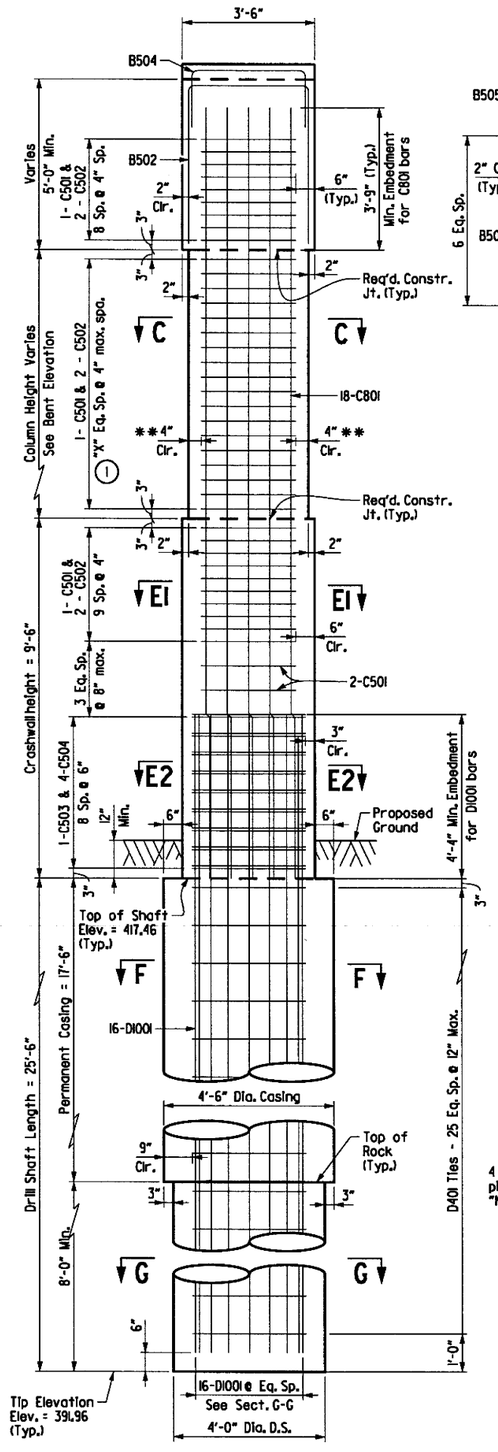
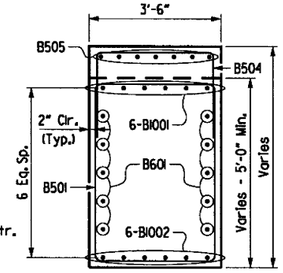
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	904	1465
① B7424	BENT DETAILS			59729

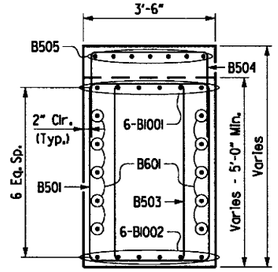
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



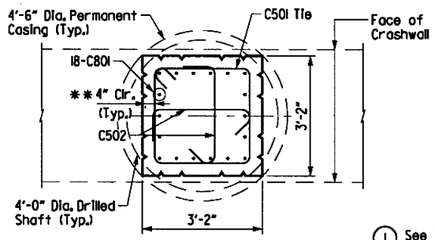
SECTION A-A
SCALE: ½" = 1'-0"



SECTION B1-B1
SCALE: ½" = 1'-0"



SECTION B2-B2
SCALE: ½" = 1'-0"

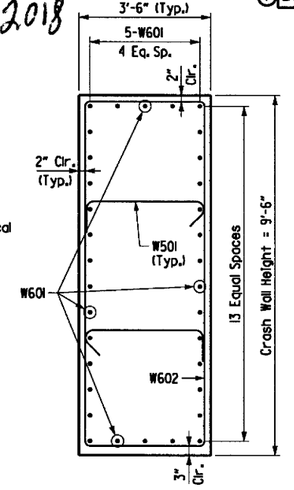


SECTION C-C
SCALE: ½" = 1'-0"

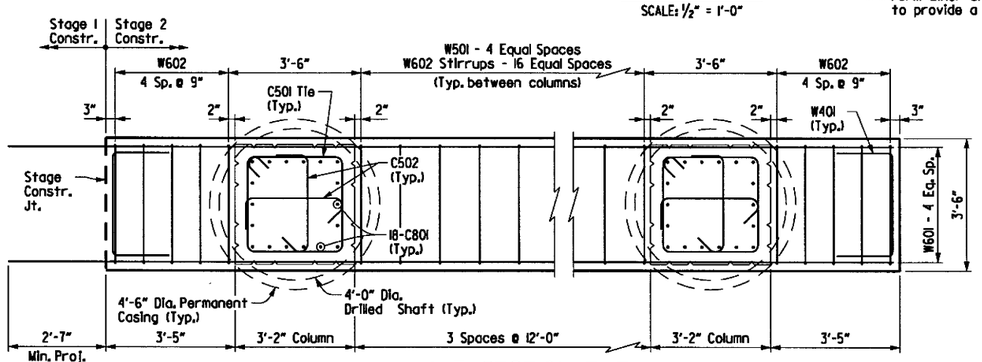
① See "TABLE OF VARIABLES" on this sheet.

** Form Liner shall be a maximum of 1½" to provide a minimum clearace of 2½".

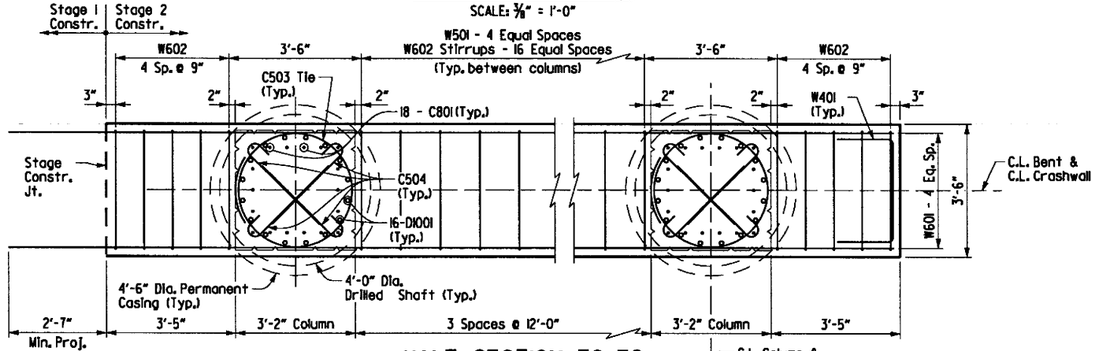
NOTE:
Top & Bottom reinforcing steel in crashwalls shall be properly placed to avoid interference with vertical column bars.



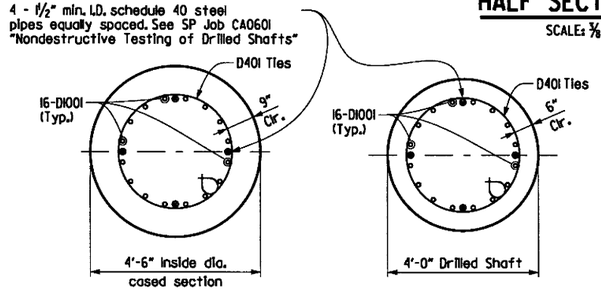
SECTION D-D
SCALE: ½" = 1'-0"



HALF SECTION E1-E1
SCALE: ⅜" = 1'-0"



HALF SECTION E2-E2
SCALE: ⅜" = 1'-0"



SECTION F-F
SCALE: ½" = 1'-0"

SECTION G-G
SCALE: ½" = 1'-0"

For Required orientation of Shaft & Column reinforcing, see "HALF SECTION E2-E2".

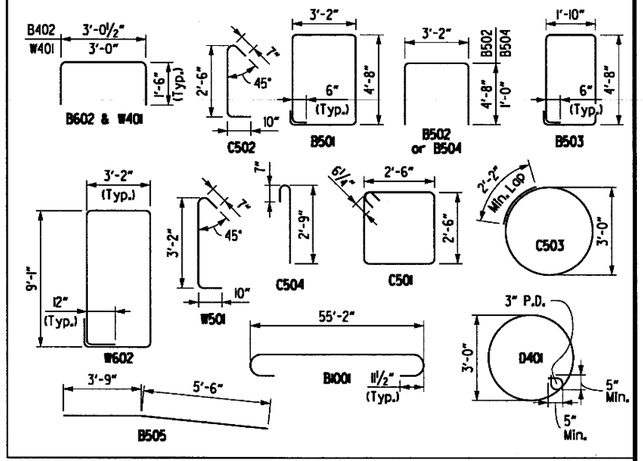
MARK	NO. REQ'D.	LENGTH	P.D.
Cap			
B501	70	16'-2"	2 ½"
B502	12	12'-3"	2 ½"
B503	38	14'-2"	2 ½"
B504	45	4'-11"	2 ½"
B505	35	9'-3"	2 ½"
B601	10	55'-2"	Str.
B602	8	6'-4"	4 ½"
B1001	6	58'-0"	10"
B1002	6	55'-2"	Str.
Crash Wall			
W401	14	5'-9"	2"
W501	24	4'-7"	3 ¾"
W601	34	57'-11"	Str.
W602	61	25'-2"	4 ½"
Columns			
C501	172	10'-8"	3 ¾"
C502	328	3'-11"	3 ¾"
C503	36	11'-6"	3 ¾"
C504	144	4'-10"	3 ¾"
① C801	4 sets of 16	"L"	Str.
Shafts			
D401	104	10'-6"	3"
D1001	64	31'-4"	Str.

TABLE OF VARIABLES

Column	C801 "L" Length	"X" Eq. Sp.
1	21'-10"	25
2	21'-0"	22
3	20'-2"	20
4	19'-4"	17

Bending Diagrams

Dimensions are out to out of Bars.



SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT 4
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/20/2018	FILENAME:	bca0601bl_b42
CHECKED BY:	STS	DATE:	3/25/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2018		

BRIDGE NO. B7424 DRAWING NO. 59729

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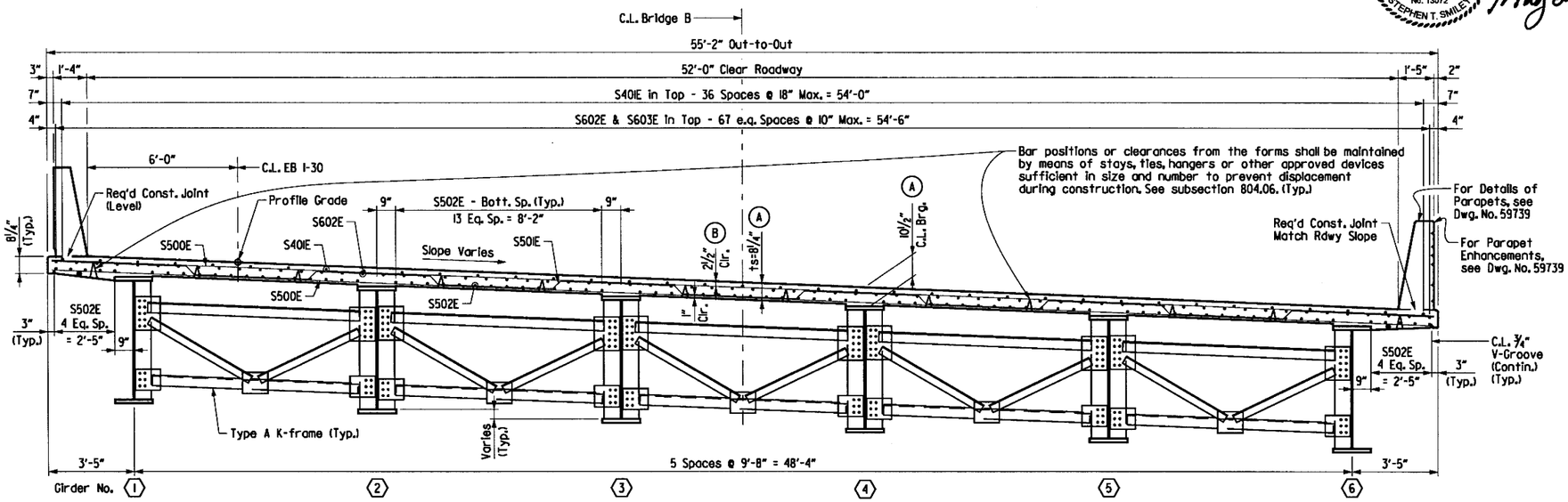
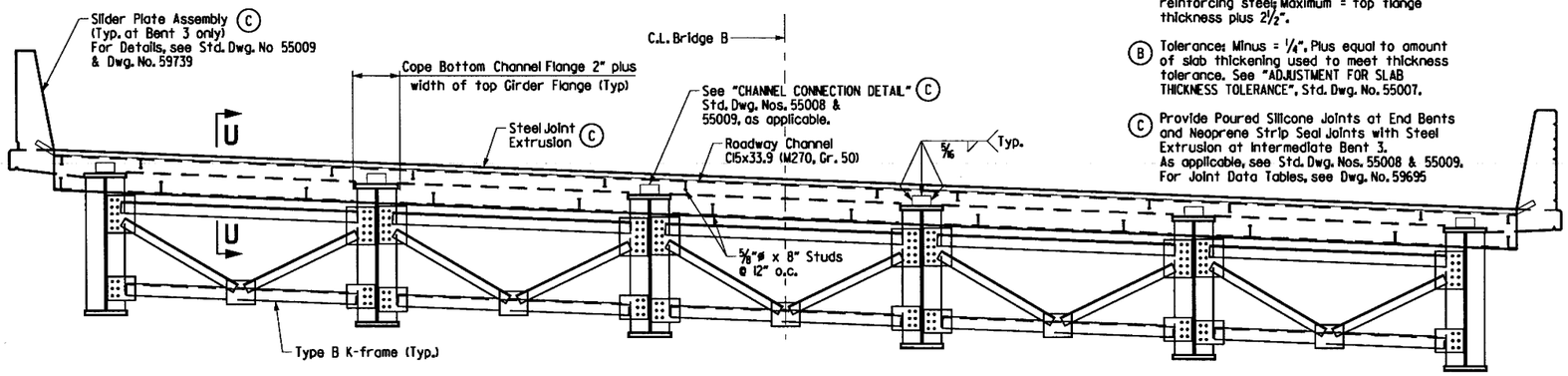
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	905	1465
				(1) B7424		SPAN DETAILS		59730

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018



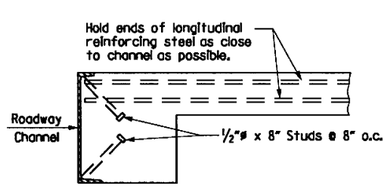
TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"



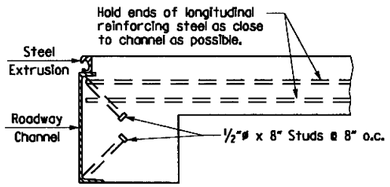
TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

END BENTS 1 & 5



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

BENT 3

SECTION U-U

No Scale

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is ¼" from bottom reinforcing steel; Maximum = top flange thickness plus 2½".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Intermediate Bent 3. As applicable, see Std. Dwg. Nos. 55008 & 55009. For Joint Data Tables, see Dwg. No. 59695

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
S500E @ 13" Centers (Top & Bottom)
S601E @ 13" Centers (Top Overhang)
S501E @ 13" Centers (Bent up over girder)

Longitudinal:
S401E @ 18" Centers (Top Temperature)
S602E & S603E @ 10" Centers (Placed in Top as shown over Int. Supports)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1, 3, & 5 (C)

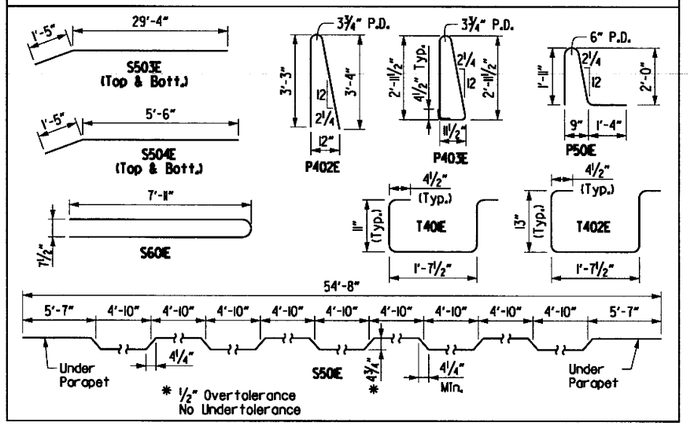
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. L's 8"x4"x½" (End Bents) or
Split C15x33.9 (Bent 3)
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401E	259	36'-6"	Str.
S500E	432	54'-10"	Str.
S501E	217	55'-11"	3 ¾"
S502E	400	50'-8"	Str.
S503E	8	30'-9"	3 ¾"
S504E	12	6'-11"	3 ¾"
S505E to S536E	4 Ea.	6'-4" to 52'-5"	Str.
S601E	464	16'-0"	6"
S602E	68	39'-10"	Str.
S603E	68	60'-0"	Str.
T401E	56	3'-11"	2"
T402E	56	4'-3"	2"
T601E	8	54'-10"	Str.
T701E	50	9'-0"	Str.
P501E	804	5'-8"	3 ¾"
P401E	180	5'-6"	Str.
P402E	804	6'-11"	3 ¾"
P403E	96	7'-11"	3 ¾"
P404E	44	12'-7"	Str.
P405E	220	14'-8"	Str.
P406E	88	15'-8"	Str.

Bending Diagrams
(Dimensions are out to out of bars)



* ½" Overtolerance
No Undertolerance

SHEET 1 OF 4
DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca060lbi_sll
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. B7424 DRAWING NO. 59730

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	906	1465
				(1) B7424		SPAN DETAILS		59731

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
19 July 2018

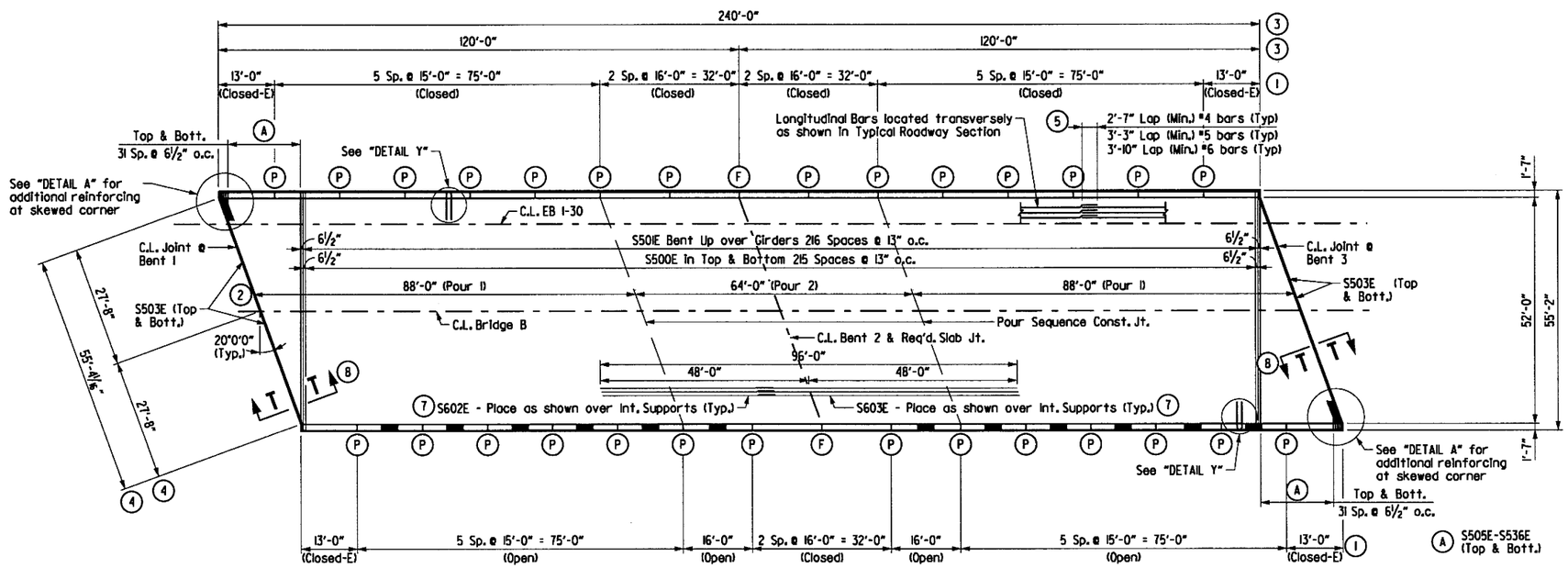
Notes:
Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

Pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a parapet railing pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer.

Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

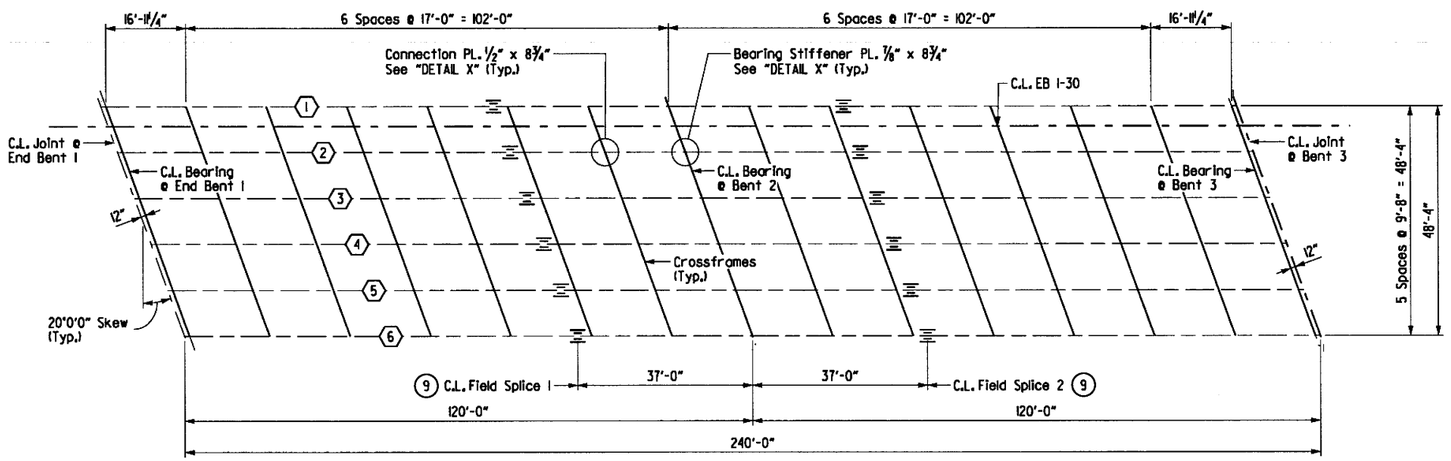
The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"



FRAMING PLAN

SCALE: 1/16" = 1'-0"

For "WELD TABLE" AND "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007.

For "DETAIL X", see Dwg. No. 59733

(X) Girder Number

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Spaced equally between every other top transervse bar as shown.

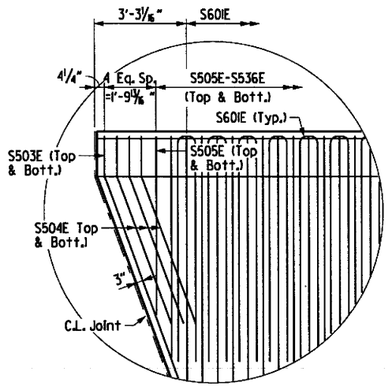
(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59730

(8) For Section T-T, see Dwg. No. 59738

(9) See Girder Elevations for splice type and location.

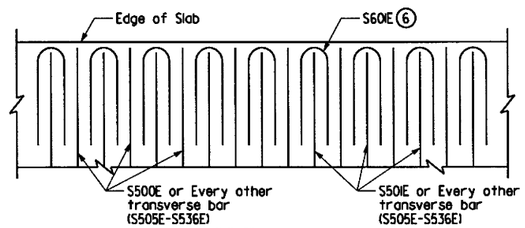
(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59739

(F) C.L. Full Depth Parapet Joint (¼" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59739



DETAIL A

No Scale



DETAIL Y

No Scale

SHEET 2 OF 4
DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601bl_sl2
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. B7424 DRAWING NO. 59731

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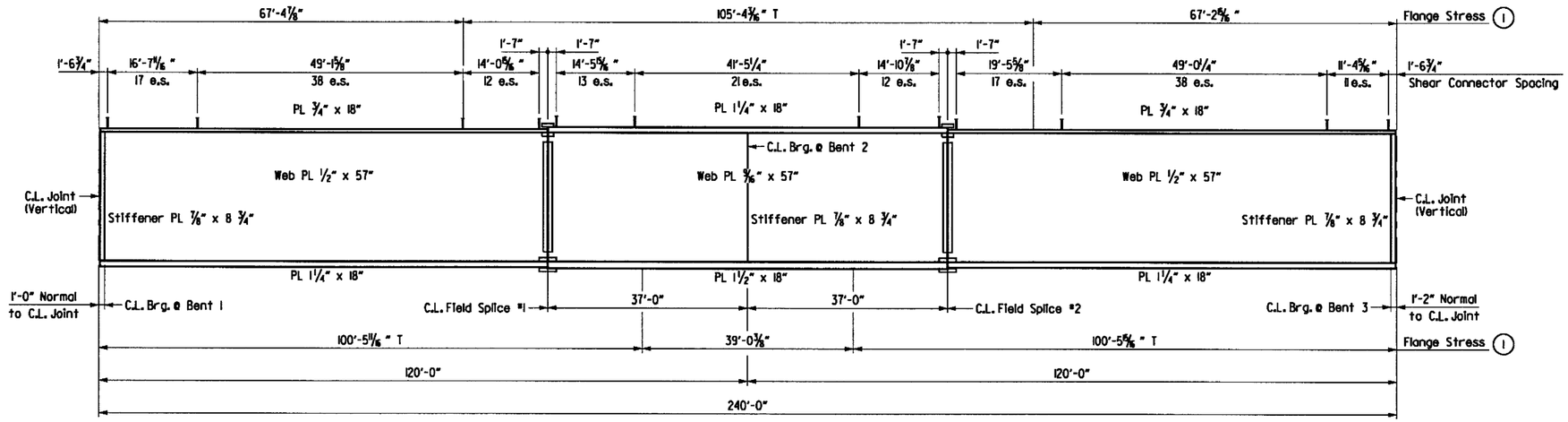
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	907	1465
				(1) B7424		SPAN DETAILS		59732

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



TYPICAL GIRDER ELEVATION

SCALE: 1" = 12.5' Horiz.

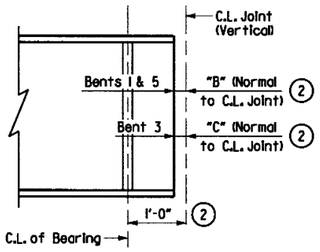
NOTES:

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

Stud Shear Connectors shall be ⅞" dia. x 5"; use 3 studs per row. See "SHEAR CONNECTOR DETAIL", Std. Dwg. No. 55007.

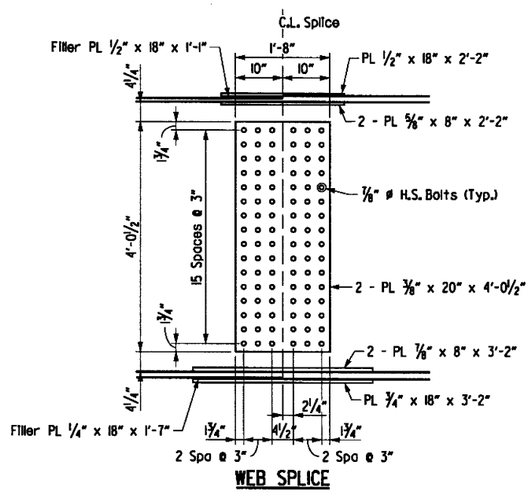
(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of top & bottom flange horizontally parallel to C.L. Joint.

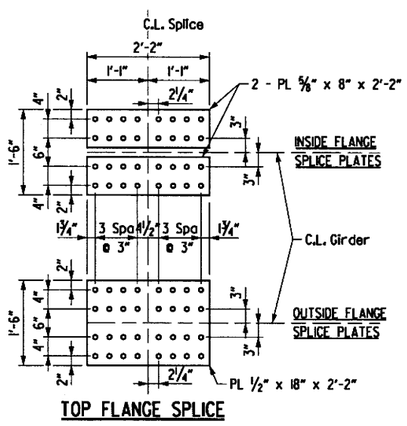


TYPICAL GIRDER END DETAIL

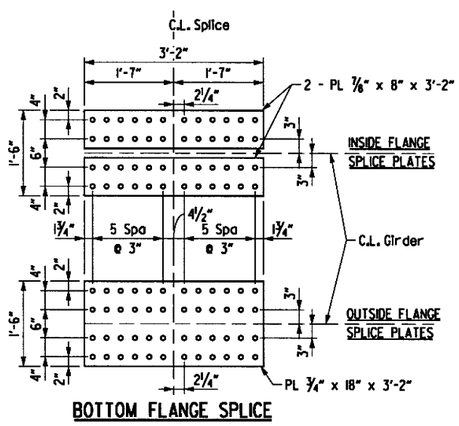
Not to Scale
For dimension "B" & "C", see Dwg. No. 59695



WEB SPLICE



TOP FLANGE SPLICE



BOTTOM FLANGE SPLICE

Note: All splice plates shall be AASHTO M270 Gr. 50.

DETAILS OF FIELD SPLICE

No Scale

SHEET 3 OF 4
DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601bl_sl3
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. B7424 DRAWING NO. 59732

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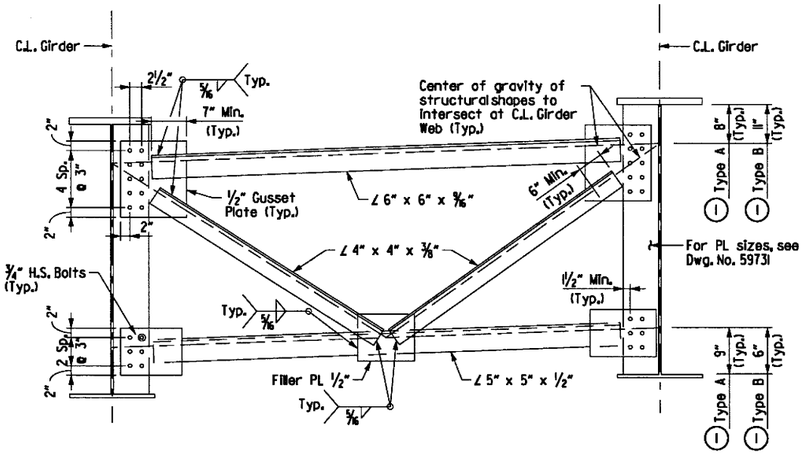
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	908	1465
				① B7424		SPAN DETAILS		59733

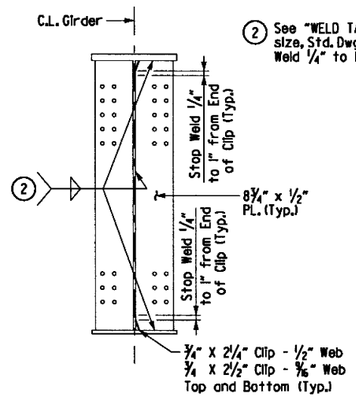
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

Note: All horizontal dimensions are along skew.



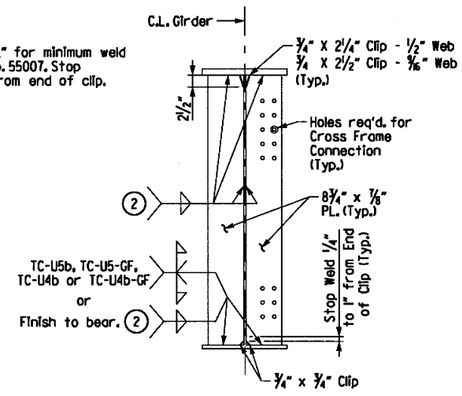
K-FRAME DETAIL

No Scale



CONNECTION PLATE DETAIL

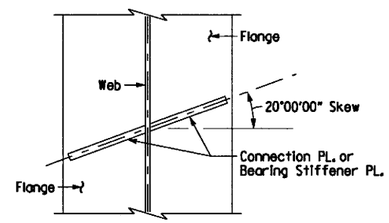
Scale: ¾" = 1'-0"



BEARING STIFFENER DETAIL

Scale: ¾" = 1'-0"

Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.



DETAIL X

Scale: 1½" = 1'-0"

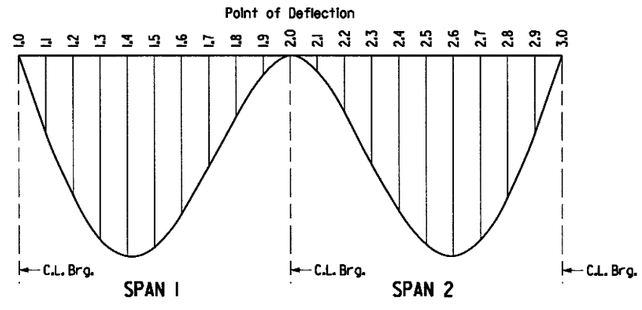
① Use Type A for intermediate K-frame connections and Type B for K-frame connections at C.L. Bearing at Bents 1 & 3.

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-¼" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (In.)																	
		Structural Steel						Structural Steel + Slab						Structural Steel + Slab + Parapets					
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	L1	0.161	0.164	0.166	0.166	0.165	0.161	0.768	0.809	0.833	0.833	0.811	0.768	0.825	0.864	0.888	0.888	0.866	0.824
	L2	0.289	0.294	0.298	0.298	0.295	0.289	1.374	1.447	1.49	1.49	1.449	1.374	1.476	1.546	1.588	1.588	1.548	1.475
	L3	0.381	0.388	0.392	0.392	0.388	0.381	1.808	1.904	1.959	1.959	1.904	1.808	1.942	2.035	2.088	2.088	2.035	1.941
	L4	0.416	0.424	0.428	0.428	0.424	0.416	1.97	2.075	2.135	2.135	2.075	1.97	2.117	2.219	2.277	2.276	2.218	2.116
	L5	0.398	0.405	0.41	0.41	0.405	0.398	1.879	1.978	2.036	2.036	1.978	1.879	2.02	2.116	2.172	2.172	2.115	2.019
	L6	0.33	0.337	0.34	0.34	0.337	0.33	1.553	1.637	1.685	1.685	1.637	1.553	1.671	1.752	1.798	1.798	1.751	1.669
	L7	0.232	0.237	0.239	0.239	0.237	0.232	1.086	1.146	1.179	1.179	1.146	1.086	1.169	1.227	1.259	1.259	1.226	1.168
	L8	0.13	0.132	0.134	0.134	0.132	0.13	0.603	0.637	0.656	0.656	0.637	0.603	0.649	0.682	0.701	0.7	0.682	0.648
	L9	0.042	0.043	0.043	0.043	0.043	0.042	0.193	0.205	0.21	0.21	0.205	0.193	0.208	0.22	0.224	0.224	0.219	0.208
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	2.1	0.035	0.035	0.036	0.036	0.035	0.035	0.161	0.17	0.175	0.175	0.17	0.161	0.173	0.182	0.187	0.187	0.182	0.174
	2.2	0.12	0.122	0.124	0.124	0.122	0.12	0.557	0.589	0.606	0.606	0.589	0.558	0.599	0.63	0.647	0.647	0.631	0.601
	2.3	0.229	0.234	0.236	0.236	0.234	0.229	1.072	1.131	1.164	1.164	1.131	1.072	1.152	1.21	1.242	1.242	1.211	1.154
	2.4	0.325	0.331	0.335	0.335	0.331	0.325	1.528	1.61	1.657	1.657	1.61	1.528	1.641	1.721	1.767	1.767	1.722	1.643
	2.5	0.393	0.4	0.405	0.405	0.4	0.393	1.855	1.953	2.011	2.011	1.953	1.855	1.991	2.087	2.144	2.144	2.088	1.993
	2.6	0.416	0.424	0.428	0.428	0.424	0.416	1.97	2.075	2.134	2.134	2.074	1.97	2.114	2.216	2.274	2.274	2.216	2.115
	2.7	0.381	0.388	0.392	0.392	0.388	0.381	1.808	1.904	1.959	1.959	1.903	1.808	1.94	2.034	2.087	2.087	2.033	1.941
	2.8	0.293	0.299	0.302	0.302	0.299	0.293	1.395	1.47	1.512	1.512	1.47	1.395	1.497	1.57	1.611	1.611	1.57	1.498
	2.9	0.161	0.164	0.166	0.166	0.164	0.161	0.768	0.809	0.833	0.833	0.809	0.767	0.824	0.864	0.887	0.887	0.864	0.823
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

SHEET 4 OF 4
DETAILS OF 240'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 1
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/12/2018
CHECKED BY: STS DATE: 2/19/2018
DESIGNED BY: JH DATE: 2/5/2018
FILENAME: bca0601bl_sl4
SCALE: NONE

BRIDGE NO. B7424 DRAWING NO. 59733

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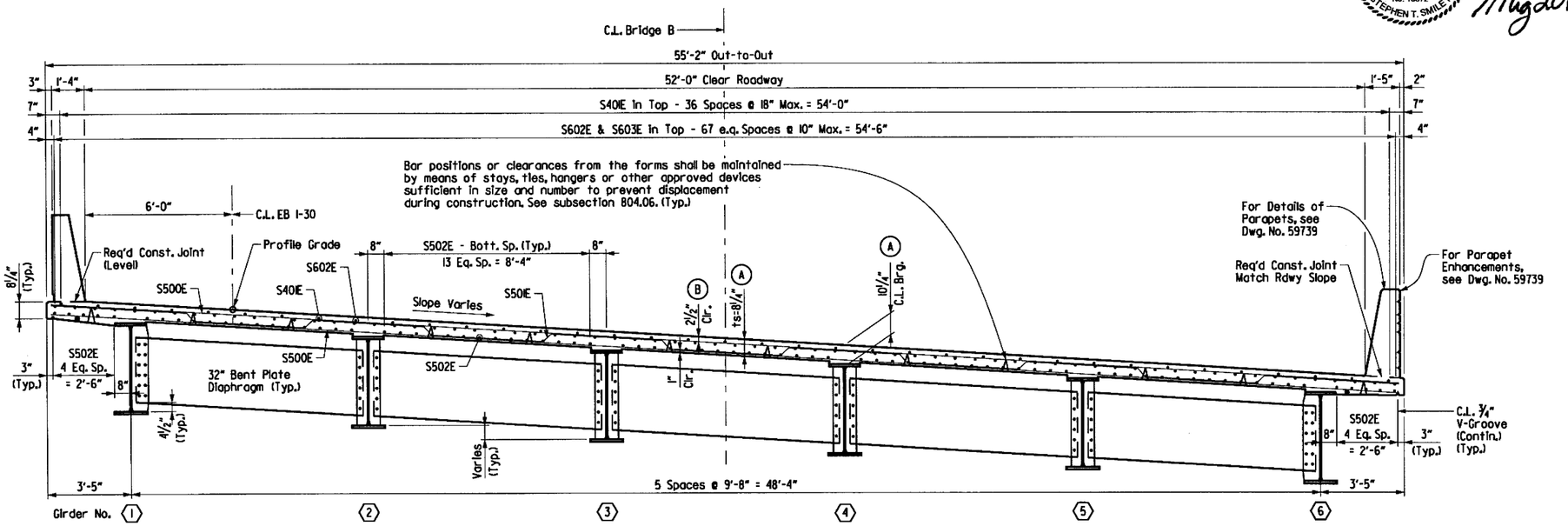
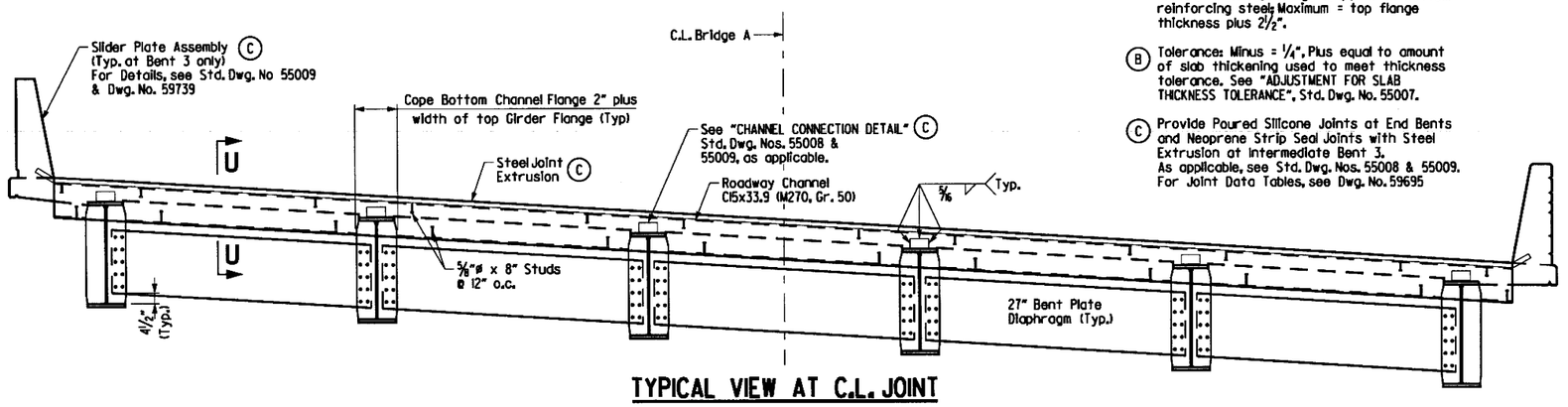
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	909	1465
				(1) B7424		SPAN DETAILS		59734

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7Aug2018

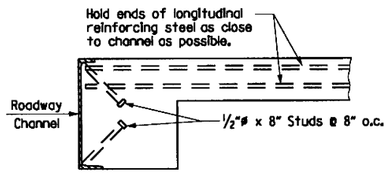


TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"

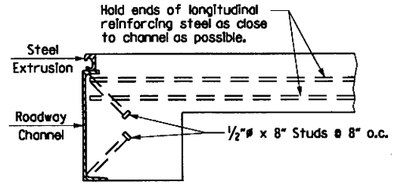


TYPICAL VIEW AT C.L. JOINT



Note: As an alternate to 5/8"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

END BENTS 1 & 5



Note: As an alternate to 5/8"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

BENT 3

SECTION U-U

No Scale

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is ¼" from bottom reinforcing steel; Maximum = top flange thickness plus 2½".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Intermediate Bent 3, As applicable, see Std. Dwg. Nos. 55008 & 55009. For Joint Data Tables, see Dwg. No. 59695

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S50IE. Payment will be based on the weight of bar S50IE.

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
S500E @ 13" Centers (Top & Bottom)
S60IE @ 13" Centers (Top Overhang)
S50IE @ 13" Centers (Bent up over girder)

Longitudinal:
S40IE @ 18" Centers (Top Temperature)
S602E & S603E @ 10" Centers (Placed in Top as shown over Int. Supports)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1, 3, & 5 (C)

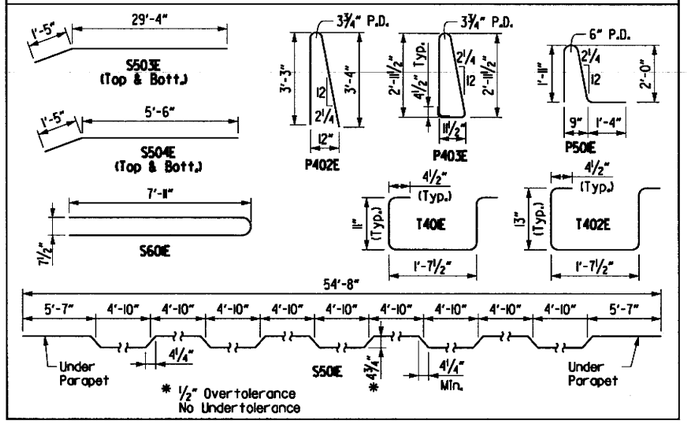
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4"x½" (End Bents) or
Split C15x33.9 (Bent 3)
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S40IE	185	36'-11"	Str.
S500E	284	54'-10"	Str.
S50IE	143	55'-11"	3 ¾"
S502E	320	46'-0"	Str.
S503E	8	30'-9"	3 ¾"
S504E	12	6'-11"	3 ¾"
S505E to S536E	4 Eq.	6'-8" to 52'-9"	Str.
S60IE	316	16'-0"	6"
S602E	68	25'-10"	Str.
S603E	68	55'-0"	Str.
T40IE	56	3'-11"	2"
T402E	56	4'-3"	2"
T60IE	8	54'-10"	Str.
T70IE	50	9'-0"	Str.
P50IE	638	5'-8"	3 ¾"
P40IE	144	5'-6"	Str.
P402E	638	6'-11"	3 ¾"
P403E	16	7'-11"	3 ¾"
P407E	22	10'-7"	Str.
P408E	44	10'-8"	Str.
P409E	22	12'-5"	Str.
P410E	110	12'-6"	Str.
P411E	88	15'-8"	Str.

Bending Diagrams
(Dimensions are out to out of bars)



SHEET 1 OF 4
DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601bl_s2
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. B7424 DRAWING NO. 59734

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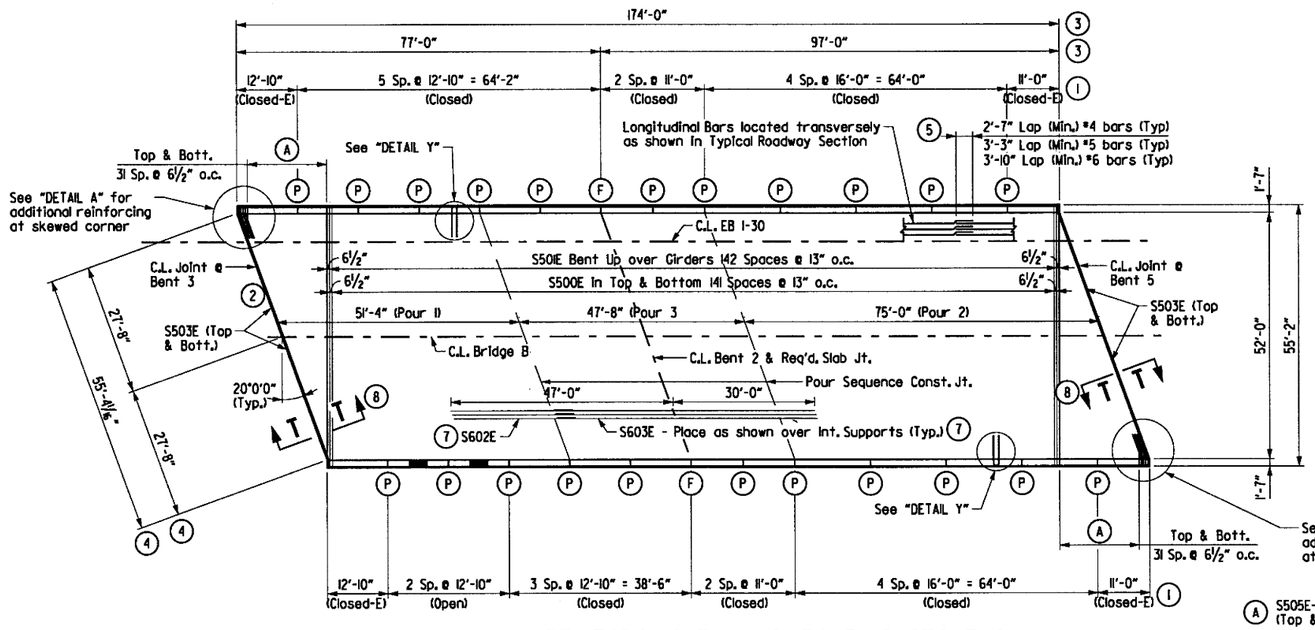
3:20:12 PM
7/19/2018
jharrell

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

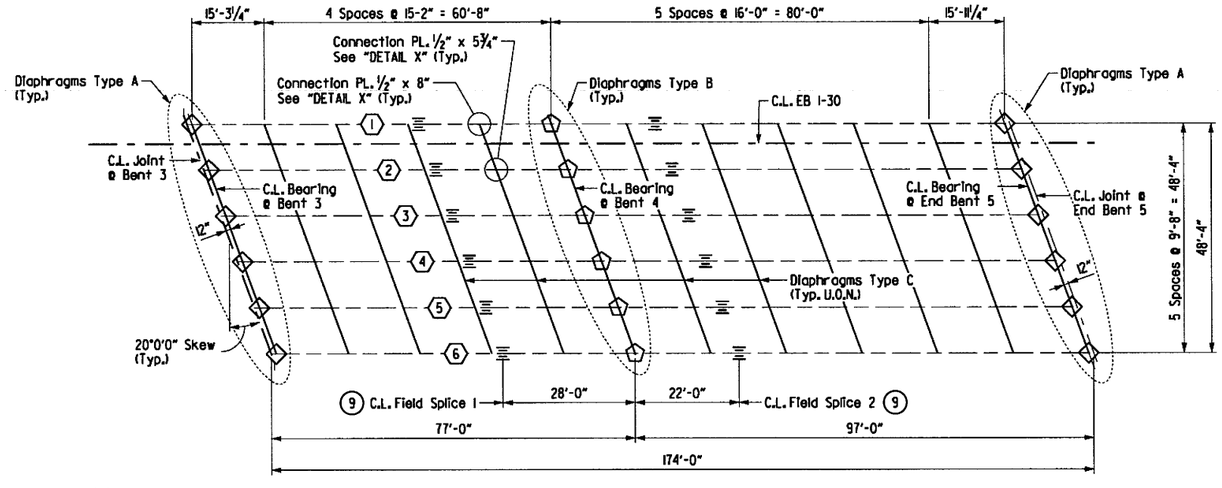
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	910	1465
				(1) B7424		SPAN DETAILS		59735

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"



FRAMING PLAN

SCALE: 1/16" = 1'-0"

(X) Girder Number

◇ Bearing Stiffener Type A See "DETAIL X"

⬠ Bearing Stiffener Type B See "DETAIL X"

For "WELD TABLE" AND "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007.

For "DETAIL X", see Dwg. No. 59737

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

Pours must be made in order as numbered. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a parapet railing pour. Any railing pours made before the entire slab unit has been placed must be approved by the Engineer.

Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min Laps also applicable to splices in Transverse Reinforcing.

(6) Spaced equally between every other top transervse bar as shown.

(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59734

(8) For Section T-T, see Dwg. No. 59738

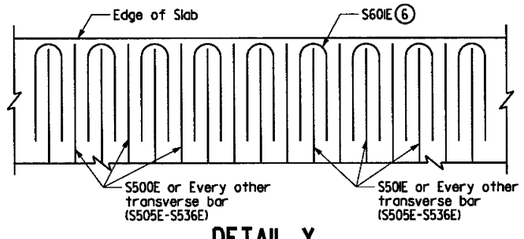
(9) See Girder Elevations for splice type and location.

(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59739

(F) C.L. Full Depth Parapet Joint (¼" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59739

DETAIL A

No Scale



DETAIL Y

No Scale

SHEET 2 OF 4
DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601bl_s22
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. B7424 DRAWING NO. 59735

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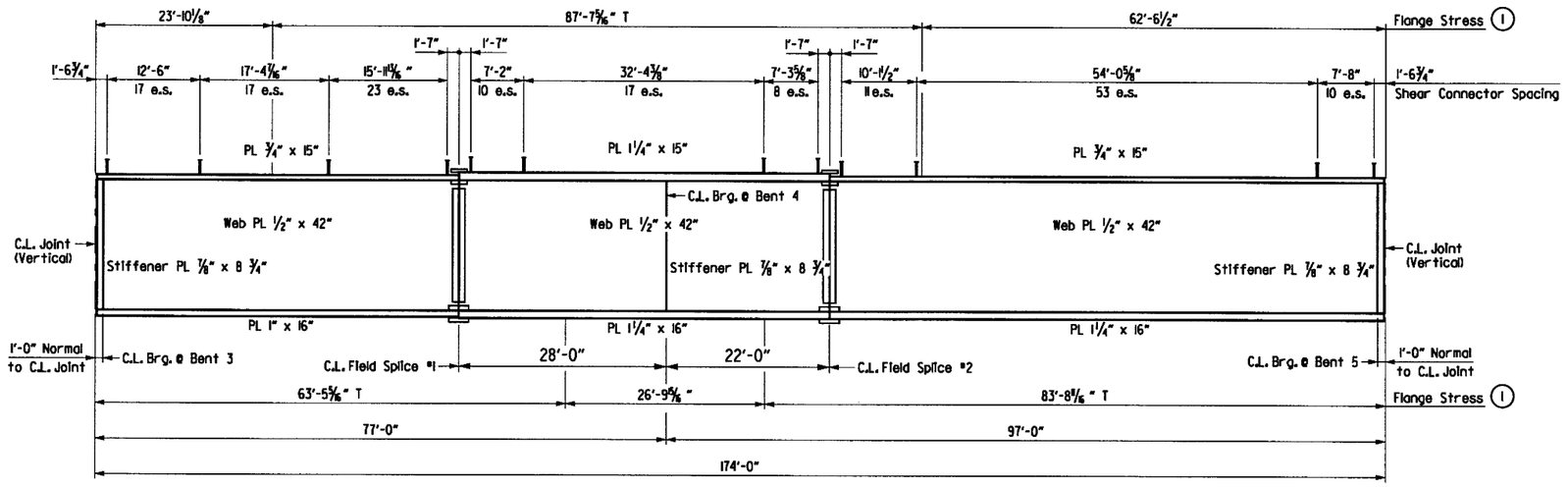
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	911	1465
				(1) B7424		SPAN DETAILS		59736

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



TYPICAL GIRDER ELEVATION

SCALE: 1" = 10' Horiz.

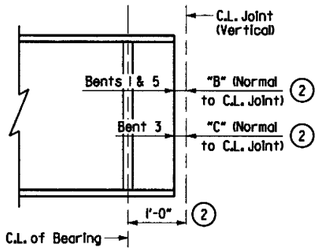
NOTES:

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

Stud Shear Connectors shall be ⅞" dia. x 5"; use 3 studs per row. See "SHEAR CONNECTOR DETAIL", Std. Dwg. No. 55007.

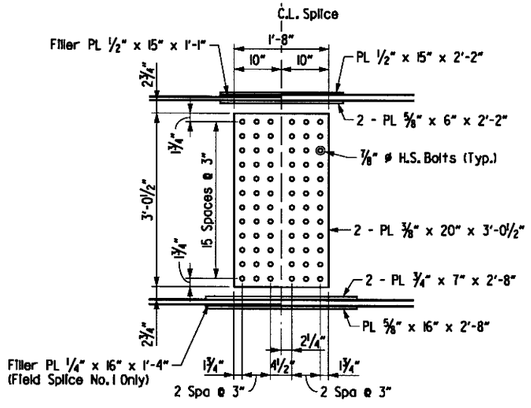
(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of top bottom flange horizontally parallel to C.L. Joint.

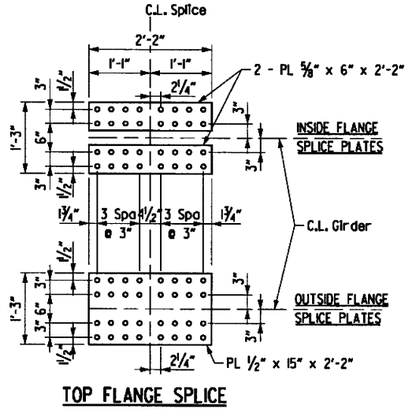


TYPICAL GIRDER END DETAIL

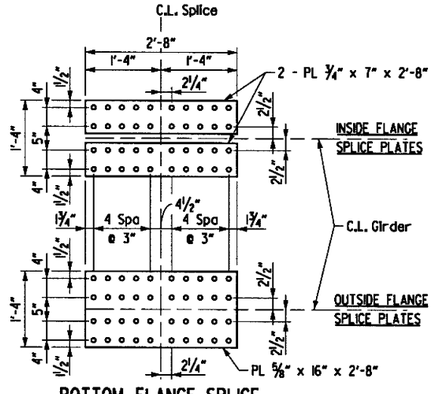
Not to Scale
For dimension "B" & "C", see Dwg. No. 59695



WEB SPLICE



TOP FLANGE SPLICE



BOTTOM FLANGE SPLICE

Note: All splice plates shall be AASHTO M270 Gr. 50.

DETAILS OF FIELD SPLICE

No Scale

SHEET 3 OF 4
DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bco0601bl_s23
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. B7424 DRAWING NO. 59736

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6/21/2018
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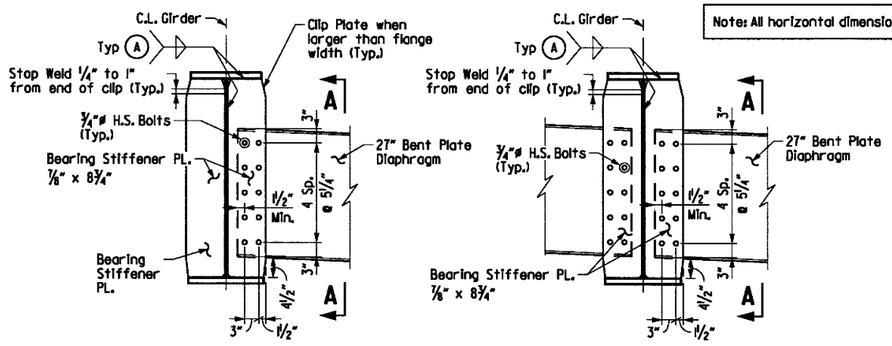
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	912	1465
				(1) B7424		SPAN DETAILS		59737

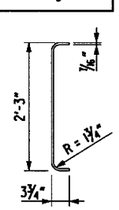
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

Note: All horizontal dimensions are along skew.



DIAPHRAGM CONNECTION TYPE A

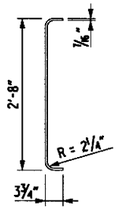
NO SCALE



Typ. cross-section for all 27" bent plate diaphragms

SECTION A-A

SCALE: 3/4" = 1'-0"

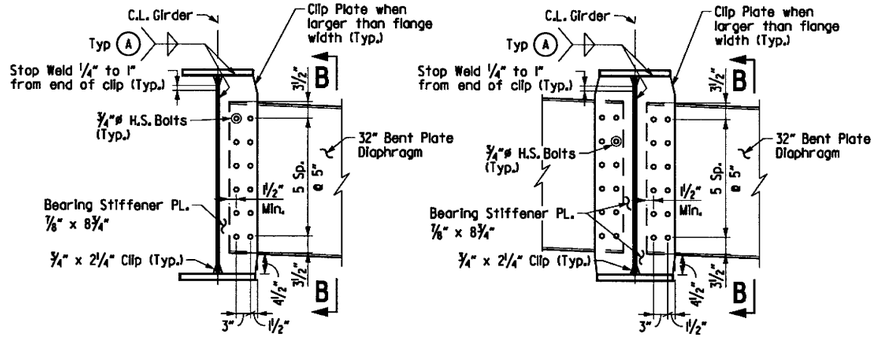


Typ. cross-section for all 32" bent plate diaphragms

SECTION B-B

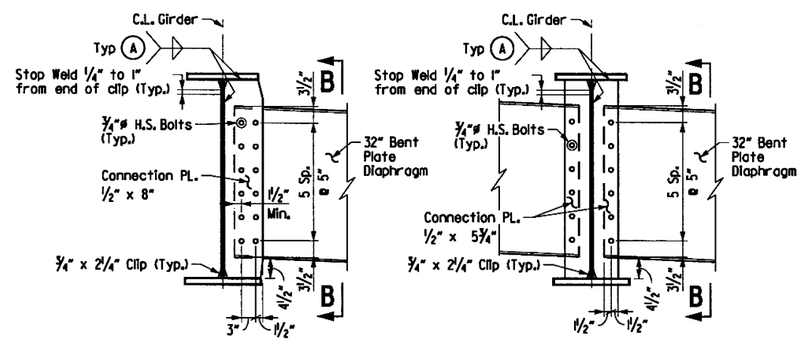
SCALE: 3/4" = 1'-0"

(A) See "WELD TABLE" for minimum weld size, Std. Dwg. No. 55007



DIAPHRAGM CONNECTION TYPE B

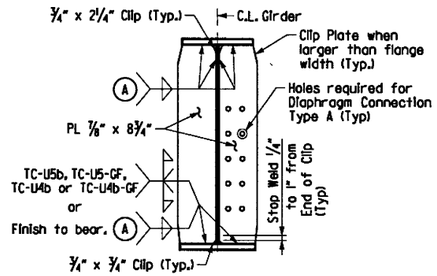
NO SCALE



DIAPHRAGM CONNECTION TYPE C

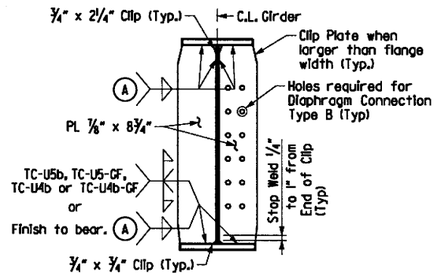
NO SCALE

Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.



BEARING STIFFENER TYPE A

SCALE: 3/4" = 1'-0"

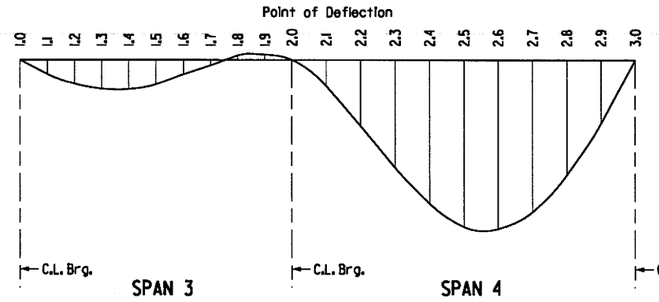


BEARING STIFFENER TYPE B

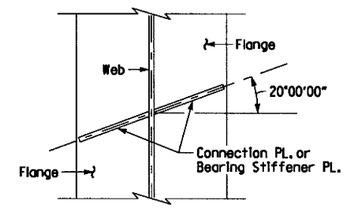
SCALE: 3/4" = 1'-0"

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)																	
		Structural Steel						Structural Steel + Slab						Structural Steel + Slab + Parapets					
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	L1	0.032	0.035	0.036	0.036	0.035	0.032	0.185	0.208	0.22	0.22	0.208	0.185	0.201	0.223	0.235	0.235	0.223	0.2
Span 3	L2	0.054	0.058	0.06	0.06	0.058	0.054	0.31	0.35	0.37	0.37	0.35	0.31	0.337	0.376	0.395	0.395	0.376	0.336
Span 3	L3	0.065	0.07	0.073	0.073	0.07	0.065	0.375	0.425	0.452	0.452	0.425	0.375	0.408	0.457	0.483	0.483	0.456	0.407
Span 3	L4	0.066	0.071	0.074	0.074	0.071	0.066	0.379	0.434	0.463	0.463	0.434	0.379	0.414	0.467	0.495	0.495	0.467	0.412
Span 3	L5	0.054	0.059	0.062	0.062	0.059	0.054	0.315	0.366	0.393	0.393	0.366	0.315	0.345	0.395	0.421	0.421	0.394	0.344
Span 3	L6	0.031	0.035	0.037	0.037	0.035	0.031	0.185	0.226	0.247	0.247	0.226	0.185	0.205	0.245	0.265	0.265	0.245	0.204
Span 3	L7	0.01	0.013	0.014	0.014	0.013	0.01	0.067	0.096	0.111	0.111	0.097	0.067	0.078	0.106	0.12	0.12	0.106	0.076
Span 3	L8	-0.013	-0.012	-0.011	-0.011	-0.012	-0.013	-0.062	-0.049	-0.043	-0.043	-0.049	-0.063	-0.063	-0.051	-0.045	-0.045	-0.051	-0.065
Span 3	L9	-0.014	-0.013	-0.013	-0.013	-0.013	-0.014	-0.07	-0.065	-0.063	-0.063	-0.065	-0.071	-0.073	-0.069	-0.067	-0.067	-0.069	-0.075
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	2.1	0.065	0.066	0.066	0.066	0.066	0.065	0.344	0.356	0.363	0.363	0.356	0.344	0.369	0.381	0.388	0.388	0.381	0.369
Span 4	2.2	0.163	0.167	0.168	0.168	0.167	0.163	0.87	0.908	0.927	0.927	0.908	0.87	0.934	0.971	0.99	0.99	0.972	0.935
Span 4	2.3	0.265	0.271	0.274	0.274	0.271	0.265	1.416	1.48	1.516	1.516	1.48	1.416	1.52	1.583	1.618	1.618	1.583	1.521
Span 4	2.4	0.352	0.36	0.364	0.364	0.36	0.352	1.885	1.973	2.023	2.023	1.973	1.885	2.023	2.109	2.158	2.158	2.109	2.024
Span 4	2.5	0.408	0.417	0.423	0.423	0.417	0.408	2.191	2.294	2.355	2.355	2.294	2.191	2.35	2.451	2.51	2.51	2.451	2.352
Span 4	2.6	0.412	0.422	0.427	0.427	0.422	0.412	2.216	2.323	2.384	2.384	2.322	2.216	2.376	2.481	2.54	2.54	2.48	2.378
Span 4	2.7	0.371	0.379	0.384	0.384	0.379	0.37	1.995	2.091	2.148	2.147	2.091	1.993	2.139	2.232	2.288	2.287	2.233	2.138
Span 4	2.8	0.28	0.287	0.291	0.291	0.287	0.28	1.51	1.585	1.628	1.627	1.584	1.509	1.619	1.692	1.734	1.733	1.691	1.618
Span 4	2.9	0.154	0.158	0.16	0.16	0.158	0.154	0.832	0.874	0.898	0.897	0.874	0.831	0.892	0.933	0.956	0.955	0.933	0.891
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM



DETAIL X

No Scale

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 4 OF 4
DETAILS OF 174'-0" CONTINUOUS COMPOSITE PLATE GIRDER UNIT 2
BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bcg0601bl_s24
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	NONE
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. B7424 DRAWING NO. 59737

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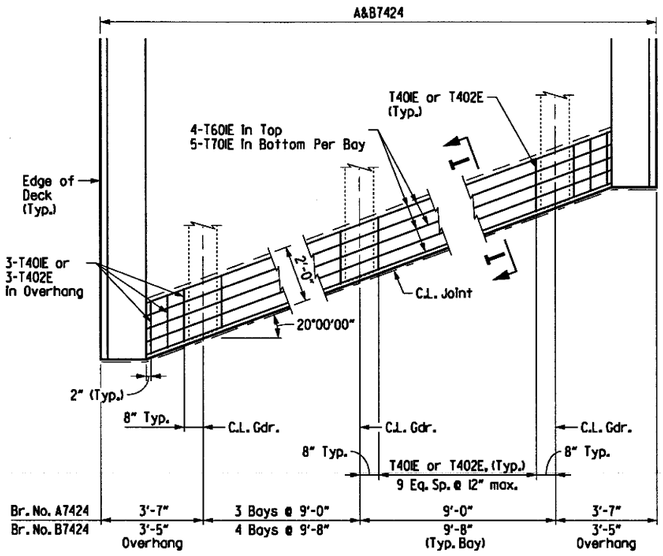
jharrell 6/21/2018 1:20:23 PM

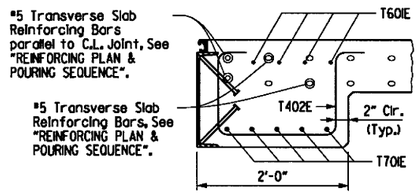
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	913	1465
				(1) A&B7424		COMMON DETAILS		59738



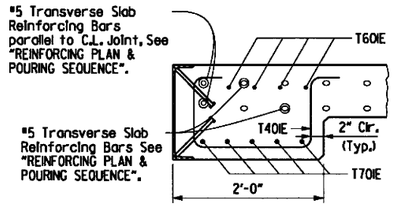
A&B7424 - PLAN OF TURNDOWN AT SLAB ENDS

(Looking Ahead. Opposite slab end is similar)
Scale: 3/8" = 1'-0"



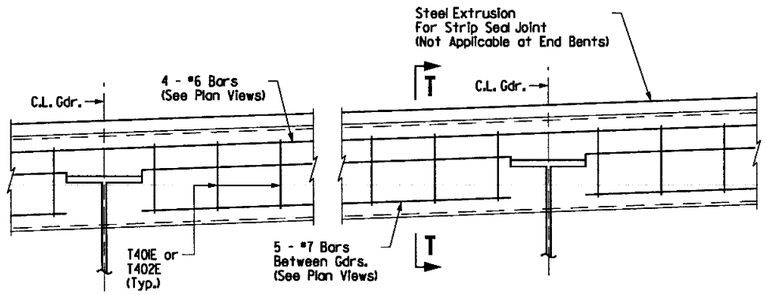
SECTION T-T

(Shown at Bents 3)
Scale: 3/8" = 1'-0"



SECTION T-T

(Shown at End Bents 1 & 5)
Scale: 3/8" = 1'-0"



ELEVATION OF TURNDOWN AT SLAB ENDS

No Scale

COMMON DETAILS
I-30 BRIDGES OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca060lml_sl
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. A&B7424 DRAWING NO. 59738

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Ⓟ C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab.

Ⓕ C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab.

① Provide 3 - P400E bars each face centered with C.L. Partial Depth Parapet Joints.

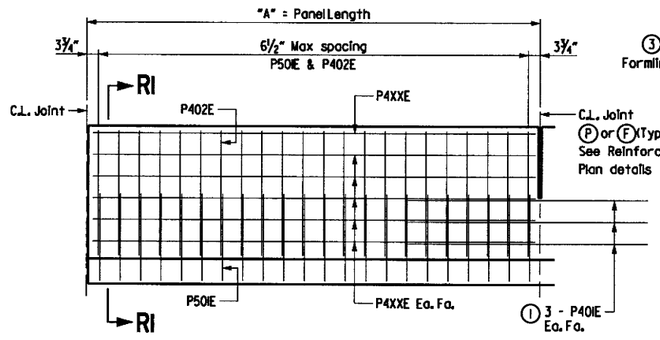
② Applicable for Inside Parapets without Aesthetic forminer (Rt. side Bridge A & Lt. side Bridge B)

③ Applicable for Outside Parapets with Aesthetic forminer (Lt. side Bridge A & Rt. side Bridge B)

Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA060I "Architectural Finish".

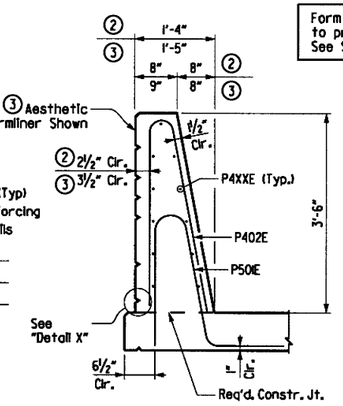
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	914	1465
				① A&B7424		RAIL DETAILS		59739



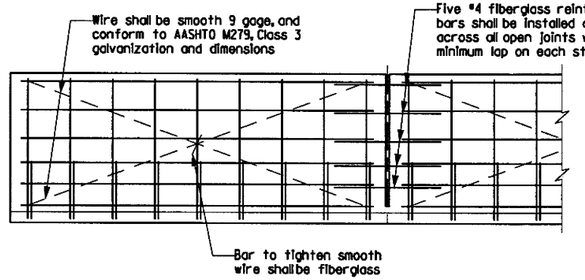
DETAILS OF CLOSED PARAPET RAIL

½" = 1'-0"

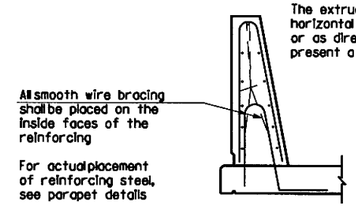


SECTION RI-RI

¾" = 1'-0"



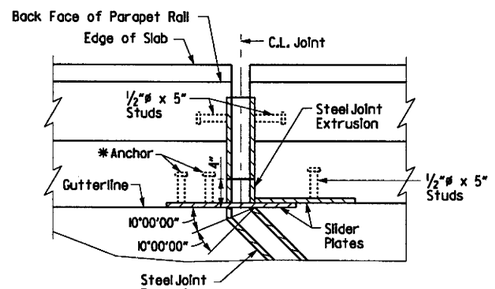
All panels shall be braced as shown to prevent rocking. All open joints shall be sawed as soon as practical to a minimum width of ¼". To control cracking before sawing, all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.

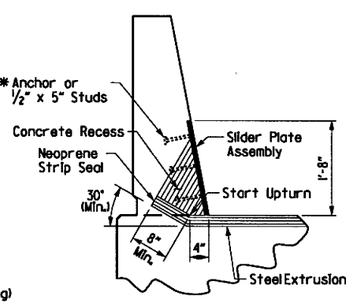


The extruded parapet shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture.

DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL

(Applicable along inside deck edges at C.L. Median I-30
No Scale

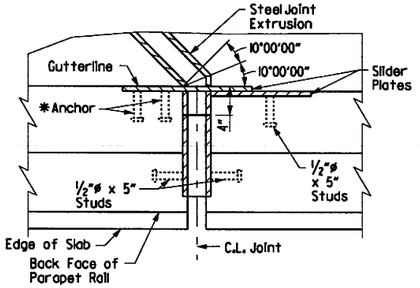




SECTION A-A

¾" = 1'-0"

Note:
SECTION A-A & B-B supplement Standard Details for Neoprene Strip Seal Joints, see Std. Dwg. No. 55009

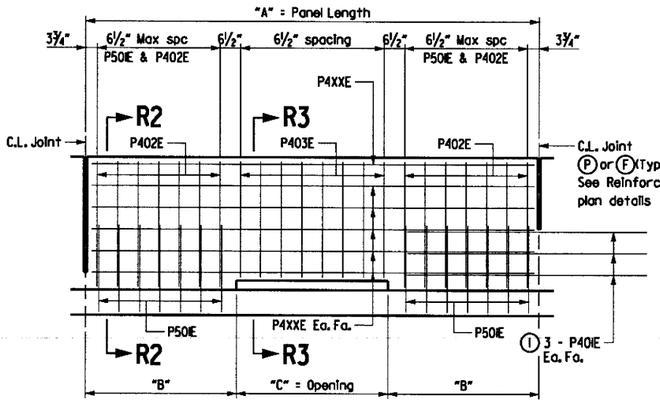


SECTION B-B AT BENT 3

BENTS WITH SKEW - No Scale

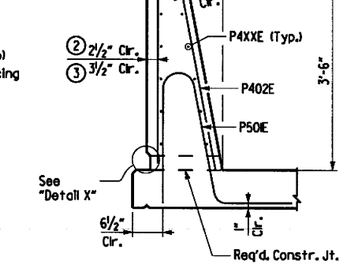
*The method of attachment of the cover slider assembly or similar device must be such that it may be removed in order to provide for future replacement of the neoprene seal. Anchors shall not be paid for directly, but shall be considered subsidiary to the item "Armored Joint with Neoprene Strip Seal".

Method of installation and fabrication shall be determined by the manufacturer.



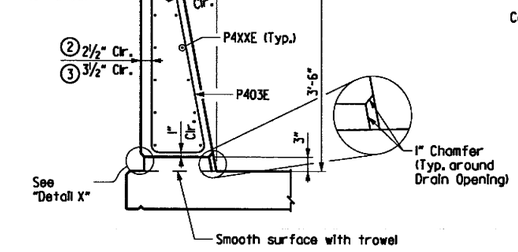
DETAILS OF OPEN PARAPET RAIL

½" = 1'-0"



SECTION R2-R2

¾" = 1'-0"



SECTION R3-R3

¾" = 1'-0"

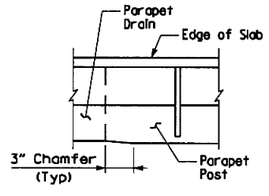
TABLE OF PARAPET RAIL VARIABLES

	Parapet Type	"A"	"B"	"C"	"P4XXE" Longitudinal Reinforcing
UNIT 1	Closed-E	13'-0"			P404E
	Closed	15'-0"			P405E
	Open	15'-0"	5'-6"	4'-0"	P405E
	Closed	16'-0"			P406E
	Open	16'-0"	6'-0"	4'-0"	P406E
UNIT 2	Closed-E	11'-0"			P407E
	Closed	11'-0"			P408E
	Closed-E	12'-10"			P409E
	Closed	12'-10"			P410E
	Open	12'-10"	4'-5"	4'-0"	P410E
	Closed	16'-0"			P411E

For location of Closed Parapet panels, See "REINFORCING PLAN & POURING SEQUENCE" Dwg. Nos. 59710, 59714, 59731, 59735

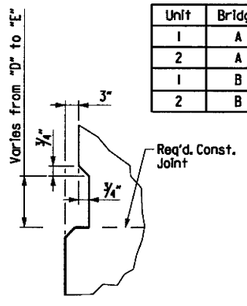
TABLE OF VARIABLES

Unit	Bridge	"D"	"E"
1	A	3"	3 3/8"
2	A	3 3/8"	3 3/4"
1	B	3"	3"
2	B	3"	3"



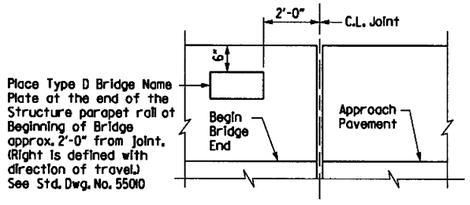
PLAN OF RAIL POST CHAMFER

(Typ for Open Drain Panels Only)
Scale: 1½" = 1'-0"



DETAIL X

(Applicable along inside deck edges at C.L. Median I-30)
No Scale



NAME PLATE DETAIL

No Scale

PARAPET RAIL DETAILS I-30 BRIDGES OVER HWY.70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601l_pl
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. A&B7424 DRAWING NO. 59739

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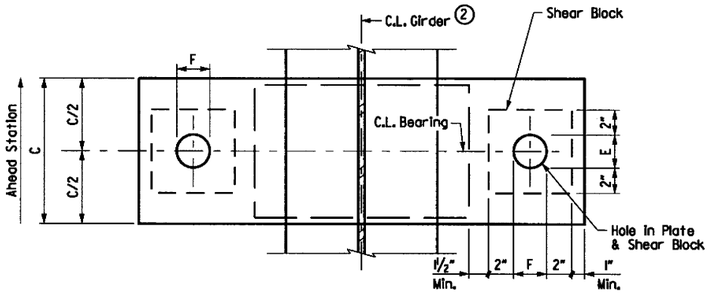
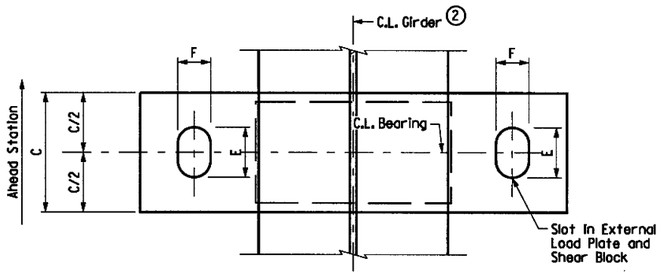
Jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	915	1465
				① A&B7424		BEARING DETAILS		59740

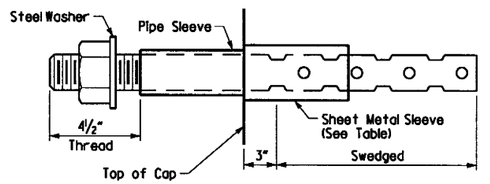
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN VIEW @ BENT 2 & 4
(No Scale)



PLAN VIEW @ BENT 1, 3, & 5
(No Scale)



ANCHOR BOLT DETAIL
(No Scale)

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a QPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Plate Girder Spans, (M 270, Gr. 50)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

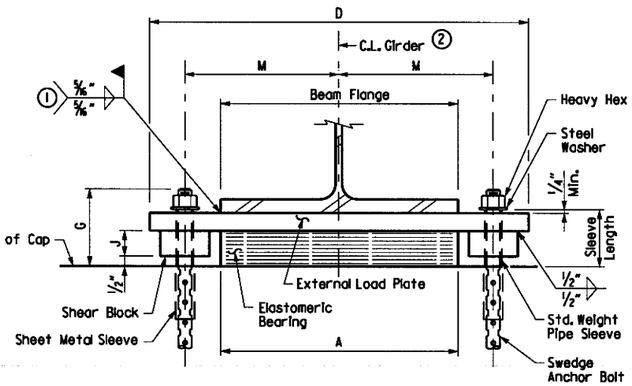
External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

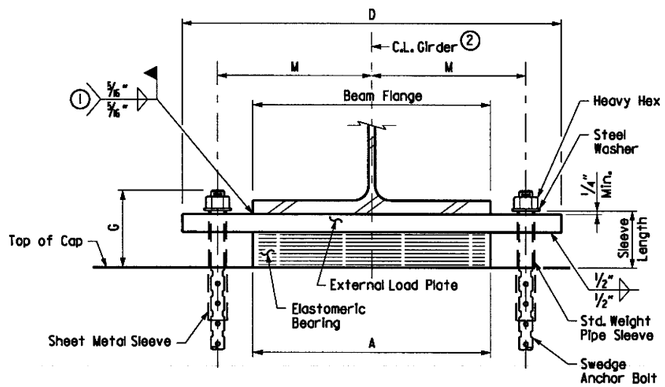
Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Plate Girder Spans, (M 270, Gr. 50)". (M 270, Gr. 50)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings". Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidary to the item "Elastomeric Bearings" and will not be paid for directly.

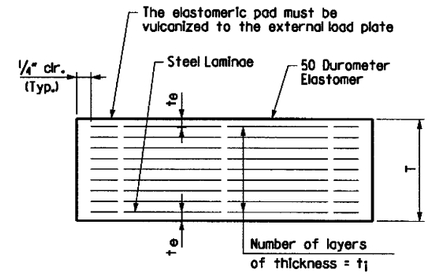
Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.



FRONT VIEW @ BENTS 2 & 4
(No Scale)



FRONT VIEW @ BENTS 1, 3, & 5
(No Scale)



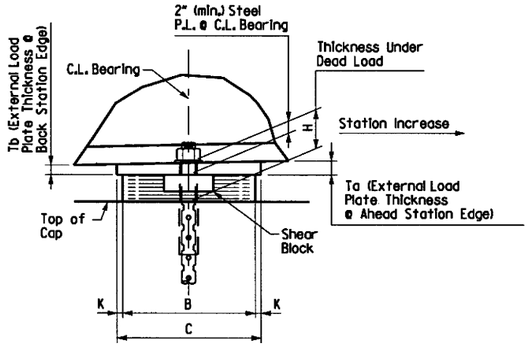
† t1 = thickness of elastomer between steel laminae.
† te = thickness of elastomer cover on top and bottom of pad.
N = number of elastomer layers of thickness t_1.

ELASTOMERIC BEARING
(No Scale)

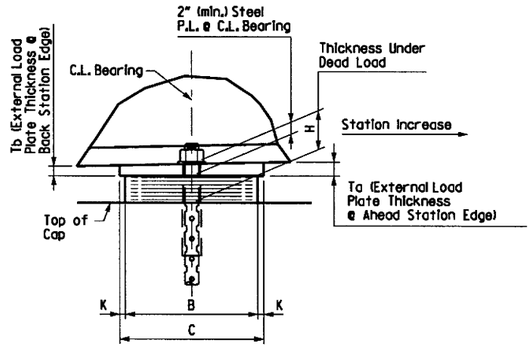
① Care shall be taken to ensure that the external load plate is in full and complete contact with the beam or girder flange before welding begins.

② Thus the C.L. of Bearings shall coincide with the C.L. of Girders.

Note:
The direction of bevel of the external load plate may not be accurately depicted with respect to the "T(a)" and "T(b)" values shown in the "Table of Fabricator Variables."



SIDE VIEW @ BENTS 2 & 4
(No Scale)



SIDE VIEW @ BENTS 1, 3, & 5
(No Scale)

SHEET 1 OF 2
DETAILS OF ELASTOMERIC BEARINGS
OF I-30 BRIDGES OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	2/12/2018	FILENAME:	bca0601l_el
CHECKED BY:	STS	DATE:	2/19/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	2/5/2018		

BRIDGE NO. A&B7424 DRAWING NO. 59740

s:\4407\01\dgn\plans\bridge\bearing\bca0601l_el.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	916	1465
				① A&B7424		BEARING DETAILS		59741

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018

*Maximum Load = Service Limit I State

TABLE OF FABRICATOR VARIABLES

	LOCATION				NO. of	* MAXIMUM			ELASTOMER PAD						EXTERNAL LOAD PLATE									ANCHOR BOLT			
	BENT NO.	SPAN NO(S).	GIRDER NO(S).	BEARING TYPE	BEARINGS EACH BENT	DESIGN LOAD (KIPS)	G (in.)	H (in.)	A (in.)	B (in.)	N (ea)	ti (in.)	te (in.)	NO. & THICKNESS OF STEEL LAMINAE	T (in.)	C (in.)	D (in.)	E (in.)	F (in.)	J (in.)	K (in.)	M (in.)	Ta (in.)	Tb (in.)	ANCHOR BOLT (in.)	ANCHOR BOLT GRADE	PIPE SLEEVE SIZE	SHEET METAL SLEEVE SIZE	STEEL WASHER O.D. (in.) ①
A7424	1	1	1-3	Exp.	3	150	6 7/8	4 3/8	18	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	29	3 7/8	2 1/2	-	1/2	11 3/4	1.99	2.01	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4
	1	1	4-5	Exp.	2	150	6 7/8	4 3/8	18	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	29	3 7/8	2 1/2	-	1/2	11 3/4	1.98	2.02	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4
	2	1 & 2	1-2	Fixed	2	407	7 5/8	4 3/8	22	14	3	1/2	1/4	4 @ 12 Ga.	2 7/16	15	41 1/2	3 1/4	3 1/4	1 7/8	1/2	16 1/8	1.99	2.01	2" x 34"	55	2" x 4 5/8"	4" x 12"	4 3/4
	2	1 & 2	3	Fixed	1	407	7 5/8	4 3/8	22	14	3	1/2	1/4	4 @ 12 Ga.	2 7/16	15	41 1/2	3 1/4	3 1/4	1 7/8	1/2	16 1/8	1.98	2.02	2" x 34"	55	2" x 4 5/8"	4" x 12"	4 3/4
	2	1 & 2	4-5	Fixed	2	407	7 5/8	4 3/8	22	14	3	1/2	1/4	4 @ 12 Ga.	2 7/16	15	41 1/2	3 1/4	3 1/4	1 7/8	1/2	16 1/8	1.96	2.04	2" x 34"	55	2" x 4 5/8"	4" x 12"	4 3/4
	3	2	1-3	Exp.	3	150	6 7/8	4 3/8	18	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	29	3 7/8	2 1/2	-	1/2	11 3/4	1.99	2.01	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4
	3	2	4-5	Exp.	2	150	6 7/8	4 3/8	18	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	29	3 7/8	2 1/2	-	1/2	11 3/4	1.98	2.02	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4
	3	3	1-2	Exp.	2	133	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27	3 3/8	2 1/2	-	1/2	10 3/4	1.99	2.01	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4
	3	3	3-5	Exp.	3	133	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27	3 3/8	2 1/2	-	1/2	10 3/4	1.98	2.02	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4
	4	3 & 4	1-2	Fixed	2	301	7 5/8	4 3/8	18	12	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13	37 1/2	3 1/4	3 1/4	1 7/8	1/2	14 1/8	1.98	2.02	2" x 29"	55	2" x 4 5/8"	4" x 12"	4 3/4
	4	3 & 4	3	Fixed	1	301	7 5/8	4 3/8	18	12	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13	37 1/2	3 1/4	3 1/4	1 7/8	1/2	14 1/8	1.97	2.03	2" x 29"	55	2" x 4 5/8"	4" x 12"	4 3/4
	4	3 & 4	4-5	Fixed	2	301	7 5/8	4 3/8	18	12	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13	37 1/2	3 1/4	3 1/4	1 7/8	1/2	14 1/8	1.95	2.05	2" x 29"	55	2" x 4 5/8"	4" x 12"	4 3/4
	5	4	1-2	Exp.	2	133	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27	3 3/8	2 1/2	-	1/2	10 3/4	1.97	2.03	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4
	5	4	3-5	Exp.	3	133	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27	3 3/8	2 1/2	-	1/2	10 3/4	1.95	2.05	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4
B7424	1	1	1-3	Exp.	3	157	6 7/8	4 3/8	18	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	29 5/8	3 7/8	2 5/8	-	1/2	12	2.00	2.00	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8
	1	1	4-6	Exp.	3	157	6 7/8	4 3/8	18	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	29 5/8	3 7/8	2 5/8	-	1/2	12	1.99	2.01	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8
	2	1 & 2	1-2	Fixed	2	423	7 5/8	4 3/8	22	14	3	1/2	1/4	4 @ 12 Ga.	2 7/16	15	41 1/2	3 1/4	3 1/4	1 7/8	1/2	16 1/8	1.97	2.03	2" x 34"	55	2" x 4 5/8"	4" x 12"	4 3/4
	2	1 & 2	3-4	Fixed	2	423	7 5/8	4 3/8	22	14	3	1/2	1/4	4 @ 12 Ga.	2 7/16	15	41 1/2	3 1/4	3 1/4	1 7/8	1/2	16 1/8	1.96	2.04	2" x 34"	55	2" x 4 5/8"	4" x 12"	4 3/4
	2	1 & 2	5-6	Fixed	2	423	7 5/8	4 3/8	22	14	3	1/2	1/4	4 @ 12 Ga.	2 7/16	15	41 1/2	3 1/4	3 1/4	1 7/8	1/2	16 1/8	1.94	2.06	2" x 34"	55	2" x 4 5/8"	4" x 12"	4 3/4
	3	2	1-3	Exp.	3	157	6 7/8	4 3/8	18	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	29 5/8	3 7/8	2 5/8	-	1/2	12	1.96	2.04	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8
	3	2	4-6	Exp.	3	157	6 7/8	4 3/8	18	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	29 5/8	3 7/8	2 5/8	-	1/2	12	1.94	2.06	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8
	3	3	1-3	Exp.	3	140	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27 5/8	3 3/8	2 5/8	-	1/2	11	1.95	2.05	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8
	3	3	4-6	Exp.	3	140	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27 5/8	3 3/8	2 5/8	-	1/2	11	1.94	2.06	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8
	4	3 & 4	1-3	Fixed	3	313	7 5/8	4 3/8	18	12 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13 1/2	37 1/2	3 1/4	3 1/4	1 7/8	1/2	14 1/8	1.92	2.08	2" x 29"	55	2" x 4 5/8"	4" x 12"	4 3/4
	4	3 & 4	4-6	Fixed	3	313	7 5/8	4 3/8	18	12 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13 1/2	37 1/2	3 1/4	3 1/4	1 7/8	1/2	14 1/8	1.90	2.10	2" x 29"	55	2" x 4 5/8"	4" x 12"	4 3/4
	5	4	1-2	Exp.	2	140	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27 5/8	3 3/8	2 5/8	-	1/2	11	1.92	2.08	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8
	5	4	3-4	Exp.	2	140	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27 5/8	3 3/8	2 5/8	-	1/2	11	1.91	2.09	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8
	5	4	5-6	Exp.	2	140	6 7/8	4 3/8	16	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	27 5/8	3 3/8	2 5/8	-	1/2	11	1.90	2.10	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 12"	4 3/8

① For fabrication of the Steel Washers when the tabulated O.D. exceeds ASTM F436, the I.D. of the washers shall conform to ASTM F436 and the thickness of 3/8" shall be used.

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a OPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Plate Girder Spans, (M 270, Gr. 50)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Plate Girder Spans, (M 270, Gr. 50)", (M 270, Gr. 50)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings". Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

SHEET 2 OF 2
DETAILS OF ELASTOMERIC BEARINGS
OF I-30 BRIDGES OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 2/12/2018 FILENAME: bca0601l_e2
CHECKED BY: STS DATE: 2/19/2018 SCALE: AS SHOWN
DESIGNED BY: JH DATE: 2/5/2018

BRIDGE NO. A&B7424 DRAWING NO. 59741

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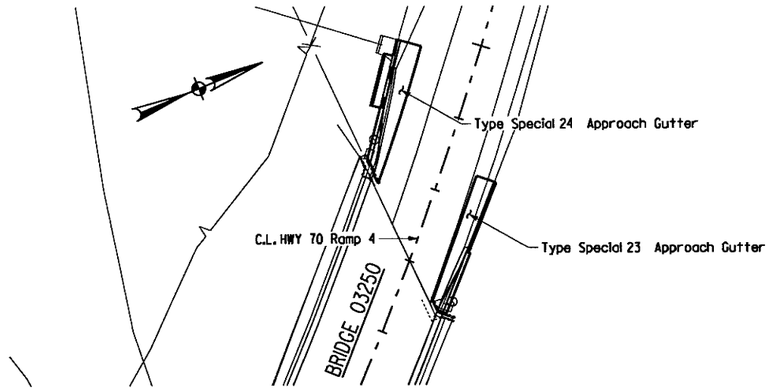
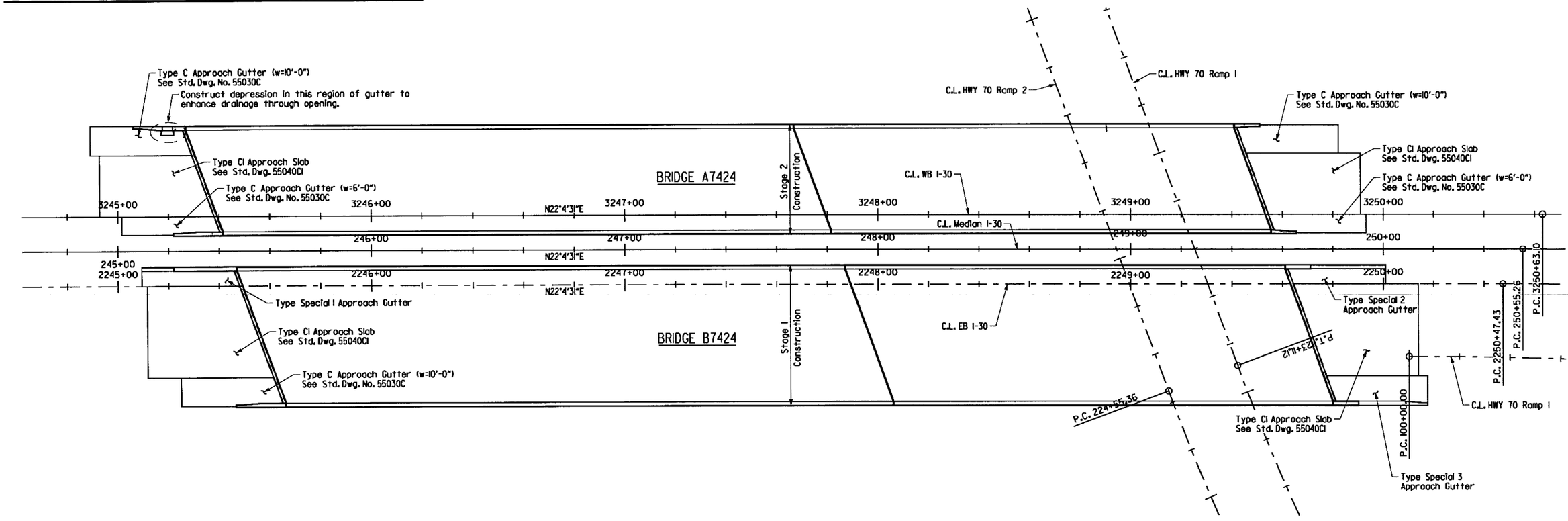
6/21/2018 1:20:26 PM
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	917	1465
				(1) 03250,A&B7424 APP. GUTTER & SLAB				59742

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-07-20



PLAN OF TYPE SPECIAL 23 & 24 APPROACH GUTTERS



PLAN OF APPROACH GUTTERS AND SLABS

LAYOUT OF APPROACH GUTTERS & SLABS
I-30 BRIDGES OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/26/2018	FILENAME:	bca0601ml_asi
CHECKED BY:	STS	DATE:	4/2/2018	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	3/19/2018		

BRIDGE NO. 03250, A&B7424 DRAWING NO. 59742

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Jharrell
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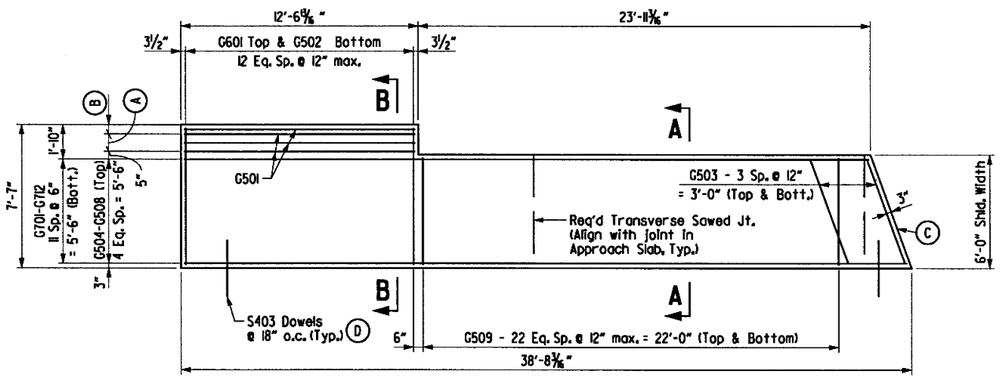
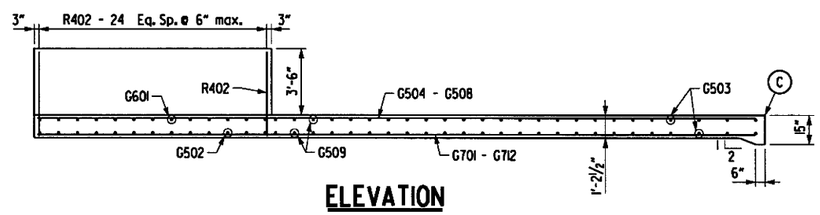
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	918	1465
				① B7424		APPROACH GUTTER I&2		59743

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



APPROACH GUTTER TYPE I PLAN

SCALE: 1/4" = 1'-0"



ELEVATION

SCALE: 1/4" = 1'-0"

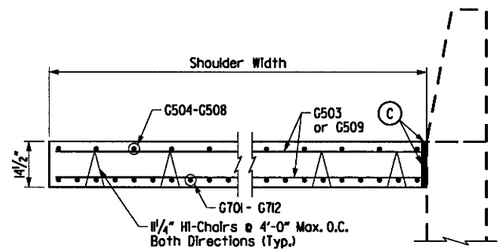
Ⓐ G501 - 2 Sp. @ 5½" = 11" (Bottom)

Ⓑ G501 - 2 Sp. @ 3" = 6" (Bottom)

Ⓒ ½" Preformed Jt. Filler AASHTO M 153 Type I and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

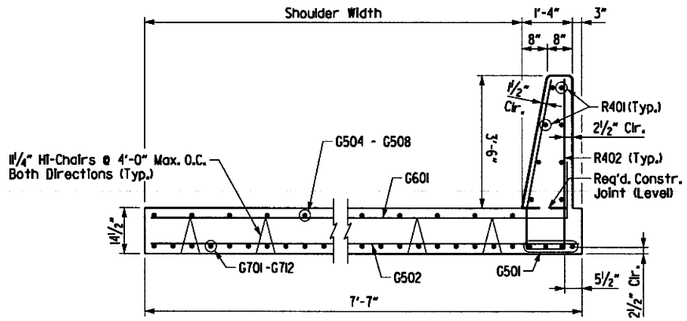
Ⓓ Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".



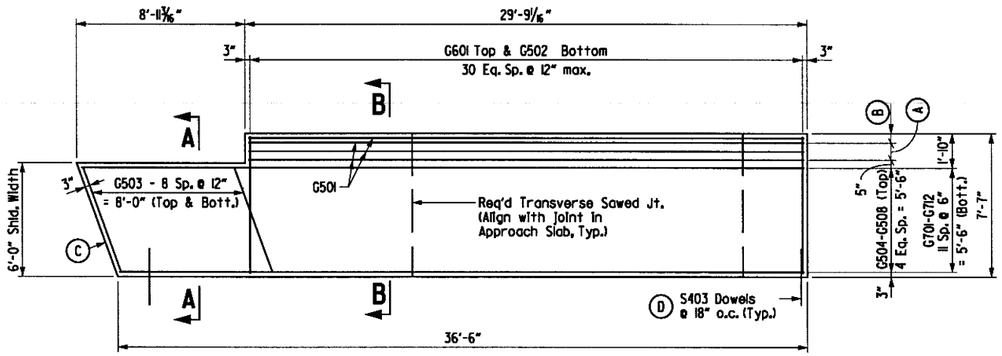
SECTION A-A

SCALE: ½" = 1'-0"



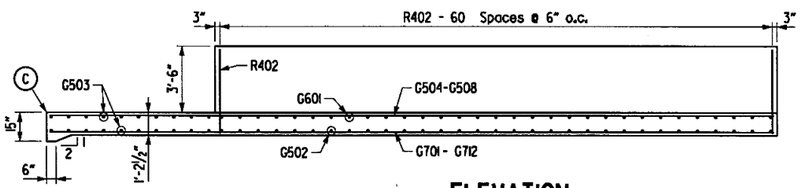
SECTION B-B

SCALE: ½" = 1'-0"



APPROACH GUTTER TYPE 2 PLAN

SCALE: 1/4" = 1'-0"

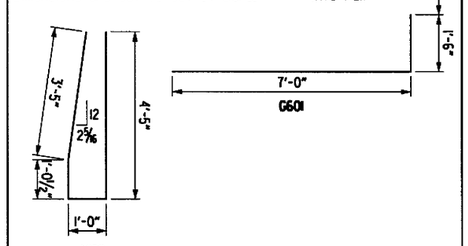


ELEVATION

SCALE: 1/4" = 1'-0"

BENDING DIAGRAMS

NOTE:
Dimensions are out to out of bars.



BAR LIST - ONE TYPE I SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	4	12'-0"	Str.
G502	13	7'-3"	Str.
G503	8	5'-11"	Str.
G504 to G508	1 Ea.	36'-3" to 38'-3"	Str.
G509	23	5'-8"	Str.
G701 to G712	1 Ea.	36'-3" to 38'-3"	Str.
G601	13	8'-6"	4 ½"
R401	8	12'-0"	Str.
R402	25	9'-9"	2"

BAR LIST - ONE TYPE 2 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	4	29'-5"	Str.
G502	30	7'-3"	Str.
G503	18	5'-11"	Str.
G504 to G508	1 Ea.	36'-3" to 38'-3"	Str.
G701 to G712	1 Ea.	36'-3" to 38'-3"	Str.
G601	31	8'-6"	4 ½"
R401	8	29'-5"	Str.
R402	61	9'-9"	2"

TABLE OF QUANTITIES

For Information Only

Gutter	Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
1	1834	13.03
2	2519	17.03

General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

DETAILS OF TYPE SPECIAL 1 & 2 APPROACH GUTTERS I-30 BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/26/2018
CHECKED BY: STS DATE: 4/2/2018
DESIGNED BY: JH DATE: 3/19/2018
FILENAME: bca0601b1_asi
SCALE: AS SHOWN

BRIDGE NO. B7424 DRAWING NO. 59743

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	919	1465
				(1) B7424		APPROACH GUTTER 3		59744

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

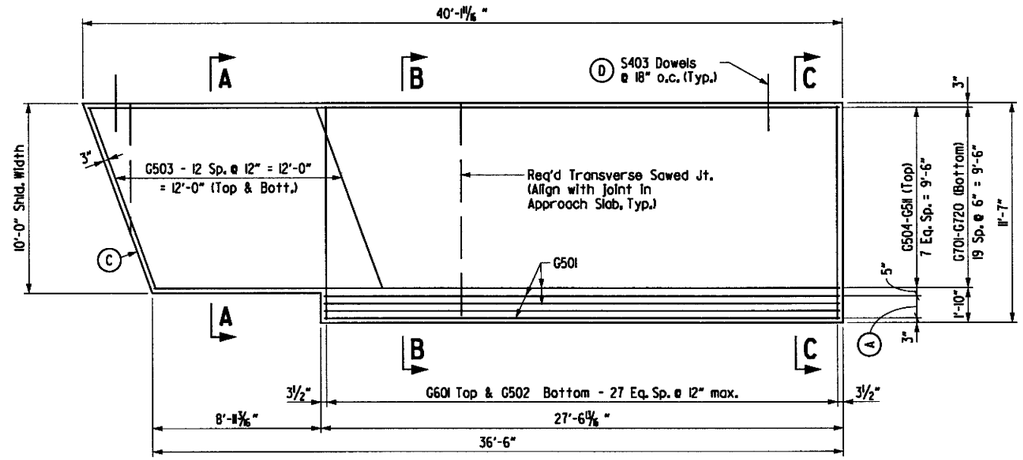
(A) G501 - 3 Sp. @ 5½" = 1'-11" (Bottom)

(B) For Parapet Enhancements, see Dwg. No. 59695

(C) ½" Preformed Jt. Filler AASHTO M 153 Type I and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

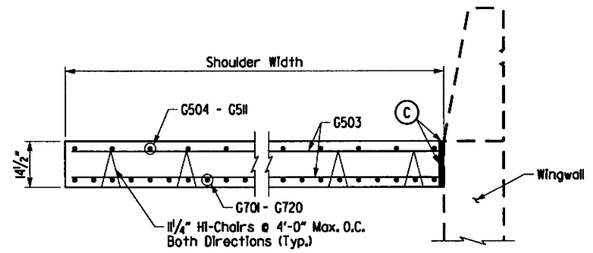
(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".



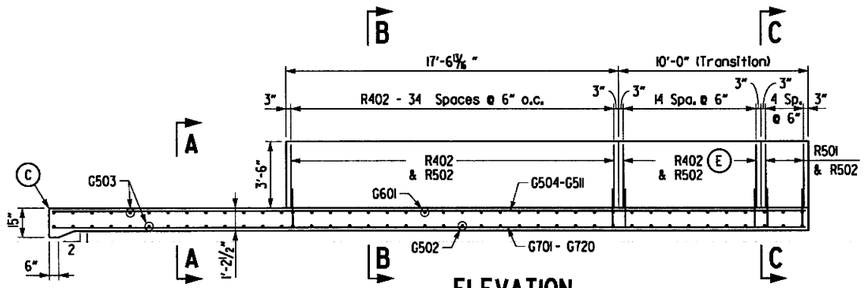
APPROACH GUTTER TYPE 3 PLAN

SCALE: ¼" = 1'-0"



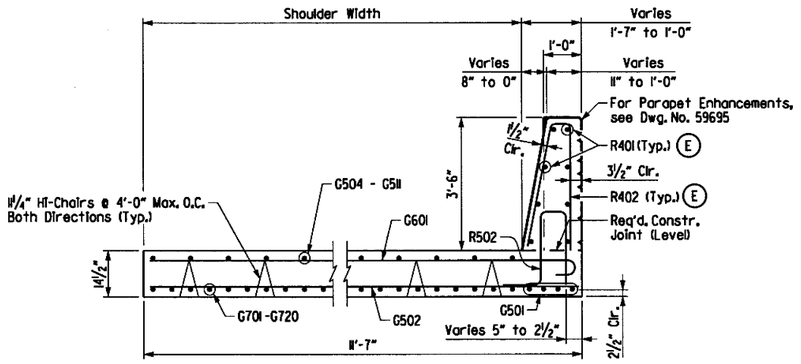
SECTION A-A

SCALE: ½" = 1'-0"



ELEVATION

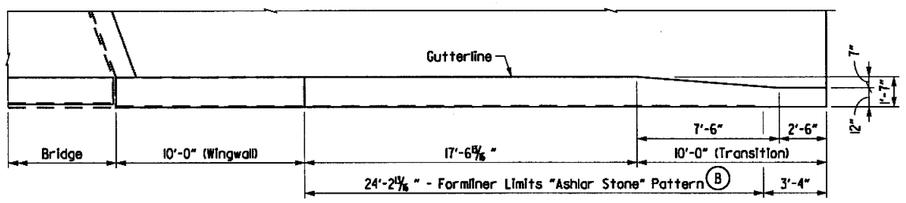
SCALE: ¼" = 1'-0"



SECTION B-B

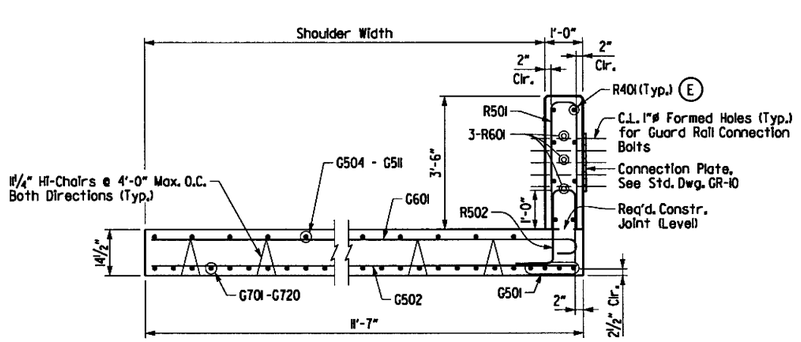
SCALE: ½" = 1'-0"

(E) Bend R401 & R402 in field to match rail line. (Pin Diameter = 2")



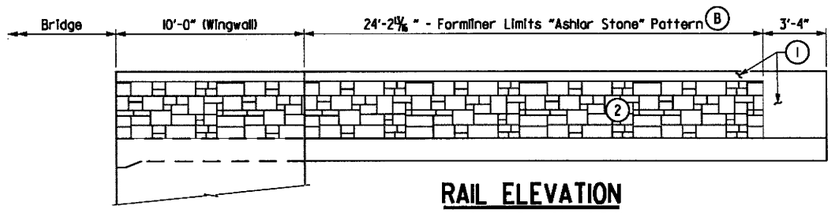
RAIL PLAN

SCALE: ¼" = 1'-0"



SECTION C-C

SCALE: ½" = 1'-0"



RAIL ELEVATION

(Looking at Backside of Rail)
SCALE: ¼" = 1'-0"

General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST - ONE TYPE 3 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	4	27'-0"	Str.
G502	28	11'-3"	Str.
G503	26	10'-2"	Str.
G504 to G511	1 Ea.	36'-3" to 39'-8"	Str.
G601	28	11'-4"	4½"
G701 to G720	1 Ea.	36'-3" to 39'-8"	Str.
R401	8	27'-0"	2"
R402	50	7'-2"	2"
R501	5	7'-2"	2½"
R502	55	5'-4"	2½"
R601	3	5'-0"	Str.

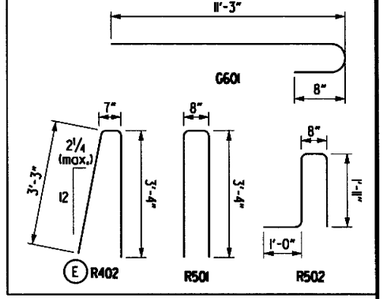
TABLE OF QUANTITIES

For Information Only

Gutter	Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
3	3811	23.58

BENDING DIAGRAMS

NOTE: Dimensions are out to out of bars.



DETAILS OF TYPE SPECIAL 3 APPROACH GUTTER 1-30 BRIDGE B OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/26/2018	FILENAME:	bca0601bl_as2
CHECKED BY:	STS	DATE:	4/2/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/19/2018		

BRIDGE NO. B7424 DRAWING NO. 59744

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	919A	1465
				(1) 03250		APPROACH GUTTER 23		60247

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-07-20

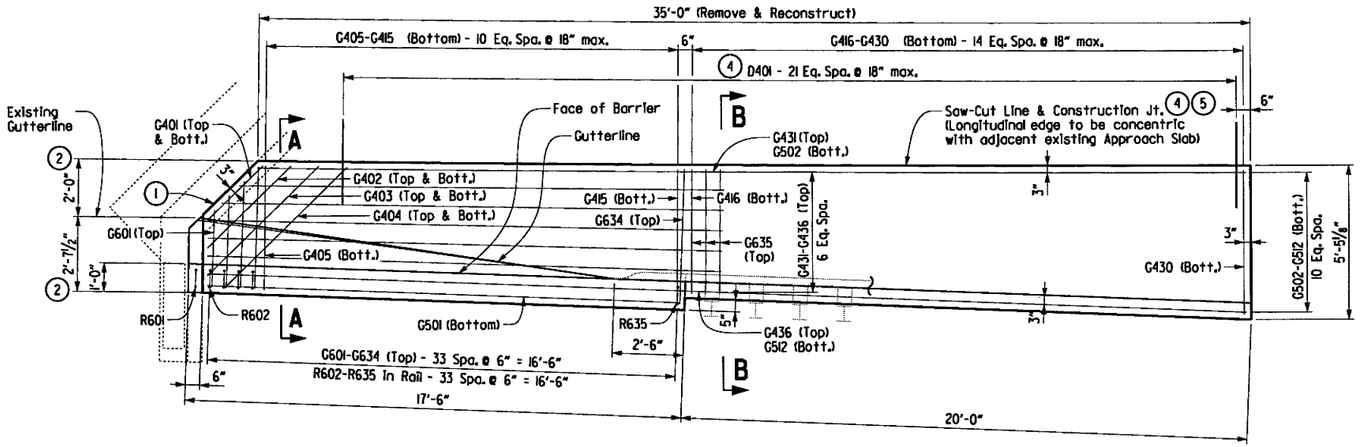
(1) ½" Preformed Joint AASHTO M 153 Type I and ½" x 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

(2) Dimension estimated from as-builts, field verify and adjust as necessary to match existing geometry.

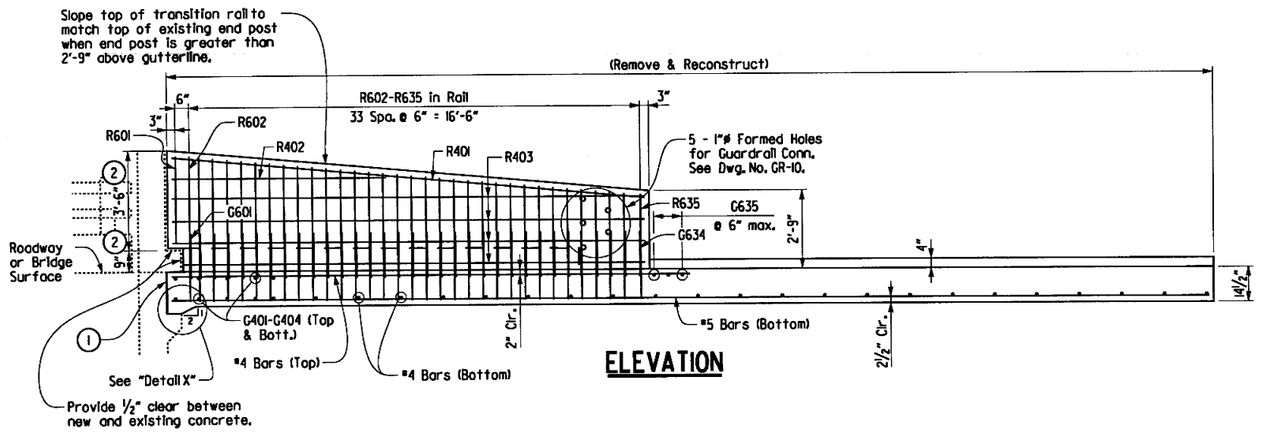
(3) C.L. 1"ø Formed Holes (Typ.) for Guard Rail Connection Bolts

(4) Dowels D401 shall be drilled and grouted into existing slab. At the Contractors option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters".

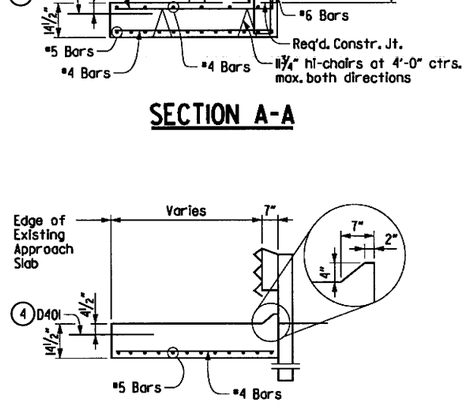
(5) Saw-Cut Line to coincide with existing construction joint between Gutter and Slab, after having been revealed by removal of existing asphalt overlay.



PLAN - APPROACH GUTTER SPECIAL 23

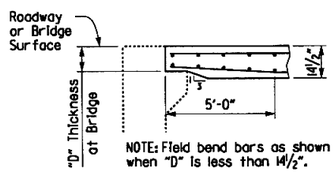


ELEVATION



SECTION A-A

SECTION B-B



NOTE: Field bend bars as shown when "D" is less than 14½".

DETAIL X

General Notes:

All concrete shall be Class S or S(AE) or a mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall be fabricated & placed to maintain a mimimum of 2" clr. cover unless noted otherwise. Bar Lengths shown are for estimating purposes.

Approach Gutters will be measured and paid for in accordance with Section 504.

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
1498	11.30

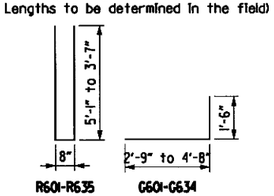
BAR LIST - ONE TYPE 23 SPECIAL APPROACH GUTTER

For Information Only
(Bar Lengths to be determined in the field)

Mark	No. Req'd.	Length	Pin Dia.
D401	22	3'-0"	Str.
G401	2	2'-9"	Str.
G402	2	4'-2"	Str.
G403	2	5'-6"	Str.
G404	2	6'-0"	Str.
G405 to G415	1 Ea.	4'-4" to 4'-10"	Str.
G416 to G430	1 Ea.	4'-4" to 5'-1"	Str.
G431 to G436	1 Ea.	3'-7" to 6'-4"	Str.
G501	1	16'-8"	Str.
G502 to G512	1 Ea.	34'-10" to 36'-8"	Str.
G601 to G634	1 Ea.	4'-3" to 6'-2"	4 ½"
G635	3	4'-4"	Str.
R401	2	17'-6"	Str.
R402	2	7'-0"	Str.
R403	8	17'-2"	Str.
R601 to R635	1 Ea.	10'-10" to 7'-10"	4 ½"

BENDING DIAGRAMS

NOTE: Dimensions are out to out of bars.
(Bar Lengths to be determined in the field)



DETAILS OF TYPE SPECIAL 23 APPROACH GUTTER HWY. 70 RAMP 4 BRIDGE NO. 03250

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/02/2018
CHECKED BY: STS DATE: 7/06/2018
DESIGNED BY: JH DATE: 7/02/2018
FILENAME: bca0601a0_asl
SCALE: NO SCALE

BRIDGE NO. 03250 DRAWING NO. 60247

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	919B	1465
				(1) 03250		APPROACH GUTTER 24		60248

(1) ½" Preformed Joint AASHTO M 153 Type I and ½" x 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

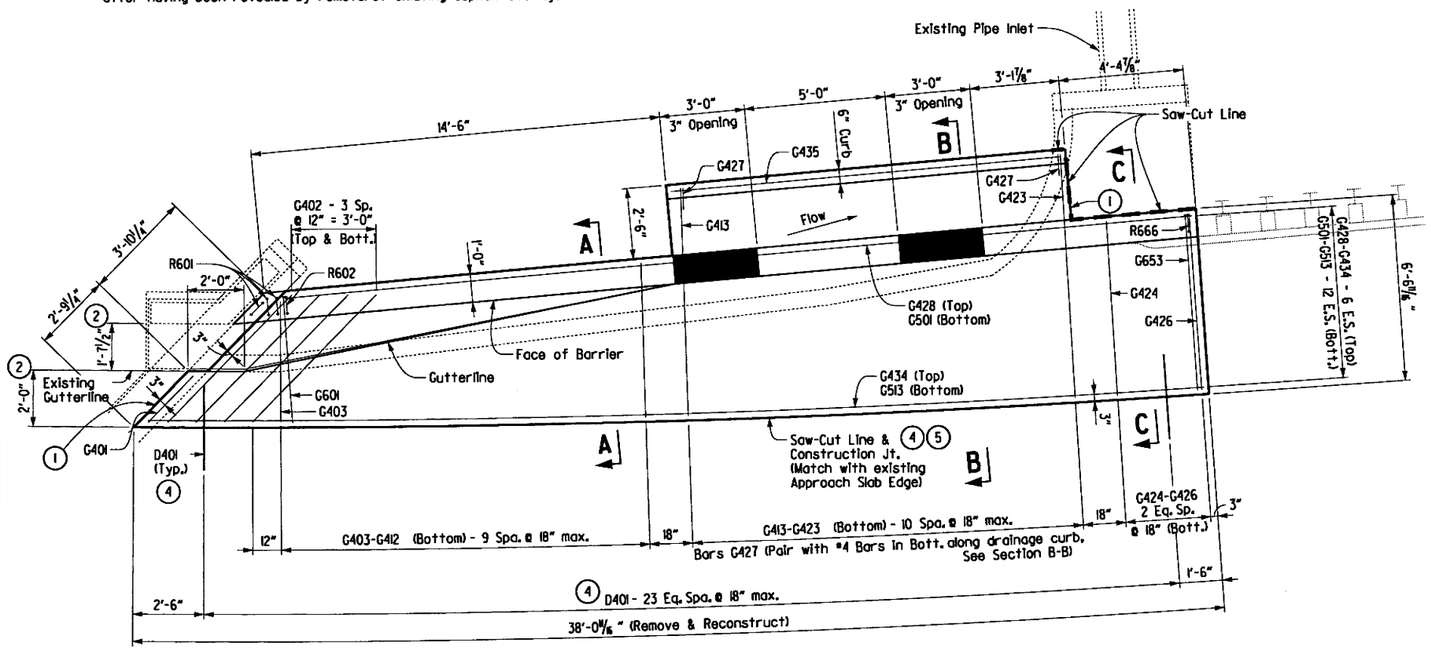
(2) Dimension estimated from as-builts, field verify and adjust as necessary to match existing geometry.

(3) C.L. 1"ø Formed Holes (Typ.) for Guard Rail Connection Bolts

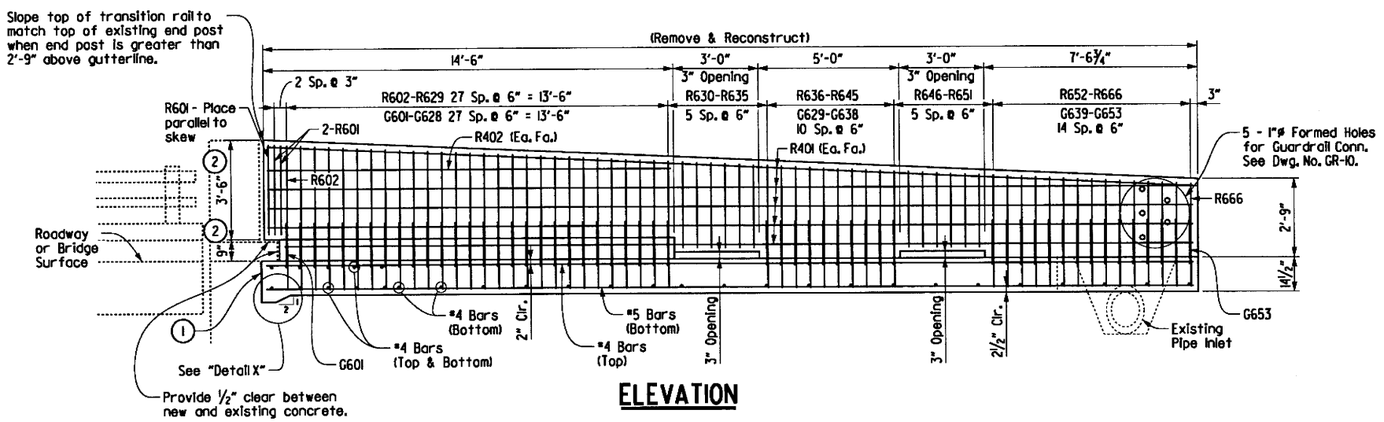
(4) Dowels D401 shall be drilled and grouted into existing concrete. At the Contractors option, existing dowels may be retained, cleaned and incorporated into new gutters. Work for drilling and grouting, or retaining and cleaning will not be paid for separately but will be considered subsidiary to "Approach Gutters".

(5) Saw-Cut Line to coincide with existing construction joint between Gutter and Slab, after having been revealed by removal of existing asphalt overlay.

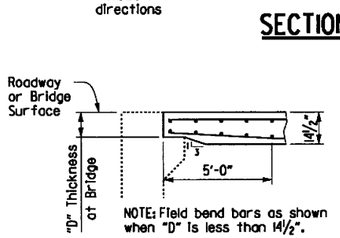
The proposed Approach Gutter has been developed to maximize reuse of Existing Pipe Inlet. Existing Pipe Inlet location has been estimated using As-built Information. The Contractor shall verify the location & geometry of the Existing side-slope flume Pipe Inlet with respect to the Proposed Approach Gutter, to determine adjustments required to unite the Proposed Approach Gutter subject to approval by the Engineer.



PLAN - APPROACH GUTTER SPECIAL 24



ELEVATION



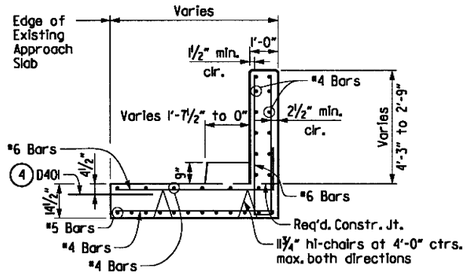
DETAIL X

STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-07-20

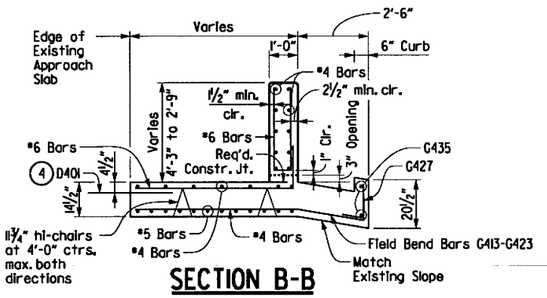
TABLE OF QUANTITIES

For Information Only

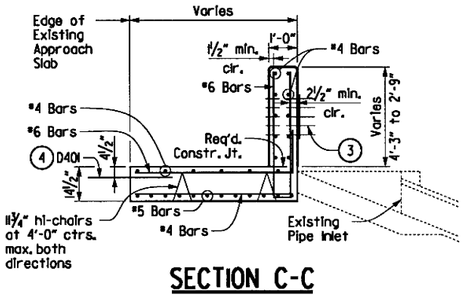
Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
2510	16.50



SECTION A-A



SECTION B-B



SECTION C-C

General Notes:

All concrete shall be Class S or S(AE) or a mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall be fabricated & placed to maintain a minimum of 2" clr. cover unless noted otherwise. Bar Lengths shown are for estimating purposes.

Approach Gutters will be measured and paid for in accordance with Section 504.

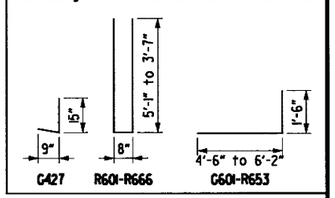
BAR LIST - ONE TYPE 24 SPECIAL APPROACH GUTTER

For Information Only
(Bar Lengths to be determined in the field)

Mark	No. Req'd.	Length	Pin Dia.
D401	24	3'-0"	Str.
G401	2	2'-4"	Str.
G402	8	6'-4"	Str.
G403 to G412	1 Ea.	4'-3" to 5'-6"	Str.
G413 to G423	1 Ea.	8'-0" to 8'-7"	2"
G424 to G426	1 Ea.	6'-2" to 6'-3"	Str.
G427	8	2'-0"	2"
G428 to G434	1 Ea.	32'-2" to 37'-4"	Str.
G435	2	13'-10"	Str.
G501 to G513	1 Ea.	32'-2" to 37'-4"	Str.
G601 to G653	1 Ea.	6'-0" to 6'-3"	4 ½"
R401	10	34'-0"	Str.
R402	2	15'-0"	Str.
R601	1	7'-0"	4 ½"
R602 to R666	1 Ea.	10'-10" to 7'-10"	4 ½"

BENDING DIAGRAMS

NOTE: Dimensions are out to out of bars. (Bar Lengths to be determined in the field)



DETAILS OF TYPE SPECIAL 24 APPROACH GUTTER HWY. 70 RAMP 4 BRIDGE NO. 03250

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/02/2018	FILENAME:	bca0601g0_as2
CHECKED BY:	STS	DATE:	7/06/2018	SCALE:	NO SCALE
DESIGNED BY:	JH	DATE:	7/02/2018		

BRIDGE NO. 03250 DRAWING NO. 60248

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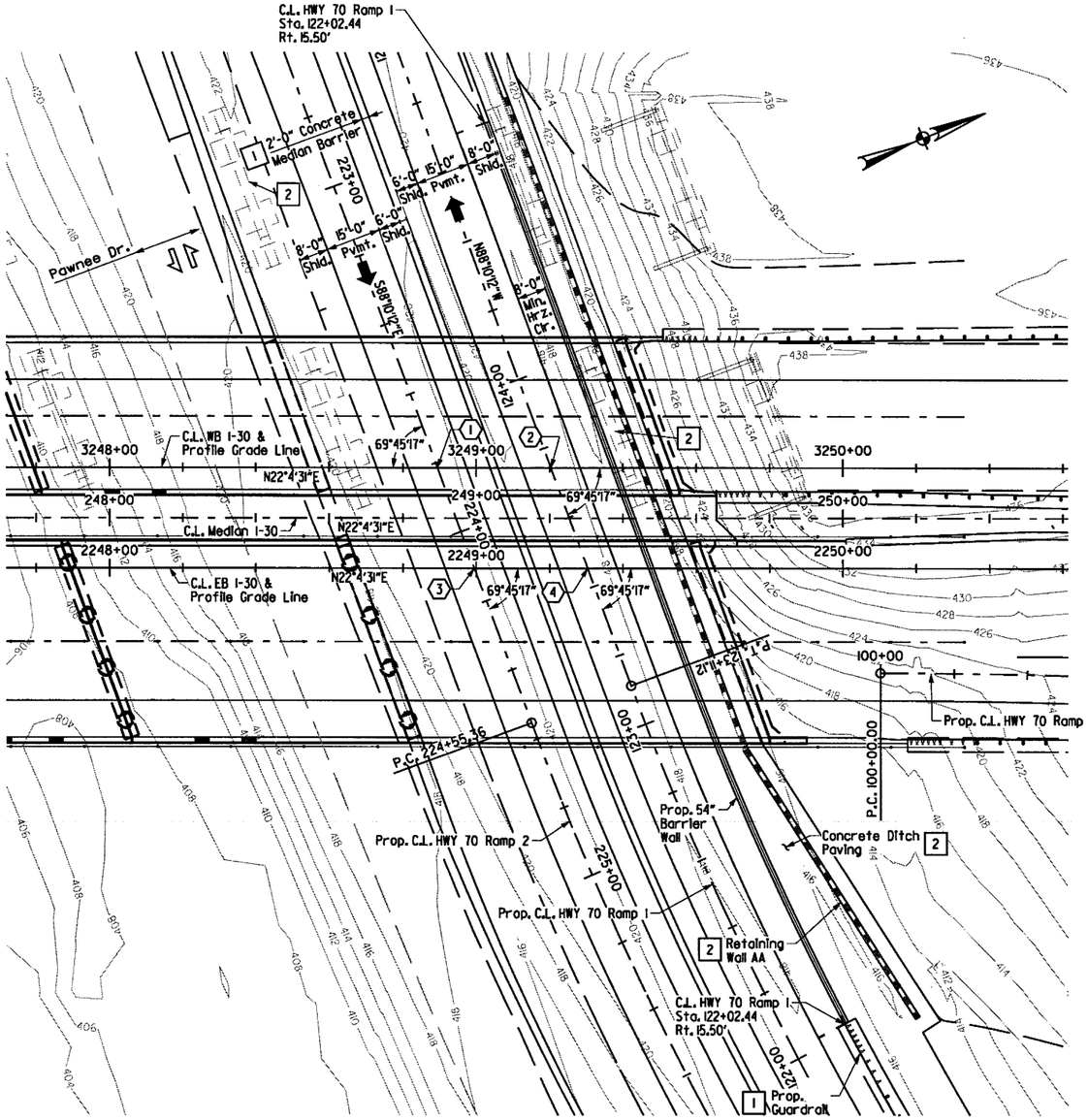
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	920	1465
				1 A&B7424	BARRIER WALL DETAILS			59745

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



54" BARRIER WALL LOCATION SKETCH

1. See Roadway Plans
2. Existing substructures, Typ.
3. See Retaining Wall Plans

(1) Prop. C.L. WB I-30 Sta. 3248+89.43 = Prop. C.L. Ramp 2 Sta. 223+81.45
(2) Prop. C.L. WB I-30 Sta. 3249+20.34 = Prop. C.L. Ramp 1 Sta. 123+74.33
(3) Prop. C.L. EB I-30 Sta. 2248+99.51 = Prop. C.L. Ramp 2 Sta. 224+10.58
(4) Prop. C.L. EB I-30 Sta. 2249+30.42 = Prop. C.L. Ramp 1 Sta. 123+45.20

HORIZONTAL CURVE DATA

C.L. HWY 70 Ramp 1 Curve 3

PI Sta	= 119+62.69
Delta	= 52°53'03" RT
Degree	= 7°00'00"
Tangent	= 407.06'
Length	= 755.49'
Radius	= 818.51'
PC Sta	= 115+55.63
PT Sta	= 123+11.12
PC Brg	= N88°10'12"W
PT Brg	= S38°56'45"W

General Notes:

All Concrete shall be Class "S(AE)" or Portland Cement Concrete Pavement and be poured in the dry. All exposed corners to be chamfered ¾" unless otherwise noted.

All reinforcing steel shall be grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

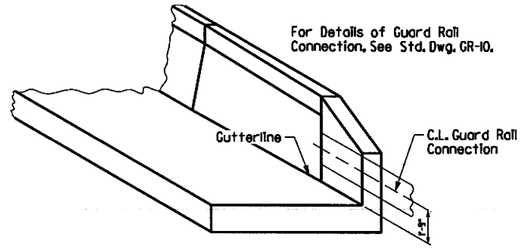
"54" Concrete Barrier Wall will be paid for as "Concrete Barrier Wall Side Type SP-3".

Top and Bottom of slab shall be parallel to roadway grade.
Back of face of Barrier shall be plumb.

TABLE OF QUANTITIES
(54" CONCRETE BARRIER WALL - SIDE TYPE SP-3)

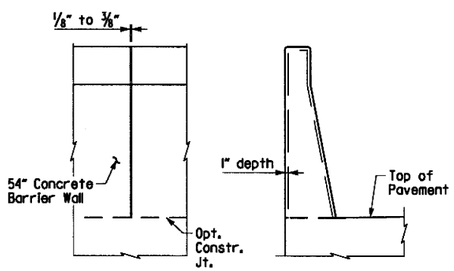
Approximate Quantities for 54" Concrete Barrier Wall (SIDE TYPE SP-3)
Measured along C.L. HWY 70 Ramp 1 Sta. 122+02.44 to Sta. 124+68.14 (Adjacent to Bent 5)
(FOR INFORMATION ONLY)

Lin. Ft.	Reinforcing Steel - Roadway (Gr. 60)	Class S(AE) Concrete - Roadway
264.00	22,133 lbs.	294.43 Cu. Yds.



PICTORIAL OF 54" BARRIER WALL

NO SCALE
Note: Retaining Wall not shown for clarity.



DETAILS OF CONTRACTION JOINTS

NO SCALE
Note: Contraction Joints shall be constructed every 22'-0".

BARRIER WALL KEYPLAN
I-30 BRIDGES OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/26/2018	FILENAME:	bca0601l_bwl
CHECKED BY:	STS	DATE:	4/2/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/19/2018		

BRIDGE NO. A&B7424 DRAWING NO. 59745

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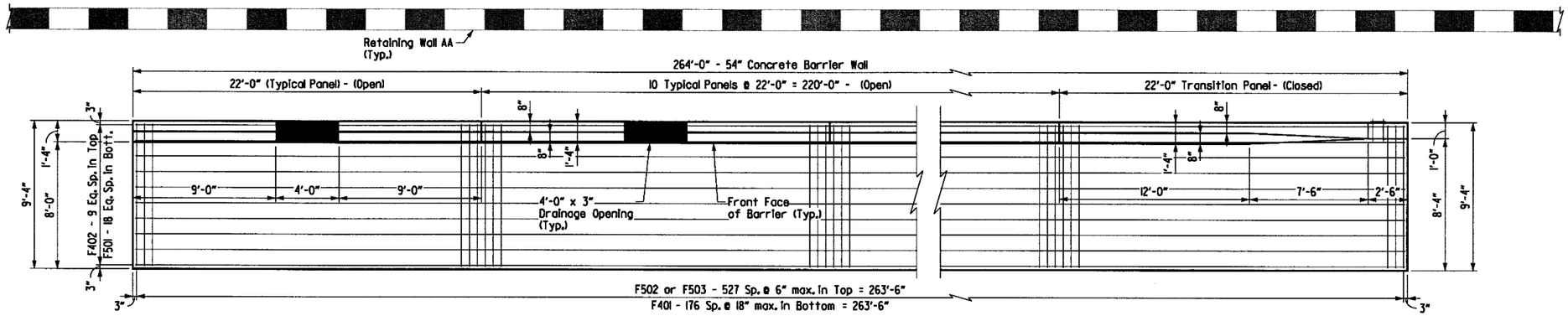
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

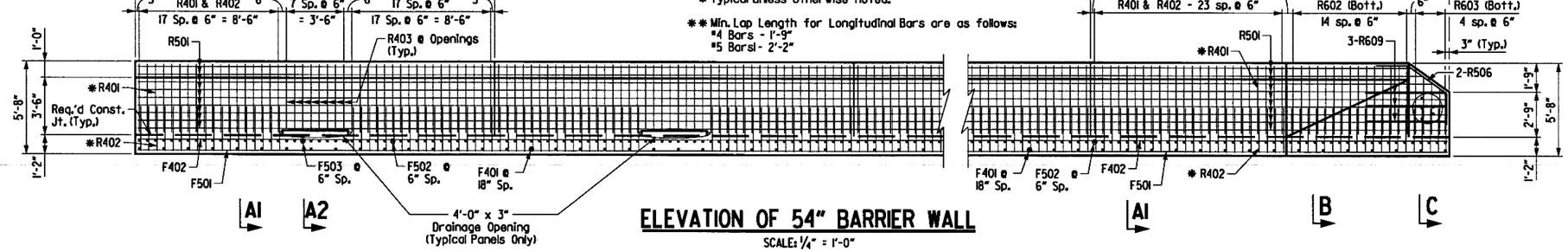
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	921	1465
(1) A&B7424	BARRIER WALL DETAILS			59746

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2013



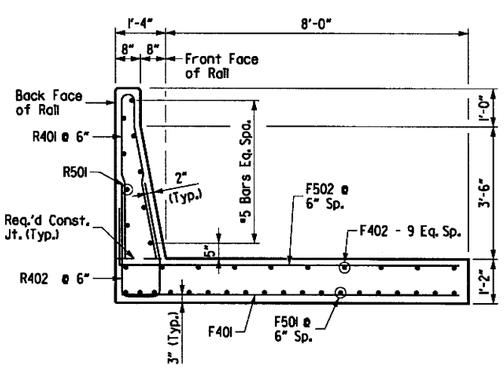
PLAN OF 54" BARRIER WALL

SCALE: 1/4" = 1'-0"



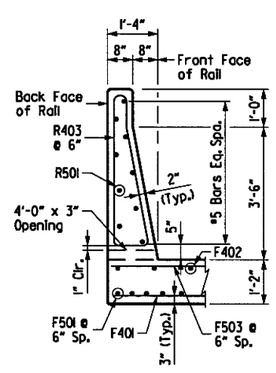
ELEVATION OF 54" BARRIER WALL

SCALE: 1/4" = 1'-0"



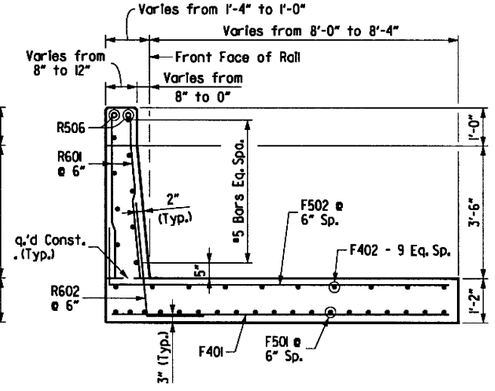
SECTION A1-A1

SCALE: 1/2" = 1'-0"



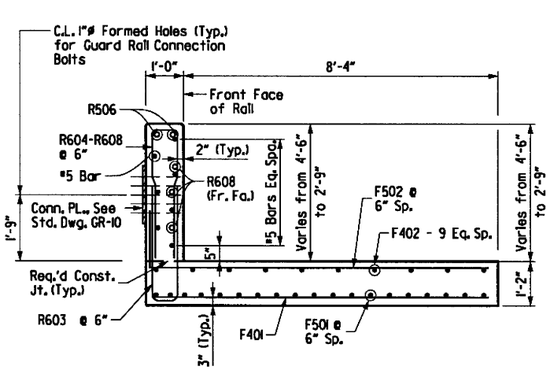
SECTION A2-A2

SCALE: 1/2" = 1'-0"



SECTION B-B

SCALE: 1/2" = 1'-0"



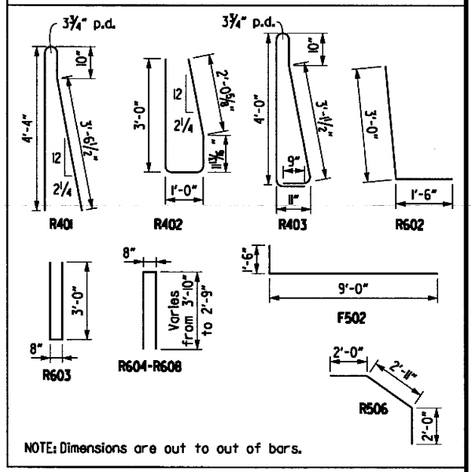
SECTION C-C

SCALE: 1/2" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length	Pin. Dia.
R401	420	9'-4"	3"
R402	420	7'-1"	3"
R403	88	9'-10"	3"
R501	45	54'-7"	Str.
R506	2	6'-11"	2 1/2"
R601	30	4'-4"	Str.
R602	15	4'-6"	4 1/2"
R603	5	6'-5"	4 1/2"
R604 to R608	1 Ea	8'-2" to 6'-0"	4 1/2"
R609	3	5'-0"	Str.
F401	177	9'-0"	Str.
F402	70	39'-3"	Str.
F501	95	54'-7"	Str.
F502	440	10'-6"	3 3/4"
F503	88	9'-0"	Str.

Bending Diagrams



NOTE: Dimensions are out to out of bars.

BARRIER WALL DETAILS AT END BENT 5 I-30 BRIDGES OVER HWY. 70

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/26/2018	FILENAME:	bca0601l_bw2
CHECKED BY:	STS	DATE:	4/2/2018	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/19/2018		

BRIDGE NO. A&B7424 DRAWING NO. 59746

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For R/W Data, See Roadway Plans

See key-plan Dwg. No. 59776 for location and type of approach slabs and approach gutters.

HORIZONTAL CURVE DATA

C.L. Median I-30		C.L. HWY. 67 Ramp 4 Curve 1	
PI Sta	= 396+53.01	PI Sta	= 401+50.51
Delta	= 30°17'33" LT	Delta	= 06°00'54" LT
Degree	= 1°00'00"	Degree	= 2°00'00"
Tangent	= 1550.93'	Tangent	= 150.51'
Length	= 3029.26'	Length	= 300.75'
Radius	= 5729.58'	Radius	= 2864.79'
PC Sta	= 381+02.09	PC Sta	= 400+00.00
PT Sta	= 411+31.35	PT Sta	= 403+00.75
PC Brg	= N73°05'27"E	PC Brg	= N58°10'00"E
PT Brg	= N42°47'54"E	PT Brg	= N52°09'07"E

Notes:
Remove existing concrete riprap and replace with new concrete riprap as shown for bent construction (See Std. Dwg. No. 55002). Payment for this work shall be considered subsidiary to the pay item "Removal of Existing Bridge Structures".

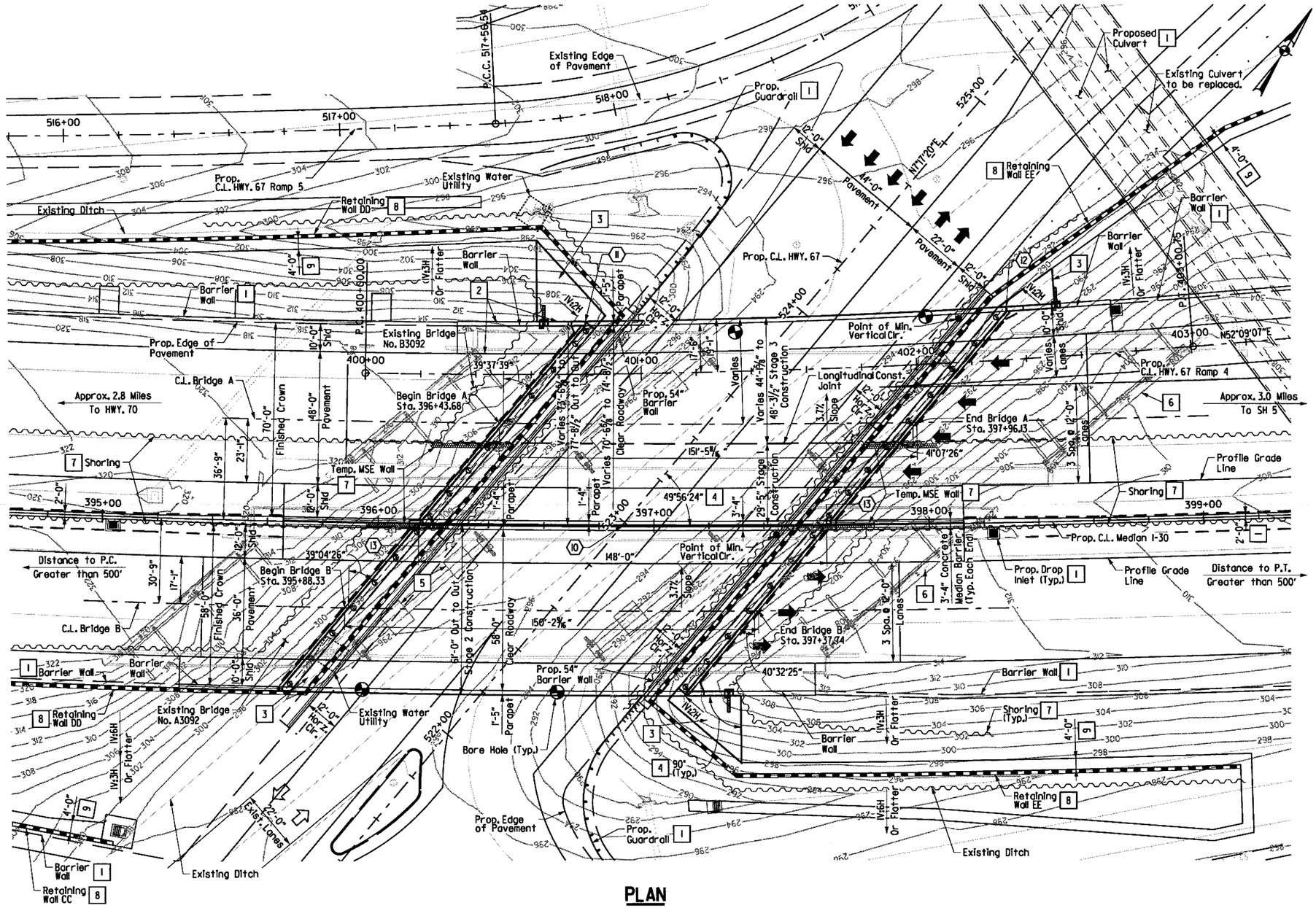
Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	922	1465
(1) A&B7411		BRIDGE LAYOUT		59747

Notes:
1. C.L. Bridges and PGLs are concentric to C.L. Median I-30.
2. All longitudinal edges of deck and approaches are concentric to C.L. Median I-30 U.N.O.
3. Skew angle is measured from a radial line to the C.L. Bridge at the C.L. of Joint.



PLAN

1. See Roadway Plans
2. Longitudinal edges are concentric to C.L. HWY. 67 Ramp 4 Curve 1.
3. Concrete Riprap to be placed at a 1V:2H max slope near wing walls. See Retaining Wall Plans for slope between End Bent and MSE wall.
4. Angle is measured to local tangent.
5. Existing foundations, Typ.
6. Existing substructures, Typ.
7. Shoring & Temp. MSE Wall is required during construction. See Project Bridge General Notes regarding Shoring & Temp. MSE Wall, on Dwg. No. 59691
8. See Retaining Wall Plans
9. Concrete Ditch Paving (See Retaining Wall Plans)
10. Prop. C.L. Median I-30 Sta. 396+88.28 = Prop. C.L. HWY. 67 Sta. 522+98.74
11. C.L. Joint @ Edge of Deck Prop. C.L. Median I-30 Sta. 396+74.83 Offset 73.80' LT
12. C.L. Joint @ Edge of Deck Prop. C.L. Median I-30 Sta. 398+29.78 Offset 77.96' LT
13. Nominal Composite Plate Girder Span Limits: Begin Span Sta. 396+14.67 End Span Sta. 397+62.67

SHEET 1 OF 5
LAYOUT OF I-30 BRIDGES OVER HWY. 67

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06012_ll
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7411 DRAWING NO. 59747

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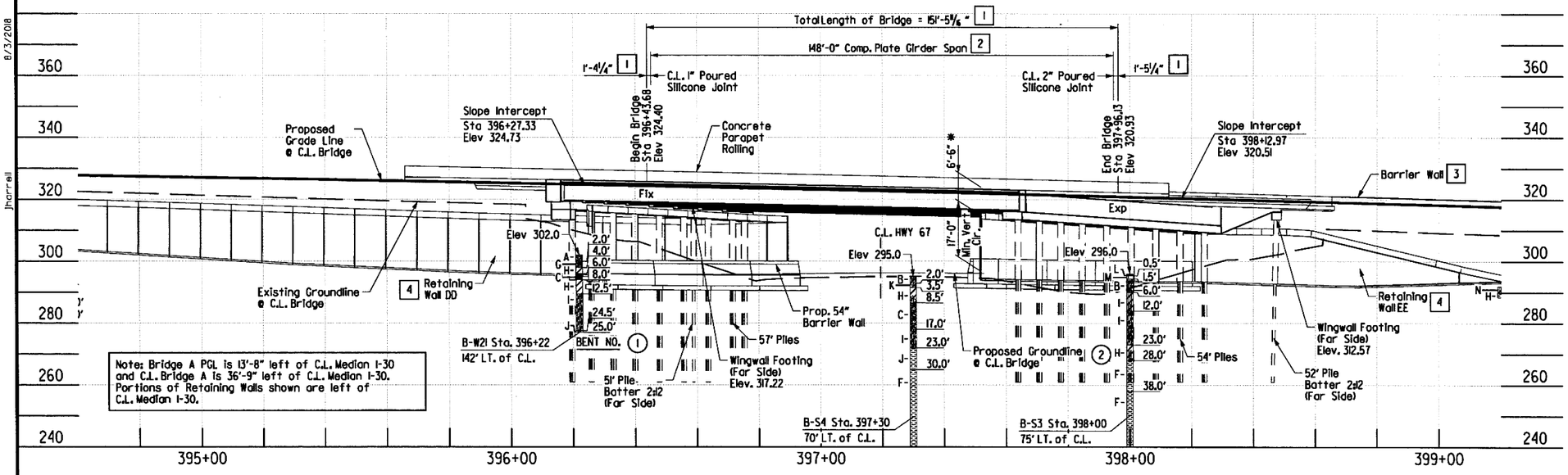
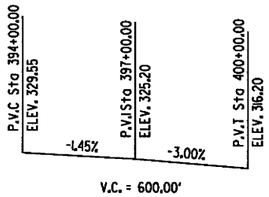
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	923	1465
				(1) A&B741I		BRIDGE LAYOUT		59748

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

Elevations shown are along C.L. Bridge. Stationing is along C.L. Median I-30. Stations shown in Elevation View are determined by a radial projection from C.L. Median I-30 to C.L. Bridge.



ELEVATION - BRIDGE A



VERTICAL CURVE DATA - BRIDGE A

(Along WB Profile Grade)

[1] Measured along C.L. Bridge
[2] Measured along C.L. Median I-30
[3] See Rdwy Plans
[4] See Retaining Wall Plans

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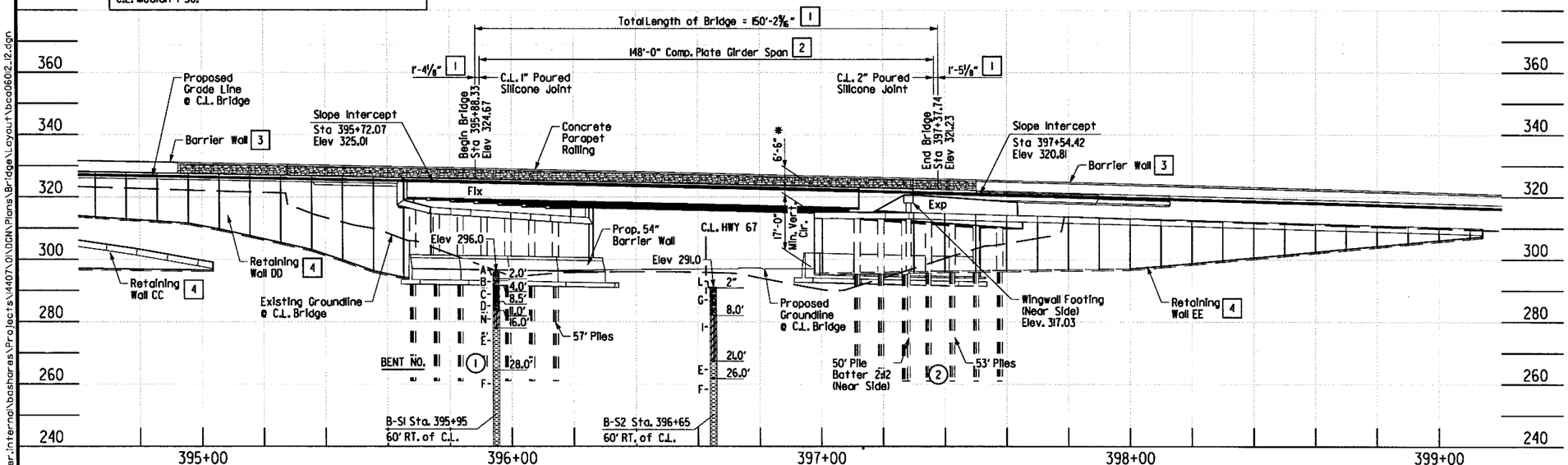
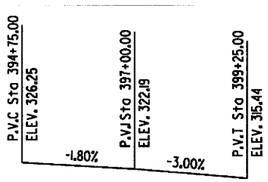
Note: Bridge B PGL is 13'-8" right of C.L. Median I-30 and C.L. Bridge B is 30'-9" right of C.L. Median I-30. Portions of Retaining Walls shown are right of C.L. Median I-30.



* Top of Deck @ C.L. of Bridge to Low Girder

ELEVATION - BRIDGE B



VERTICAL CURVE DATA - BRIDGE B

(Along EB Profile Grade)

SHEET 2 OF 5
LAYOUT OF I-30 BRIDGES OVER HWY. 67
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca0601_12
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B741I DRAWING NO. 59748

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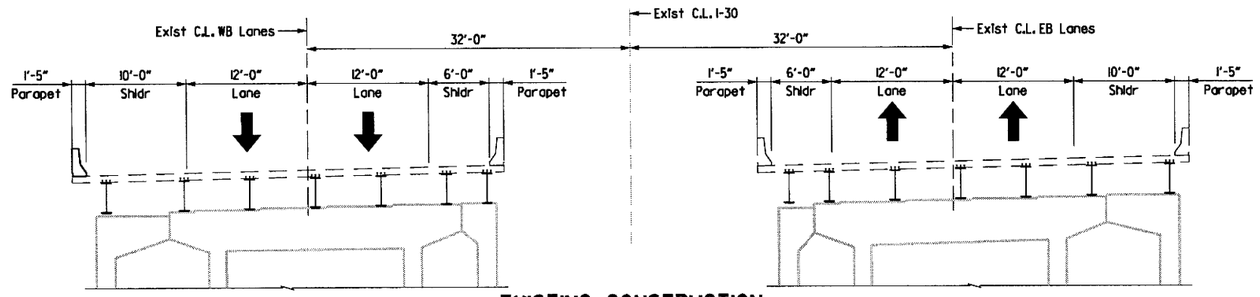
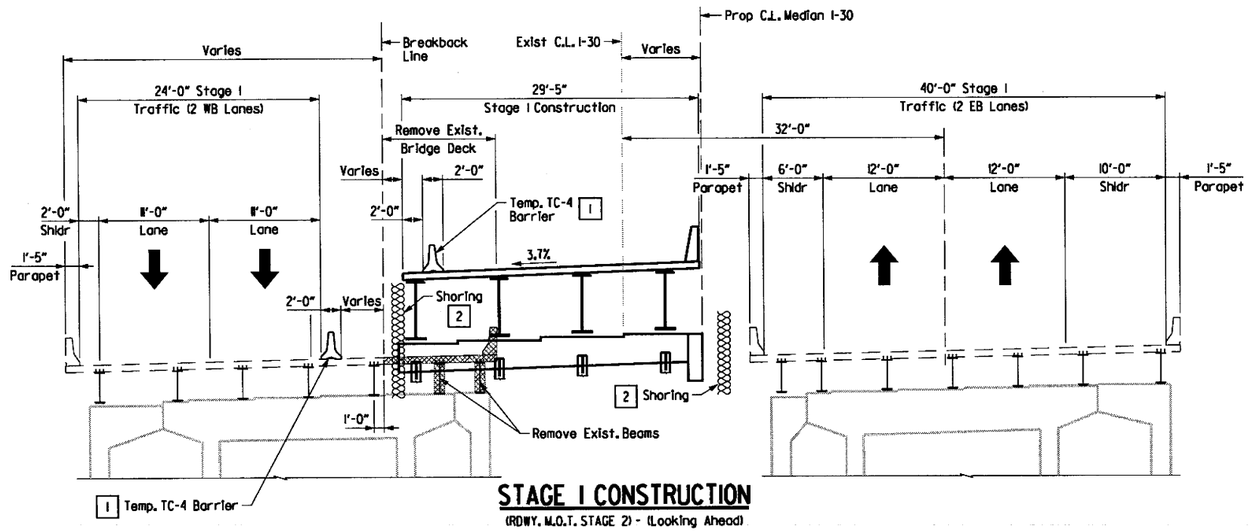


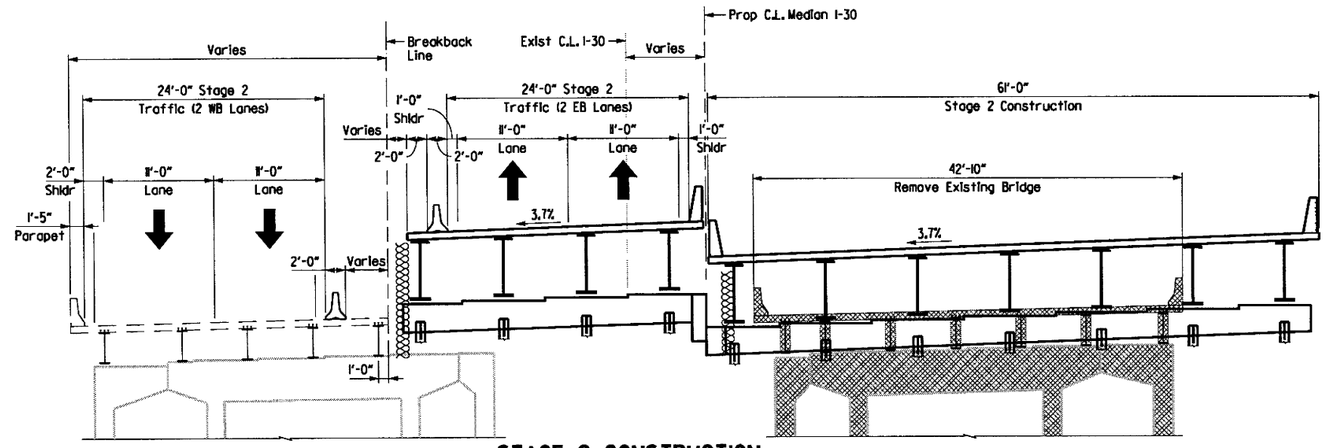
EXISTING CONSTRUCTION

(Looking Ahead)



STAGE 1 CONSTRUCTION

(RDWY. M.O.T. STAGE 2) - (Looking Ahead)



STAGE 2 CONSTRUCTION

(RDWY. M.O.T. STAGE 3) - (Looking Ahead)

STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	924	1465
				(1) A&B7411		BRIDGE LAYOUT		59749

Notes:
Details related to Maintenance of Traffic are shown on Bridge Plans for Information Only. For Maintenance of Traffic Plans and additional information, see Roadway Plans.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

[1] Connect to Deck (See Std. Dwg. No. TC-4)

[2] Shoring & Temp. MSE Wall is required during construction, See Project Bridge General Notes regarding Shoring & Temp. MSE Wall, on Dwg. No. 59691

SHEET 3 OF 5
LAYOUT OF I-30 BRIDGES OVER HWY. 67

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca0601213
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 7.5'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7411 DRAWING NO. 59749

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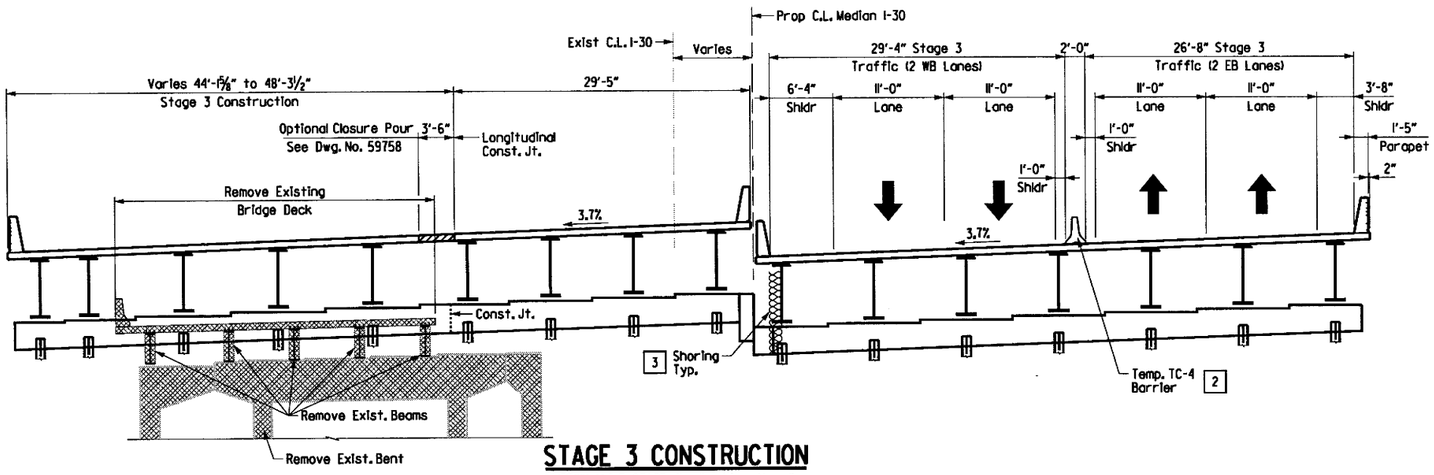
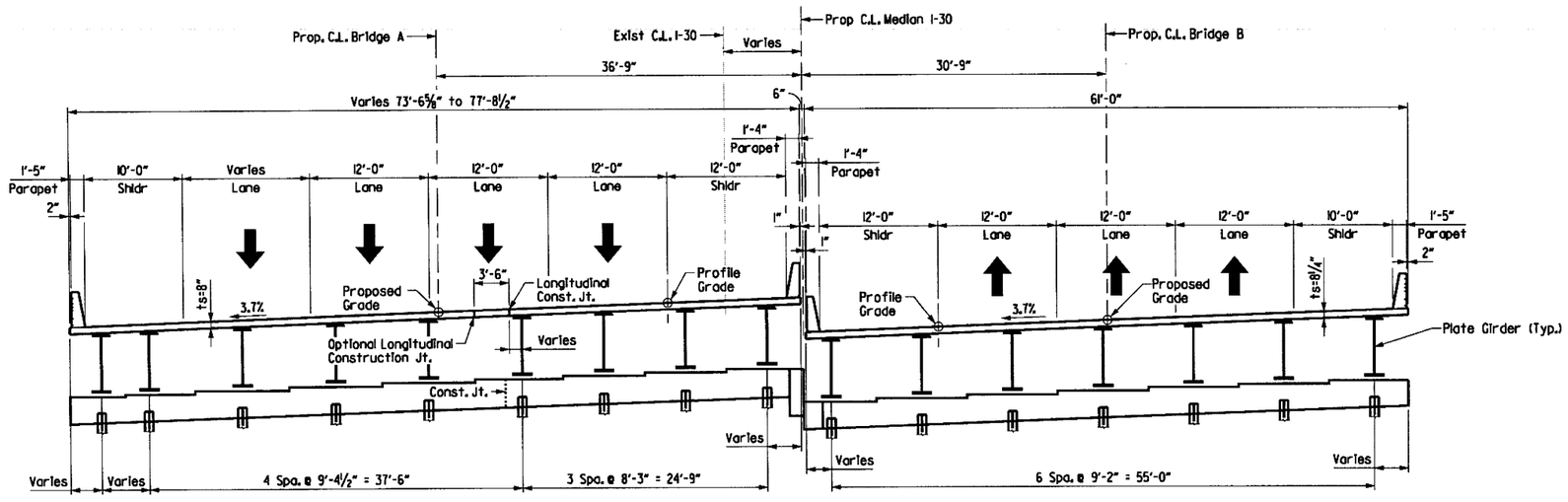
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	925	1465
				(1) A&B741I		BRIDGE LAYOUT		59750

STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08



STAGE 3 CONSTRUCTION

(RDWY. M.O.T. STAGE 4) - (Looking Ahead)



COMPLETED CONSTRUCTION

(Looking Ahead)

Notes:
Details related to Maintenance of Traffic are shown on Bridge Plans for information Only. For Maintenance of Traffic Plans and additional information, see Roadway Plans.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1 Connect to Deck (See Std Dwg No. TC-4)

2 Do not connect to Deck (See Std. Dwg. No. TC-4)

3 Shoring & Temp. MSE Wall is required during construction, See Project Bridge General Notes regarding Shoring & Temp. MSE Wall, on Dwg. No. 59691

SHEET 4 OF 5
LAYOUT OF I-30 BRIDGES
OVER HWY. 67

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/15/2014
CHECKED BY: STS DATE: 10/1/2014
DESIGNED BY: JH DATE: 9/1/2014
FILENAME: bca06012_l4
SCALE: 1" = 7.5'

BRIDGE NO. A&B741I DRAWING NO. 59750

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8/3/2018
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	926	1465
				(1) A&B7411		BRIDGE LAYOUT		5975I

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 59691 . General notes specific to this bridge follow.

SEISMIC ZONE: 1 SDI = 0.133g. Site Class = C

STEEL PILING:
Pile casings are required for all piles within MSE. Casings shall be installed prior to or during the embankment construction and shall extend from top of leveling pad to bottom of cap. Pile casing material shall be of sufficient strength to retain its original form, free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 22". Piles shall be driven through the open casings. After driving is complete, the pile casings shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement, or other approved material in a single continuous operation to completely fill voids. Pile casings and concrete will not be paid for directly but shall be considered subsidiary to the item "Steel Piling (HP 12x53)" & "Steel Piling (HP 14x89)".

TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to bridge surfaces as specified in Special Provision Job No. CA0601 "Textured Coating Finish" and in accordance with Subsection 802.19(b)(3). Textured Coating Finish shall not be applied on surfaces where Class 1 Protective Surface Treatment is applied.

PAINT: All structural steel except galvanized members and some surfaces in contact with concrete, and as otherwise noted, shall be cleaned in accordance with Section 807.84(b) and painted as specified in Subsection 807.75. Color of paint shall be DARK BROWN and shall match Fed. Std. 595B, Color Chip No. 20108.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	59752-59757 & 59763-59768
148'-0" Comp. Plate Girder Span	59758-59762 & 59769-59773
Elastomeric Bearings	59776
Steel Piling	55020
Type Special Approach Gutters (1-6)	59780, 59783-59785
Type Special Approach Slabs (1-4)	59778, 59779, 59781, 59782
Stage Construction	59749-59750
Concrete Riprap	55002
Steel Bridge Details	55007
Poured Silicone Joints	55008

EXISTING BRIDGE: Existing Bridge Nos. A3092 (I-30 EB log #3.64) and B3092 (I-30 WB log #3.65) are 258' long consisting of three composite W-Beam simple spans supported by substructures consisting of R.C. int. Bents with multi-columns on spread footings and Pile End Bents. The existing bridges are located in approximately the same location as the proposed bridge. Plans can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

REMOVAL AND SALVAGE: The new bridges are to be built in stages and existing Bridge Nos. A&B3092 shall be removed in accordance with Section 205. Stage removal of Bridge No. A3092 will be required for Stage 1 & 3 Construction. Stage removal of Bridge No. B3092 will be required for Stage 2 Construction. All material from the existing bridge shall become the property of the Contractor.

STRUCTURAL STEEL: Structural steel shall be AASHTO M270,Gr.50 unless otherwise noted and shall be paid for as "Structural Steel in Plate Girder Spans (M270,Gr.50)".

SILICONE JOINT DATA - for Std. Dwg. No. 55008

Bent No.(s)	"A" Width Perpendicular to Joint at 24 hour Average Temperature of:			Bumper Bar Size	"B"
	40°F	60°F	80°F		
1	1"	1"	1"	0 1/2"	1 3/4"
2	2 3/16"	2"	1 13/16"	1"	2 1/4"

BORING LEGEND:

A - Medium dense to dense sand (fill)
B - Firm to stiff silty clay (fill)
C - Firm to stiff sandy clay
D - Dense clayey sand
E - Moderately hard weathered shale
F - Moderately hard to hard shale
G - Firm fine sandy clay (fill)
H - Firm to stiff clay
I - Firm to very stiff silty clay
J - Low hardness to moderately hard highly weathered shale
K - Stiff clay (fill)
L - Asphalt Concrete
M - Crushed stone base
N - Very stiff silty clay (completely weathered shale)

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

Sta. 395+95, 60' Rt (Boring S1)
0.5-1.5, N = 28
2.5-3.5, N = 9
4.5-5.5, N = 10
6.5-7.5, N = 15
9-10, N = 38
14-15, N = 39
19-20, N = 50/6"
24-25, N = 50/9"
29-30, N = 50/0"
34-35, N = 30/0"
39-40, N = 30/0"
44-45, N = 30/0"
49-50, N = 30/0"
54-55, N = 30/0"
59-60, N = 30/0"
64-65, N = 30/0"

Sta. 396+65, 60' Rt (Boring S2)
0.5-1.5, N = 16
2.5-3.5, N = 12
4.5-5.5, N = 7
6.5-7.5, N = 26
9-10, N = 27
14-15, N = 21
19-20, N = 21
24-25, N = 50/5"
29-30, N = 50/1"
34-35, N = 50/1"
39-40, N = 50/1"
44-45, N = 50/1"
49-50, N = 50/0"
54-55, N = 30/0"
59-60, N = 30/0"
64-65, N = 30/0"

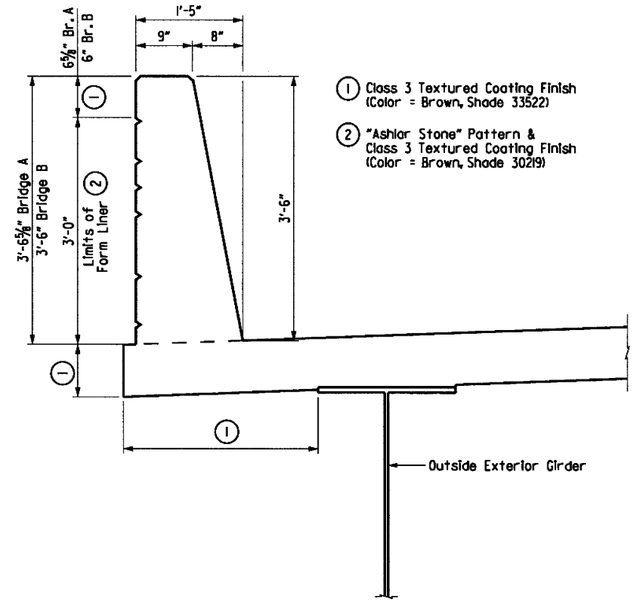
Sta. 398+00, 75' Lt (Boring S3)
0.5-1, N = 50/4"
2.5-3.5, N = 12
4.5-5.5, N = 8
6.5-7.5, N = 8
9-10, N = 19
14-15, N = 9
19-20, N = 17
24-25, N = 8
29-30, N = 50/3"
34-35, N = 50/1"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"

Sta. 397+30, 70' Lt (Boring S4)
0.5-1.5, N = 31
2.5-3.5, N = 12
4.5-5.5, N = 14
6.5-7.5, N = 22
9-10, N = 16
14-15, N = 23
19-20, N = 36
24-25, N = 22
29-30, N = 50/6"
34-35, N = 25/0"
39-40, N = 25/0"
44-45, N = 25/0"
49-50, N = 25/0"
54-55, N = 25/0"

Sta. 396+22, 142' Lt (Boring W21)
0.5-1.5, N = 41
2.5-3.5, N = 8
4.5-5.5, N = 10
6.5-7.5, N = 12
9-10, N = 12
14-15, N = 25
19-20, N = 23
24-25, N = 50/10"

Sta. 394+50, 120' Lt (Boring W22)
0.5-1.5, N = 51
2.5-3.5, N = 11
4.5-5.5, N = 10
6.5-7.5, N = 19
9-10, N = 10
14-15, N = 20
19-20, N = 50/8"
24-25, N = 50/3"

Sta. 399+20, 142' Lt (Boring W27)
0.5-1.5, N = 28
2.5-2.5, N = 50/0



1 Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

2 "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

OUTSIDE PARAPET AESTHETICS

(NOT applicable along inside deck edges and parapets @ C.L. Median I-30)
Scale 1" = 1'-0"

SHEET 5 OF 5
LAYOUT OF I-30 BRIDGES OVER HWY. 67

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca0602_l5
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	N/A
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7411 DRAWING NO. 5975I

\\bridgeformer.internal\basnares\Projects\14407\01\DGN\Plans\Bridge\Layout\bca0602_l5.dgn

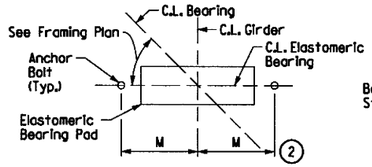
s:\N407\O\dgn\plans\bridge\bent\bca060l02.bll.dgn
6/21/2018 1:20:45 PM
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	927	1465
				(1) A7411		BENT DETAILS		59752

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691

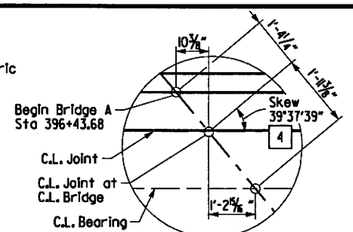
1. Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.
2. The Contractor shall splice Bars B601 (Stage 1) and B603 (Stage 1) with D601 (Stage 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07.
3. ½" Preformed Jt. Filler (AASHTO M 153, Type 1) and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".
4. Skew angle is measured from a radial line to the C.L. Bridge at the C.L. of Joint.



TYPICAL ANCHOR BOLT LAYOUT

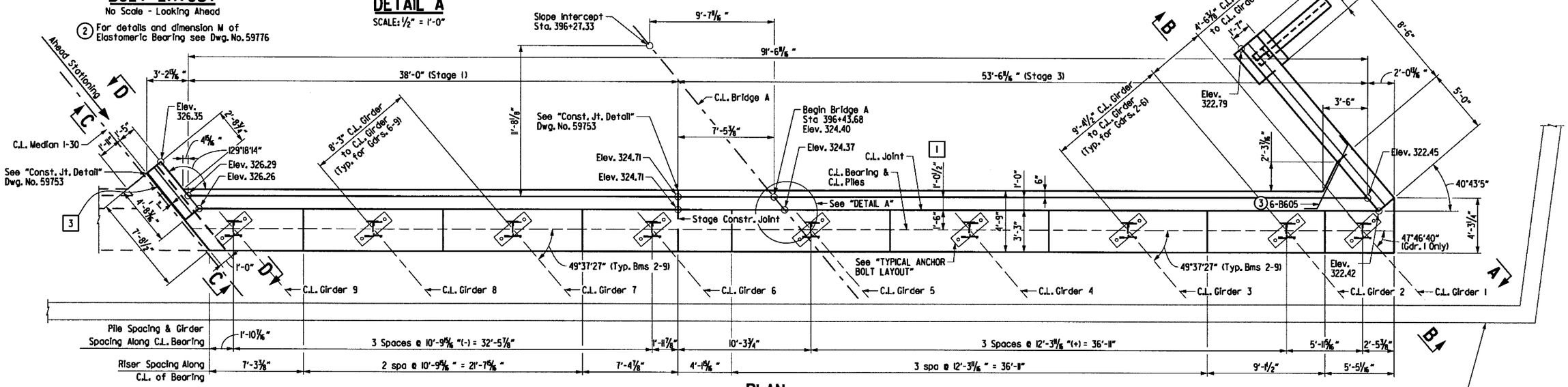
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59776



DETAIL A

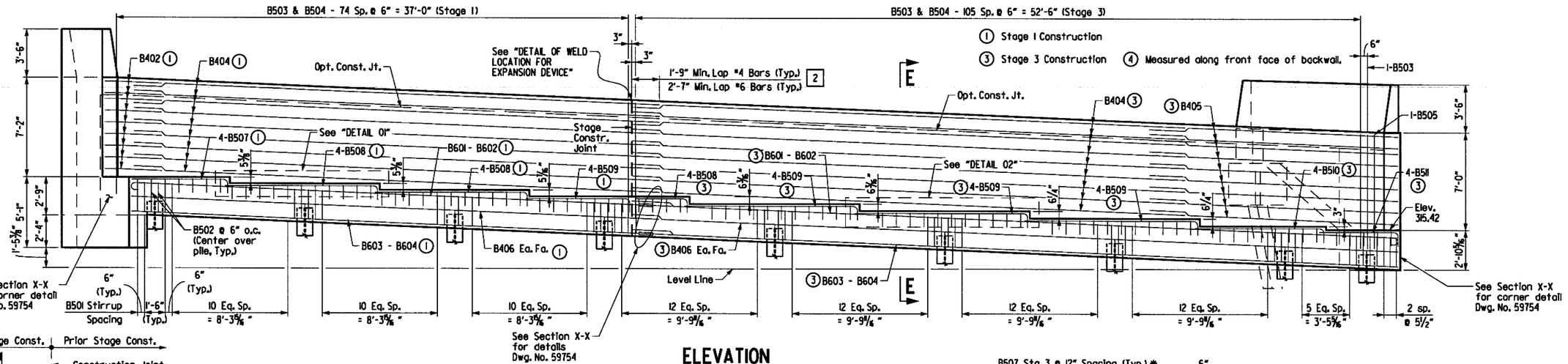
SCALE: ½" = 1'-0"



PLAN

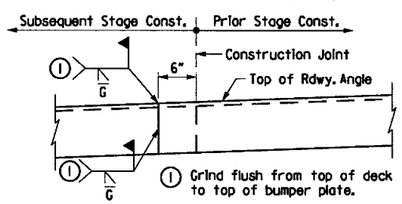
SCALE: ¼" = 1'-0"

Retaining Wall DD (See Retaining Wall Plans)



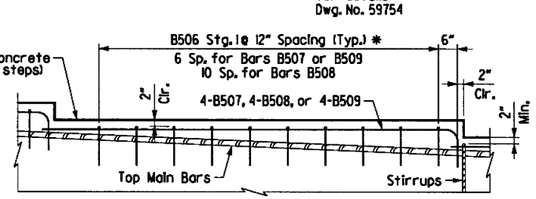
ELEVATION

(Looking Back)
SCALE: ¼" = 1'-0"



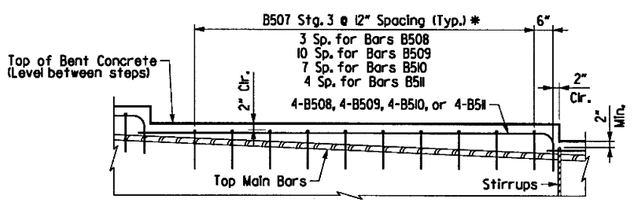
DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

No Scale



DETAIL 01 (Stg. 1)

N.T.S.



DETAIL 02 (Stg. 3)

N.T.S.

* Place bars B506(Stg. 1) and bars B507(Stg. 3) parallel to bars B502.

SHEET 1 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca060l02.bll
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. A7411 DRAWING NO. 59752

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6/21/2018
jharrell

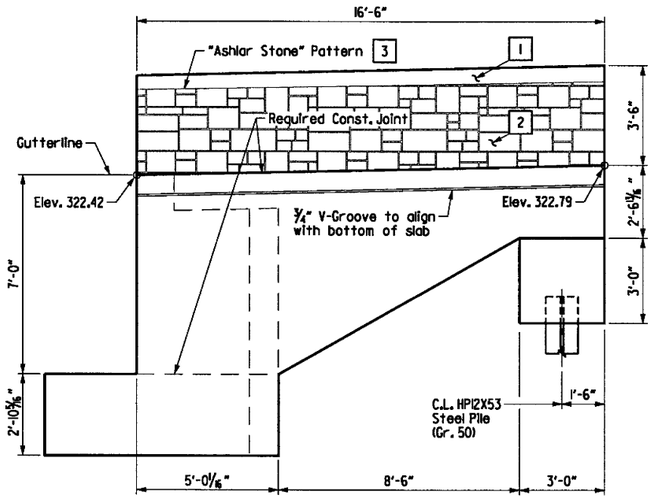
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	928	1465
				(1) A7411		BENT DETAILS		59753

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

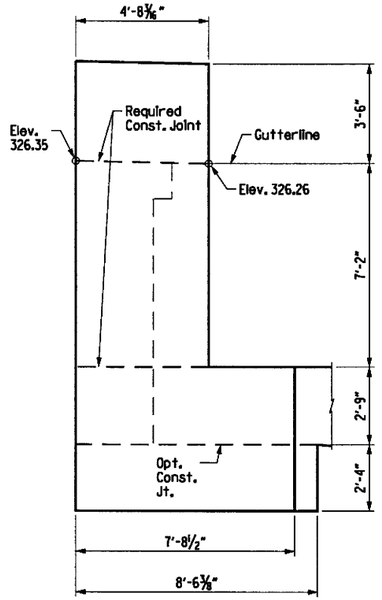
1 Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

2 "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

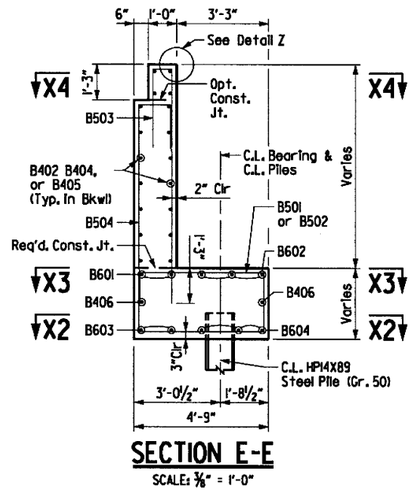
3 For Parapet Enhancements, see Dwg. No. 59775



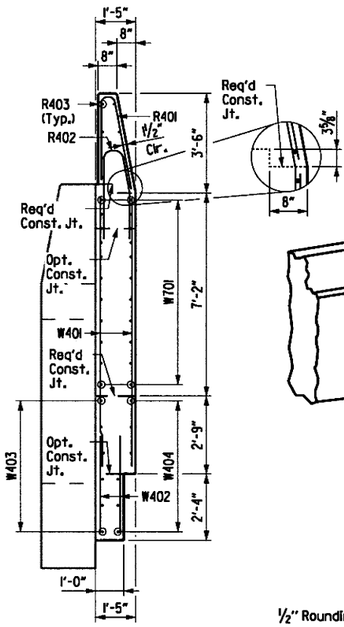
VIEW A-A (STAGE 3)
SCALE: ⅜" = 1'-0"



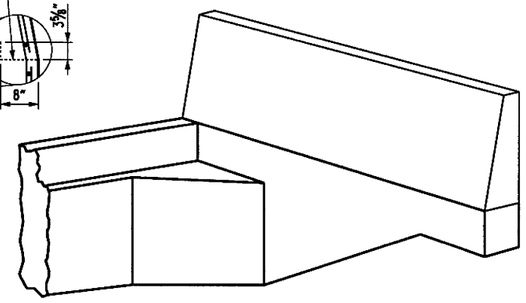
VIEW C-C (STAGE 1)
SCALE: ⅜" = 1'-0"



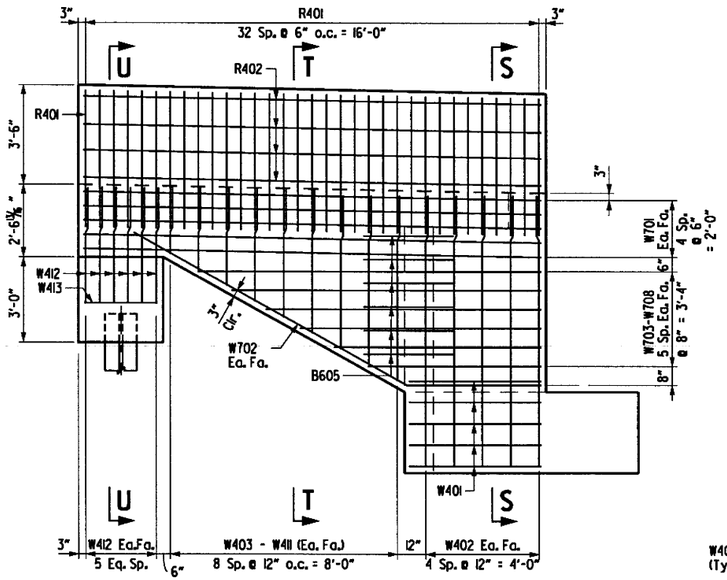
SECTION E-E
SCALE: ⅜" = 1'-0"



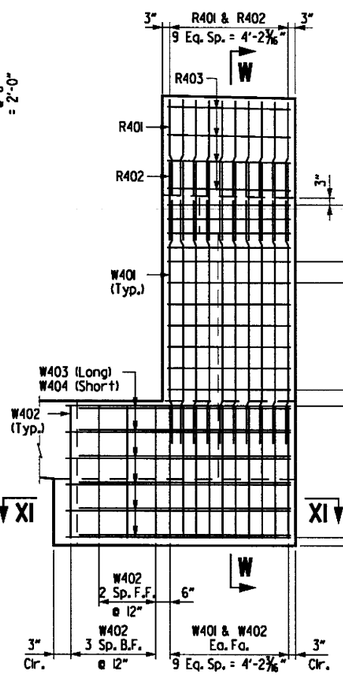
SECTION W-W (STAGE 1)
SCALE: ⅜" = 1'-0"



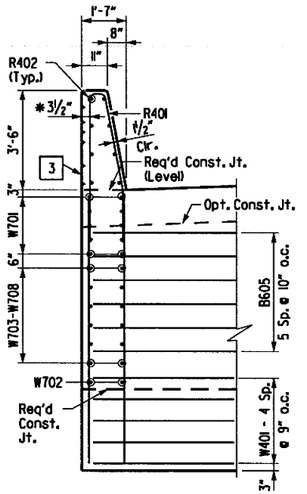
THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale



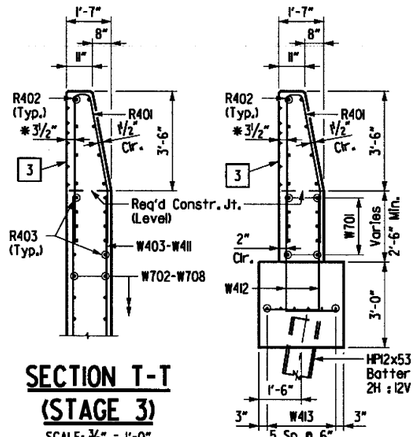
VIEW B-B (STAGE 3)
SCALE: ⅜" = 1'-0"



VIEW D-D (STAGE 1)
SCALE: ⅜" = 1'-0"

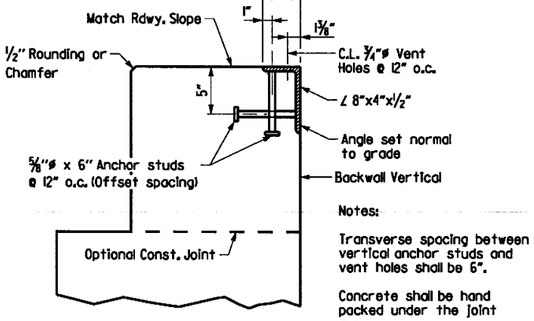


SECTION S-S (STAGE 3)
SCALE: ⅜" = 1'-0"



SECTION T-T (STAGE 3)
SCALE: ⅜" = 1'-0"

SECTION U-U (STAGE 3)
SCALE: ⅜" = 1'-0"



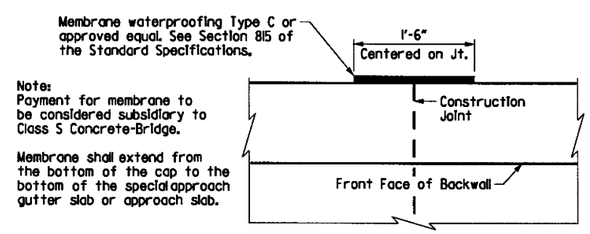
Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

DETAIL Z
SCALE: ½" = 1'-0"



Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

CONST. JOINT DETAIL
No Scale

* Form Liner Relief shall be a maximum of ½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

SHEET 2 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca0601a2_bl2
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. A7411 DRAWING NO. 59753

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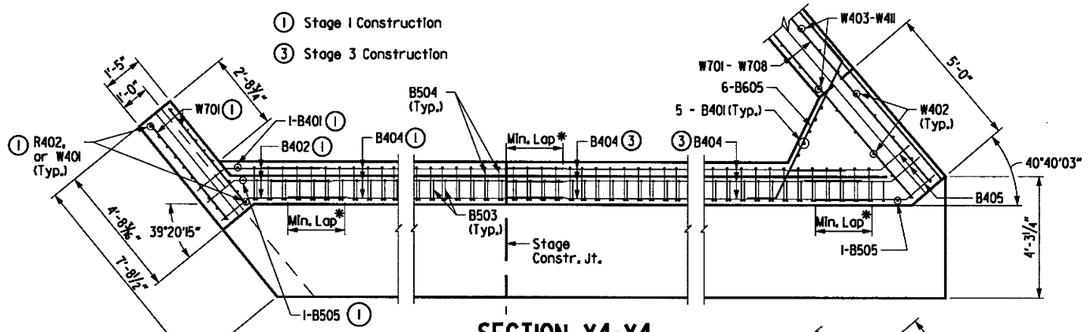
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	929	1465
				(1) A7411		BENT DETAILS		59754

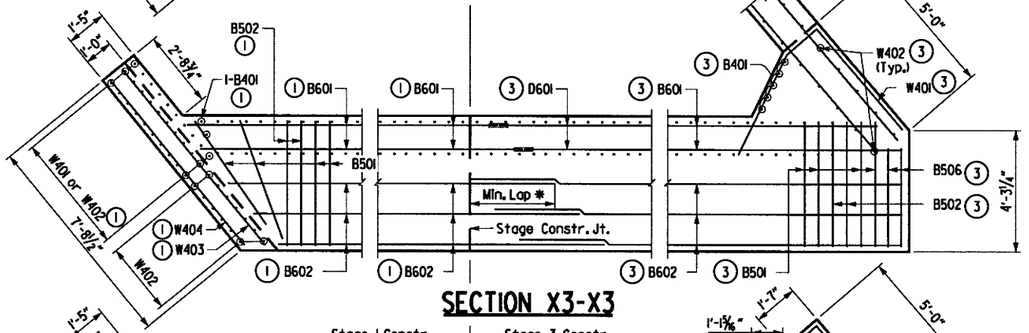
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
21 June 2018

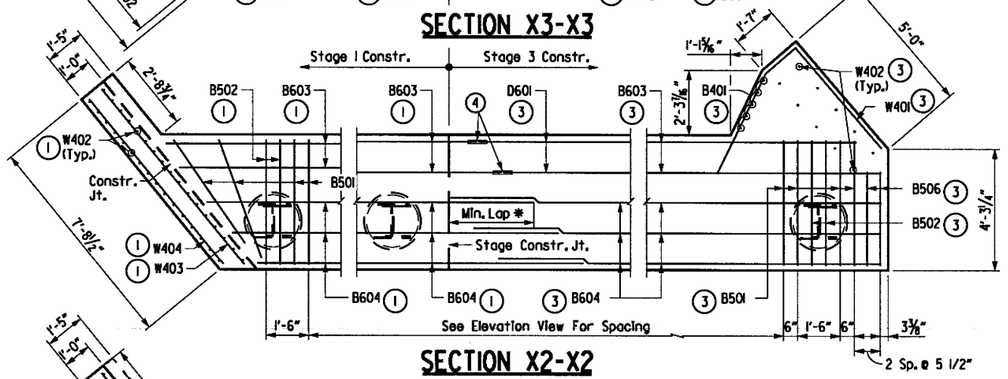
(1) Stage 1 Construction
(3) Stage 3 Construction



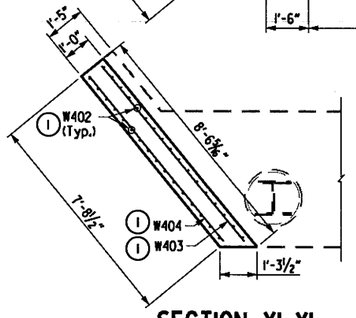
SECTION X4-X4



SECTION X3-X3



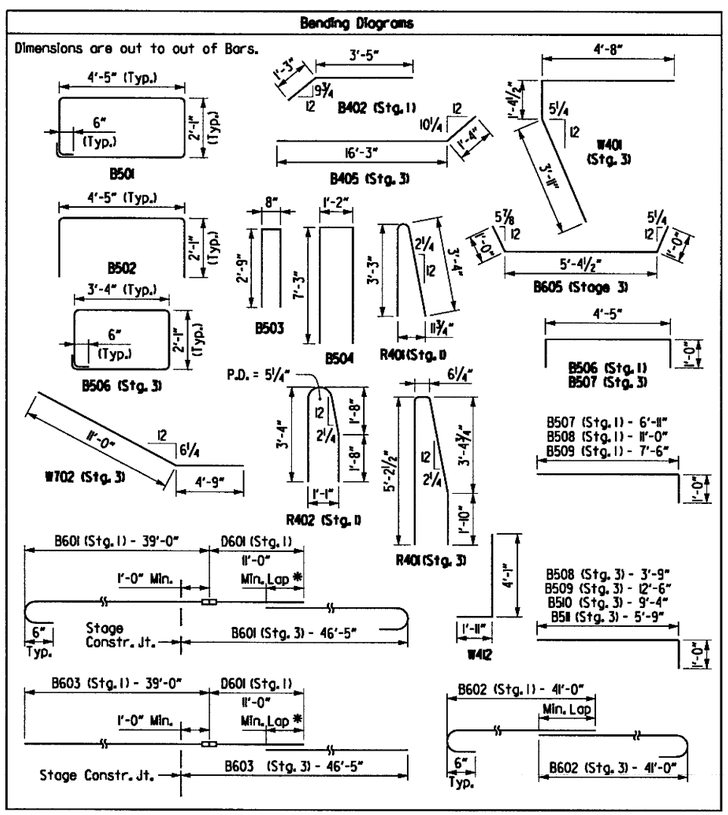
SECTION X2-X2



SECTION XI-XI

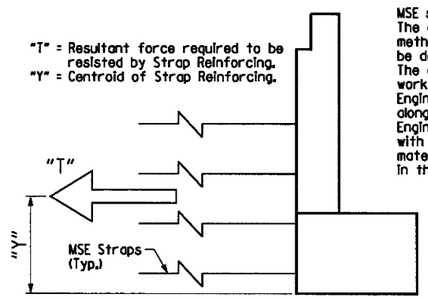
Bending Diagrams

Dimensions are out to out of Bars.



* Min. Laps are as follows:

\#4 Bars = 1'-9"
\#6 Bars = 2'-7"



MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

LIMIT STATE	"T" Kips/Ft.	"Y" Ft.
Service	3.0	3'-6"
Strength	4.3	

STRAPS DETAIL

No Scale

BAR LIST - STAGE 1

MARK	NO. REQ'D.	LENGTH	P.D.
B401	1	8'-2"	Str.
B402	18	4'-8"	3"
B404	18	40'-0"	Str.
B405	18	17'-7"	3"
B406	2	40'-0"	Str.
B501	44	13'-6"	2 ½"
B502	8	8'-5"	2 ½"
B503	75	6'-1"	2 ½"
B504	75	15'-7"	2 ½"
B505	1	8'-6"	Str.
B506	36	6'-3"	2 ½"
B507	4	7'-10"	2 ½"
B508	8	11'-11"	2 ½"
B509	4	8'-5"	2 ½"
B601	2	39'-8"	4 ½"
B602	3	41'-8"	4 ½"
B603	2	39'-0"	Str.
B604	3	41'-0"	Str.
Wing Wall & Rail			
R401	10	6'-4"	3 ¾"
R402	10	6'-9"	3"
R403	8	4'-4"	Str.
W401	20	8'-7"	Str.
W402	27	4'-8"	Str.
W403	6	7'-11"	Str.
W404	6	7'-6"	Str.
W701	22	4'-4"	Str.

BAR LIST - STAGE 3

MARK	NO. REQ'D.	LENGTH	P.D.
B401	5	8'-2"	Str.
B404	18	40'-0"	Str.
B405	18	17'-7"	3"
B406	4	28'-8"	Str.
B501	60	13'-6"	2 ½"
B502	10	8'-5"	2 ½"
B503	107	6'-1"	2 ½"
B504	106	15'-7"	2 ½"
B505	1	8'-6"	Str.
B506	2	11'-4"	2 ½"
B507	50	6'-3"	2 ½"
B508	4	4'-8"	2 ½"
B509	12	13'-5"	2 ½"
B510	4	10'-3"	2 ½"
B511	4	6'-8"	2 ½"
B601	2	47'-1"	4 ½"
B602	3	56'-2"	4 ½"
B603	2	46'-5"	Str.
B604	3	55'-6"	Str.
B605	6	7'-5"	4 ½"
D601	4	11'-0"	Str.
Wing Wall & Rail			
R401	33	11'-1"	3"
R402	8	16'-2"	Str.
W401	5	10'-0"	3"
W402	10	9'-3"	Str.
W403 to W411	2 Ea	2'-9" to 6'-6"	Str.
W412	12	6'-0"	3"
W413	6	2'-7"	Str.
W701	10	11'-2"	Str.
W702	2	15'-9"	5 ¼"
W703 to W708	2 Ea	12'-1" to 6'-1"	Str.

(4) The Contractor shall splice Bars B601(Stg. 1) and B603 (Stg. 1) with D601(Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with Bars B601(Stg. 3) and B603 (Stg. 3).

Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Products List (QPL).

The cost of Mechanical Couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Plate Girder Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 3 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 6/6/2016
CHECKED BY: STS DATE: 6/8/2016
DESIGNED BY: JH DATE: 5/24/2016
FILENAME: bco0601a2_bl3
SCALE: ⅜" = 1'-0"

BRIDGE NO. A7411 DRAWING NO. 59754

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6/21/2018 1:20:47 PM
Jharrell

1:20:48 PM
6/21/2018
jharrell

1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

2 Remove existing H-piles only if found while preboring, to be in conflict with proposed H-piles.

3 The Contractor shall splice Bars B603 (Stg. 1) and B606 (Stg. 1) with D601(Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with Bars B603 (Stg. 3) and B606 (Stg. 3).

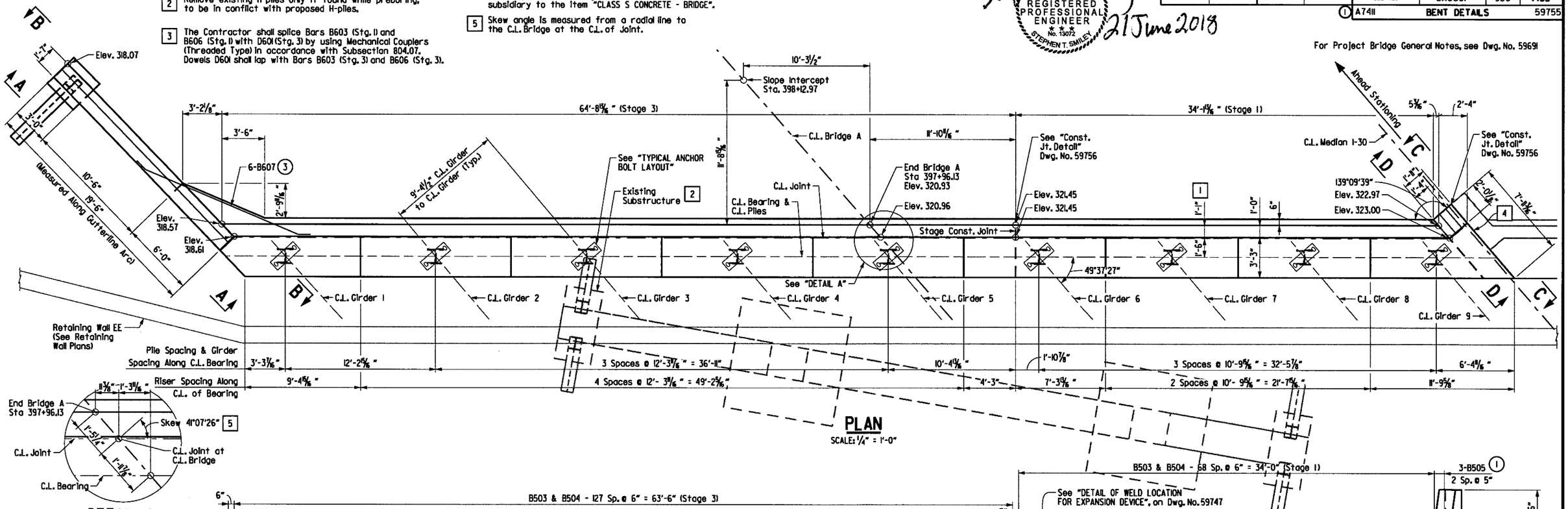
4 ½" Preformed Jt. Filler (AASHTO M 153, Type II) and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".

5 Skew angle is measured from a radial line to the C.L. Bridge at the C.L. of Joint.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

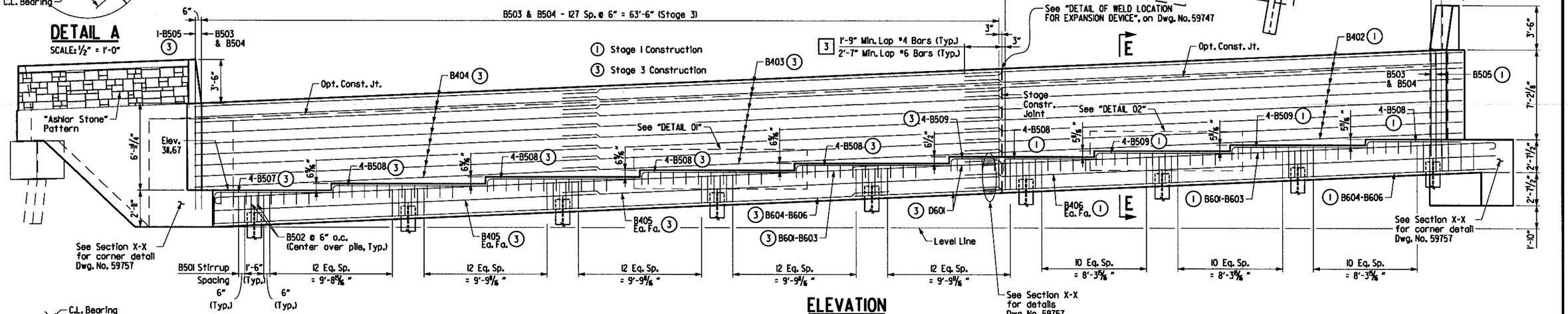
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	930	1465
				(1) A7411		BENT DETAILS		59755

For Project Bridge General Notes, see Dwg. No. 59691

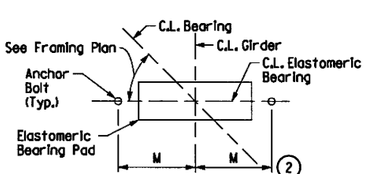


PLAN
SCALE: ¼" = 1'-0"

DETAIL A
SCALE: ½" = 1'-0"

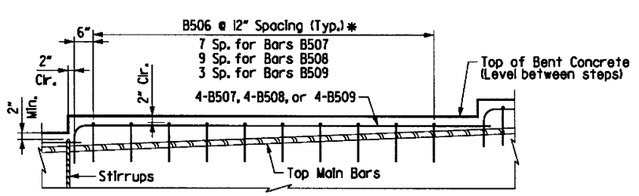


ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"

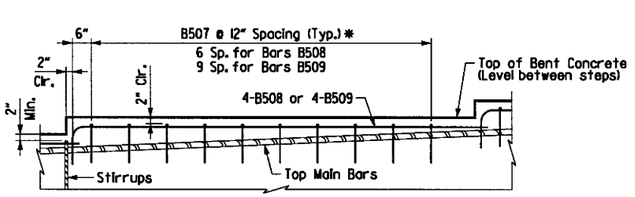


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59776



DETAIL 01 (Stg. 3)
N.T.S.



DETAIL 02 (Stg. 1)
N.T.S.

* Place bars B506(Stg. 3) and bars B507(Stg. 1) parallel to bars B502.

SHEET 1 OF 3
DETAILS OF END BENT 2
BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca0601a2.b21
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. A7411 DRAWING NO. 59755

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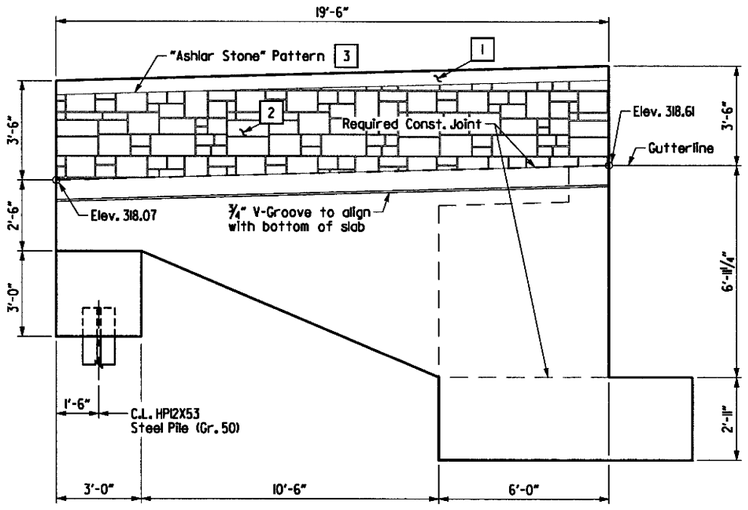
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	931	1465
				(1) A7411		BENT DETAILS		59756

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018

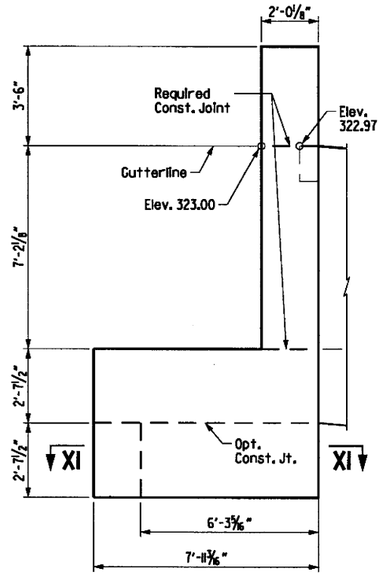
1 Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

2 "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)

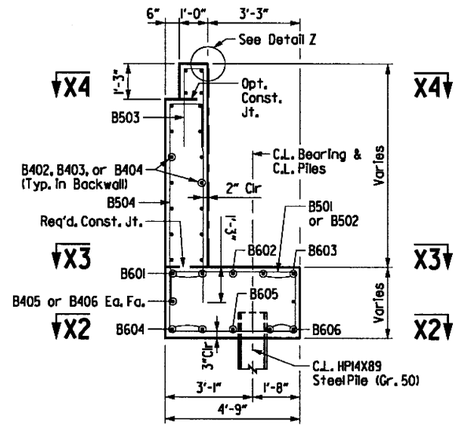
3 For Parapet Enhancements, see Dwg. No. 59775



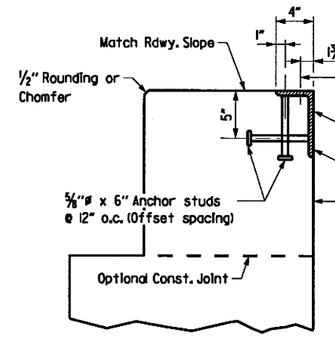
VIEW A-A (STAGE 3)
SCALE: ⅜" = 1'-0"



VIEW C-C (STAGE 1)
SCALE: ⅜" = 1'-0"



SECTION E-E
SCALE: ⅜" = 1'-0"



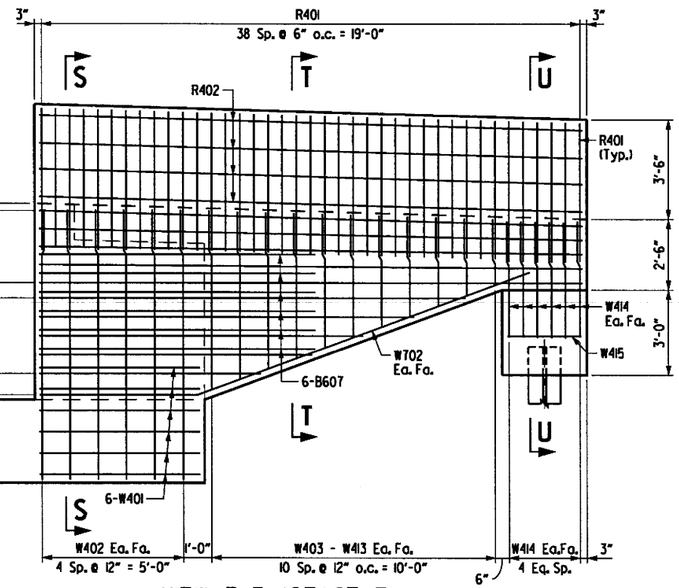
DETAIL Z
SCALE: 1½" = 1'-0"

Notes:

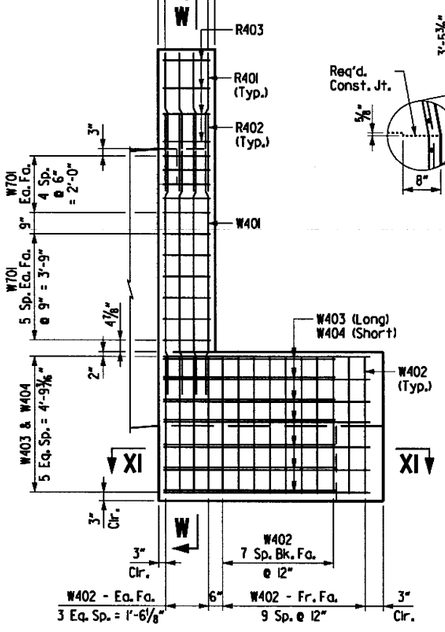
Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

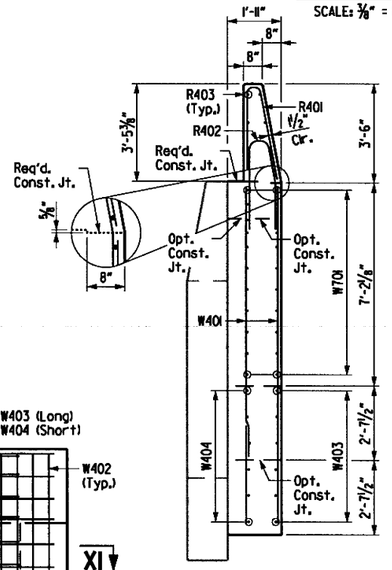
For additional joint details, see Std. Dwg. No. 55009



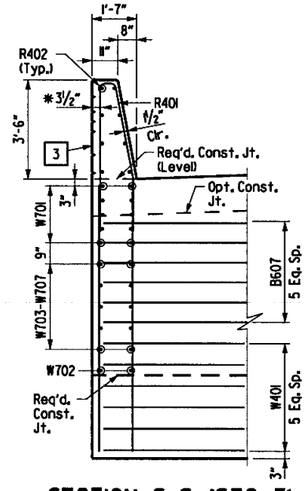
VIEW B-B (STAGE 3)
SCALE: ⅜" = 1'-0"



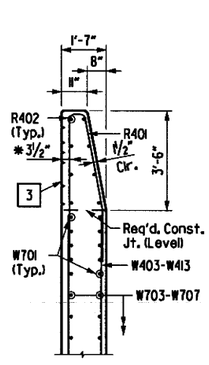
VIEW D-D (STAGE 1)
SCALE: ⅜" = 1'-0"



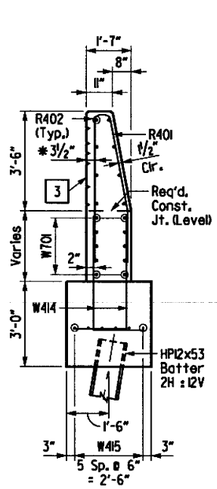
SECTION W-W (STAGE 1)
SCALE: ⅜" = 1'-0"



SECTION S-S (STG. 3)
SCALE: ⅜" = 1'-0"

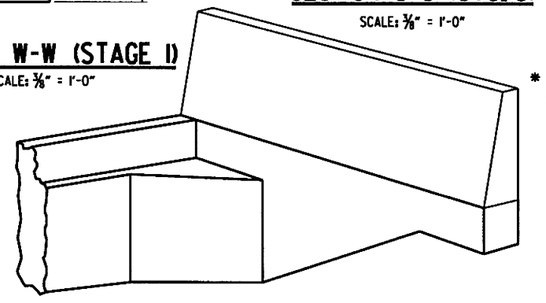


SECTION T-T (STG. 3)
SCALE: ⅜" = 1'-0"

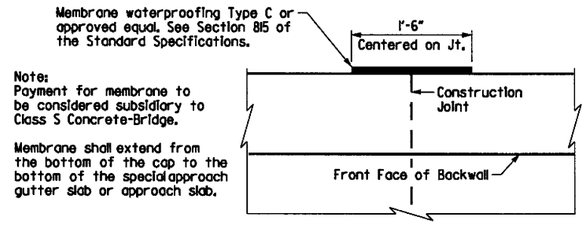


SECTION U-U (STG. 3)
SCALE: ⅜" = 1'-0"

* Form Liner Relief shall be a maximum of ½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".



THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale



Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

CONST. JOINT DETAIL
No Scale

SHEET 2 OF 3
DETAILS OF END BENT 2
BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bco0601a2_b22
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. A7411 DRAWING NO. 59756

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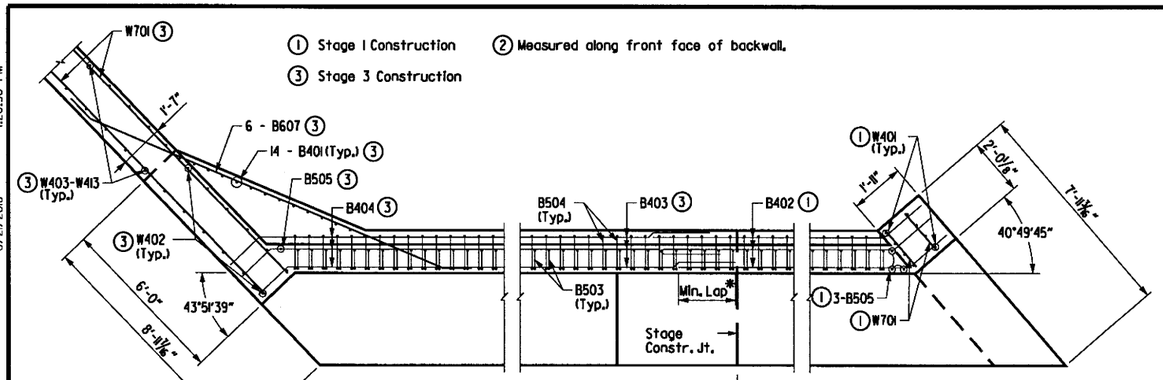
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	932	1465
				(1) A7411		BENT DETAILS		59757

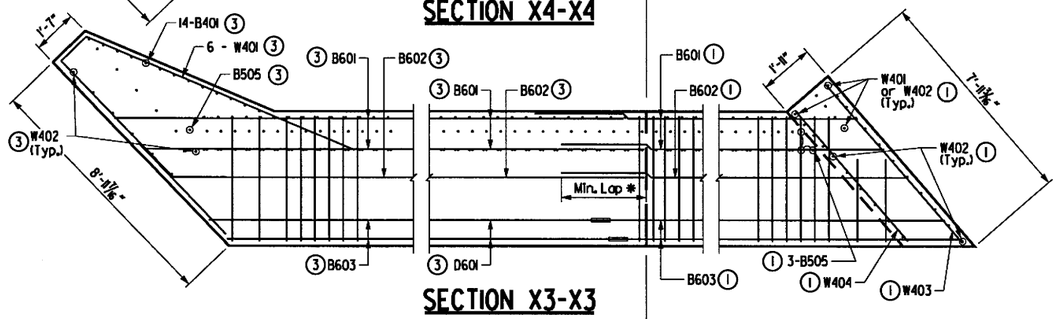
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

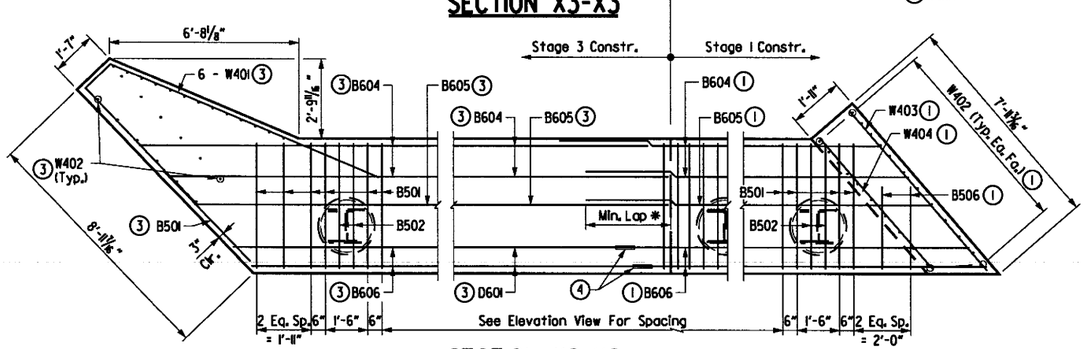
(1) Stage 1 Construction (2) Measured along front face of backwall.
(3) Stage 3 Construction



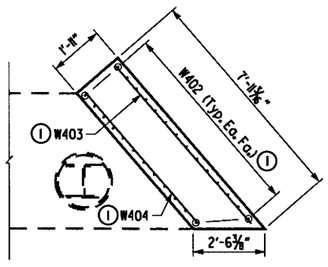
SECTION X4-X4



SECTION X3-X3

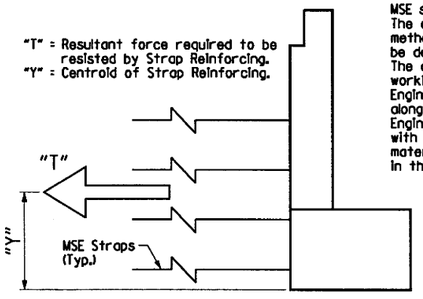


SECTION X2-X2



SECTION XI-XI

"T" = Resultant force required to be resisted by Strap Reinforcing.
"Y" = Centroid of Strap Reinforcing.



MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

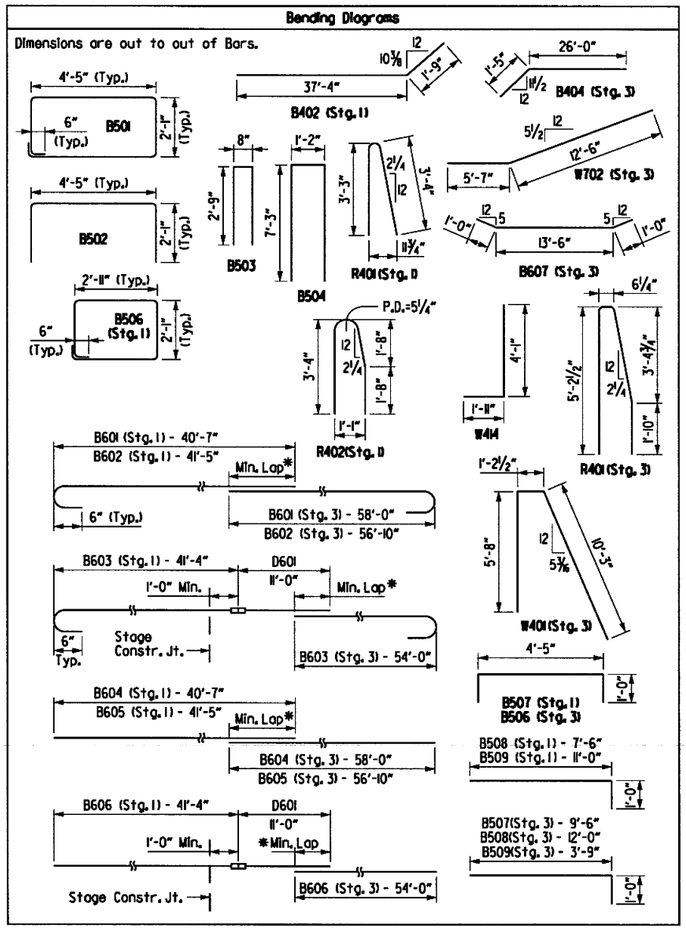
LIMIT STATE	"T"	"Y"
	Kips/Ft.	Ft.
Service	3.0	3'-6"
Strength	4.3	

STRAPS DETAIL

No Scale

Bending Diagrams

Dimensions are out to out of Bars.



* Min. Laps are as follows:

\#4 Bars = 1'-9"
\#6 Bars = 2'-7"

BAR LIST - STAGE 1

MARK	NO. REQ'D.	LENGTH	P.D.
B402	18	39'-1"	3"
B406	4	22'-3"	Str.
B501	44	13'-6"	2 ½"
B502	8	8'-5"	2 ½"
B503	69	6'-1"	2 ½"
B504	69	15'-7"	2 ½"
B505	3	8'-6"	Str.
B506	2	10'-6"	2 ½"
B507	34	6'-3"	2 ½"
B508	8	8'-5"	2 ½"
B509	8	11'-11"	2 ½"
B601	2	41'-3"	4 ½"
B602	1	42'-1"	4 ½"
B603	2	42'-0"	4 ½"
B604	2	40'-7"	Str.
B605	1	41'-5"	Str.
B606	2	41'-4"	Str.
Wing Wall & Rail			
R401	4	6'-4"	3 ¾"
R402	4	6'-9"	3"
R403	8	1'-8"	Str.
W401	4	8'-6"	Str.
W402	22	4'-10"	Str.
W403	7	7'-4"	Str.
W404	7	6'-1"	Str.
W701	22	1'-8"	Str.

BAR LIST - STAGE 3

MARK	NO. REQ'D.	LENGTH	P.D.
B401	14	8'-2"	Str.
B403	18	40'-0"	Str.
B404	18	27'-5"	3"
B405	4	32'-6"	Str.
B501	77	13'-6"	2 ½"
B502	10	8'-5"	2 ½"
B503	128	6'-1"	2 ½"
B504	128	15'-7"	2 ½"
B505	1	8'-6"	Str.
B506	52	6'-3"	2 ½"
B507	4	10'-5"	2 ½"
B508	16	13'-5"	2 ½"
B509	4	4'-8"	2 ½"
B601	2	58'-8"	4 ½"
B602	1	57'-6"	4 ½"
B603	2	54'-8"	4 ½"
B604	2	58'-0"	Str.
B605	1	56'-10"	Str.
B606	2	54'-0"	Str.
B607	6	15'-6"	4 ½"
D601	5	11'-0"	Str.
Wing Wall & Rail			
R401	39	11'-1"	3"
R402	8	19'-2"	Str.
W401	5	17'-2"	3"
W402	12	9'-5"	Str.
W403 to W413	2 Ea	6'-6" to 2'-3"	Str.
W414	10	6'-0"	3"
W415	6	2'-7"	Str.
W701	10	19'-2"	Str.
W702	2	18'-4"	5 ¼"
W703 to W707	2 Ea	14'-8" to 7'-6"	Str.

(4) The Contractor shall splice Bars B604 (Stg. 1) and B606 (Stg. 1) with D601 (Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with Bars B604 (Stg. 3) and B606 (Stg. 3).

Mechanical Couplers (Threaded Type) shall be an approved type in accordance with the AHTD Qualified Products List (QPL).

The cost of Mechanical Couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Plate Girder Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 3 OF 3
DETAILS OF END BENT 2
BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca0601a2_b23
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	⅜" = 1'-0"
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. A7411 DRAWING NO. 59757

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6/21/2018
jharrell

NOTES:

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

For "LONGITUDINAL CONSTRUCTION JOINT DETAIL", see this sheet.
Lap Lengths applicable for Transverse & Longitudinal reinforcing bars.

For Project Bridge General Notes, see Dwg. No. 59691

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is 1/4" from bottom reinforcing steel; Maximum = top flange thickness plus 2 5/8".

(B) Tolerance: Minus = 1/4", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

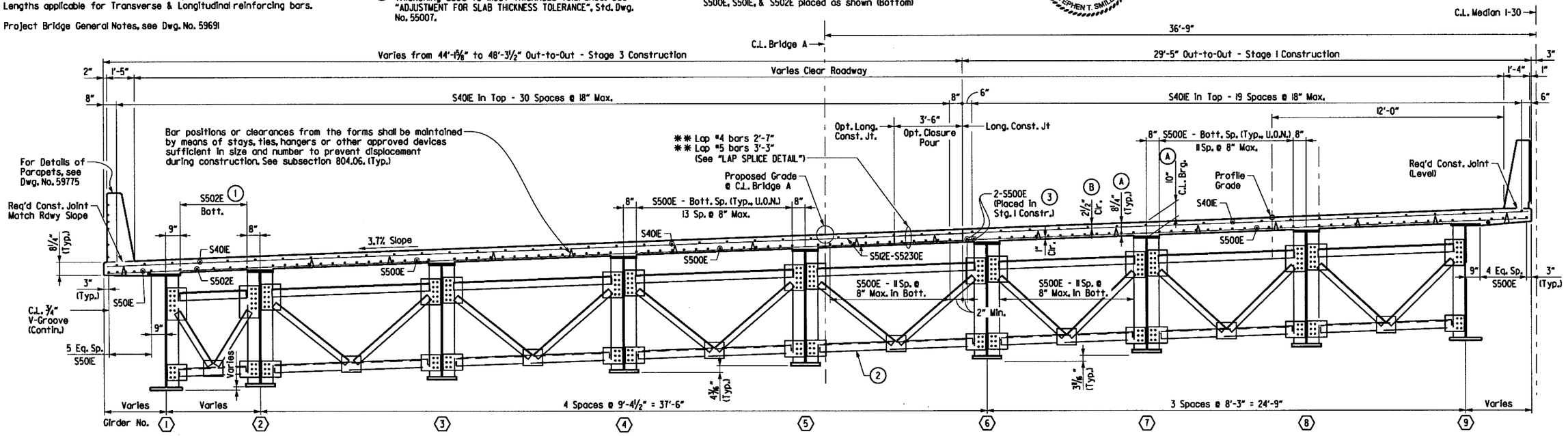
SLAB REINFORCING:

Transverse:
S512E-S5230E @ 13" Centers (Top & Bottom)
S601E @ 13" Centers (Top Overhang)

Longitudinal:
S401E @ 18" Centers (Top Temperature)
S500E, S501E, & S502E placed as shown (Bottom)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072
Stephen T. Smiley
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	933	1465
				(1) A7411		SPAN DETAILS		59758



TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: 3/8" = 1'-0"

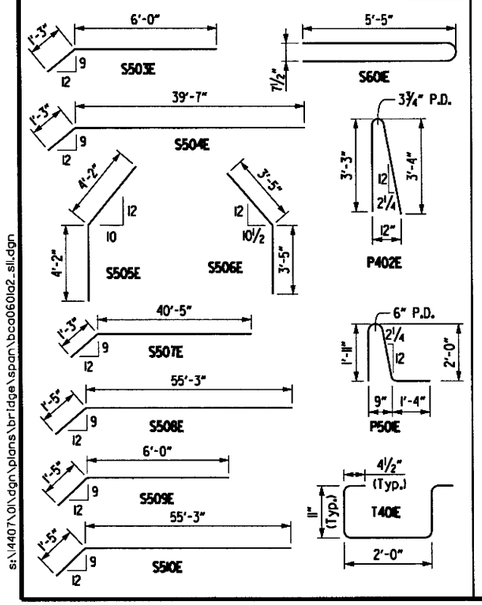
STAGE I BAR LIST

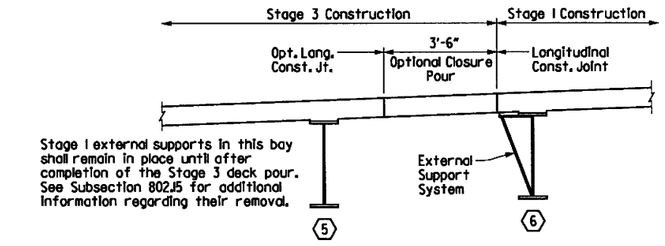
Mark	No. Req'd.	Length	Pin Dia.
S401E	80	39'-2"	Str.
S500E	129	51'-9"	Str.
S503E	12	7'-3"	3 3/4"
S504E	2	40'-10"	3 3/4"
S505E	10	8'-4"	3 3/4"
S506E	6	6'-10"	3 3/4"
S507E	2	41'-8"	3 3/4"
S512E	448	32'-7"	Str.
S518E to S559E	2 Ea.	5'-10" to 32'-5"	Str.
S560E to S5100E	2 Ea.	30'-9" to 5'-9"	Str.
S601E	132	11'-2"	6"
T401E	55	4'-3"	2"
T601E	4	39'-11"	Str.
T602E	4	40'-8"	Str.
T701E	30	8'-8"	Str.
P501E	278	5'-8"	3 3/4"
P401E	84	5'-6"	Str.
P402E	278	6'-11"	3 3/4"
P406E	22	13'-7"	Str.
P408E	88	14'-8"	Str.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401E	155	32'-8"	Str.
S500E	162	39'-8"	Str.
S501E	24	40'-8"	Str.
S502E	46	40'-8"	Str.
S508E	2	56'-8"	3 3/4"
S509E	14	7'-5"	3 3/4"
S510E	2	56'-8"	3 3/4"
S511E	2	10'-0"	Str.
S513E	82	44'-0"	Str.
S514E	82	44'-6"	Str.
S515E	82	44'-11"	Str.
S516E	82	45'-5"	Str.
S517E	88	46'-0"	Str.
S5101E to S5160E	2 Ea.	4'-0" to 42'-3"	Str.
S5161E to S5230E	2 Ea.	46'-7" to 5'-8"	Str.
S601E	135	11'-2"	6"
T401E	87	4'-3"	2"
T601E	4	54'-11"	Str.
T602E	8	32'-8"	Str.
T701E	35	10'-2"	Str.
T702E	5	3'-9"	Str.
T703E	10	8'-8"	Str.
P501E	286	5'-8"	3 3/4"
P401E	84	5'-6"	Str.
P402E	286	6'-11"	3 3/4"
P407E	22	16'-1"	Str.
P408E	88	14'-8"	Str.

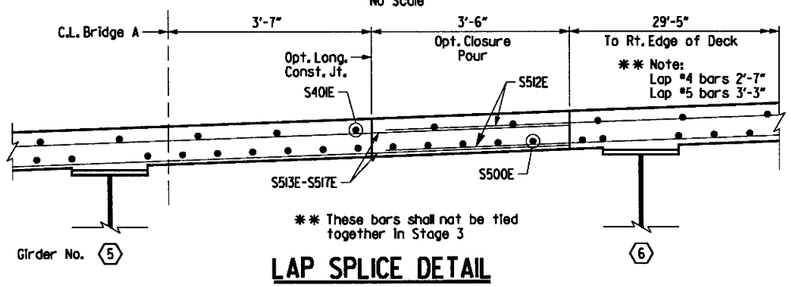
Bending Diagrams
(Dimensions are out to out of bars)





DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

(Looking Ahead)
No Scale



LAP SPLICE DETAIL

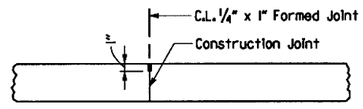
Scale: 3/4" = 1'-0"

(1) Number of equal spaces varies. 6 equal spaces at C.L. Joint 4, which transitions to 12 equal spaces at 39' from C.L. Joint 1 measured along C.L. Girder 2. Minimum 4" o.c. and Maximum 8" o.c. spacing. See "REINFORCING PLAN" for more information.

(2) K-Frames between girders 5 and 6 shall be installed with bolts loose when girders are erected in Stage 3. Bolts shall be fully tightened immediately after placing slab in Stage 3.

Alternatively, the holes in the connection plate of one side of these crossframes may be field drilled after placing slab in Stage 3.

(3) Place S500E Bars parallel to Girders as much as possible, however maintain a minimum 2" Clr. to Longitudinal Construction Jt.



Use 1/2" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod shall not be installed. Joint Sealer shall be measured and paid for as Class S(AE) Concrete-Bridge. This joint shall be formed. Sealant must be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT DETAIL

No Scale

SHEET 1 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601a2.sli
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2016		

BRIDGE NO. A7411 DRAWING NO. 59758

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	934	1465
				(1) A7411		SPAN DETAILS		59759

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018

EXPANSION DEVICE @ END BENTS

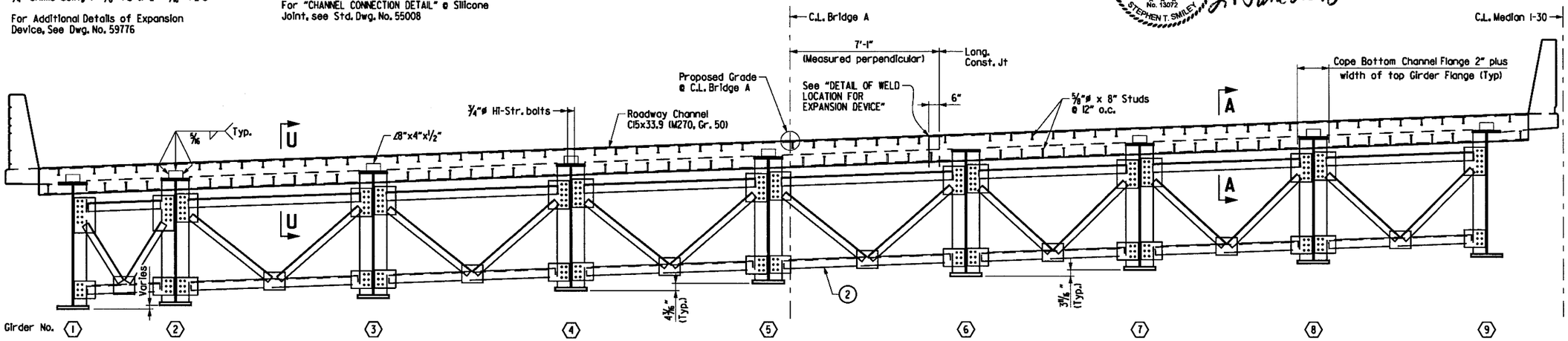
Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4"x½"
Detail Device ⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Dwg. No. 59776

For Project General Notes, see Dwg. No. 59691

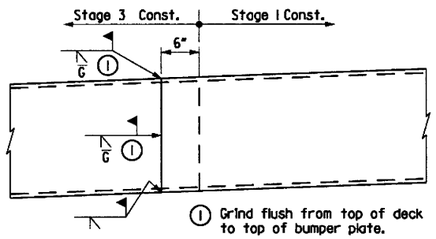
For "WELD TABLE", see Std. Dwg. No. 55007

For "CHANNEL CONNECTION DETAIL" @ Silicone Joint, see Std. Dwg. No. 55008



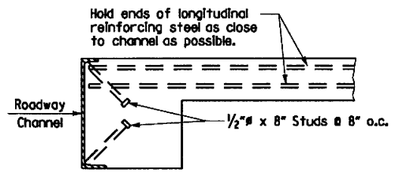
TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
No Scale



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

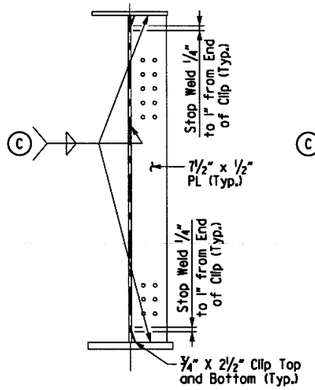
(Looking Ahead)
Scale: 1" = 1'-0"



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

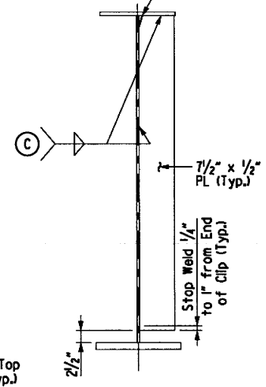
SECTION U-U

No Scale



CONNECTION PLATE DETAIL

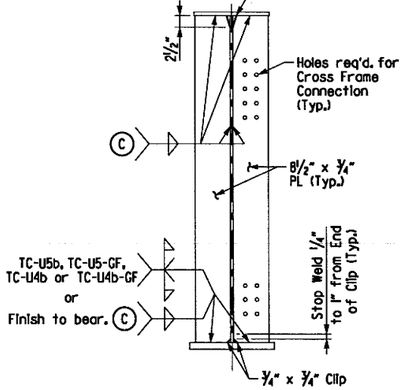
Scale: ¾" = 1'-0"



INTERMEDIATE STIFFENER DETAIL

Scale: ¾" = 1'-0"

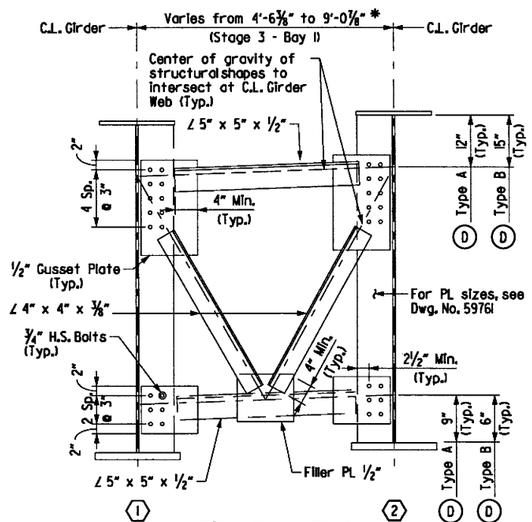
Ⓒ See "WELD TABLE" for minimum weld size, Std. Dwg. No. 55007. Stop Weld ¼" to 1" from end of clip.



BEARING STIFFENER DETAIL

Scale: ¾" = 1'-0"

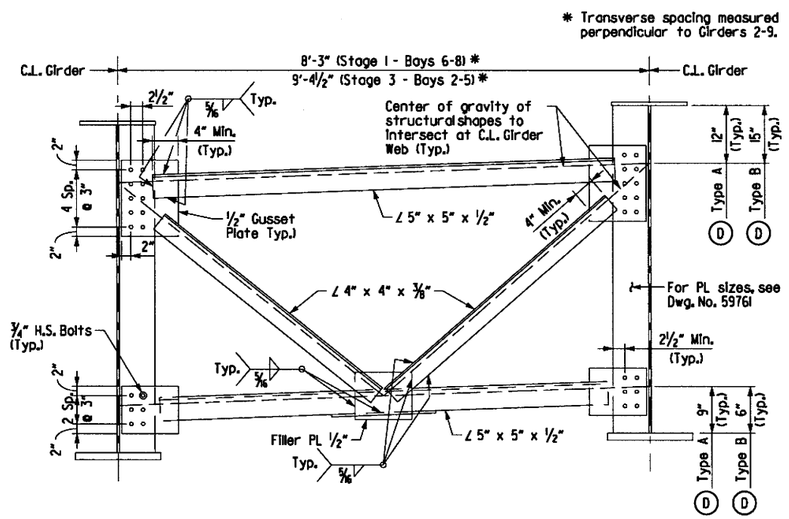
Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.



K-FRAME DETAIL

No Scale

* Transverse spacing measured perpendicular to Girders 2-9.



K-FRAME DETAIL

No Scale

Ⓓ Use Type A for intermediate K-frame connections and Type B for K-frame connections at C.L. of bearing.

SHEET 2 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bco0601a2.sl2
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2016		

BRIDGE NO. A7411 DRAWING NO. 59759

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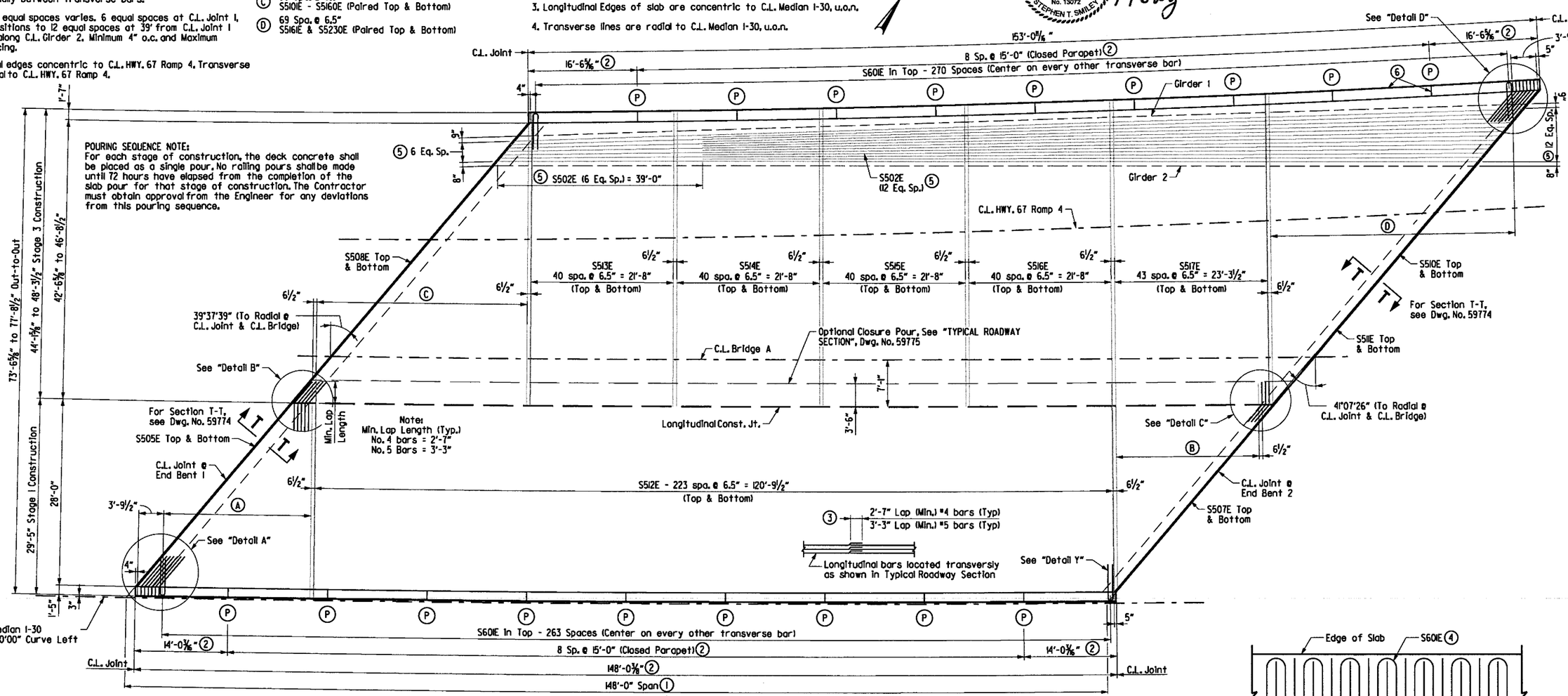
1. Dimension measured along C.L. Median I-30 and intersects with a projection of C.L. Joint.
2. Dimensions measured along gutterline and intersects at C.L. Joint or transverse reinforcing.
3. Min Laps also applicable to splices in Transverse Reinforcing.
4. Spaced equally between Transverse bars.
5. Number of equal spaces varies. 6 equal spaces at C.L. Joint 1, which transitions to 12 equal spaces at 39' from C.L. Joint 1 measured along C.L. Girder 2. Minimum 4" o.c. and Maximum 8" o.c. spacing.
6. Longitudinal edges concentric to C.L. HWY. 67 Ramp 4. Transverse edges radial to C.L. HWY. 67 Ramp 4.

- (P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59775
- (A) 41 Spa. @ 6.5" S518E - S559E (Paired Top & Bottom)
- (B) 40 Spa. @ 6.5" S560E - S5100E (Paired Top & Bottom)
- (C) 59 Spa. @ 6.5" S5101E - S5160E (Paired Top & Bottom)
- (D) 69 Spa. @ 6.5" S5161E & S5230E (Paired Top & Bottom)

Notes:
1. Transverse slab reinforcing shall be placed on radial lines and spaced along right gutterline.
2. Longitudinal slab reinforcing shall be placed as shown in "TYPICAL ROADWAY SECTION", unless otherwise noted.
3. Longitudinal Edges of slab are concentric to C.L. Median I-30, u.o.n.
4. Transverse lines are radial to C.L. Median I-30, u.o.n.

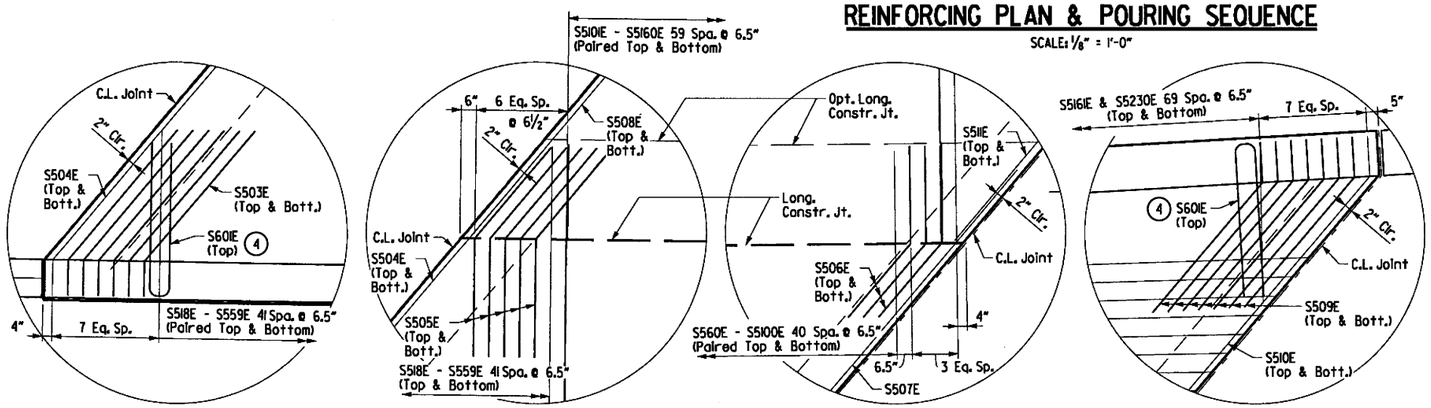
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	935	1465
				(1) A7411		SPAN DETAILS		59760



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/8" = 1'-0"



DETAIL A — No Scale

DETAIL B — No Scale

DETAIL C — No Scale

DETAIL D — No Scale

DETAIL Y — No Scale

Notes:

For placement of longitudinal reinforcing, See TYPICAL ROADWAY SECTION on Dwg. No. 59775

For Bar List, see Dwg. No. 59775

For Parapet Details See Dwg. No. 59775

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW", see Std. Dwg. No. 55007

SHEET 3 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601a2_sl3
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2016		

BRIDGE NO. A7411 DRAWING NO. 59760

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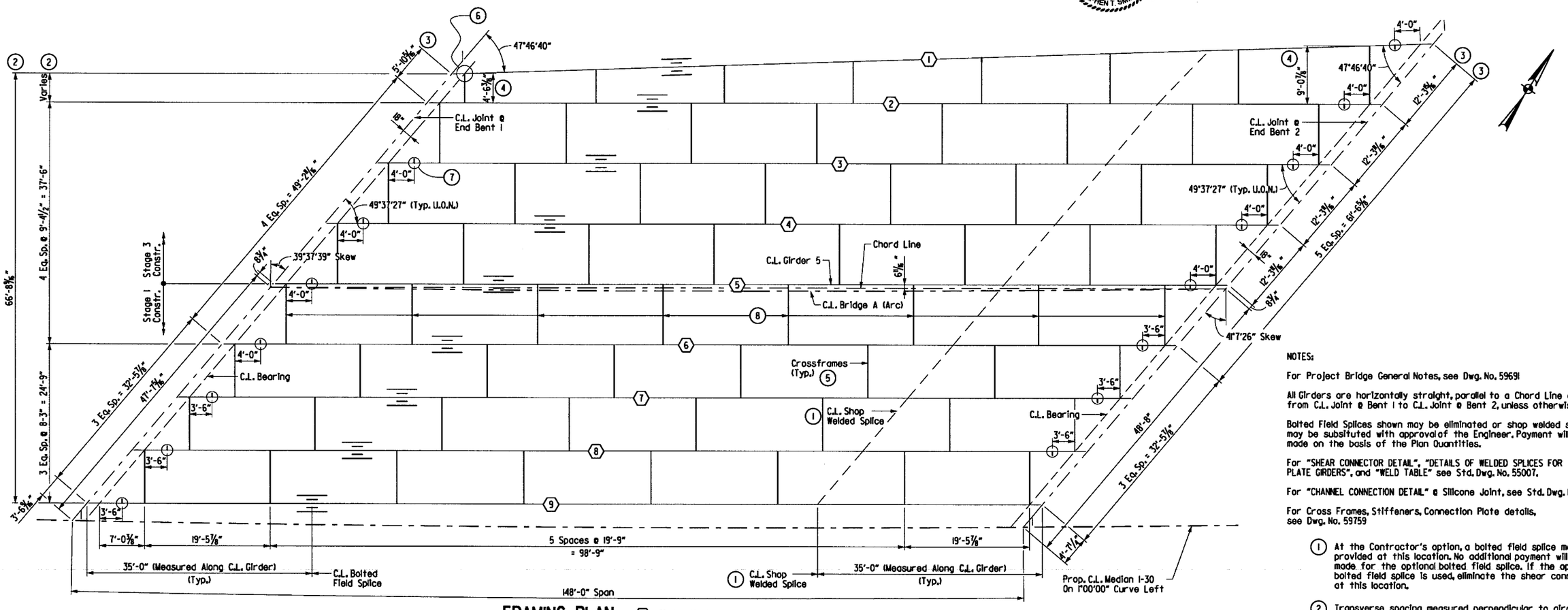
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

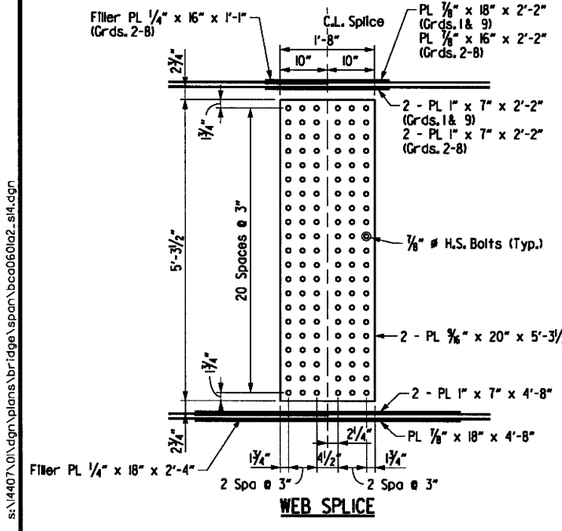
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	936	1465
(1) A7411		SPAN DETAILS		59761



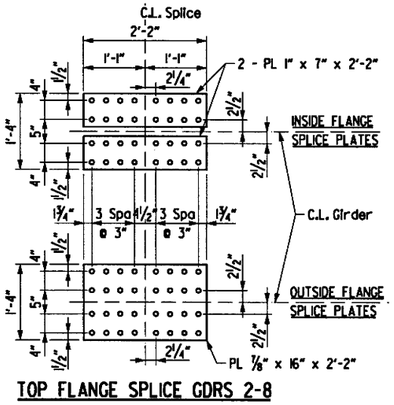
FRAMING PLAN

(X) Girder Number

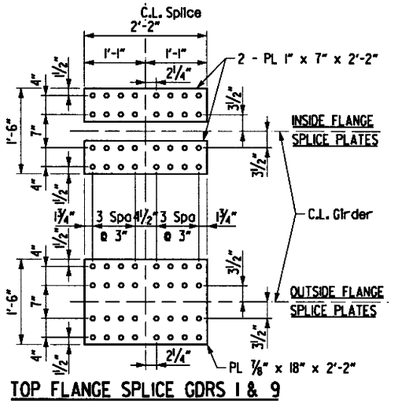
SCALE: ⅛" = 1'-0"



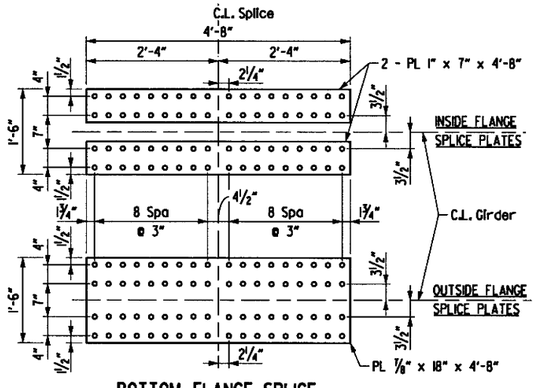
WEB SPLICE



TOP FLANGE SPLICE GDRS 2-8



TOP FLANGE SPLICE GDRS 1 & 9



BOTTOM FLANGE SPLICE

Note: All splice plates shall be AASHTO M270 Gr. 50.

DETAILS OF FIELD SPLICE

No Scale

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

All Girders are horizontally straight, parallel to a Chord Line constructed from C.L. Joint @ Bent 1 to C.L. Joint @ Bent 2, unless otherwise noted.

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

For "SHEAR CONNECTOR DETAIL", "DETAILS OF WELDED SPLICES FOR PLATE GIRDERS", and "WELD TABLE" see Std. Dwg. No. 55007.

For "CHANNEL CONNECTION DETAIL" @ Silicone Joint, see Std. Dwg. No. 55008.

For Cross Frames, Stiffeners, Connection Plate details, see Dwg. No. 59759

(1) At the Contractor's option, a bolted field splice may be provided at this location. No additional payment will be made for the optional bolted field splice. If the optional bolted field splice is used, eliminate the shear connectors at this location.

(2) Transverse spacing measured perpendicular to girders 2-9.

(3) Measured along C.L. Joint intersecting with C.L. Girder.

(4) Measured perpendicular to C.L. Girder 2

(5) All bracing perpendicular to girders 2-9.

(6) Bearing Stiffeners - PL ¾" x 8½" (Typ.)

(7) Intermediate Stiffeners - PL ½" x 7½" (Typ.)

(8) K-Frames between girders 5 and 6 shall be installed with bolts loose when girders are erected in Stage 3. Bolts shall be fully tightened immediately after placing slab in Stage 3.

Alternatively, the holes in the connection plate of one side of these crossframes may be field drilled after placing slab in Stage 3.

SHEET 4 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601a2.s14
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2016		

BRIDGE NO. A7411 DRAWING NO. 59761

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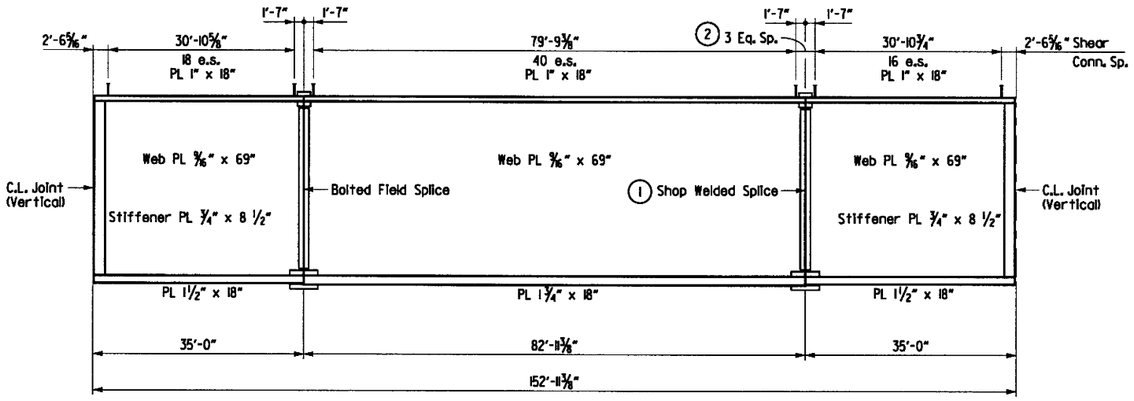
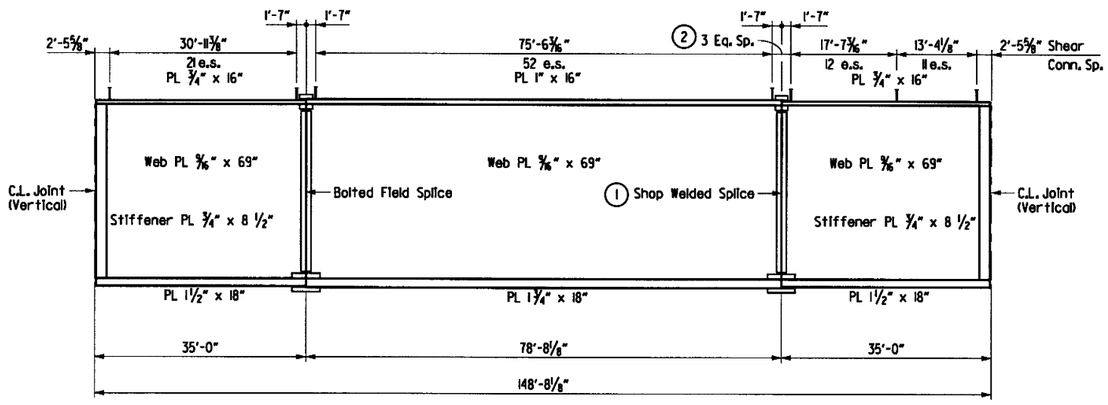


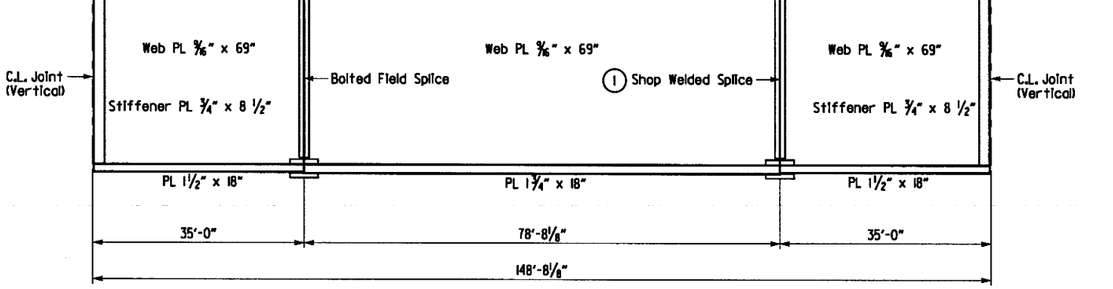
GIRDER 1 ELEVATION

SCALE: 1"= 12.5' Horiz.



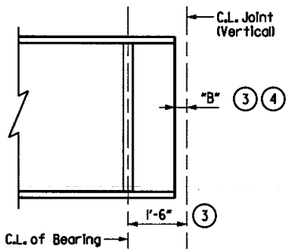
GIRDERS 2-8 ELEVATION

SCALE: 1"= 12.5' Horiz.



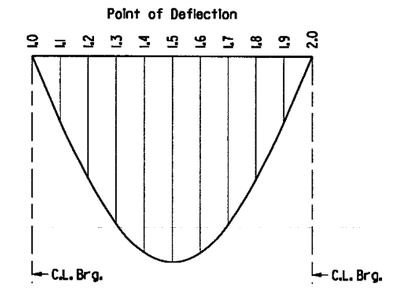
GIRDER 9 ELEVATION

SCALE: 1"= 12.5' Horiz.



TYPICAL GIRDER END DETAIL

Not to Scale
For dimension "B", see Dwg. No. 59751



DEAD LOAD DEFLECTION DIAGRAM

Not to Scale

TABLE OF DEAD LOAD DEFLECTIONS

Point of Deflection	Vertical Dead Load Deflection (In.)																										
	Structural Steel									Structural Steel + Slab									Structural Steel + Slab + Parapets								
	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9
L0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L1	0.508	0.492	0.492	0.494	0.495	0.493	0.492	0.484	0.453	1.909	2.016	2.21	2.23	2.156	2.077	2.061	2.004	1.764	2.087	2.159	2.304	2.271	2.181	2.126	2.158	2.137	1.921
L2	0.943	0.929	0.929	0.932	0.934	0.931	0.927	0.913	0.859	3.544	3.81	4.166	4.205	4.066	3.917	3.882	3.779	3.349	3.873	4.081	4.344	4.284	4.114	4.01	4.065	4.031	3.648
L3	1.294	1.26	1.26	1.263	1.267	1.262	1.258	1.239	1.173	4.865	5.171	5.646	5.698	5.513	5.309	5.264	5.123	4.575	5.316	5.54	5.89	5.808	5.579	5.435	5.511	5.465	4.984
L4	1.514	1.467	1.467	1.471	1.476	1.47	1.464	1.443	1.372	5.693	6.026	6.57	6.632	6.42	6.18	6.126	5.964	5.355	6.219	6.456	6.856	6.762	6.497	6.326	6.412	6.362	5.835
L5	1.588	1.538	1.538	1.542	1.548	1.541	1.535	1.513	1.443	5.975	6.328	6.887	6.953	6.732	6.478	6.422	6.254	5.633	6.525	6.779	7.189	7.091	6.812	6.629	6.72	6.67	6.138
L6	1.516	1.468	1.467	1.471	1.477	1.469	1.465	1.443	1.376	5.705	6.049	6.57	6.633	6.425	6.178	6.126	5.967	5.374	6.228	6.479	6.86	6.767	6.501	6.32	6.409	6.363	5.857
L7	1.298	1.261	1.259	1.263	1.269	1.262	1.258	1.24	1.178	4.886	5.208	5.643	5.698	5.523	5.307	5.262	5.128	4.606	5.332	5.576	5.894	5.814	5.588	5.427	5.503	5.467	5.021
L8	0.95	0.931	0.929	0.931	0.937	0.931	0.928	0.915	0.866	3.579	3.849	4.165	4.205	4.08	3.917	3.884	3.787	3.388	3.905	4.119	4.351	4.291	4.127	4.004	4.061	4.036	3.693
L9	0.509	0.496	0.495	0.496	0.499	0.496	0.494	0.487	0.461	1.919	2.053	2.221	2.241	2.175	2.088	2.07	2.019	1.804	2.093	2.197	2.321	2.287	2.2	2.133	2.164	2.151	1.967
2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTES:

All Girders are horizontally straight, parallel to a Chord Line constructed from C.L. Joint @ Bent 1 to C.L. Joint @ Bent 2, unless otherwise noted.

STANDARD DETAILS FOR STEEL BRIDGE STANDARDS, See Std. Dwg. No. 55007.

Stud Shear Connectors shall be ⅞" dia. x 5"; use 3 studs per row.

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Girder from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

For intermediate Stiffeners and Connection Plates not shown, see Dwg. Nos. 59759 & 59761

(1) At the Contractor's option, a bolted field splice may be provided at this location. No additional payment will be made for the optional bolted field splice.

(2) If the optional bolted field splice is used, eliminate the shear connectors at this location.

(3) Measured Normal to C.L. Joint. See Framing Plan for angles.

(4) Fabricate end of top and bottom flanges horizontally parallel to C.L. Joint.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	937	1465
				(1) A7411		SPAN DETAILS		59762

SHEET 5 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/21/2016
CHECKED BY: STS DATE: 3/24/2016
DESIGNED BY: JH DATE: 3/15/2016
FILENAME: bca0601a2_sl5
SCALE: AS SHOWN

BRIDGE NO. A7411 DRAWING NO. 59762

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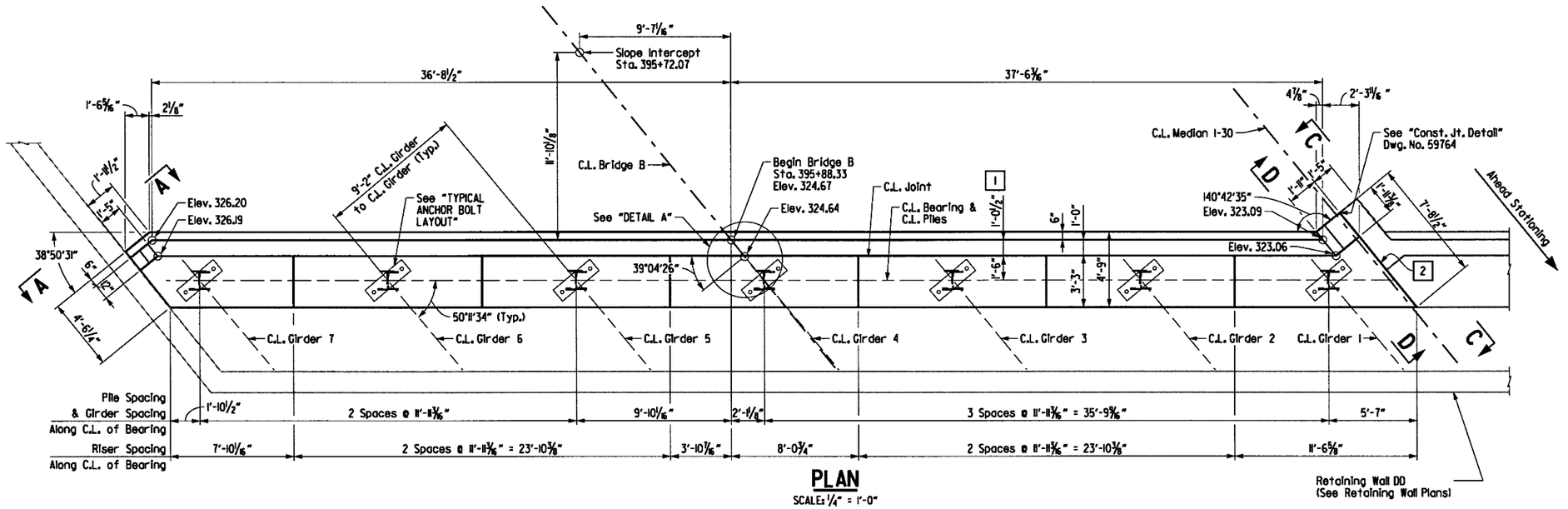
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	938	1465
				(1) B7411		BENT DETAILS		59763

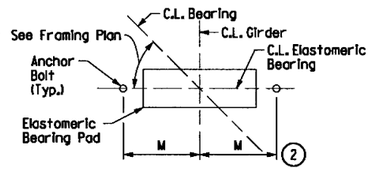
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691

1. Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.
2. ½" Preformed Jt. Filler (AASHTO M 153, Type II) and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".
3. Skew angle is measured from a radial line to the C.L. Bridge at the C.L. of Joint.

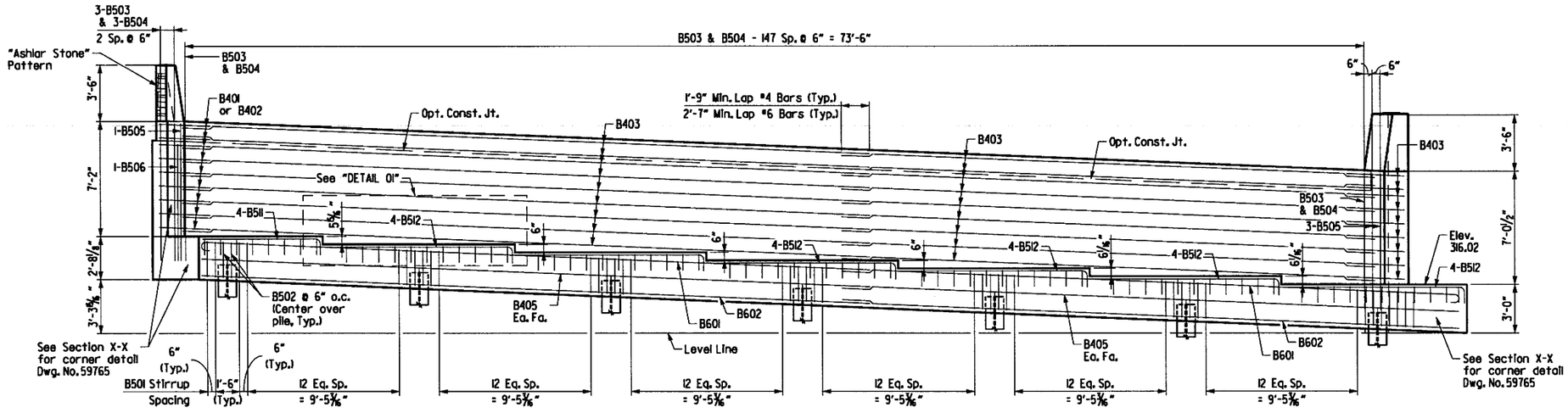


PLAN
SCALE: 1/4" = 1'-0"

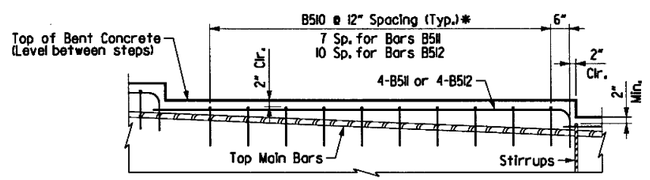


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59776

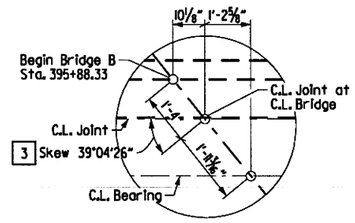


ELEVATION
(Looking Back)
SCALE: 1/4" = 1'-0"



DETAIL 01
N.T.S.

* Place bars B510 parallel to bars B502.



DETAIL A
SCALE: 1/2" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bco0601b2.bli
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. B7411 DRAWING NO. 59763

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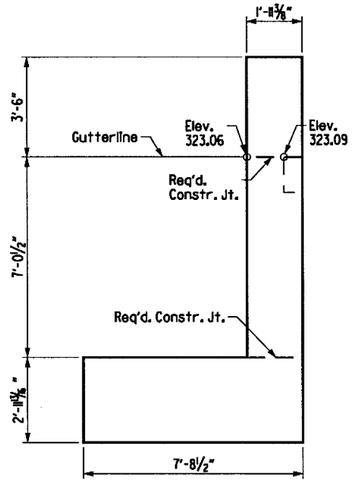
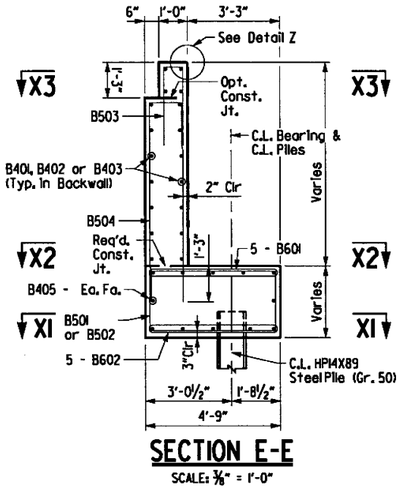
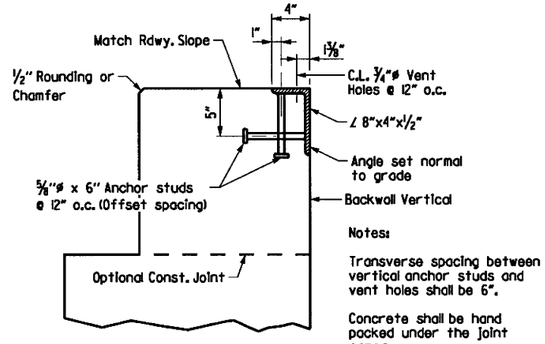
6/21/2018
Jharrell



VIEW C-C
SCALE: ⅜" = 1'-0"



SECTION E-E
SCALE: ⅜" = 1'-0"



DETAIL Z
SCALE: 1½" = 1'-0"

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

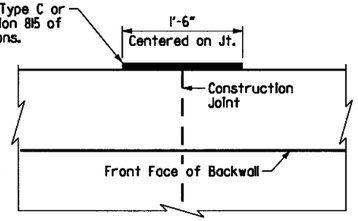
Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

Membrane waterproofing Type C or approved equal. See Section 815 of the Standard Specifications.

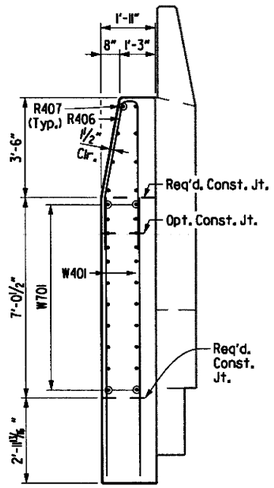
Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.



CONST. JOINT DETAIL
No Scale

SECTION D-D
SCALE: ⅜" = 1'-0"



SECTION W-W
SCALE: ⅜" = 1'-0"

VIEW A-A
SCALE: ½" = 1'-0"

* Form Liner Relief shall be a maximum of ½" to preserve a minimum clear cover of 1". See SP Job CA0601 "Architectural Finish".

[1] ½" Preformed Jt. Filler (AASHTO M 153, Type II) and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the Item "Retaining Walls" or to the Item "Approach Gutters".

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	939	1465
				(1) B7411		BENT DETAILS		59764

SHEET 2 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 6/6/2016
CHECKED BY: STS DATE: 6/8/2016
DESIGNED BY: JH DATE: 5/24/2016
FILENAME: bca0601b2_bl2
SCALE: AS SHOWN

BRIDGE NO. B7411 DRAWING NO. 59764

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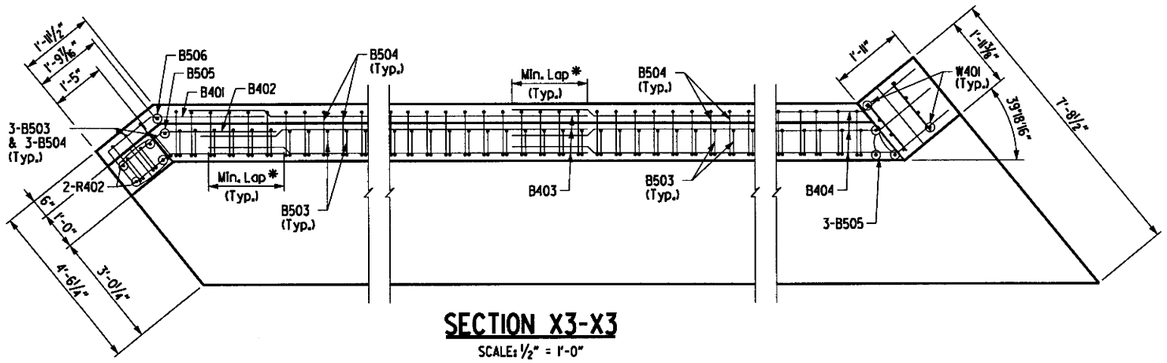
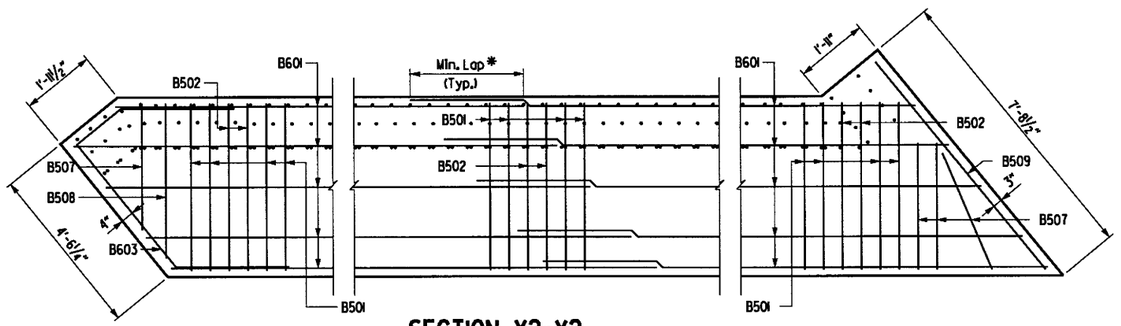
6/21/2018 12:05:59 PM
jharrell



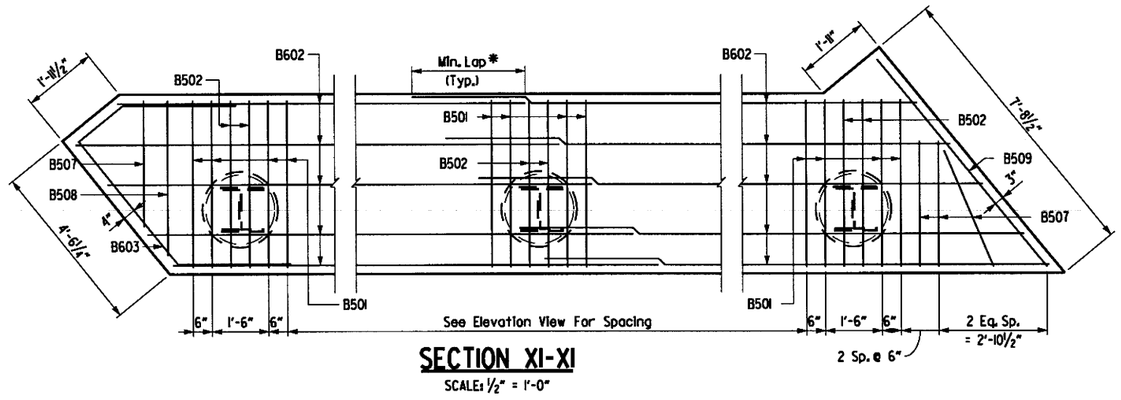
SECTION X3-X3

SCALE: ½" = 1'-0"



SECTION X2-X2

SCALE: ½" = 1'-0"



SECTION XI-XI

SCALE: ½" = 1'-0"

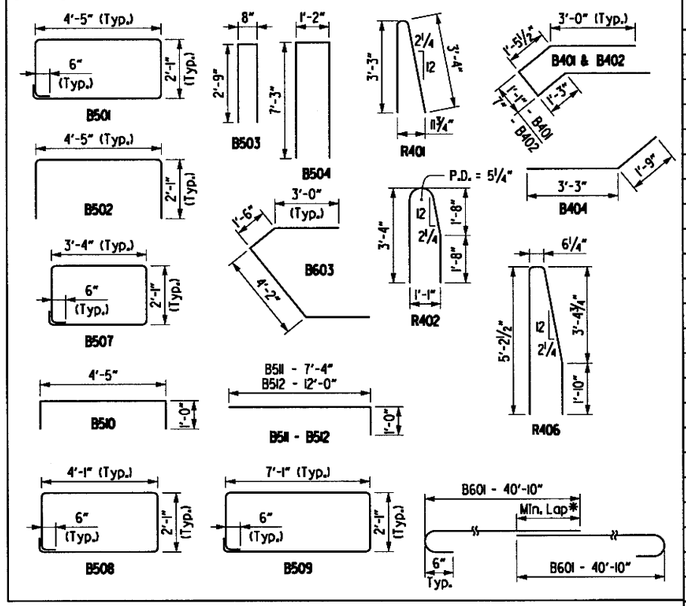
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	940	1465
				(1) B7411		BENT DETAILS		59765

BAR LIST

Bending Diagrams

Dimensions are out to out of Bars.



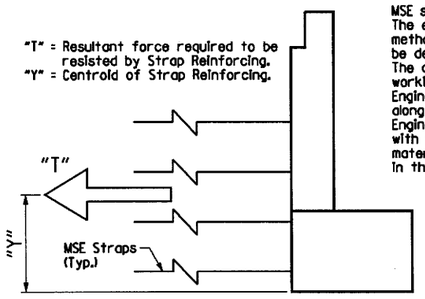
MARK	NO. REQ'D.	LENGTH	P.D.
B401	7	9'-10"	2"
B402	2	9'-4"	2"
B403	36	37'-0"	Str.
B404	18	5'-0"	Str.
B405	6	27'-7"	Str.
B501	80	14'-0"	2 ½"
B502	28	10'-4"	2 ½"
B503	151	6'-0"	3 ¾"
B504	151	15'-7"	3 ¾"
B505	4	8'-6"	Str.
B506	1	7'-3"	Str.
B507	4	11'-10"	2 ½"
B508	1	13'-4"	2 ½"
B509	1	19'-4"	2 ½"
B510	72	6'-3"	2 ½"
B511	4	8'-3"	2 ½"
B512	24	12'-11"	2 ½"
B601	10	41'-6"	4 ½"
B602	10	40'-10"	Str.
B603	3	11'-8"	Str.
Wing Wall & Rail			
R401	2	6'-4"	3 ¾"
R402	2	6'-9"	5 ¼"
R403	10	9"	Str.
R404	7	1'-2"	Str.
R405	4	9'-5"	Str.
R406	4	11'-1"	3"
R407	8	1'-7"	Str.
W401	8	9'-7"	Str.
W701	22	1'-7"	Str.

* Min. Laps are as follows:

#4 Bars = 1'-9"
#6 Bars = 2'-7"

NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Plate Girder Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.



MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

LIMIT STATE	"T"	"Y"
	Kips/Ft.	Ft.
Service	3.0	3'-6"
Strength	4.3	

STRAPS DETAIL

No Scale

SHEET 3 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 6/6/2016
CHECKED BY: STS DATE: 6/8/2016
DESIGNED BY: JH DATE: 5/24/2016
FILENAME: bca0601b2.bl3
SCALE: AS SHOWN

BRIDGE NO. B7411 DRAWING NO. 59765

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6/21/2018 12:00 PM
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	941	1465

(1) B7411 **BENT DETAILS** 59766

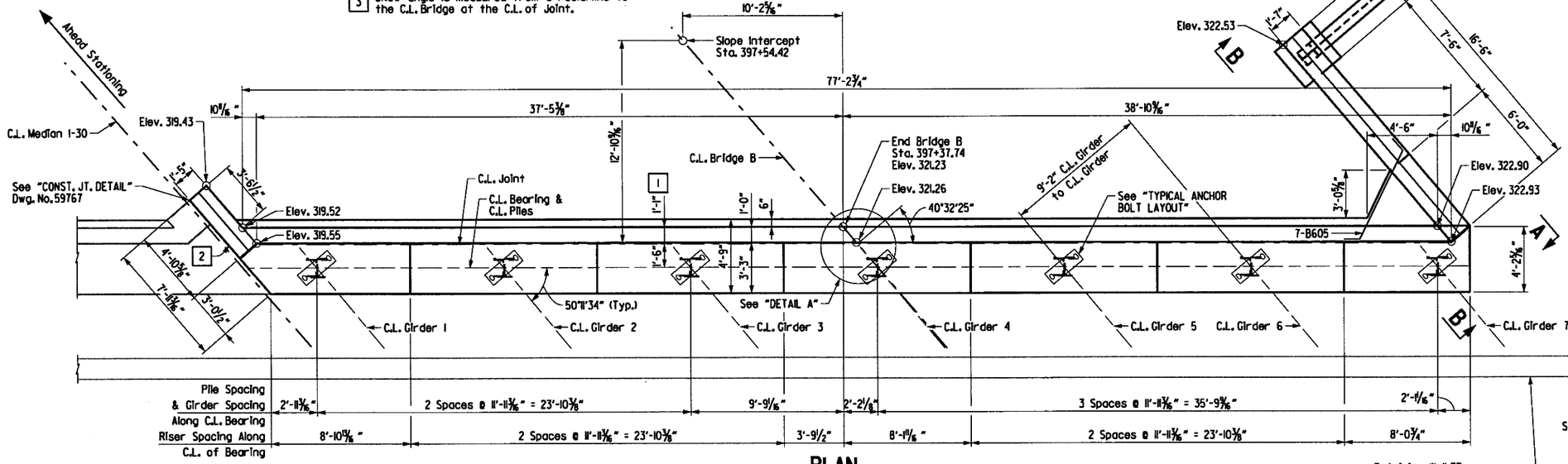
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For Project Bridge General Notes, see Dwg. No. 59776

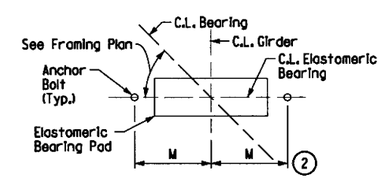
1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

2 ½" Preformed Jt. Filler (AASHTO M 153, Type II and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".

3 Skew angle is measured from a radial line to the C.L. Bridge at the C.L. of Joint.

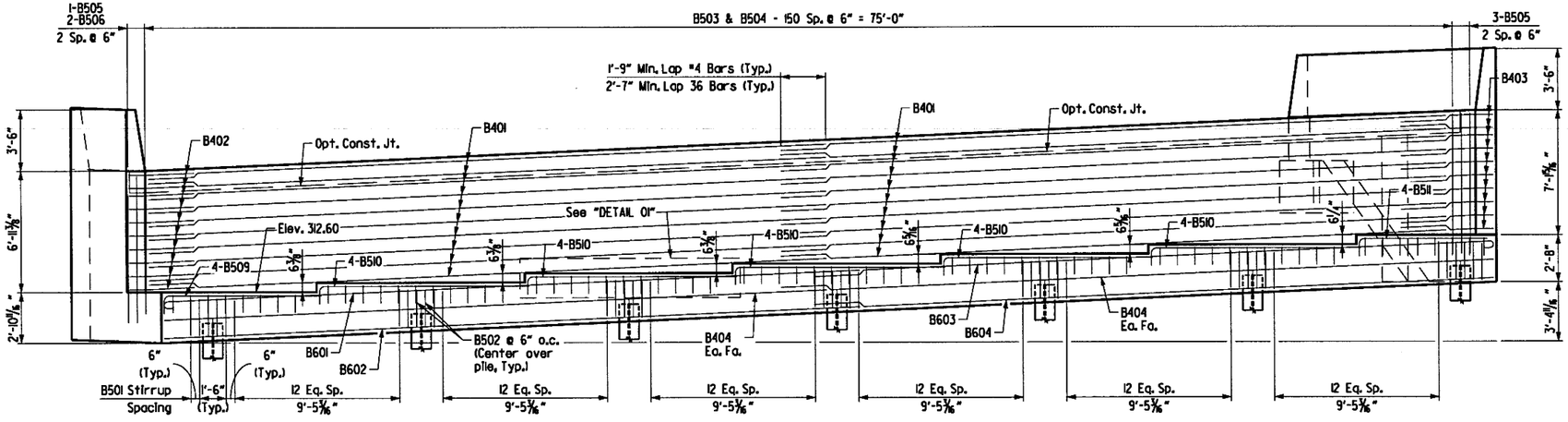


PLAN
SCALE: ¼" = 1'-0"

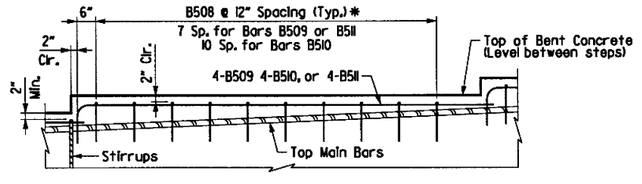


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59691

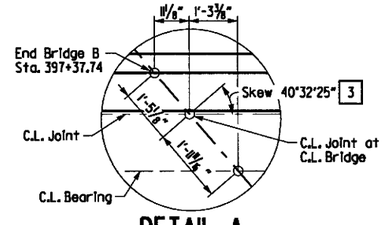


ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"



DETAIL 01
N.T.S.

* Place bars B508 parallel to bars B502.



DETAIL A
SCALE: ½" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 2
BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca0601b2_b2l
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

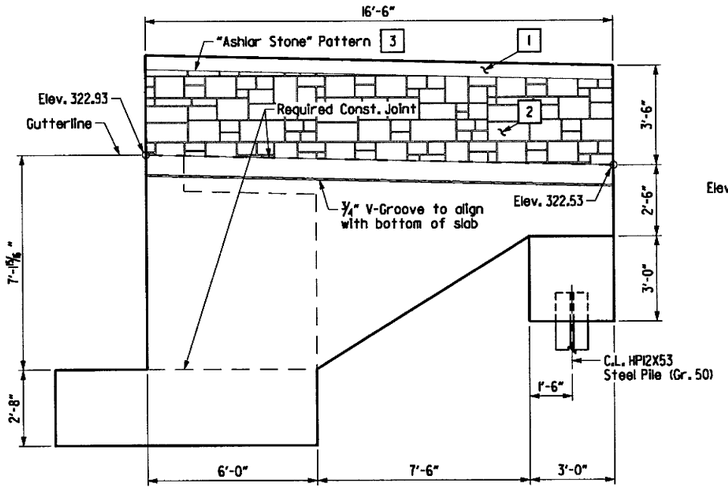
BRIDGE NO. B7411 DRAWING NO. 59766

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	942	1465

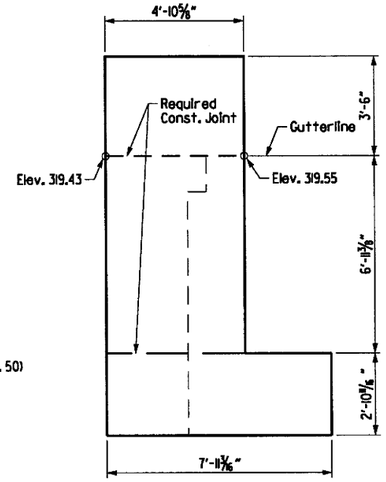
(1) B7411 **BENT DETAILS** 59767

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072
21 June 2018

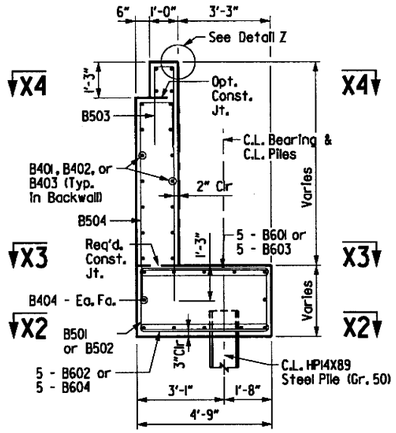
1. Class 3 Textured Coating Finish (Color = Brown, Shade 33522)
2. "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)
3. For Parapet Enhancements, see Dwg. No. 59775



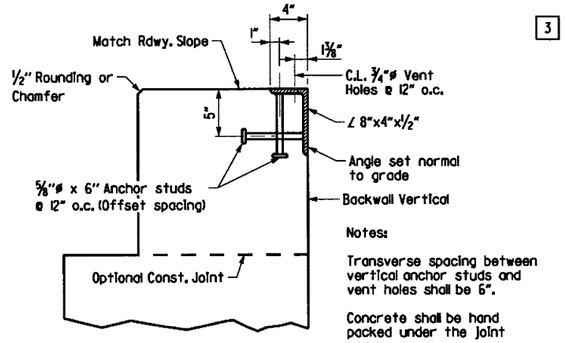
VIEW A-A
SCALE: ⅜" = 1'-0"



VIEW C-C
SCALE: ⅜" = 1'-0"



SECTION E-E
SCALE: ⅜" = 1'-0"



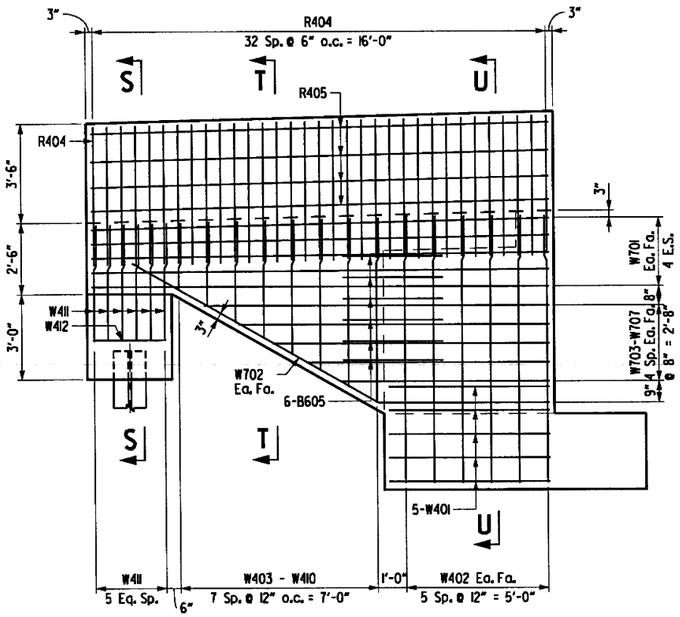
DETAIL Z
SCALE: 1½" = 1'-0"

Notes:

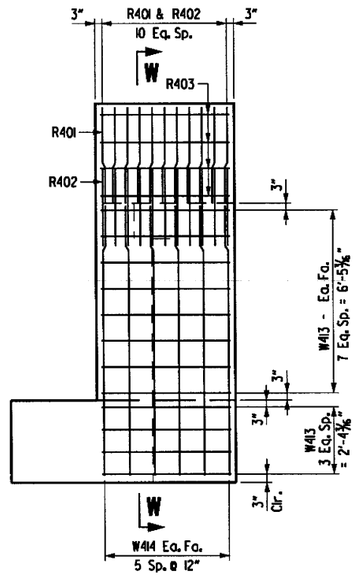
Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

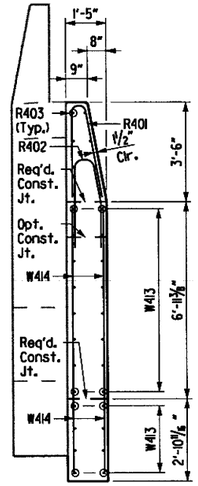
For additional joint details, see Std. Dwg. No. 55008



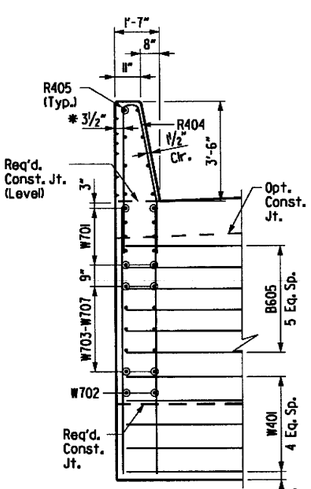
VIEW B-B
SCALE: ⅜" = 1'-0"



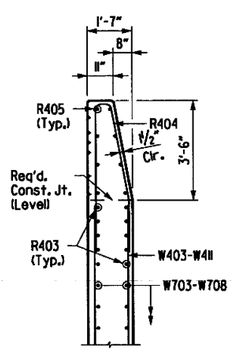
VIEW D-D
SCALE: ⅜" = 1'-0"



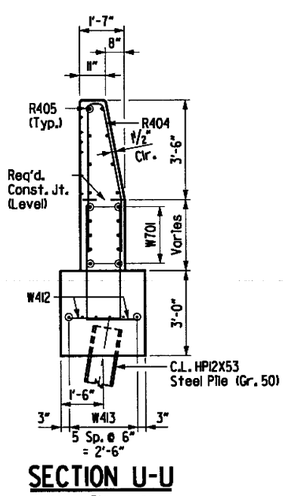
SECTION W-W
SCALE: ⅜" = 1'-0"



SECTION S-S
SCALE: ⅜" = 1'-0"

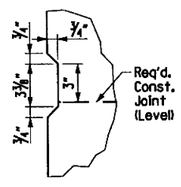


SECTION T-T
SCALE: ⅜" = 1'-0"



SECTION U-U
SCALE: ⅜" = 1'-0"

* Form Liner Relief shall be a maximum of ½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

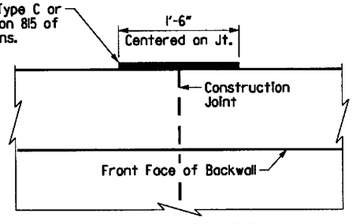


DETAIL X
No Scale

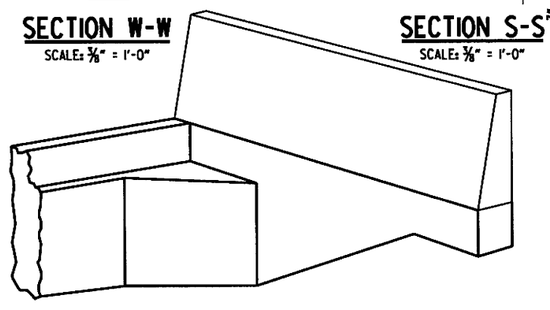
Membrane waterproofing Type C or approved equal. See Section 815 of the Standard Specifications.

Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.



CONST. JOINT DETAIL
No Scale



THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale

SHEET 2 OF 3
DETAILS OF END BENT 2
BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca0601b2_b22
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. B7411 DRAWING NO. 59767

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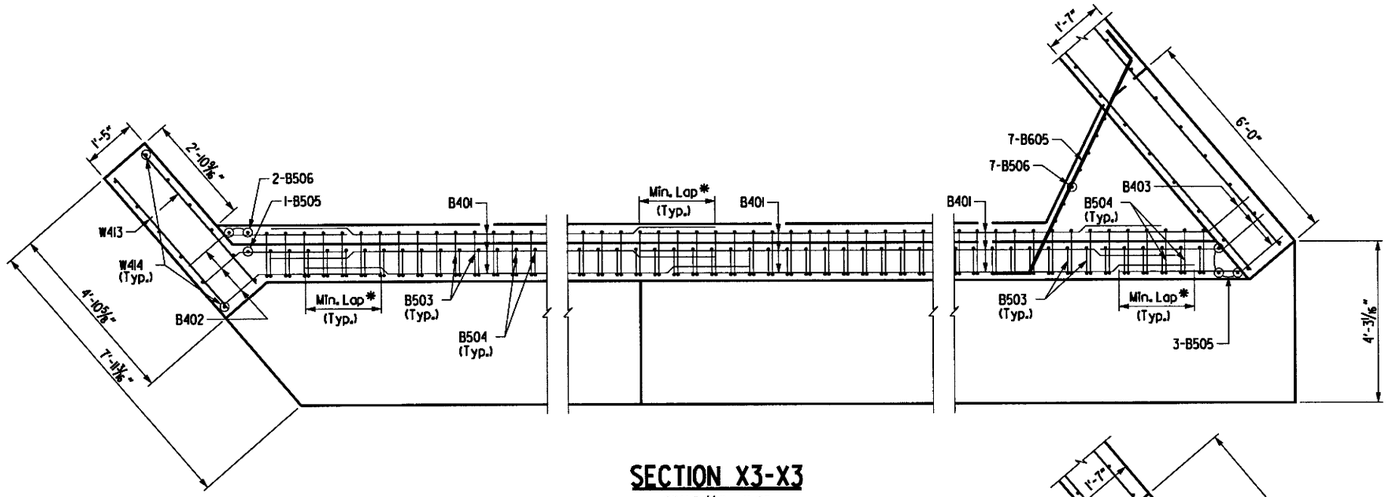
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

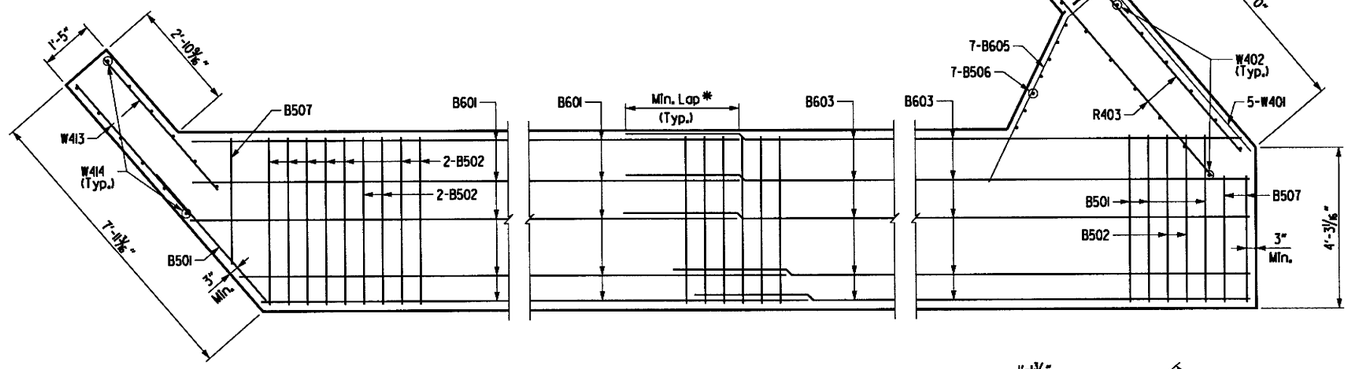
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	943	1465

(1) B7411 **BENT DETAILS** 59768

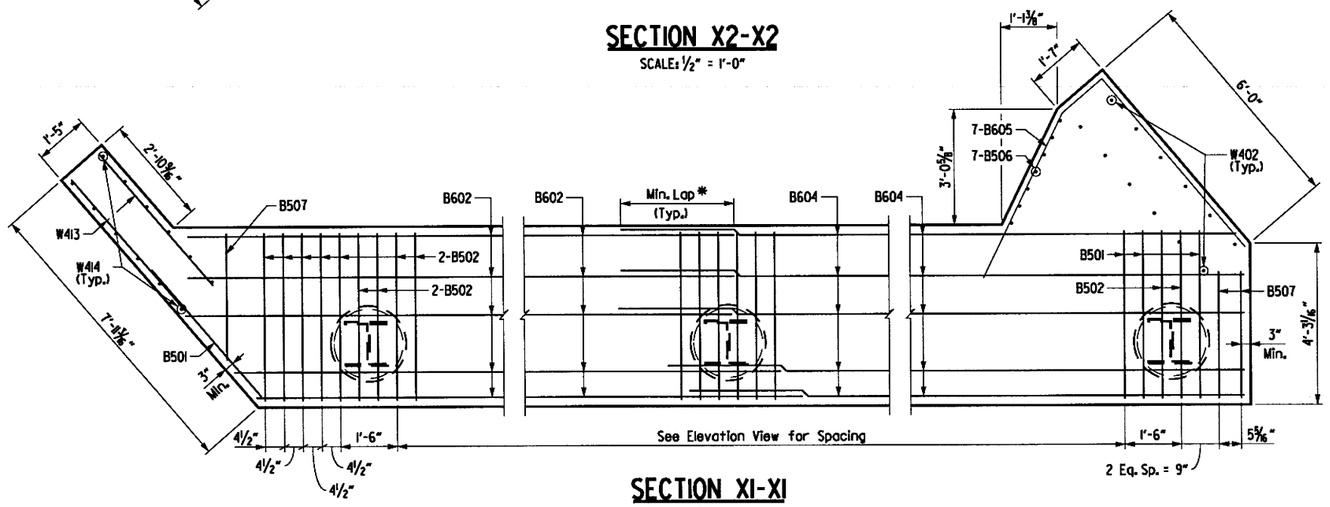
STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018



SECTION X3-X3
SCALE: ½" = 1'-0"



SECTION X2-X2
SCALE: ½" = 1'-0"

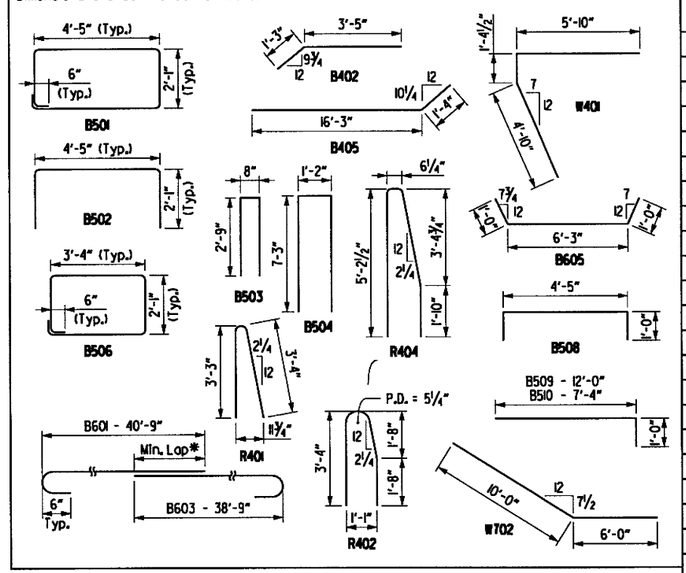


SECTION X1-X1
SCALE: ½" = 1'-0"

BAR LIST

Bending Diagrams

Dimensions are out to out of Bars.

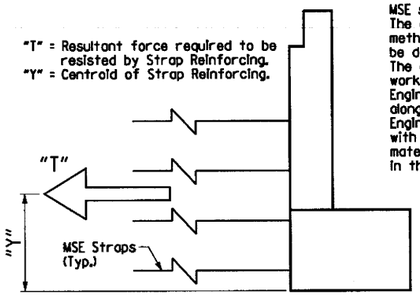


MARK	NO. REQ'D.	LENGTH	P.D.
B401	36	38'-0"	Str.
B402	18	4'-6"	3"
B403	18	4'-8"	3"
B404	4	40'-0"	Str.
B501	83	14'-0"	2 ½"
B502	28	10'-4"	2 ½"
B503	151	6'-0"	2 ½"
B504	151	15'-7"	2 ½"
B505	4	8'-3"	Str.
B506	2	7'-0"	Str.
B507	3	11'-10"	3 ¾"
B508	71	6'-3"	2 ½"
B509	4	9'-11"	2 ½"
B510	20	12'-8"	2 ½"
B511	3	8'-3"	2 ½"
B601	5	41'-5"	4 ½"
B602	5	40'-9"	Str.
B603	5	39'-5"	4 ½"
B604	5	38'-9"	Str.
B605	6	8'-3"	4 ½"
Wing Wall & Rail			
R401	10	6'-4"	3 ¾"
R402	10	6'-9"	5 ¼"
R403	8	4'-7"	Str.
R404	33	11'-1"	3"
R405	8	16'-2"	Str.
W401	5	12'-0"	3"
W402	12	9'-3"	Str.
W403 to W410	2 Ea	2'-4" to 6'-8"	Str.
W411	10	5'-11"	3"
W412	6	2'-7"	Str.
W413	24	4'-6"	Str.
W414	12	9'-5"	Str.
W701	10	16'-2"	Str.
W702	2	16'-0"	5 ¼"
W703 to W707	2 Ea	12'-2" to 7'-4"	Str.

* Min. Laps are as follows:

#4 Bars = 1'-9"
#6 Bars = 2'-7"

"T" = Resultant force required to be resisted by Strap Reinforcing.
"Y" = Centroid of Strap Reinforcing.



MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

LIMIT STATE	"T"	"Y"
	Kips/Ft.	Ft.
Service	3.0	3'-6"
Strength	4.3	

STRAPS DETAIL
No Scale

NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Plate Girder Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 3 OF 3
DETAILS OF END BENT 2
BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 6/6/2016
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DESIGNED BY: JH DATE: 5/24/2016
FILENAME: bca0601b2_b23
SCALE: AS SHOWN

BRIDGE NO. B7411 DRAWING NO. 59768

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NOTES:

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

For Project Bridge General Notes, see Dwg. No. 59691

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is 1/4" from bottom reinforcing steel; Maximum = top flange thickness plus 2 5/8".

(B) Tolerance: Minus = 1/4", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

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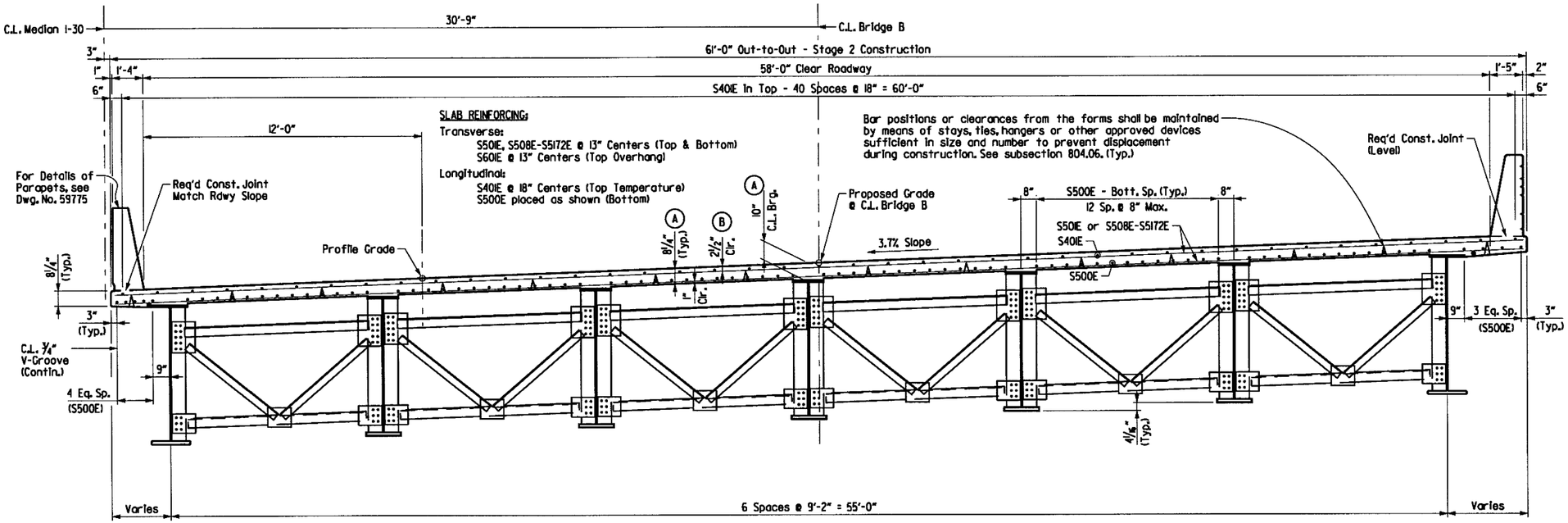
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	944	1465

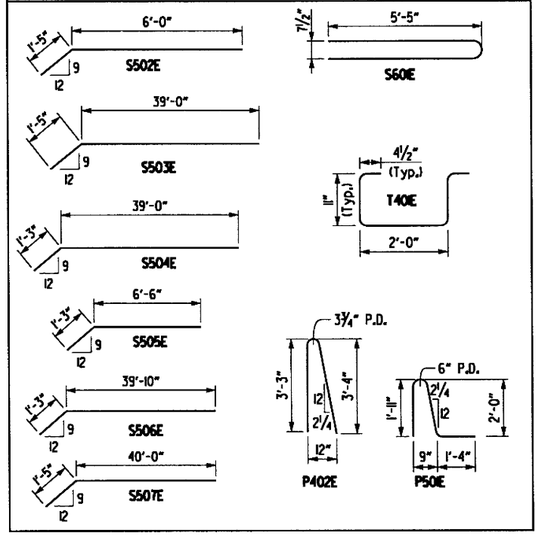
(1) B7411 SPAN DETAILS 59769



TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: 3/8" = 1'-0"

Bending Diagrams
(Dimensions are out to out of bars)



STAGE 2 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S40IE	164	38'-11"	Str.
S500E	261	51'-9"	Str.
S50IE	736	32'-0"	Str.
S502E	10	7'-5"	3 3/4"
S503E	2	40'-5"	3 3/4"
S504E	2	40'-3"	3 3/4"
S505E	12	7'-9"	3 3/4"
S506E	2	41'-1"	3 3/4"
S507E	2	41'-5"	3 3/4"
S508E to S588E	2 Ea.	5'-9" to 58'-6"	Str.
S589E to S5172E	2 Ea.	3'-10" to 29'-1"	Str.
S60IE	263	11'-2"	6"
T40IE	115	4'-3"	2"
T60IE	8	38'-11"	Str.
T602E	8	39'-8"	Str.
T70IE	60	9'-8"	Str.
P50IE	554	5'-8"	3 3/4"
P40IE	84	5'-6"	Str.
P402E	554	6'-11"	3 3/4"
P404E	22	13'-1"	Str.
P405E	22	13'-7"	Str.
P408E	176	14'-8"	Str.

SHEET 1 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: STS DATE: 3/24/2016
DESIGNED BY: JH DATE: 3/15/2016
FILENAME: bco0601b2.sli
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BRIDGE NO. B7411 DRAWING NO. 59769

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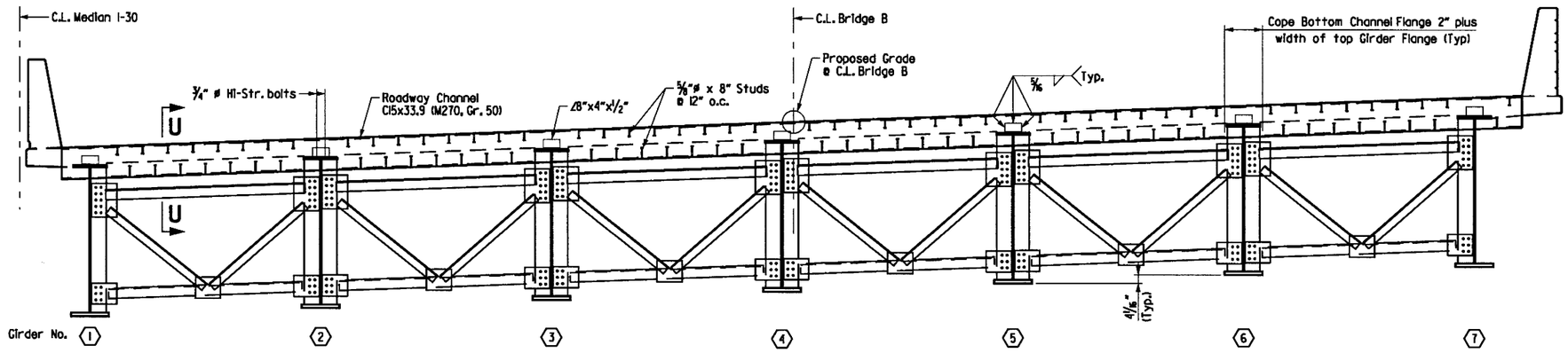
				6	ARK.			
				JOB NO.		CA0601	945	1465
				(1) B741I		SPAN DETAILS		59770

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2013



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"

NOTES:

For Project General Notes, See Dwg. No. 59691

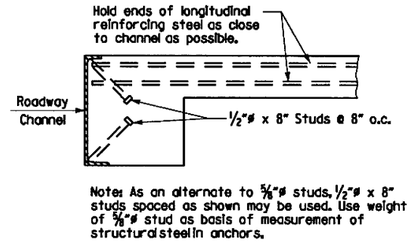
For "WELD TABLE", see Std. Dwg. No. 55007

For "CHANNEL CONNECTION DETAIL" @ Silicone Joint, see Std. Dwg. No. 55008

EXPANSION DEVICE @ END BENTS

Roadway Channel C15x33.9 (M270, Gr. 50)
Conn. ∠'s 8"x4"x½"
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - ⅛" PL's

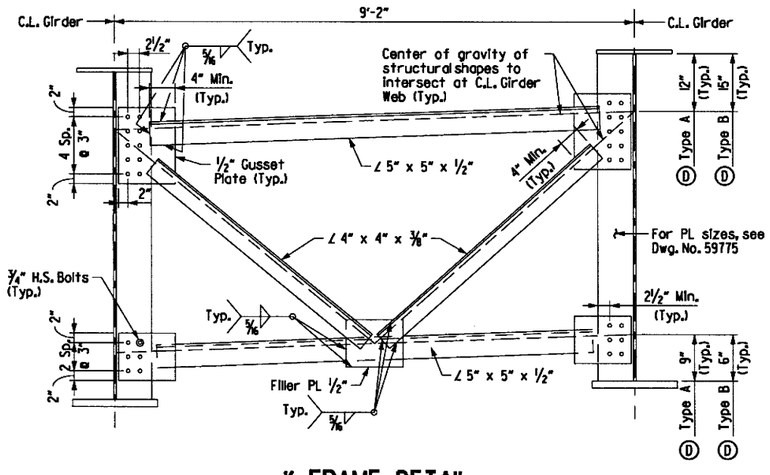
For Additional Details of Expansion Device, see Std. Dwg. No. 55008 or 55009.



Note: As an alternate to ⅞"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅞"ø stud as basis of measurement of structural steel in anchors.

SECTION U-U

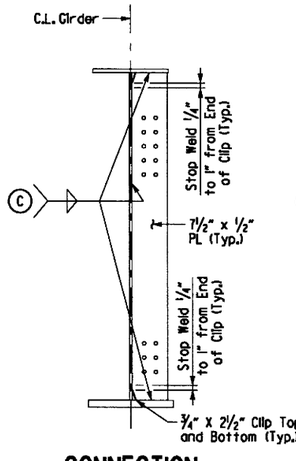
No Scale



K-FRAME DETAIL

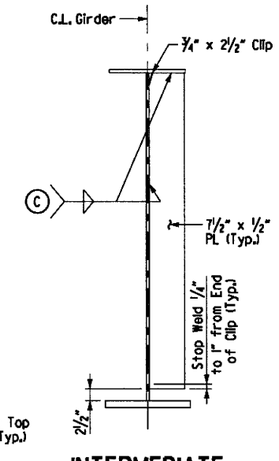
No Scale

(D) Use Type A for intermediate K-frame connections and Type B for K-frame connections at C.L. of Bearing.



CONNECTION PLATE DETAIL

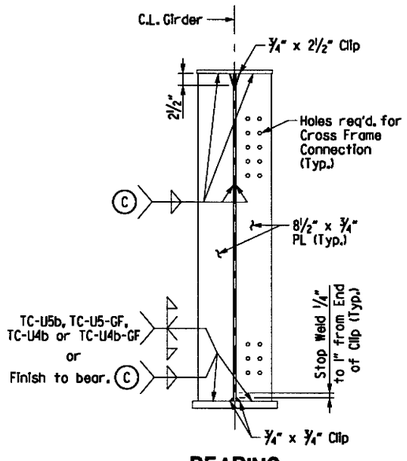
Scale: ¾" = 1'-0"



INTERMEDIATE STIFFENER DETAIL

Scale: ¾" = 1'-0"

(C) See "WELD TABLE" for minimum weld size, Std. Dwg. No. 55007. Stop Weld ¼" to 1" from end of clip.



BEARING STIFFENER DETAIL

Scale: ¾" = 1'-0"

Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.

SHEET 2 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bco0601b2_sl2
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2016		

BRIDGE NO. B741I DRAWING NO. 59770

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				6	ARK.			
				JOB NO.		CA0601	946	1465
				(1) B7411		SPAN DETAILS		59771

(1) Dimension measured along C.L. Median I-30 and intersects with a projection of C.L. Joint.

(2) Dimensions measured along gutterline and intersects at C.L. Joint or transverse reinforcing.

(3) Min Laps also applicable to splices in Transverse Reinforcing.

(4) Spaced equally between transverse bars.

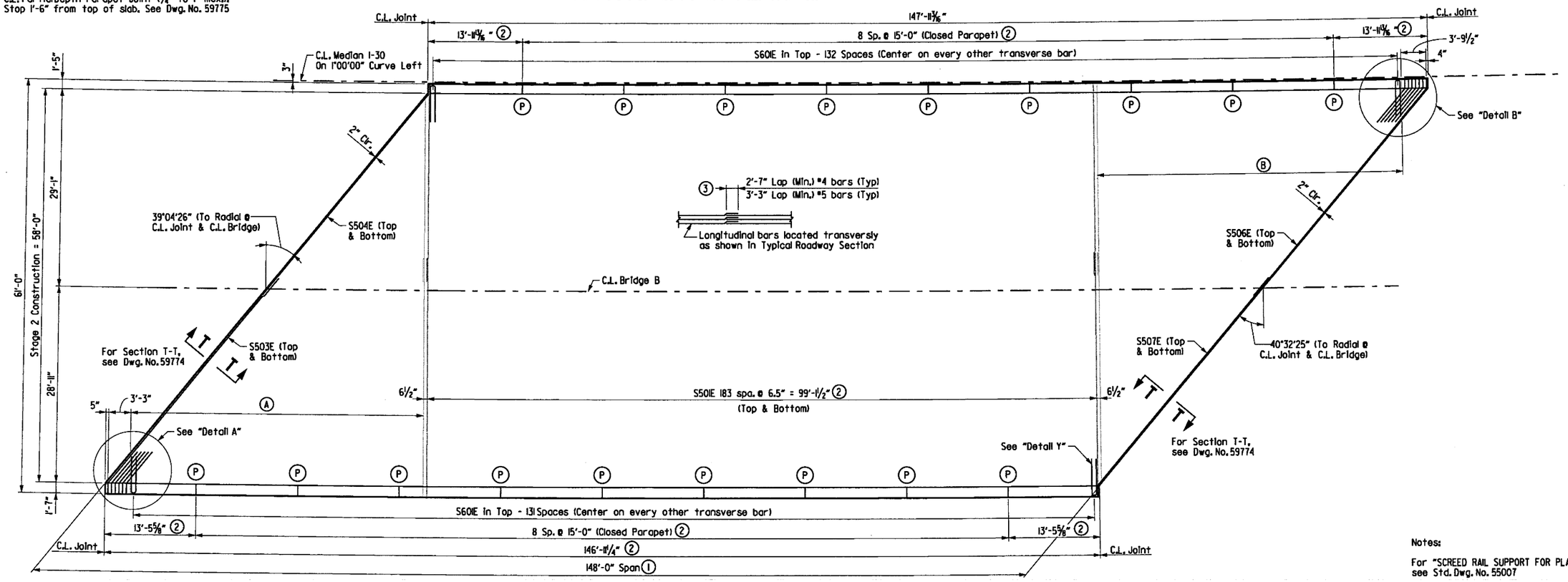
(P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59775

(A) 80 Spa. @ 6.5" S508E - S588E (Top & Bottom)

(B) 83 Spa. @ 6.5" S589E - S5172E (Top & Bottom)

Notes:
1. Transverse slab reinforcing shall be placed on radial lines and spaced along right gutterline.
2. Longitudinal slab reinforcing shall be placed as shown in "TYPICAL ROADWAY SECTION".
3. All Longitudinal Edges of slab are concentric to C.L. Median I-30.
4. All Transverse lines are radial to C.L. Median I-30.

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
19 July 2018



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/8" = 1'-0"

POURING SEQUENCE NOTE:
The deck concrete shall be placed as a single pour. No railing pours shall be made until 72 hours have elapsed from the completion of the slab pour for that stage of construction. The Contractor must obtain approval from the Engineer for any deviations from this pouring sequence.

Notes:

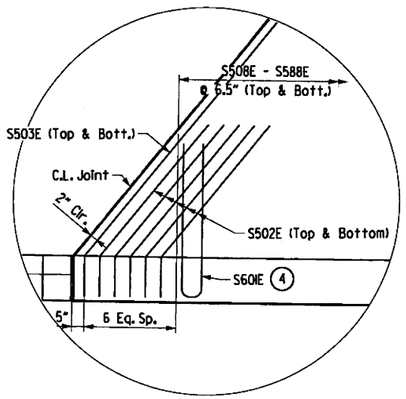
For "SCREED RAIL SUPPORT FOR PLATE GIRDERS" detail, see Std. Dwg. No. 55007

For placement of longitudinal reinforcing, see TYPICAL ROADWAY SECTION on Dwg. No. 59769

For Bar List, see Dwg. No. 59769

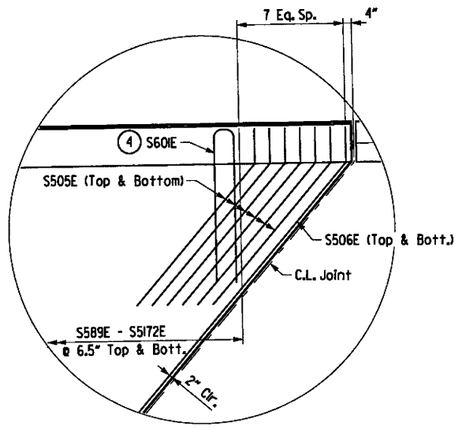
For Parapet Details see Dwg. No. 59775

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW", see Std. Dwg. No. 55007



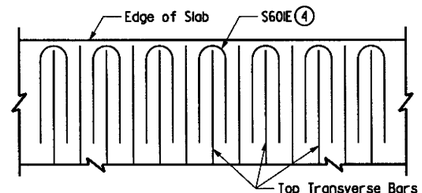
DETAIL A

No Scale



DETAIL B

No Scale



DETAIL Y

No Scale

SHEET 3 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601b2_sl3
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BRIDGE NO. B7411 DRAWING NO. 59771

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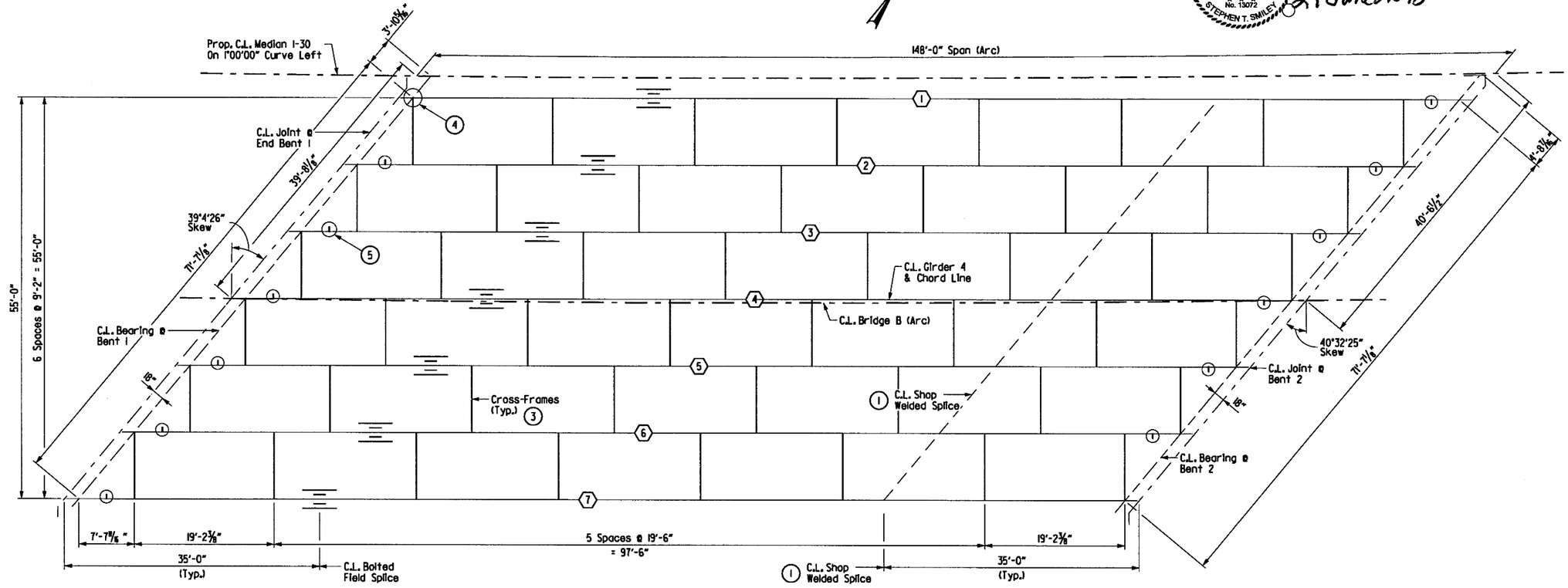
				6	ARK.			
				JOB NO.		CA0601	947	1465
				(1) B7411		SPAN DETAILS		59772

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



FRAMING PLAN

SCALE: ⅛" = 1'-0"

(X) Girder Number

(1) At the Contractor's option, a bolted field splice may be provided at this location. No additional payment will be made for the optional bolted field splice. If the optional bolted field splice is used, eliminate the shear connectors at this location. See girder elevations.

(2) Transverse spacing measured perpendicular to girders.

(3) All bracing perpendicular to girders.

(4) Bearing Stiffeners - PL ¾" x 8½" (Typ.)

(5) Intermediate Stiffeners - PL ½" x 7½" (Typ.)

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

All Girders are horizontally straight, parallel to a Chord Line constructed from C.L. Joint @ Bent 1 to C.L. Joint @ Bent 2.

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

For "SHEAR CONNECTOR DETAIL", "DETAILS OF WELDED SPLICES FOR PLATE GIRDERS", and "WELD TABLE" see Std. Dwg. No. 55007.

For "CHANNEL CONNECTION DETAIL" @ Silicone Joint, see Std. Dwg. No. 55008.

For Cross Frames, Stiffeners, Connection Plate details, see Dwg. No. 59770

SHEET 4 OF 5
DETAILS OF 148'-0" COMPOSITE
PLATE GIRDER SPAN
I-30 BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601b2_sl4
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DESIGNED BY:	JH	DATE:	3/15/2016		

BRIDGE NO. B7411 DRAWING NO. 59772

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				JOB NO.		CA0601	948	1465
				① B7411		SPAN DETAILS		59773

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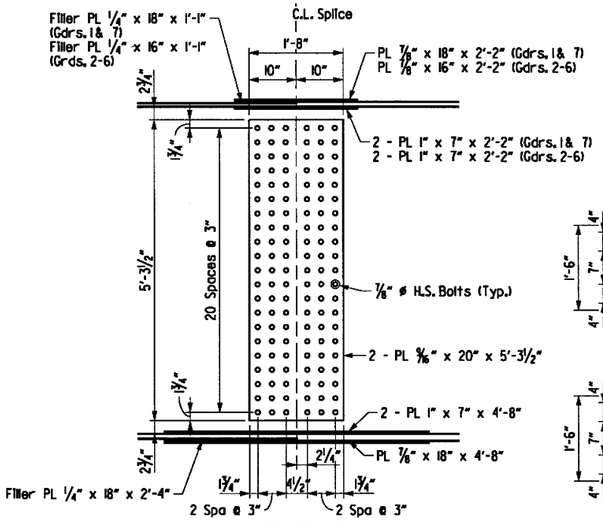
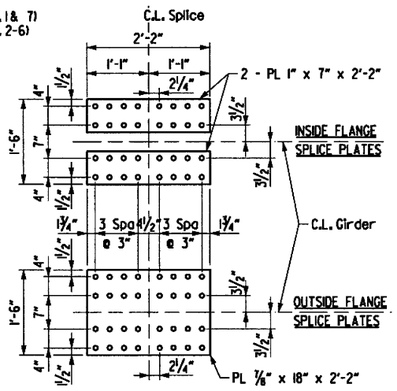
No. 13072
STEPHEN T. SMILEY

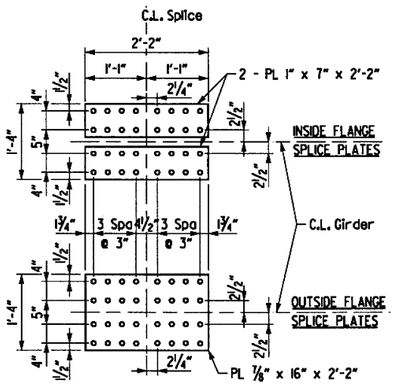
Stephen T. Smiley 21 June 2018



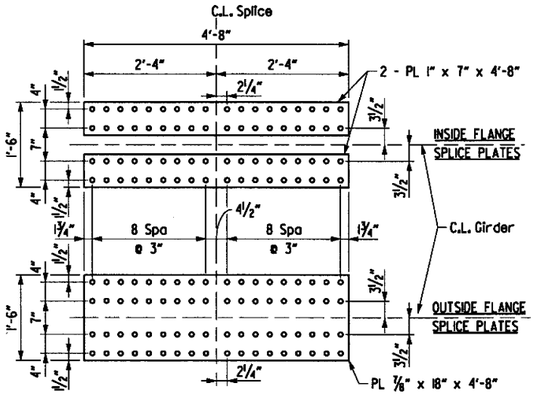
WEB SPLICE



TOP FLANGE SPLICE (Gdrs 1& 7)



TOP FLANGE SPLICE (Gdrs 2-6)



BOTTOM FLANGE SPLICE

Note: All splice plates shall be AASHTO M270 Gr. 50.

DETAILS OF FIELD SPLICE

No Scale

NOTES:

All Girders are horizontally straight, parallel to a Chord Line constructed from C.L. Joint @ Bent 1 to C.L. Joint @ Bent 2.

STANDARD DETAILS FOR STEEL BRIDGE STANDARDS, See Std. Dwg. No. 55007.

Stud Shear Connectors shall be 7/8" dia. x 5"; use 3 studs per row.

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Girder from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

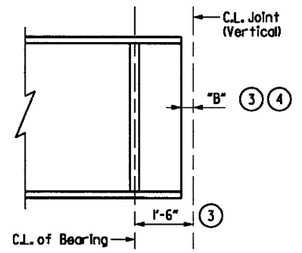
Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

① At the Contractor's option, a bolted field spice may be provided at this location. No additional payment will be made for the optional bolted field splice.

② If the optional bolted field splice is used, eliminate the shear connectors at this location.

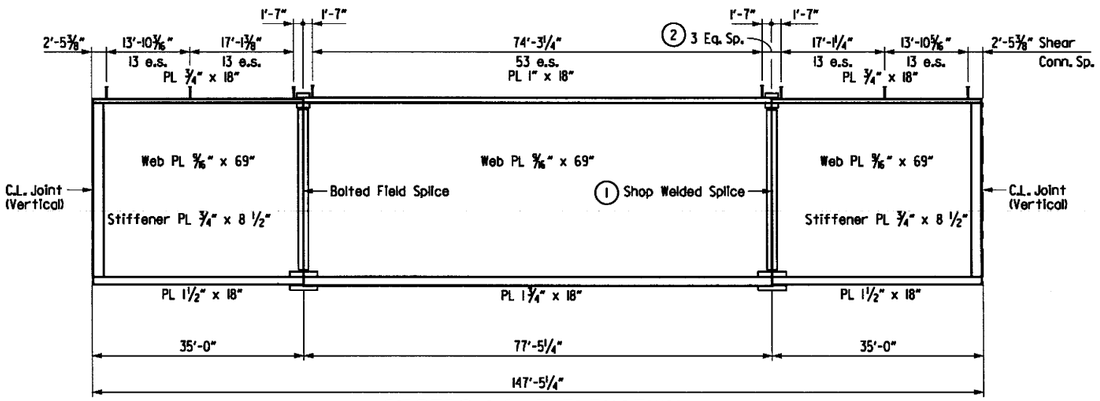
③ Measured Normal to C.L. Joint. See Framing Plan for angles.

④ Fabricate end of top and bottom flanges horizontally parallel to C.L. Joint.

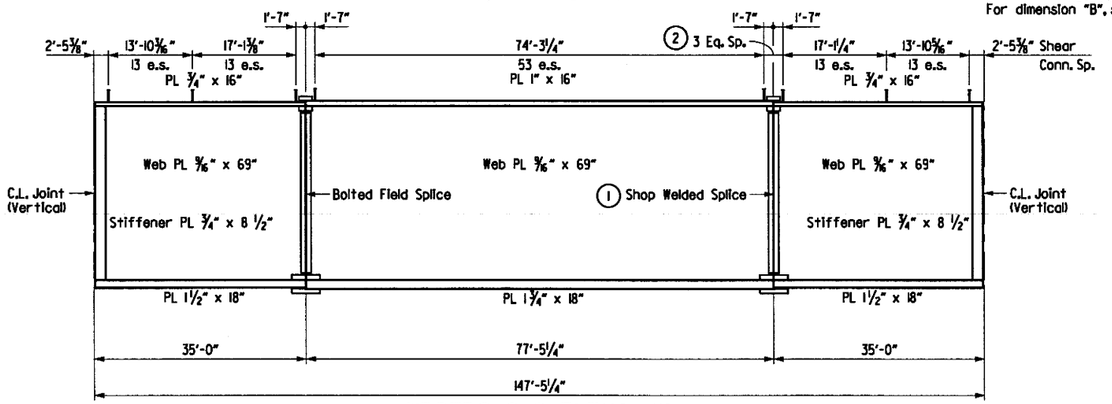


TYPICAL GIRDER END DETAIL

Not to Scale
For dimension "B", see Dwg. No. 59751



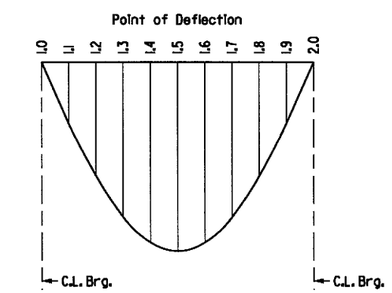
GIRDERS 1 & 7 ELEVATION



GIRDERS 2-6 ELEVATION

TABLE OF DEAD LOAD DEFLECTIONS

Point of Deflection	Vertical Dead Load Deflection (in.)																				
	Structural Steel							Steel + Slab							Steel + Slab + Parapets						
	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7
L0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L1	0.458	0.473	0.478	0.479	0.478	0.473	0.448	1.782	2.034	2.092	2.097	2.097	2.019	1.656	1.938	2.165	2.199	2.185	2.207	2.151	1.804
L2	0.846	0.892	0.902	0.903	0.902	0.892	0.847	3.294	3.832	3.944	3.953	3.952	3.805	3.133	3.583	4.08	4.147	4.119	4.159	4.053	3.415
L3	1.155	1.21	1.223	1.224	1.224	1.209	1.151	4.496	5.193	5.347	5.358	5.358	5.157	4.255	4.891	5.531	5.624	5.586	5.639	5.494	4.639
L4	1.345	1.408	1.425	1.426	1.425	1.409	1.343	5.236	6.043	6.225	6.237	6.235	6.005	4.965	5.697	6.438	6.549	6.503	6.561	6.398	5.414
L5	1.409	1.477	1.494	1.495	1.494	1.477	1.41	5.487	6.334	6.527	6.539	6.536	6.296	5.214	5.969	6.749	6.868	6.819	6.877	6.707	5.687
L6	1.345	1.408	1.425	1.426	1.425	1.409	1.346	5.242	6.042	6.227	6.237	6.234	6.008	4.98	5.701	6.439	6.554	6.503	6.557	6.399	5.431
L7	1.155	1.209	1.223	1.224	1.224	1.21	1.157	4.503	5.19	5.349	5.357	5.355	5.163	4.287	4.895	5.531	5.631	5.585	5.631	5.498	4.675
L8	0.85	0.892	0.902	0.903	0.903	0.893	0.855	3.316	3.83	3.948	3.954	3.952	3.813	3.172	3.603	4.081	4.156	4.12	4.155	4.059	3.458
L9	0.457	0.475	0.481	0.481	0.481	0.476	0.458	1.783	2.042	2.105	2.107	2.107	2.034	1.7	1.936	2.175	2.216	2.195	2.215	2.164	1.852
2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

No Scale

SHEET 5 OF 5
DETAILS OF 148'-0" COMPOSITE PLATE GIRDER SPAN
I-30 BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601b2_sl5
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2016		

BRIDGE NO. B7411 DRAWING NO. 59773

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6/21/2018
jharrell

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0601	949	1465
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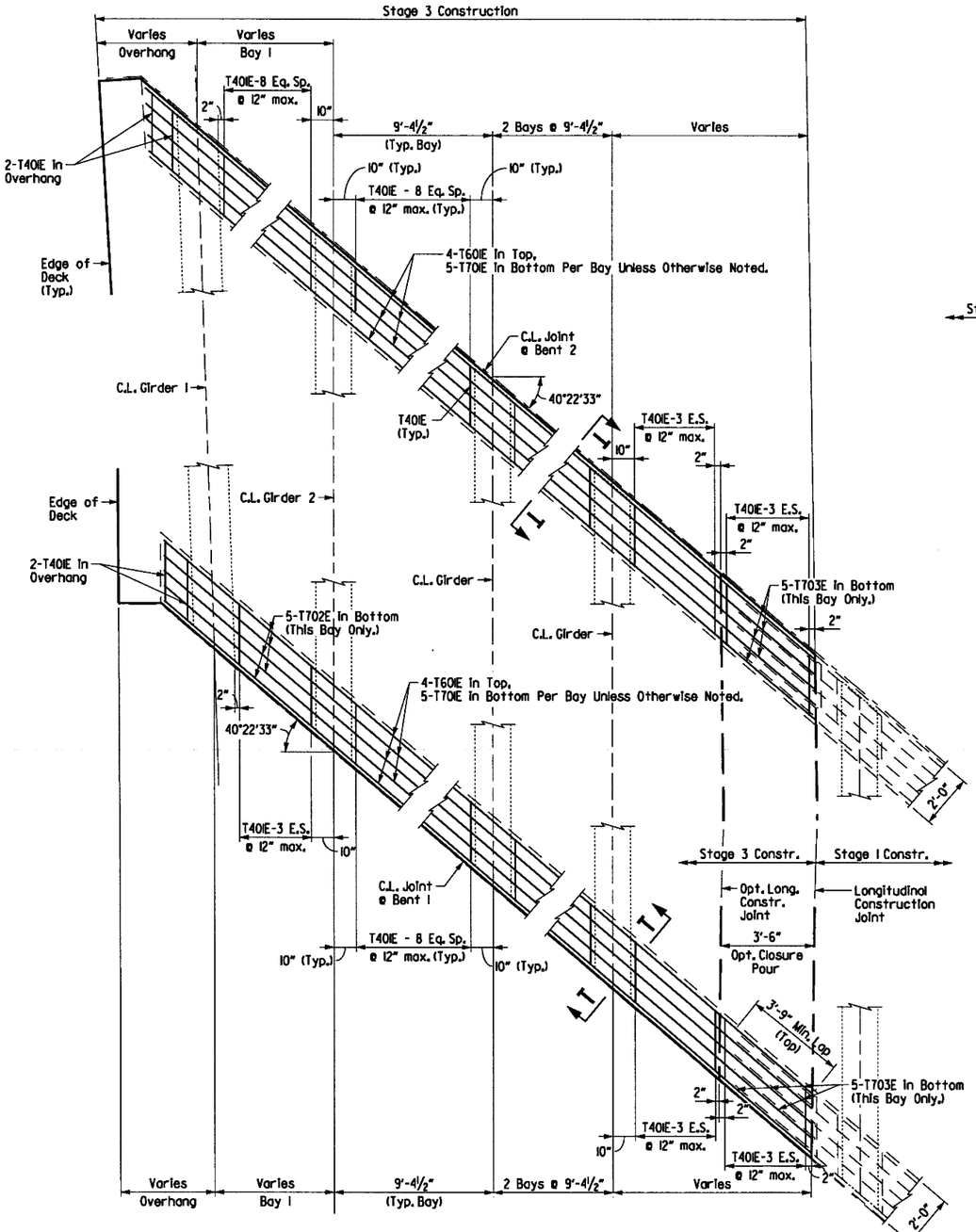
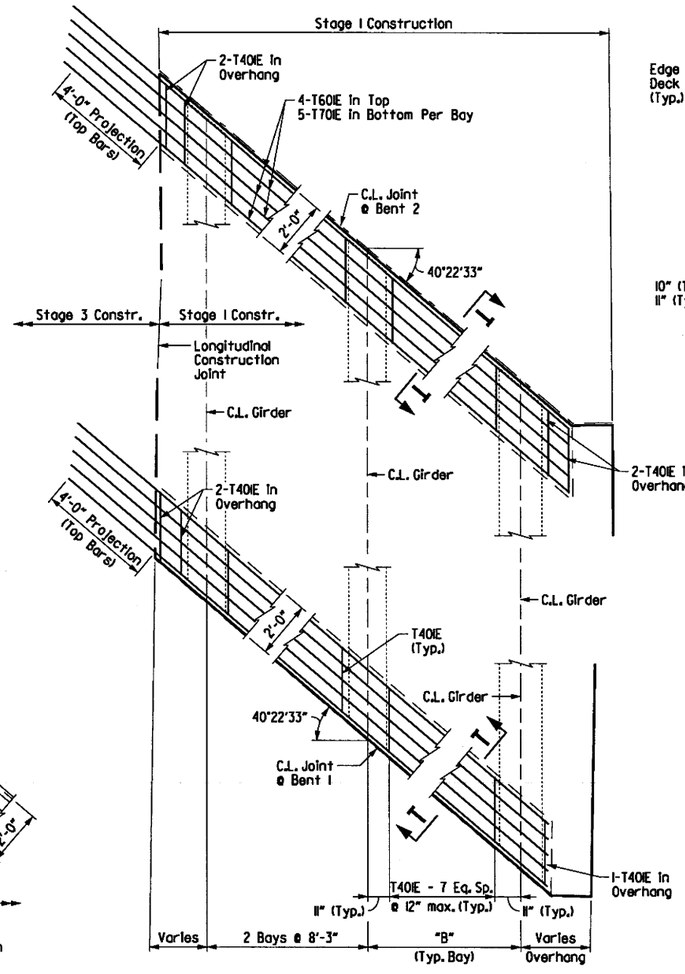


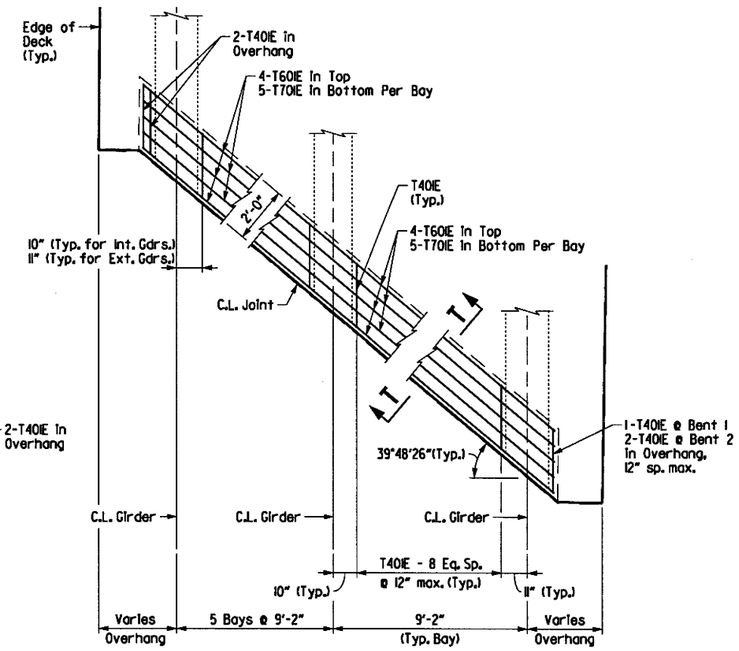
A7411 - PLAN OF TURNDOWN AT BRIDGE ENDS

(Stage 3 Construction shown Looking Ahead)
No Scale



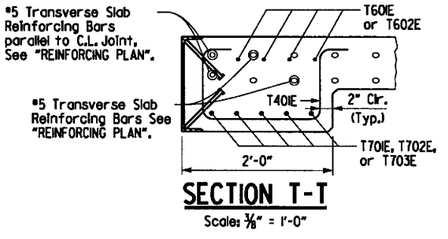
A7411 - PLAN OF TURNDOWN AT BRIDGE ENDS

(Stage 1 Construction shown Looking Ahead)
No Scale



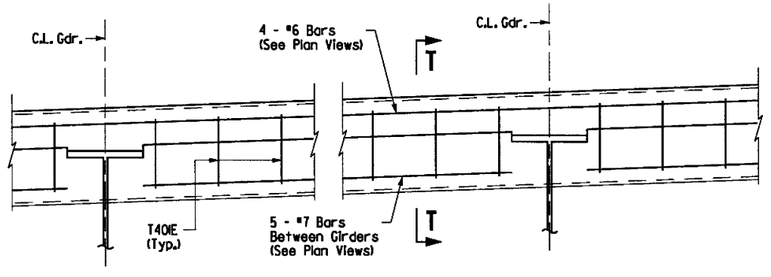
B7411 - PLAN OF TURNDOWN AT BRIDGE ENDS

(Looking Ahead, Opposite bridge end is similar)
No Scale



SECTION T-T

Scale: ⅜" = 1'-0"



ELEVATION OF TURNDOWN AT BRIDGE ENDS

No Scale

COMMON DETAILS
I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	3/20/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2017		

BRIDGE NO. A&B7411 DRAWING NO. 59774

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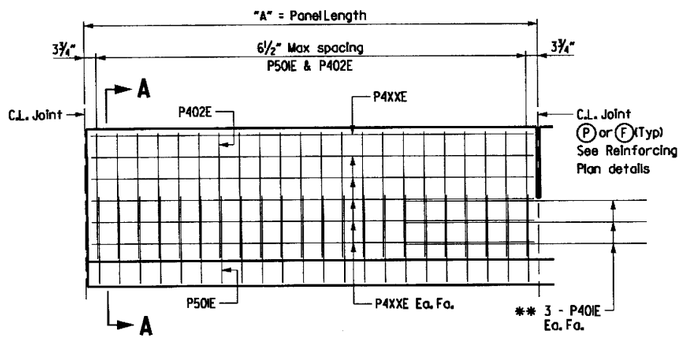
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	950	1465
				(1) A&B7411		RAIL DETAILS		59775

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

(P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab.

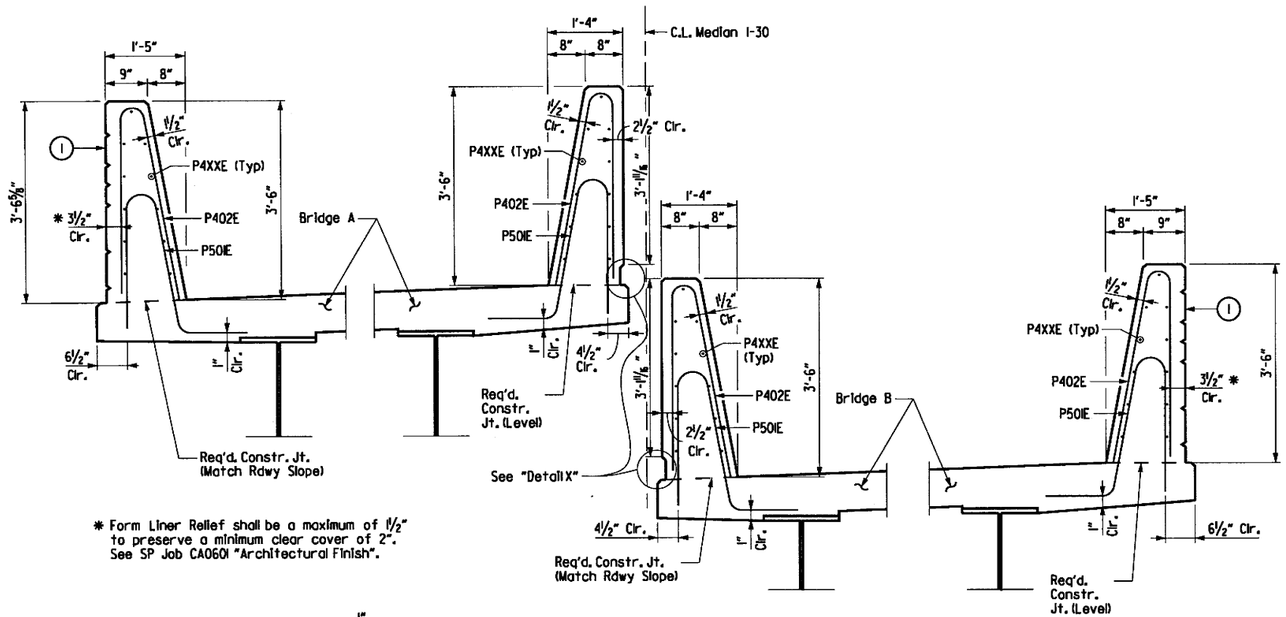
(F) C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab.



DETAILS OF CLOSED PARAPET RAIL

SCALE: ½" = 1'-0"

** Provide 3 - P400E bars each face centered with C.L. Partial Depth Parapet Joints.

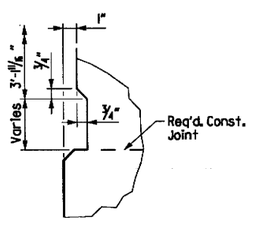


* Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

SECTION A-A

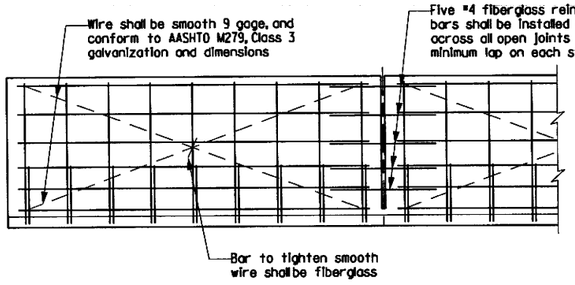
SCALE: ¾" = 1'-0"

(1) For limits of Architectural Finish & Texture Coating Finish, see "OUTSIDE PARAPET AESTHETICS" detail on Dwg. No. 59751

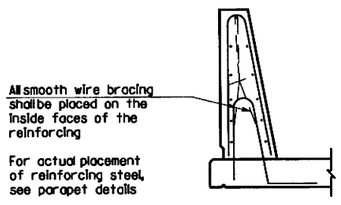


DETAIL X

No Scale



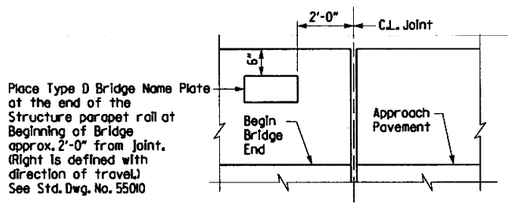
All panels shall be braced as shown to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of ¼". To control cracking before sawing, all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.



The extruded parapet shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture.

DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL

(Applicable along inside deck edges at C.L. Median I-30
No Scale



NAME PLATE DETAIL

No Scale

TABLE OF PARAPET RAIL VARIABLES

Parapet Type	"A"	"P4XXE" Longitudinal Reinforcing
Closed-E	13'-5 5/8"	P404E
Closed-E	13'-11 13/16"	P405E
Closed-E	14'-0 3/16"	P406E
Closed-E	16'-6 5/16"	P407E
Closed	15'-0"	P408E

For location of Closed Parapet panels, See "REINFORCING PLAN & POURING SEQUENCE" Dwg. Nos. 59760 & 59771

PARAPET RAIL DETAILS
I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca0601 2_pl
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. A&B7411 DRAWING NO. 59775

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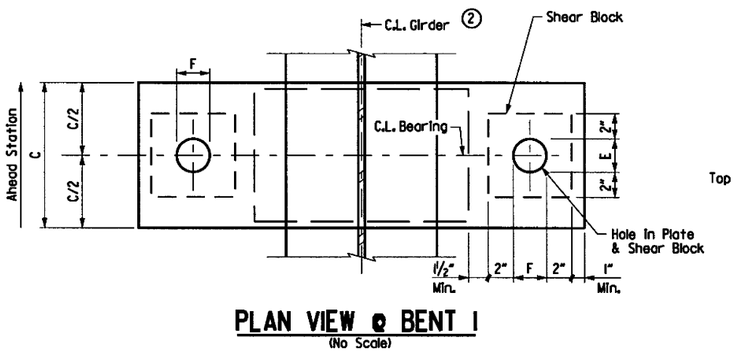
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	951	1465
				(1) A&B741I		BEARING DETAILS		59776

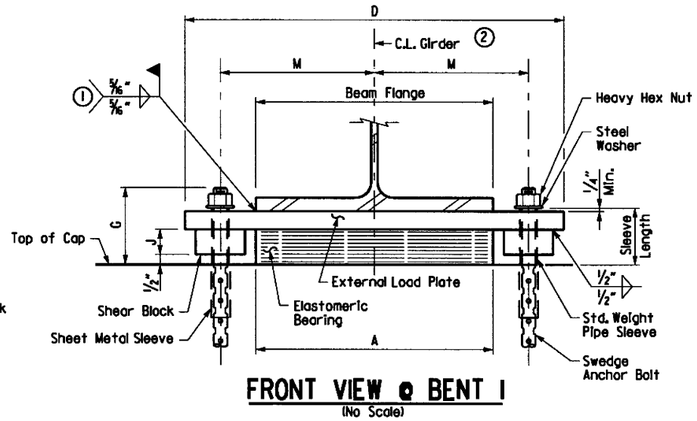
TABLE OF FABRICATOR VARIABLES

* Maximum Load = Service Limit I State

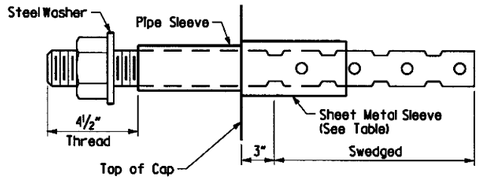
	LOCATION			BEARING TYPE	NO. of BEARINGS EACH BENT	* MAXIMUM DESIGN LOAD (KIPS)	ELASTOMER PAD							EXTERNAL LOAD PLATE									ANCHOR BOLT				
	BENT NO.	SPAN NO(S).	GIRDER NO(S).				G (In.)	H (In.)	A (In.)	B (In.)	N (ea)	t1 (In.)	te (In.)	NO. & THICKNESS OF STEEL LAMINAE	T (In.)	C (In.)	D (In.)	E (In.)	F (In.)	J (In.)	K (In.)	M (In.)	Ta (In.)	Tb (In.)	ANCHOR BOLT (In.)	ANCHOR BOLT GRADE	PIPE SLEEVE SIZE	SHEET METAL SLEEVE SIZE	STEEL WASHER O.D. (In.) (3)
A741I	1	1	ALL	Fixed	9	221	6 7/8	4 3/8	18	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	36 1/2	2 3/4	2 3/4	1 7/8	1/2	13 7/8	L.89	2.11	1 1/4" x 26"	55	11 1/4" x 4 5/8"	3" x 8"	4 1/2
	2	1	ALL	Exp.	9	217	7 7/16	4 5/16	18	9 1/2	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10 1/2	30	4 3/8	2 3/4	-	1/2	12 1/8	L.87	2.13	1 1/4" x 26"	55	11 1/4" x 5 3/16"	3" x 8"	4 1/2
B741I	1	1	ALL	Fixed	7	215	6 7/8	4 3/8	18	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	36 3/8	2 5/8	2 5/8	1 7/8	1/2	13 7/8	L.88	2.12	1 1/4" x 26"	55	11 1/4" x 4 5/8"	3" x 8"	4 3/8
	2	1	ALL	Exp.	7	215	7 7/16	4 5/16	18	9 1/2	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10 1/2	29 5/8	4 3/8	2 5/8	-	1/2	12	L.87	2.13	1 1/4" x 26"	55	11 1/4" x 5 3/16"	3" x 8"	4 3/8



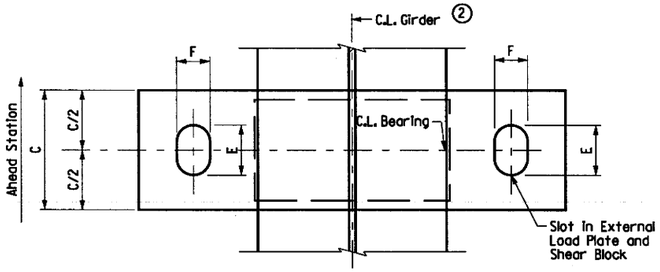
PLAN VIEW @ BENT 1
(No Scale)



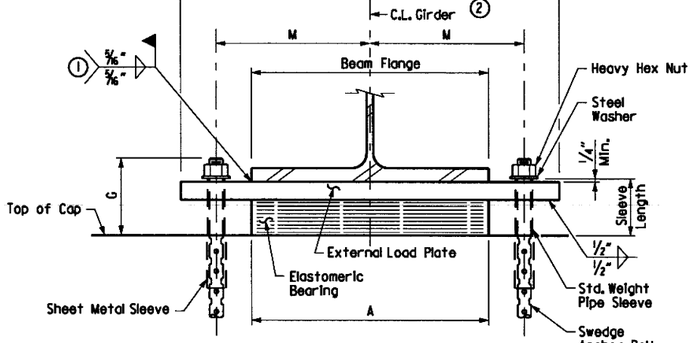
FRONT VIEW @ BENT 1
(No Scale)



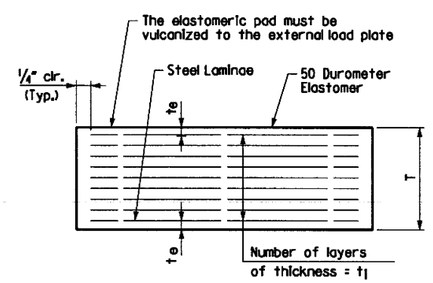
ANCHOR BOLT DETAIL
(No Scale)



PLAN VIEW @ BENT 2
(No Scale)

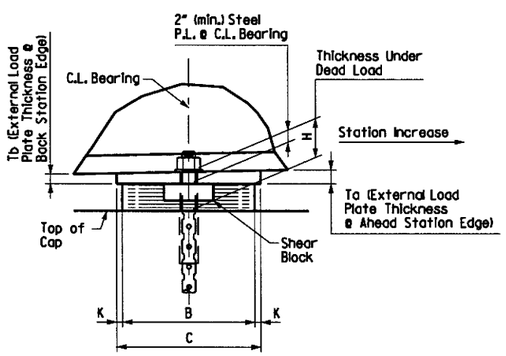


FRONT VIEW @ BENT 2
(No Scale)

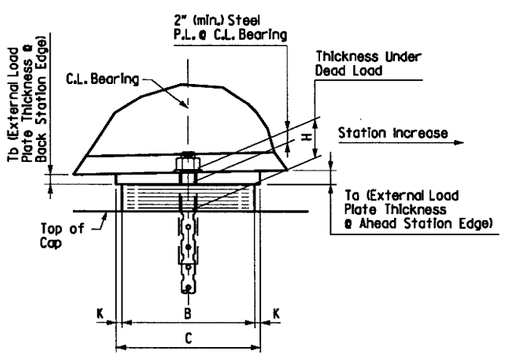


† t1 = thickness of elastomer between steel laminae.
† te = thickness of elastomer cover on top and bottom of pad.
N = number of elastomer layers of thickness t_1.

ELASTOMERIC BEARING
(No Scale)



SIDE VIEW @ BENT 1
(No Scale)



SIDE VIEW @ BENT 2
(No Scale)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

(1) Care shall be taken to ensure that the external load plate is in full and complete contact with the girder flange before welding begins.

(2) Thus the C.L. of Bearings shall coincide with the C.L. of Girders.

(3) For fabrication of the Steel Washers when the tabulated O.D. exceeds ASTM F436, the I.D. of the washers shall conform to ASTM F436 and the thickness of 3/8" shall be used.

Note:
The direction of bevel of the external load plate may not be accurately depicted with respect to the "Ta" and "Tb" values shown in the "Table of Fabricator Variables."

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a DPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Plate Girder Spans, (M 270, Gr. 50)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Plate Girder Spans, (M 270, Gr. 50)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately proceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/7/2016	FILENAME:	bca06012.ei
CHECKED BY:	STS	DATE:	11/14/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	10/18/2016		

BRIDGE NO. A&B741I DRAWING NO. 59776

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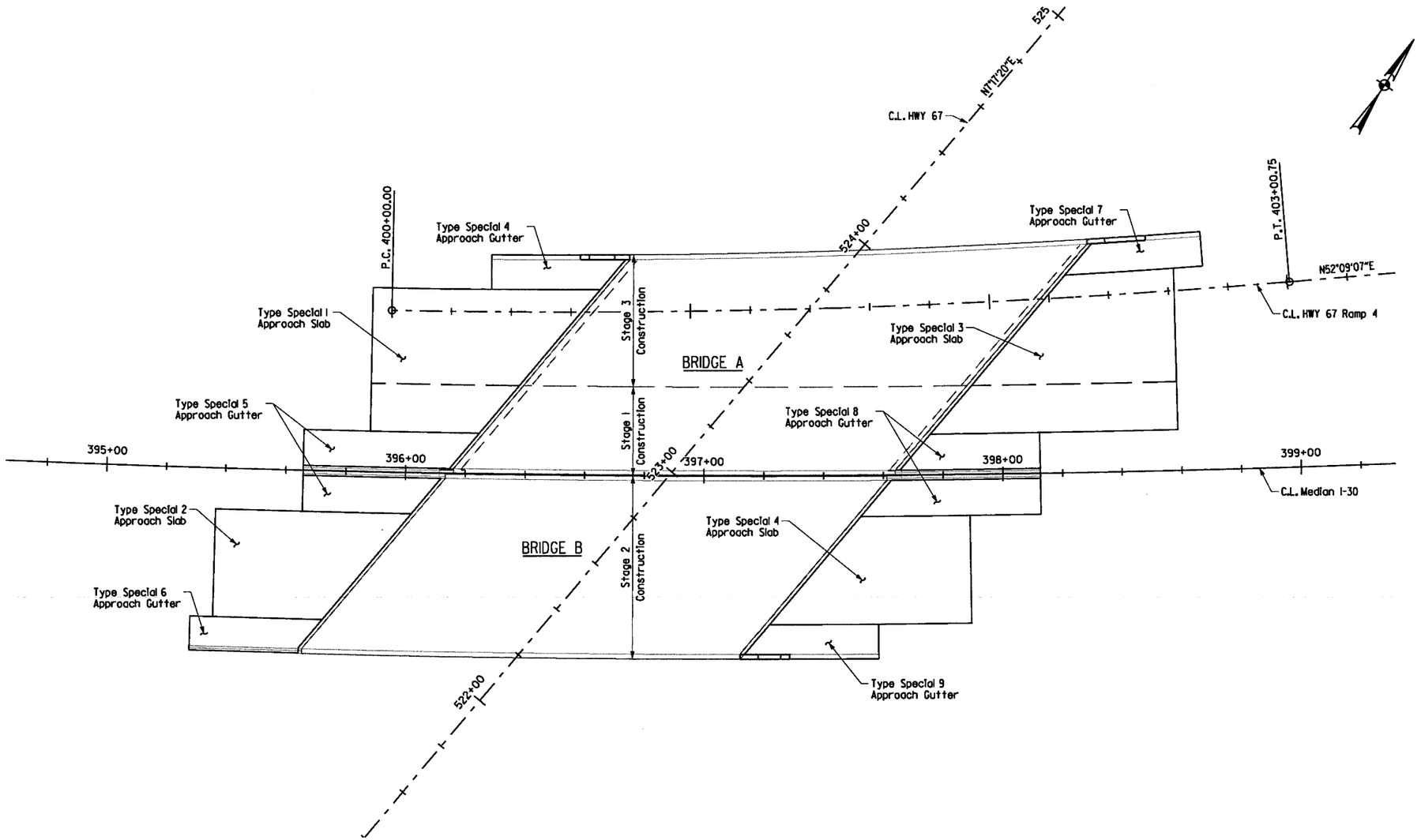
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	952	1465
(1) A&B7411		APP. GUTTER & SLAB		59777



PLAN OF APPROACH GUTTERS AND SLABS

LAYOUT OF APPROACH GUTTERS & SLABS
I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/21/205
CHECKED BY: STS DATE: 4/24/205
DESIGNED BY: JH DATE: 4/20/205
FILENAME: bca060lm2_asl
SCALE: 1" = 20'

BRIDGE NO. A&B7411 DRAWING NO. 59777

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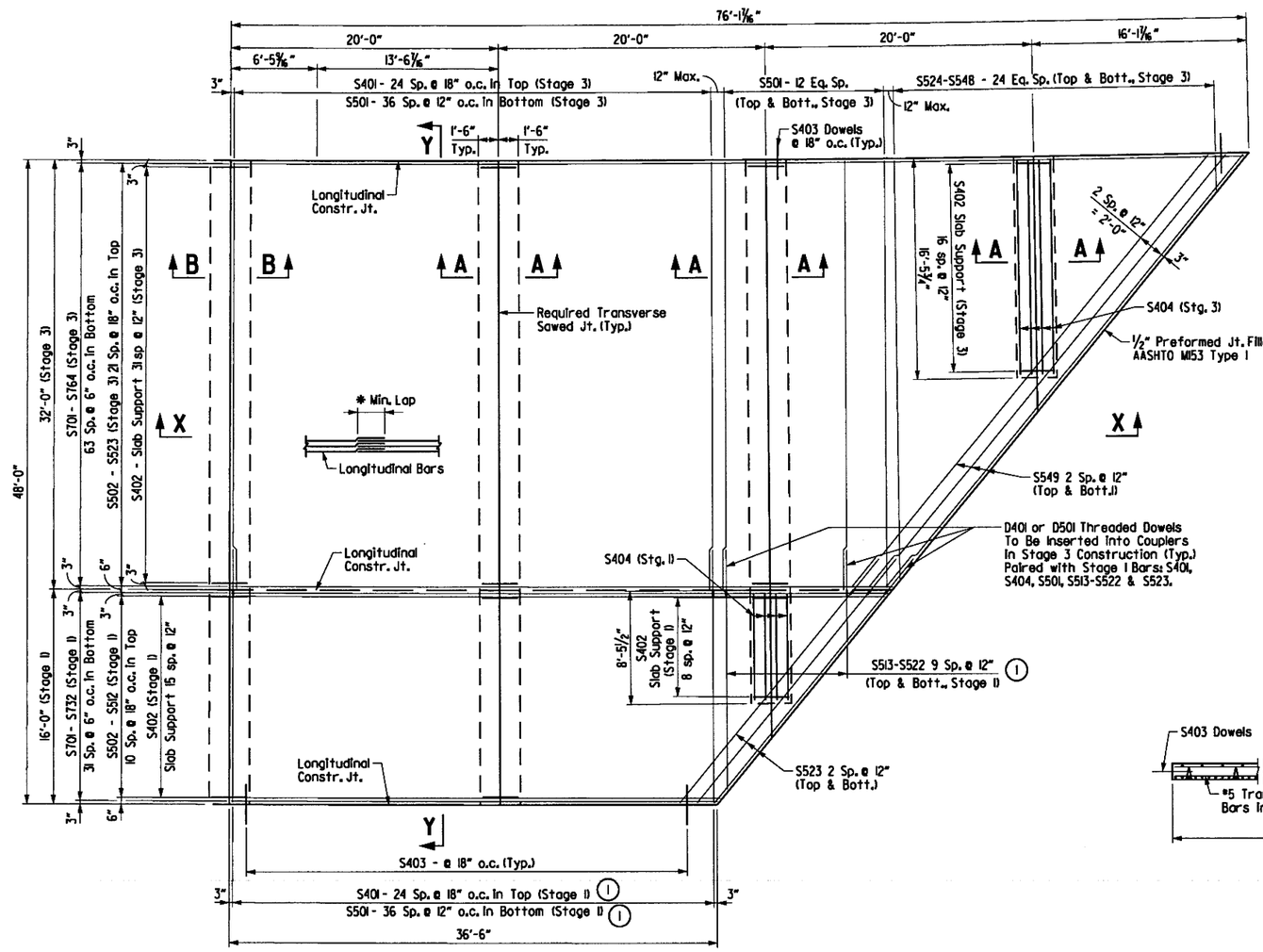
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	953	1465
				(1) A7411		APPROACH SLAB I		59778

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN - APPROACH SLAB SPECIAL I

SCALE: 3/16" = 1'-0"

STAGE I BAR LIST

	Mark	No. Req'd.	Length	Pin Dia.
(1)	S401	33	15'-10"	Str.
	S402	41	2'-8"	Str.
	S403	23	3'-0"	Str.
	S404	4	7'-11"	Str.
(1)	S501	37	15'-10"	Str.
	S502 to S512	1 Ea.	48'-9" to 36'-4"	Str.
(1)	S513 to S524	2 Ea.	14'-10" to 3'-11"	Str.
(1)	S525	6	20'-6"	Str.
	S701 to S732	1 Ea.	49'-0" to 36'-4"	Str.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	31'-8"	Str.
S402	113	2'-8"	Str.
S403	24	3'-0"	Str.
S404	4	16'-0"	Str.
S501	63	31'-8"	Str.
S502 to S523	2 Ea.	39'-3" to 26'-2"	Str.
S524 to S548	2 Ea.	31'-1" to 2'-6"	Str.
S549	6	41'-9"	Str.
S701 to S764	2 Ea.	39'-6" to 26'-6"	Str.
D401	37	2'-4"	Str.
D501	63	3'-4"	Str.

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
19405	152.52

(1) One End Threaded For Mechanical Coupler, Length of Bar Includes Length of Mechanical Coupler. The Actual Length Of Bar Engagement Into The Mechanical Coupler Shall Be Determined By The Mechanical Coupler Manufacturer, And The Length Of Bar May Be Adjusted Accordingly.

(2) See Section X-X for Bar Type.

* NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

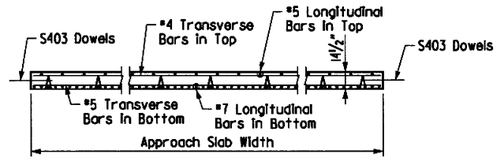
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

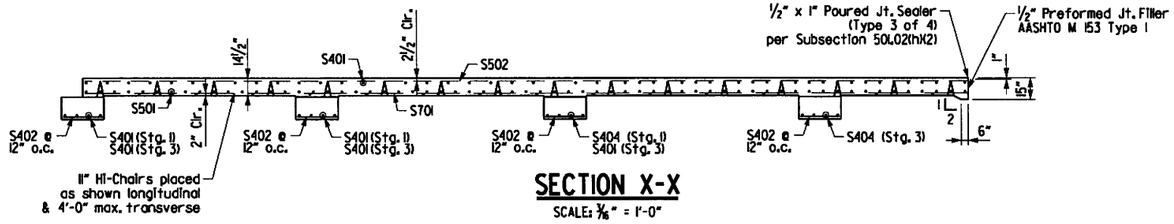
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.



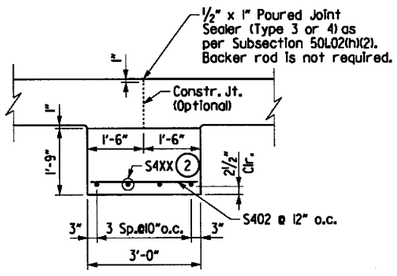
SECTION Y-Y

N.T.S.



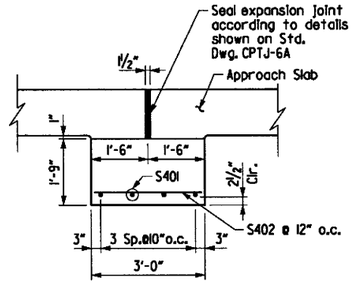
SECTION X-X

SCALE: 3/16" = 1'-0"



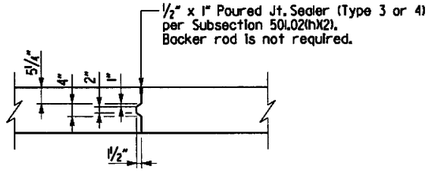
SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL I APPROACH SLAB BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/21/2016	FILENAME:	bca0601a2.asl
CHECKED BY:	STS	DATE:	4/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	4/20/2016		

BRIDGE NO. A7411 DRAWING NO. 59778

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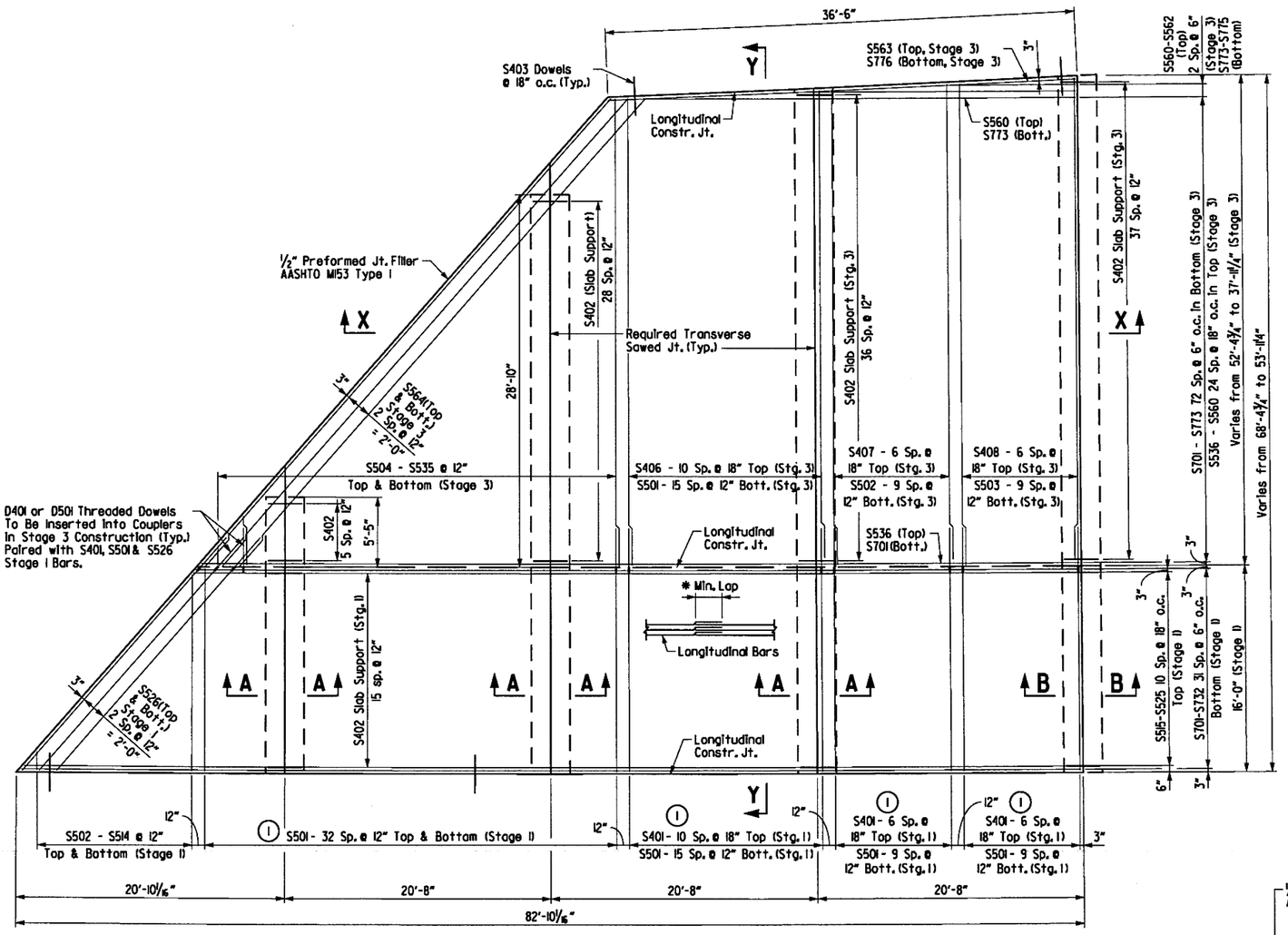
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	954	1465
				① A7411		APPROACH SLAB 3		59779

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018



PLAN - APPROACH SLAB SPECIAL 3

SCALE: 3/16" = 1'-0"

STAGE 1 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
① S401	41	15'-10"	Str.
S402	64	2'-8"	Str.
S403	23	3'-0"	Str.
S501	102	15'-10"	Str.
① S502 to S514	2 Ea.	1'-5" to 15'-2"	Str.
S515 to S525	2 Ea.	35'-11" to 42'-6"	Str.
S526	6	23'-10"	Str.
S701 to S732	2 Ea.	36'-1" to 42'-11"	Str.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S402	110	2'-8"	Str.
S403	23	3'-0"	Str.
S404	4	4'-11"	Str.
S405	4	28'-4"	Str.
S406	15	36'-0"	Str.
S407	7	36'-8"	Str.
S408	11	37'-1"	Str.
S501	16	36'-0"	Str.
S502	10	36'-8"	Str.
S503	10	37'-1"	Str.
S504 to S535	2 Ea.	1'-6" to 36'-0"	Str.
S536 to S560	2 Ea.	35'-7" to 18'-5"	Str.
S561	1	21'-5"	Str.
S562	1	9'-8"	Str.
S563	1	36'-4"	Str.
S564	6	48'-1"	Str.
S701 to S773	2 Ea.	35'-10" to 18'-8"	Str.
S774	1	21'-5"	Str.
S775	1	9'-8"	Str.
S776	1	36'-4"	Str.
D401	41	2'-4"	Str.
D501	102	3'-4"	Str.

TABLE OF QUANTITIES

For Information Only

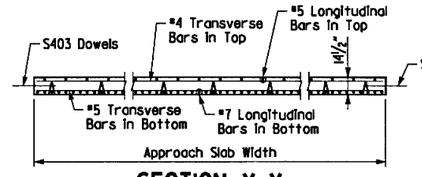
Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
22796	176.53

* NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

① One End Threaded For Mechanical Coupler. Length of Bar Includes Length of Mechanical Coupler. The Actual Length Of Bar Engagement Into The Mechanical Coupler Shall Be Determined By The Mechanical Coupler Manufacturer, And The Length Of Bar May Be Adjusted Accordingly.

Applicable for all S401 (Stg. 1) Bars & 96 out of 102 S501 (Stg. 1) Bars.



SECTION Y-Y

N.T.S.

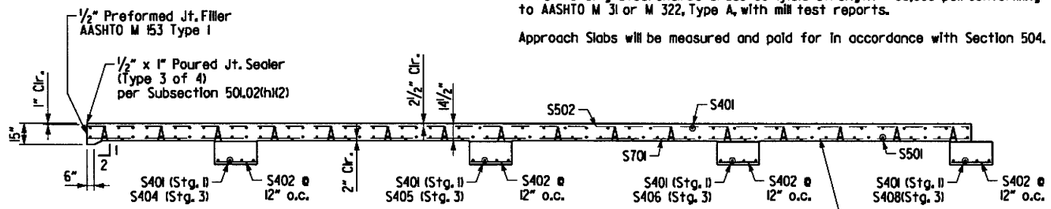
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

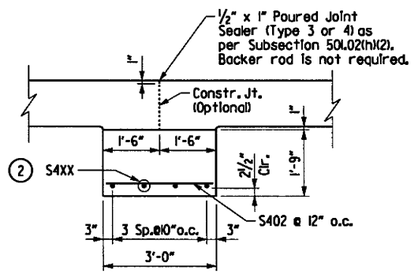
Approach Slabs will be measured and paid for in accordance with Section 504.



SECTION X-X

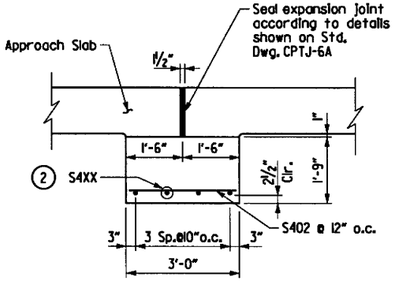
SCALE: 3/16" = 1'-0"

② See SECTION X-X for Bar Type.



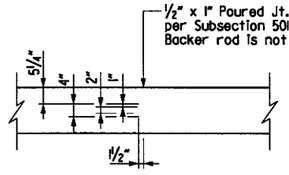
SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

AT CONCRETE APPROACH PAVEMENT
SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 3 APPROACH SLAB BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/21/2016	FILENAME:	bca0601a2_as2
CHECKED BY:	STS	DATE:	4/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	4/20/2016		

BRIDGE NO. A7411 DRAWING NO. 59779

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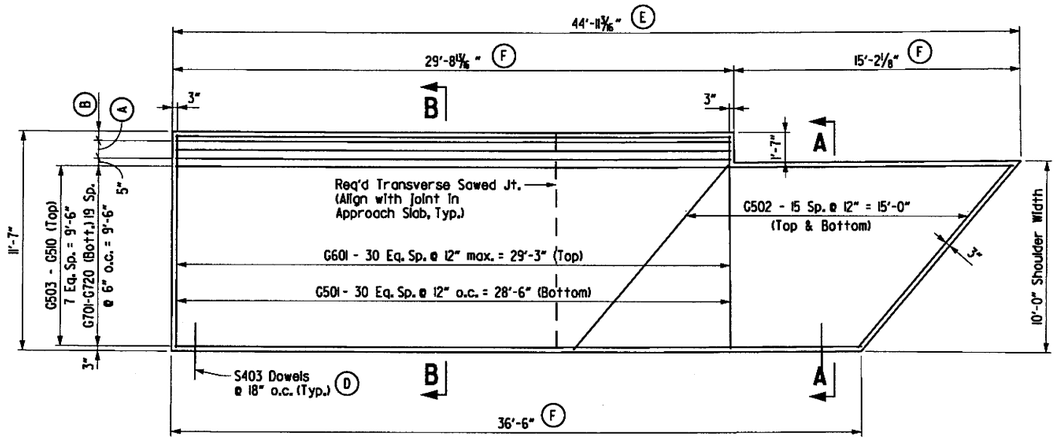
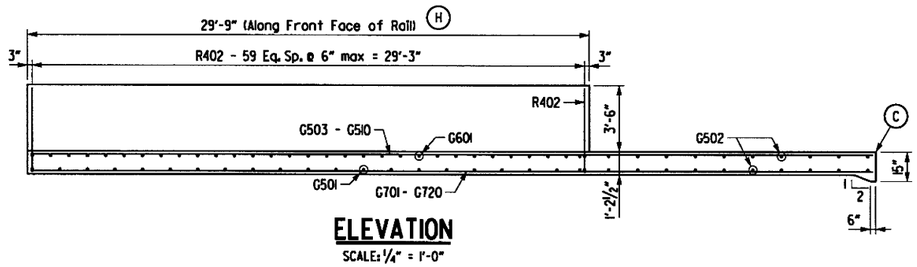
				6	ARK.			
				JOB NO.		CA0601	955	1465
				(1) A7411		APPROACH GUTTER 4&7		59780

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



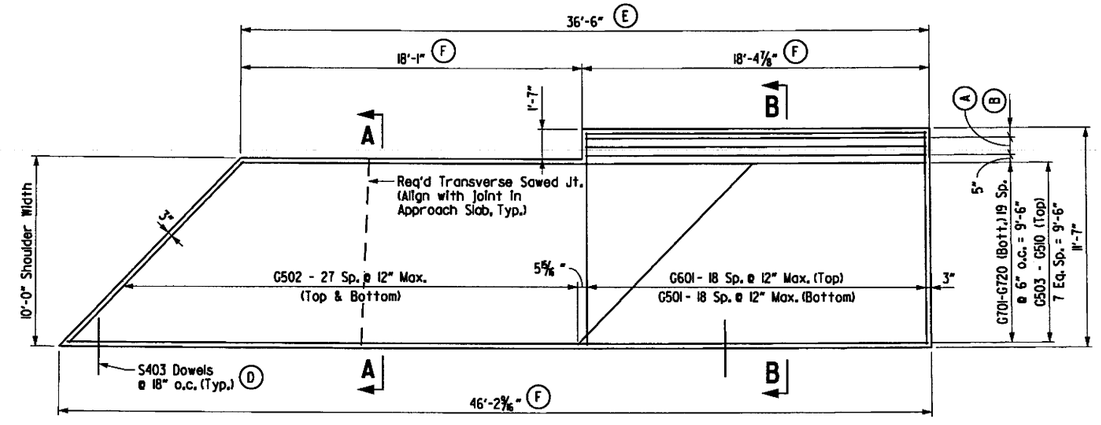
PLAN - APPROACH GUTTER SPECIAL 4

SCALE: ¼" = 1'-0"



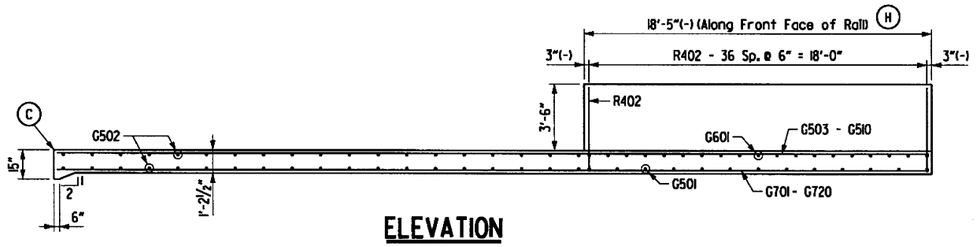
ELEVATION

SCALE: ¼" = 1'-0"



PLAN - APPROACH GUTTER SPECIAL 7

SCALE: ¼" = 1'-0"



ELEVATION

SCALE: ¼" = 1'-0"

(A) G511 - 2 Sp. @ 5½" = 11" (Bottom)

(B) G511 - 2 Sp. @ 3" = 6" (Bottom)

(C) ½" Preformed Joint Filler (AASHTO M153, Type I) and ½" x 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "Retaining Walls".

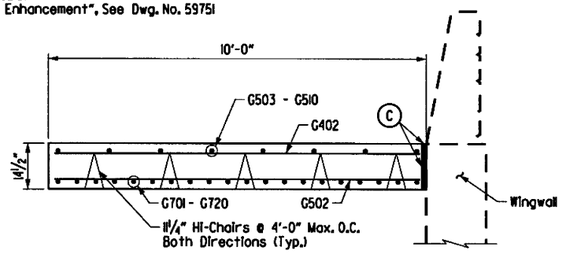
(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.
As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

(E) Measured along Gutterline

(F) Measured along longitudinal edge of Approach Gutter

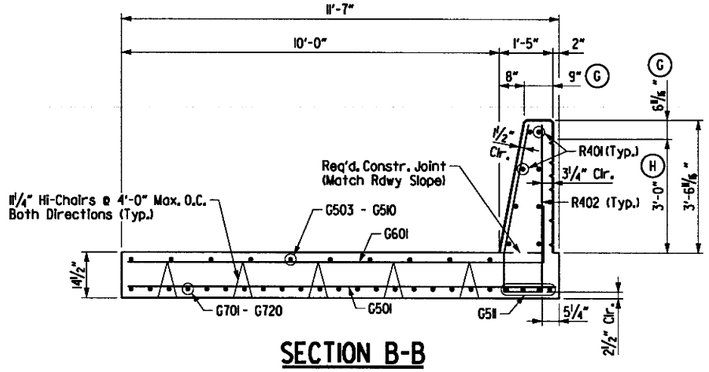
(G) Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

(H) "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)
For "Detail of Parapet Enhancement", See Dwg. No. 59751



SECTION A-A

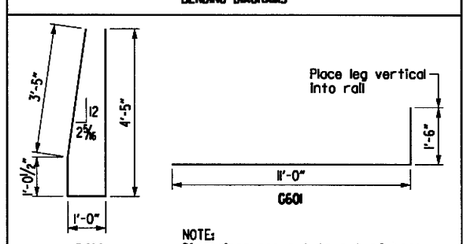
SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"

BENDING DIAGRAMS



NOTE:
Dimensions are out to out of bars.

General Notes:

All longitudinal lines are concentric to C.L. Median I-30.
All transverse lines are radial to C.L. Median I-30, U.N.O.

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST - ONE TYPE 4 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	31	11'-3"	Str.
G502	16	12'-9"	Str.
G503 to G510	1 Ea.	36'-5" to 44'-5"	Str.
G511	4	29'-5"	Str.
G601	31	12'-6"	4 ½"
G701 to G720	1 Ea.	36'-5" to 44'-5"	Str.
R401	8	29'-5"	Str.
R402	60	9'-9"	2"

BAR LIST - ONE TYPE 7 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	19	11'-3"	Str.
G502	56	13'-6"	Str.
G503 to G510	1 Ea.	45'-8" to 36'-4"	Str.
G511	4	18'-1"	Str.
G601	19	12'-6"	4 ½"
G701 to G720	1 Ea.	45'-8" to 36'-4"	Str.
R401	8	18'-1"	Str.
R402	37	9'-9"	2"

Minimum Lap Lengths for Longitudinal Bars are as follows:
#4 Bars = 2'-0"
#5 Bars = 3'-0"

TABLE OF QUANTITIES

For Information Only

Gutter Type Special	Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
4	3816	24.54
7	3798	22.42

DETAILS OF TYPE SPECIAL 4 & 7 APPROACH GUTTERS BRIDGE A OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/21/2016
CHECKED BY: STS DATE: 4/24/2015
DESIGNED BY: JH DATE: 4/20/2016
FILENAME: bca0601a2_as3
SCALE: AS SHOWN

BRIDGE NO. A7411 DRAWING NO. 59780

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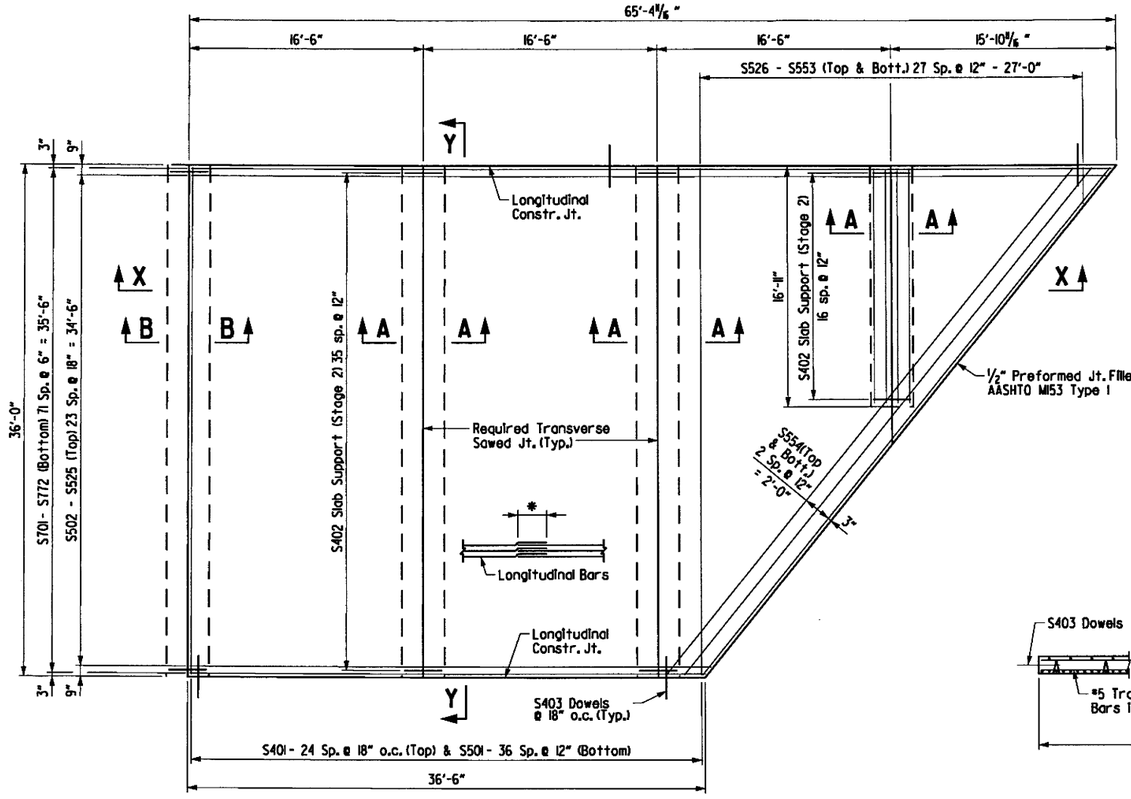
				6	ARK.			
				JOB NO.		CA0601	956	1465

(1) B7411 APPROACH SLAB 2 59781

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN - APPROACH SLAB SPECIAL 2

SCALE: 3/16" = 1'-0"

General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	35'-8"	Str.
S402	125	2'-8"	Str.
S403	46	3'-0"	Str.
S404	4	16'-5"	Str.
S501	37	35'-8"	Str.
S502 to S525	2 Ea.	33'-9" to 19'-11"	Str.
S526 to S553	2 Ea.	36'-8" to 2'-7"	Str.
S554	6	45'-10"	Str.
S701 to S772	2 Ea.	34'-2" to 19'-11"	Str.

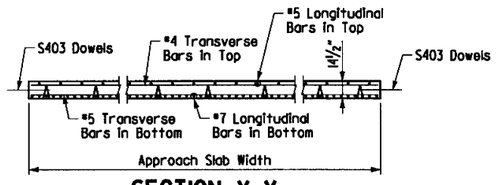
TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
13355	107.55

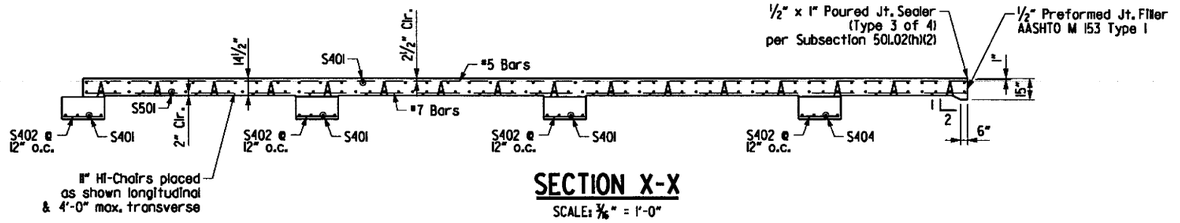
*NOTE:
Minimum Lap Lengths for Longitudinal Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"



SECTION Y-Y

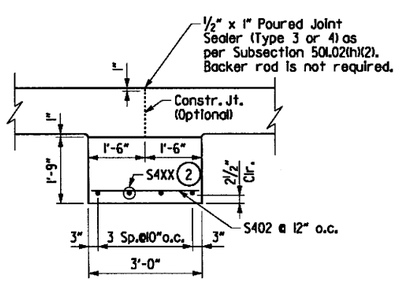
N.T.S.



SECTION X-X

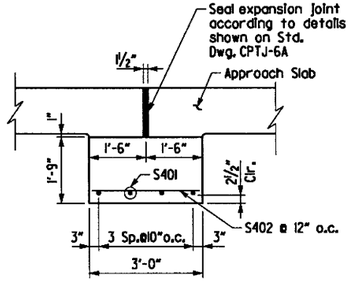
SCALE: 3/16" = 1'-0"

(2) See SECTION X-X for Bar Type.



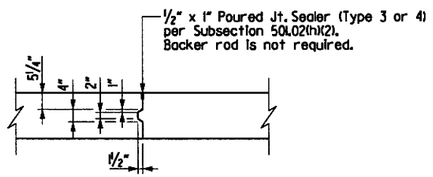
SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 2
APPROACH SLAB
BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/21/2016	FILENAME:	bca0601b2.asl
CHECKED BY:	STS	DATE:	4/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	4/20/2016		

BRIDGE NO. B7411 DRAWING NO. 59781

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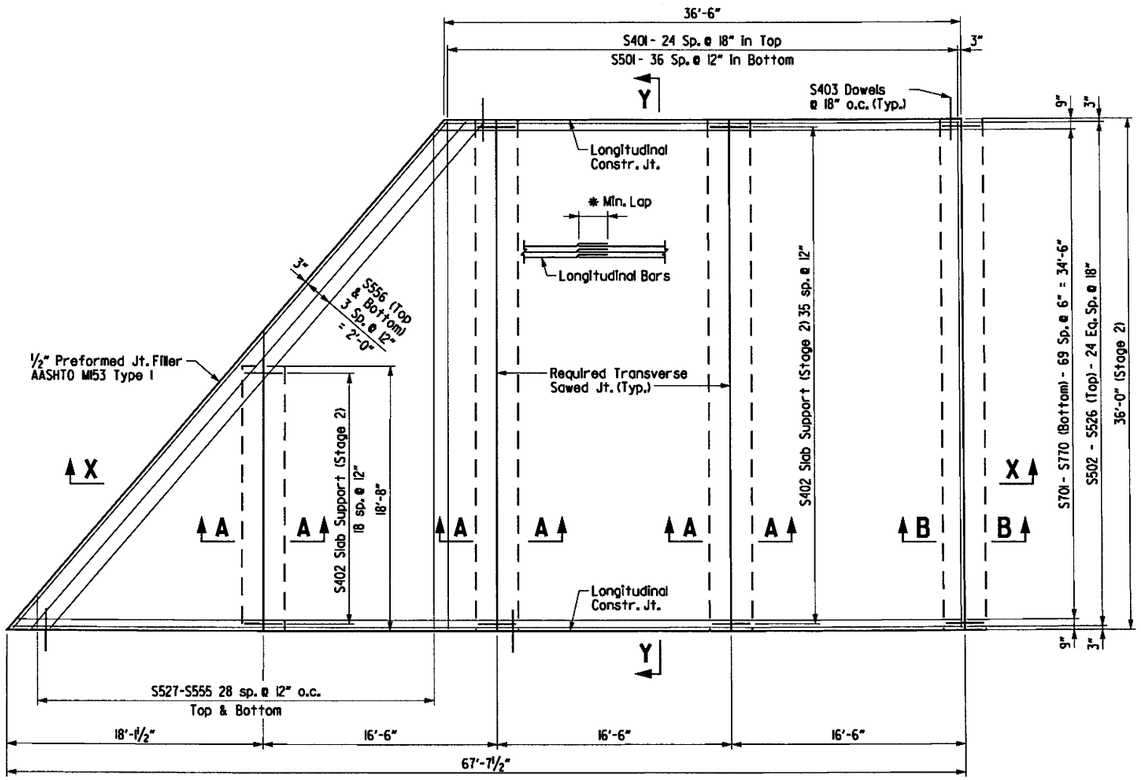
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	957	1465
				(1) B7411		APPROACH SLAB 4		59782



PLAN - APPROACH SLAB SPECIAL 4

SCALE: 3/16" = 1'-0"

General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	35'-8"	Str.
S402	127	2'-8"	Str.
S403	46	3'-0"	Str.
S404	4	18'-2"	Str.
S501	37	35'-8"	Str.
S502 to S526	2 Ea.	19'-11" to 35'-0"	Str.
S527 to S555	2 Ea.	2'-2" to 34'-10"	Str.
S556	6	47'-0"	Str.
S701 to S770	2 Ea.	19'-11" to 35'-1"	Str.

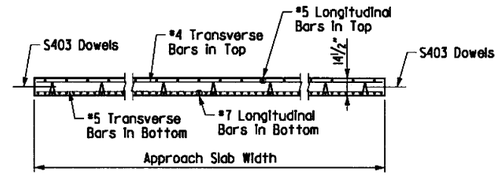
TABLE OF QUANTITIES

For information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
13342	109.74

* NOTE:
Minimum Lap Lengths for Longitudinal Bars are as follows:

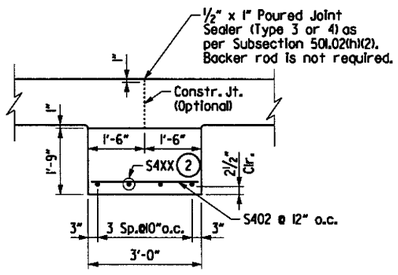
#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"



SECTION Y-Y

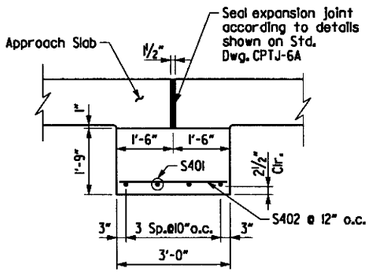
N.T.S.

(2) See SECTION X-X for Bar Type.



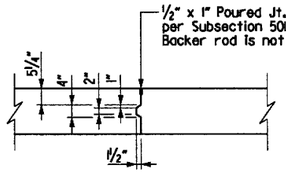
SECTION A-A

SCALE: 1/2" = 1'-0"



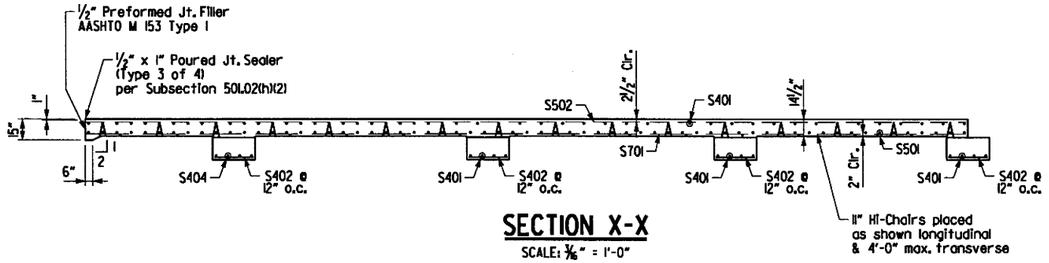
SECTION B-B

SCALE: 1/2" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: 1/2" = 1'-0"



SECTION X-X

SCALE: 3/16" = 1'-0"

DETAILS OF TYPE SPECIAL 4 APPROACH SLAB BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/21/2016	FILENAME:	bco060tb2.as2
CHECKED BY:	STS	DATE:	4/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	4/20/2016		

BRIDGE NO. B7411 DRAWING NO. 59782

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jharrell 6/21/2018 1:21:17 PM

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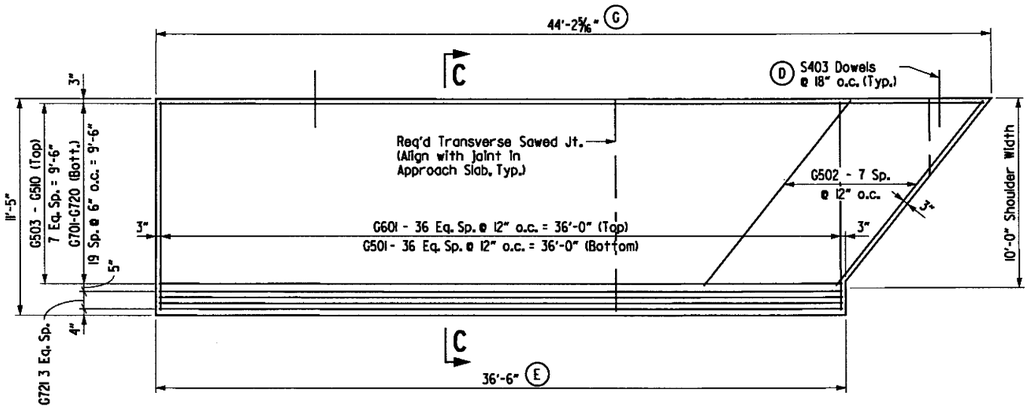
6/21/2018
jharrell

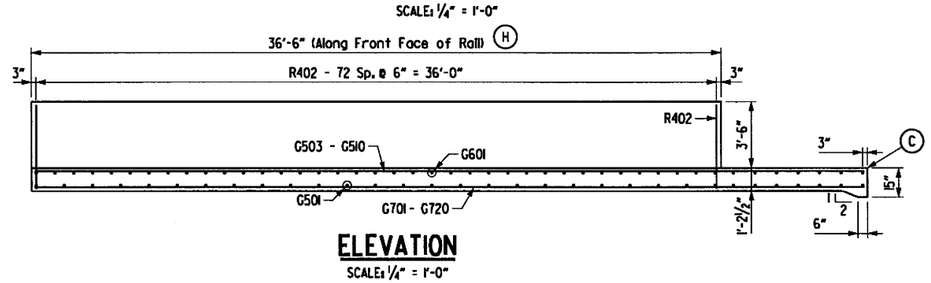
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	958	1465
				(1) B7411		APPROACH GUTTER 6&9		59783

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



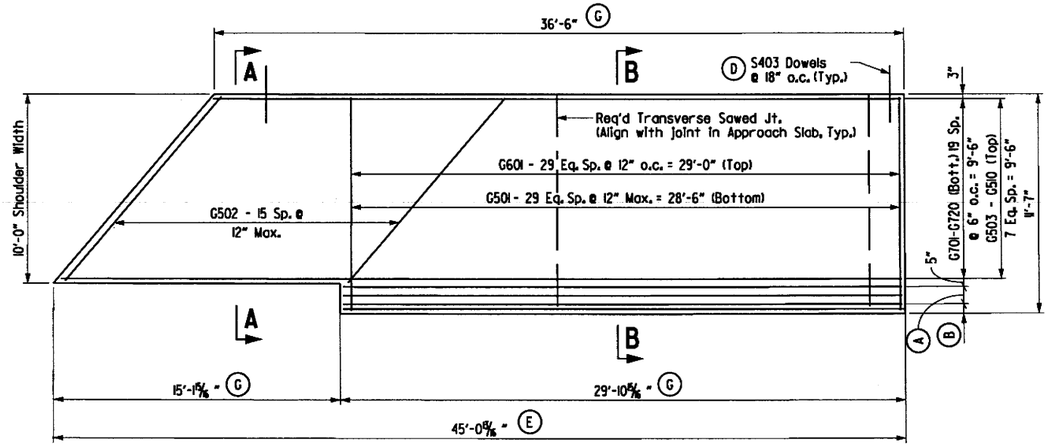
PLAN - APPROACH GUTTER SPECIAL 6

SCALE: 1/4" = 1'-0"



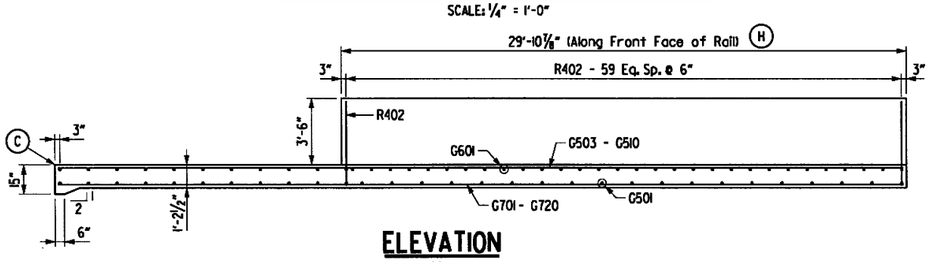
ELEVATION

SCALE: 1/4" = 1'-0"



PLAN - APPROACH GUTTER SPECIAL 9

SCALE: 1/4" = 1'-0"



ELEVATION

SCALE: 1/4" = 1'-0"

(A) G511 - 2 Sp. @ 5 1/2" = 11"

(B) G511 - 2 Sp. @ 3" = 6"

(C) 1/2" Preformed Joint Filler (AASHTO M153, Type II and 1/2" x 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "Retaining Walls".

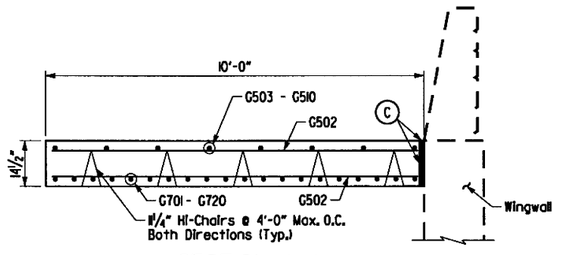
(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment. As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

(E) Measured along Gutterline

(F) Measured along longitudinal edge of Approach Gutter

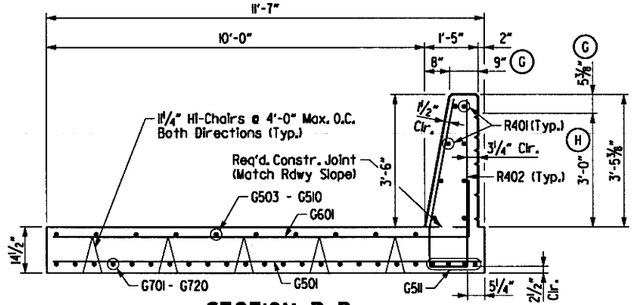
(G) Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

(H) "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)
For "Detail of Parapet Enhancement", See Dwg. No. 5975I



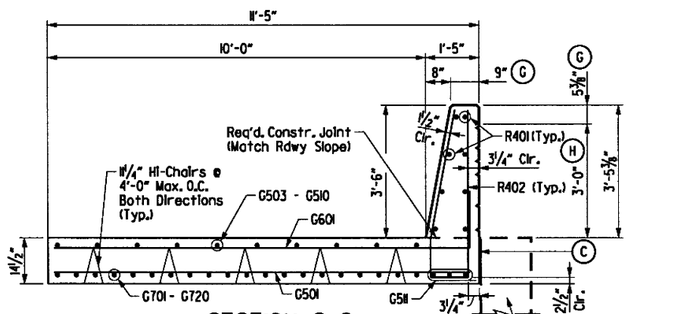
SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION B-B

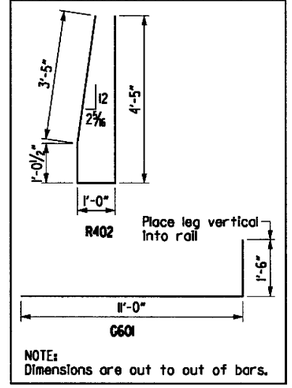
SCALE: 1/2" = 1'-0"



SECTION C-C

SCALE: 1/2" = 1'-0"

BENDING DIAGRAMS



NOTE:
Dimensions are out to out of bars.

General Notes:

All longitudinal lines are concentric to C.L. Median I-30. All transverse lines are radial to C.L. Median I-30, U.N.O.

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST - ONE TYPE 6 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	37	11'-0"	Str.
G502	16	12'-9"	Str.
G503 to G510	1 Ea.	36'-5" to 44'-5"	Str.
G701 to G720	1 Ea.	36'-5" to 44'-5"	Str.
G511	3	36'-2"	Str.
G601	37	12'-6"	4 1/2"
R401	8	36'-2"	Str.
R402	73	9'-9"	2"

BAR LIST - ONE TYPE 9 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	30	11'-3"	Str.
G502	16	12'-9"	Str.
G503 to G510	1 Ea.	36'-5" to 44'-5"	Str.
G511	4	29'-5"	Str.
G601	30	12'-6"	4 1/2"
G701 to G720	1 Ea.	36'-5" to 44'-5"	Str.
R401	8	36'-5"	Str.
R402	60	9'-9"	2"

Minimum Lap Lengths for Longitudinal Bars are as follows:
#4 Bars = 2'-0"
#5 Bars = 3'-0"

TABLE OF QUANTITIES

For Information Only

Gutter Type Special	Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
6	4100	25.47
9	3822	24.60

DETAILS OF TYPE SPECIAL 6 & 9 APPROACH GUTTERS BRIDGE B OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/21/2016	FILENAME:	bco0601b2_as3
CHECKED BY:	STS	DATE:	4/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	4/20/2016		

BRIDGE NO. B7411 DRAWING NO. 59783

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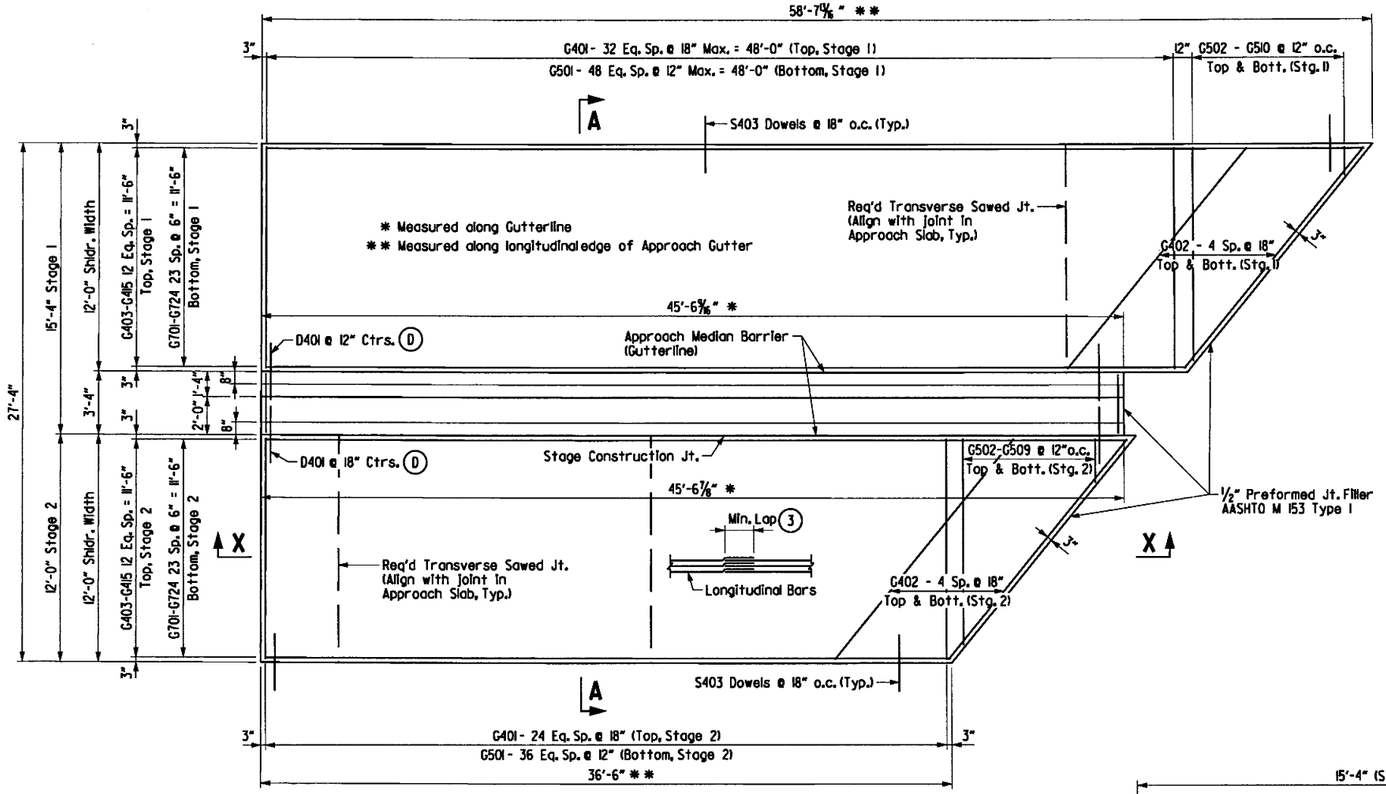
6/21/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	959	1465
				(1) A&B741		APPROACH GUTTER 5		59784

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley 21 June 2018



PLAN - APPROACH GUTTER SPECIAL 5

SCALE: ¼" = 1'-0"

(D) Prior to pouring concrete for Approach Median Barrier and Approach Slab, place D401 Dowels into Approach Median Barrier and S403 Dowels into Approach Slab using 18" embedment.

As an alternate to using cast-in-place dowels during Approach Median Barrier or Approach Slab construction, dowels may be drilled and grouted 18" into the previously cured Approach Median Barrier or Approach Slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

(1) MSE Wall Supplier Shall Design And Furnish Attachments For Approach Median Barrier, (See Section A-A). This Work And Material Are To Be Considered Subsidiary To The Item "RETAINING WALLS" And Will Not Be Paid Directly.

(2) The portion of Approach Median Barrier above required construction joint shall not be poured until Stage 1 Gutter pavement has been constructed.

(3) NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

*4 Bars = 2'-0"
*5 Bars = 3'-0"

General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

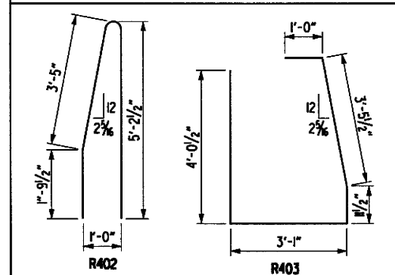
TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
9192	169.88

STAGE 1 BAR LIST

BENDING DIAGRAMS

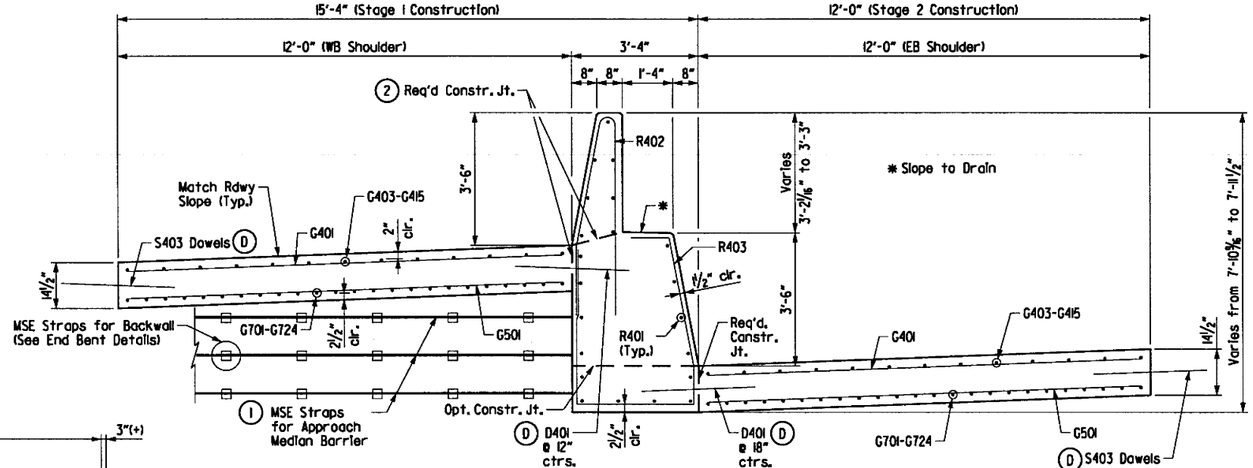


NOTE: Dimensions are out to out of bars.

Mark	No. Req'd.	Length	Pin Dia.
G401	33	11'-8"	Str.
G402	10	15'-2"	Str.
G403 to G415	2 Ea.	25'-4" to 30'-0"	Str.
G501	49	11'-8"	Str.
G502 to G510	2 Ea.	11'-3" to 1'-6"	Str.
G701 to G724	1 Ea.	48'-7" to 57'-11"	Str.
R401	21	45'-1"	Str.
R402	92	10'-7"	2"
R403	46	11'-7"	2"
D401	77	3'-0"	Str.

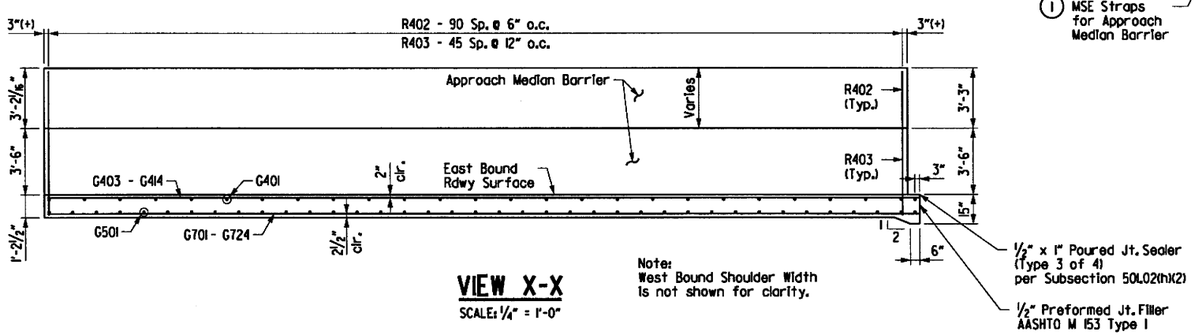
STAGE 2 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	25	11'-8"	Str.
G402	10	15'-2"	Str.
G403 to G415	2 Ea.	19'-1" to 23'-9"	Str.
G501	37	11'-8"	Str.
G502 to G509	2 Ea.	10'-11" to 2'-4"	Str.
G701 to G724	1 Ea.	36'-2" to 45'-6"	Str.



SECTION A-A

SCALE: ½" = 1'-0"



VIEW X-X

SCALE: ¼" = 1'-0"

Note:
West Bound Shoulder Width is not shown for clarity.

DETAILS OF TYPE SPECIAL 5 APPROACH GUTTER I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/21/2016	FILENAME:	bca0601m2_as2
CHECKED BY:	STS	DATE:	4/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	4/20/2016		

BRIDGE NO. A&B741 DRAWING NO. 59784

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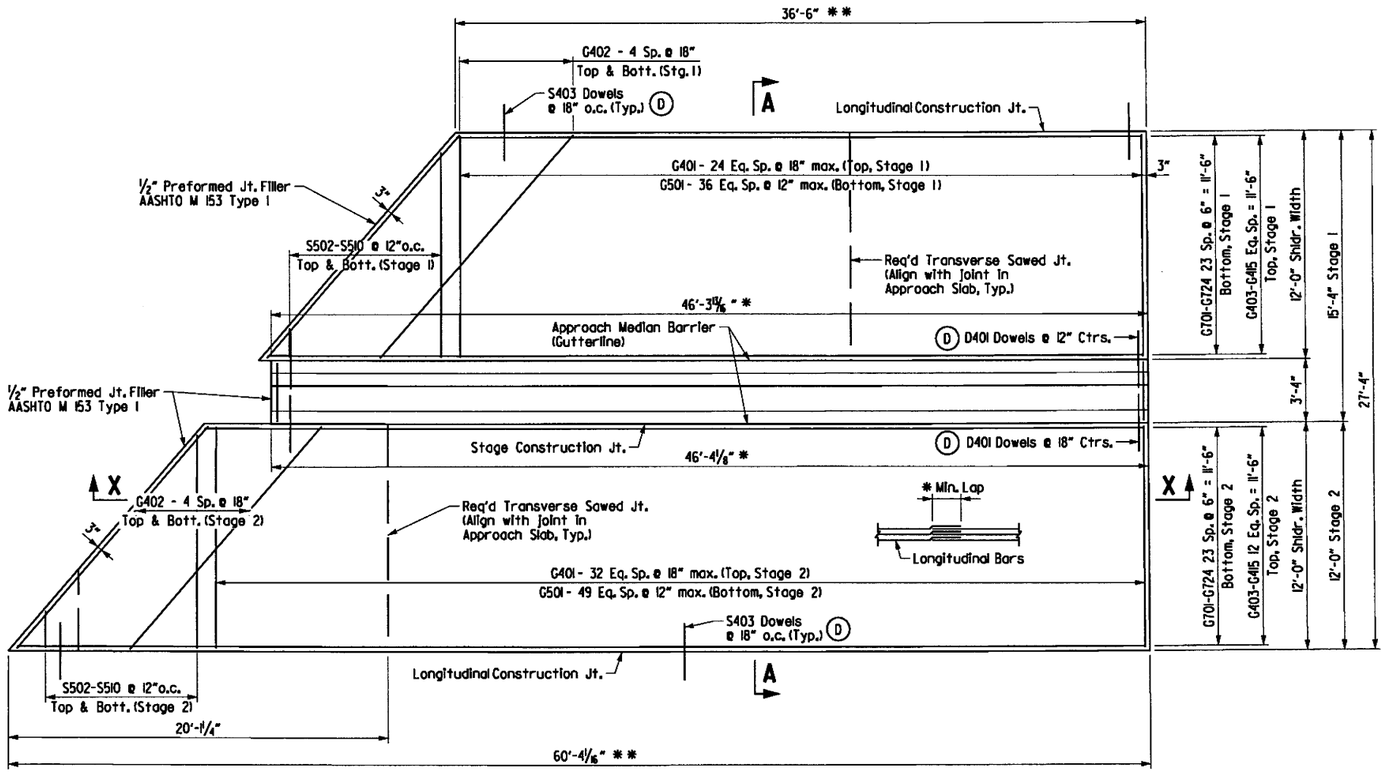
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	960	1465
				(1) A&B7411		APPROACH GUTTER 8		59785

STATE OF ARKANSAS
STEPHEN T. SMILEY
No. 13072
REGISTERED PROFESSIONAL ENGINEER
21 June 2018



PLAN - APPROACH GUTTER SPECIAL 8

SCALE: 1/4" = 1'-0"

* Measured along Gutterline

** Measured along longitudinal edge of Approach Gutter

(D) Prior to pouring concrete for Approach Median Barrier and Approach Slab, place D401 Dowels into Approach Median Barrier and S403 Dowels into Approach Slab using 18" embedment.

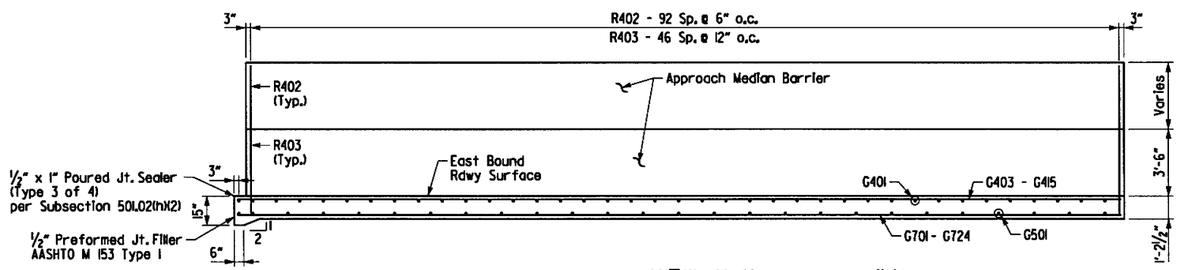
As an alternate to using cast-in-place dowels during Approach Median Barrier or Approach Slab construction, dowels may be drilled and grouted 18" into the previously cured Approach Median Barrier or Approach Slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

(1) MSE Wall Supplier Shall Design And Furnish Attachments For Approach Median Barrier, (See Section A-A). This Work And Material Are To Be Considered Subsidiary To The Item "RETAINING WALLS" And Will Not Be Paid Directly.

(2) The portion of Approach Median Barrier above required construction joint shall not be poured until Stage 1 Gutter pavement has been be constructed.

(3) NOTE: Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

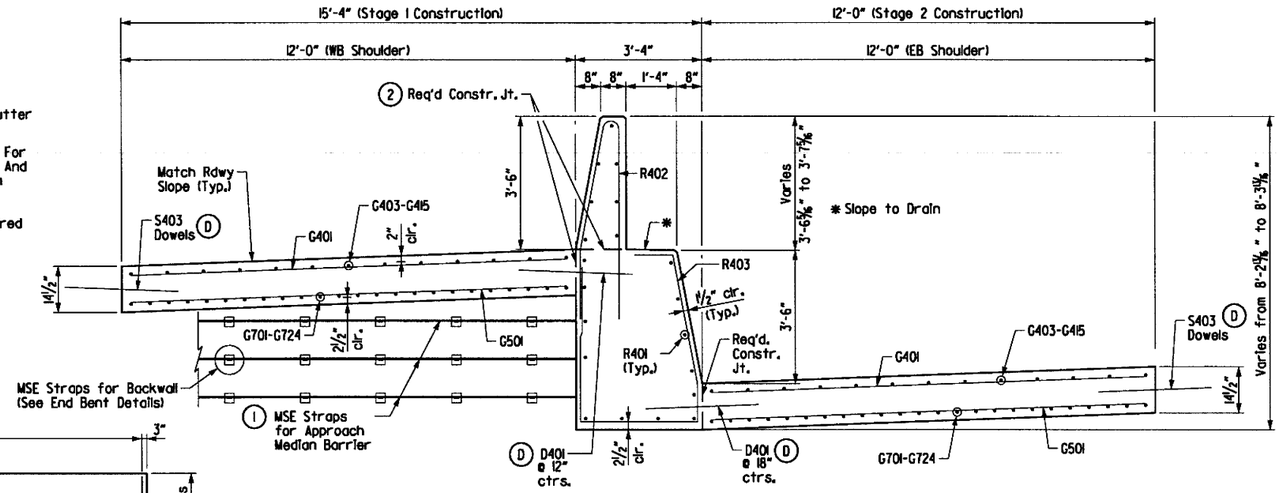
\#4 Bars = 2'-0"
\#5 Bars = 3'-0"



VIEW X-X

SCALE: 1/4" = 1'-0"

Note: West Bound Shoulder Width is not shown for clarity.



SECTION A-A

SCALE: 1/2" = 1'-0"

General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

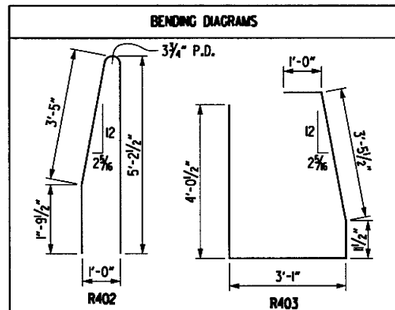
Approach Gutters will be measured and paid for in accordance with Section 504.

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
9253	176.09

STAGE 1 BAR LIST



NOTE: Dimensions are out to out of bars.

Mark	No. Req'd.	Length	Pin Dia.
G401	25	11'-8"	Str.
G402	10	15'-7"	Str.
G403 to G415	2 Ea.	24'-2" to 19'-1"	Str.
G501	37	11'-8"	Str.
G502 to G510	2 Ea.	1'-7" to 10'-10"	Str.
G701 to G724	1 Ea.	46'-3" to 36'-3"	Str.
R401	18	45'-10"	Str.
R402	93	10'-7"	2"
R403	47	11'-7"	2"
D401	77	3'-0"	Str.

STAGE 2 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
G401	33	11'-8"	Str.
G402	10	15'-6"	Str.
G403 to G415	2 Ea.	30'-10" to 25'-10"	Str.
G501	50	11'-8"	Str.
G502 to G510	2 Ea.	1'-11" to 11'-3"	Str.
G701 to G724	1 Ea.	59'-7" to 49'-7"	Str.

DETAILS OF TYPE SPECIAL 8 APPROACH GUTTER I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/21/2016	FILENAME:	bca0601m2.as3
CHECKED BY:	STS	DATE:	4/24/2015	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	4/20/2016		

BRIDGE NO. A&B7411 DRAWING NO. 59785

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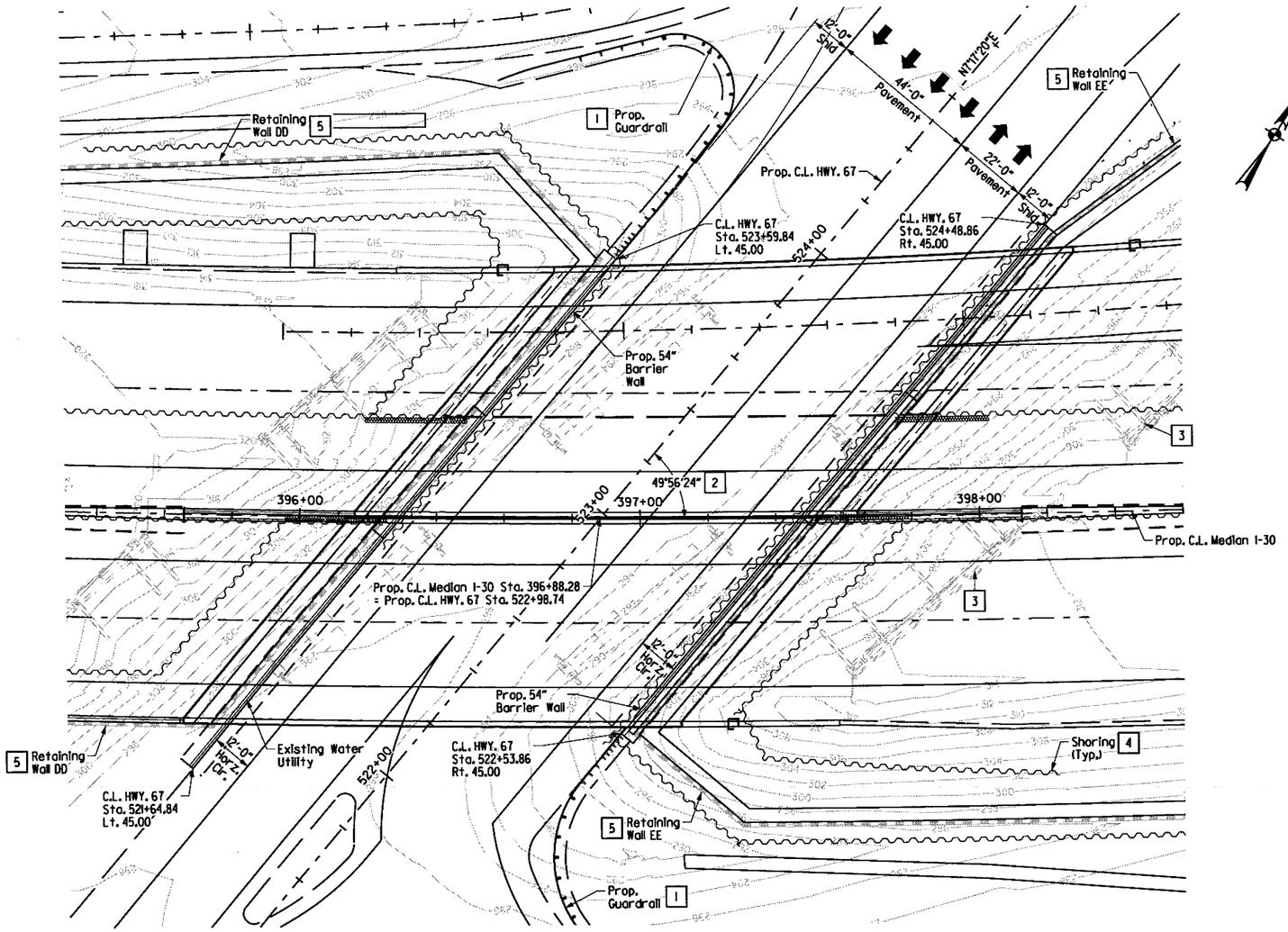
8/3/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	961	1465
				(1) A&B741I		BARRIER WALL DETAILS		59786

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018



54" BARRIER WALL LOCATION SKETCH

1. See Roadway Plans
2. Angle is measured to local tangent.
3. Existing substructures, Typ.
4. See Project Bridge General Notes regarding Shoring, Dwg.No. 59691
5. See Retaining Wall Plans

General Notes:

All Concrete shall be Class "S(AE)" or Portland Cement Concrete Pavement and be poured in the dry. All exposed corners to be chamfered ¾" unless otherwise noted.

All reinforcing steel shall be grade 60 (yield strength = 60,000 psi) conforming to AASHTO M31 or M322, Type A, with mill test reports.

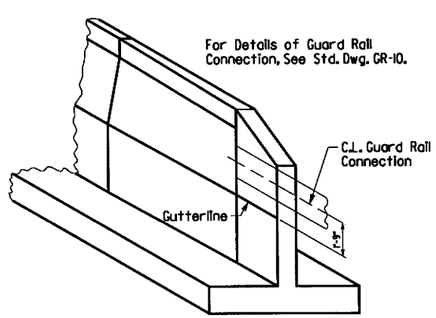
"54" Concrete Barrier Wall will be paid for as "Concrete Barrier Wall Side Type SP-4".

Back of face of Barrier shall be plumb.

TABLE OF QUANTITIES
(54" CONCRETE BARRIER WALL - SIDE TYPE SP-4)

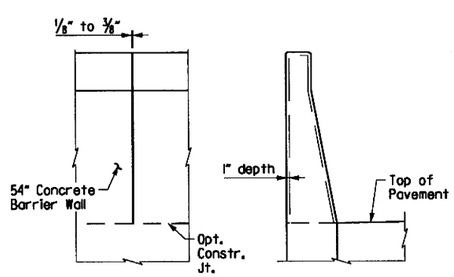
Approximate Quantities for 54" Concrete Barrier Wall (SIDE TYPE SP-4)
Measured along C.L. HWY-67 Sta 521+64.84 to Sta 523+59.84 (Adjacent to Bent 1)
and Sta 522+53.86 to Sta 524+48.86 (Adjacent to Bent 2)
(FOR INFORMATION ONLY)

Lin. Ft.	Reinforcing Steel - Roadway (Gr. 60)	Class S(AE) Concrete - Roadway
390.00	35,822 lbs.	292.91 Cu. Yds.



PICTORIAL OF 54" BARRIER WALL

NO SCALE
Note: Retaining Wall not shown for clarity.



DETAILS OF CONTRACTION JOINTS

NO SCALE
Note: Contraction Joints shall be constructed at 15'-0" Max. Sp.

BARRIER WALL KEYPLAN
I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/20/2016
CHECKED BY: STS DATE: 9/23/2016
DESIGNED BY: JH DATE: 9/16/2016
FILENAME: bca06012.bwl
SCALE: AS SHOWN

BRIDGE NO. A&B741I DRAWING NO. 59786

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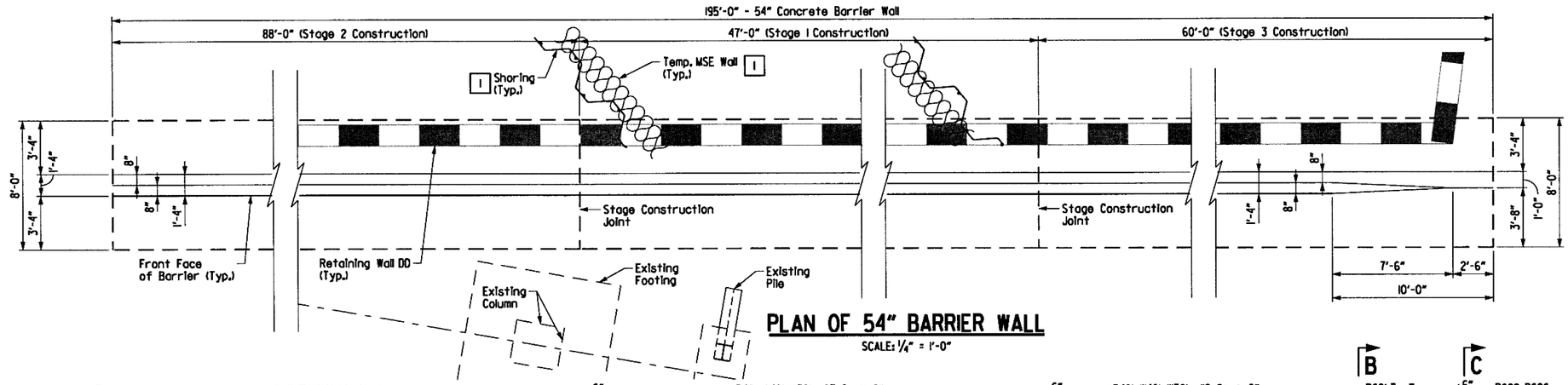
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	962	1465
(1) A&B7411	BARRIER WALL DETAILS			59787

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072

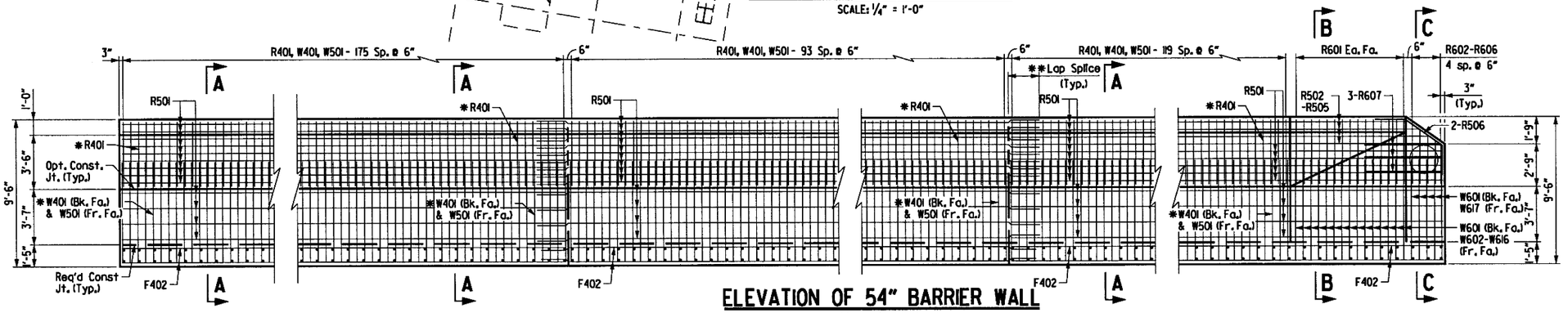
21 June 2018

(1) See Project Bridge General notes regarding Shoring. Dwg. No. 59691



PLAN OF 54" BARRIER WALL

SCALE: 1/4" = 1'-0"



ELEVATION OF 54" BARRIER WALL

SCALE: 1/4" = 1'-0"

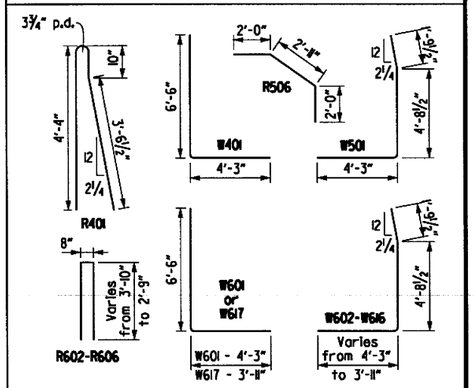
* Typical unless otherwise noted.

** Min. Lap Length for Longitudinal Bars are as follows:
F402 - 1'-9"
F501 - 2'-2"

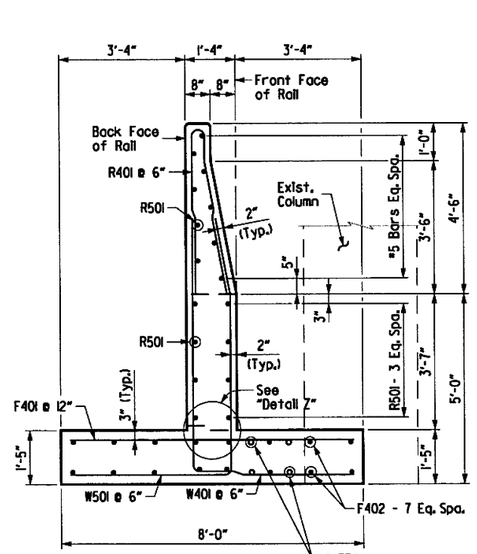
BAR LIST

Mark	No. Req'd. Stg. 1	Stg. 2	Stg. 3	Length Stg. 1	Stg. 2	Stg. 3	Pin. Dia.
R401	94	176	100	9'-4"			3 3/4"
R501	17	34	13	51'-4"	44'-11"	59'-8"	Str.
R502 to R505	-	-	1 Ea	-	-	57'-7" to 59'-7"	Str.
R506	-	-	2	-	-	6'-11"	2 1/2"
R601	-	-	30	-	-	4'-1"	Str.
R602 to R606	-	-	1 Ea	-	-	8'-2" to 6'-0"	4 1/2"
R607	-	-	3	-	-	5'-0"	Str.
F401	94	176	120	7'-6"			Str.
F402	32	48	32	26'-2"	30'-5"	30'-9"	Str.
W401	94	176	100	10'-11"			2"
W501	94	176	100	10'-11"			2 1/2"
W601	-	-	20	-	-	10'-11"	4 1/2"
W602 to W616	-	-	1 Ea	-	-	10'-11" to 10'-7"	4 1/2"
W617	-	-	5	-	-	10'-7"	4 1/2"

Bending Diagrams

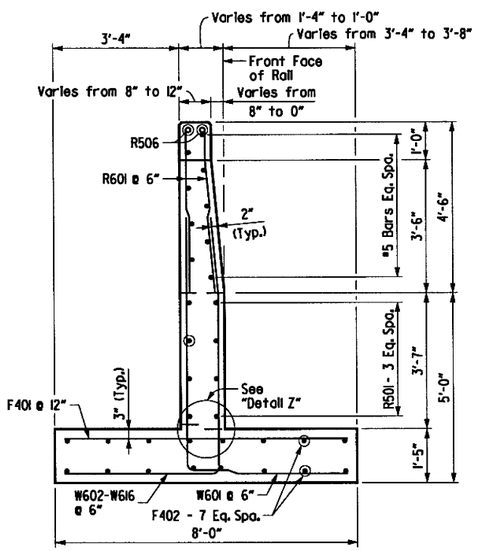


NOTE: Dimensions are out to out of bars.



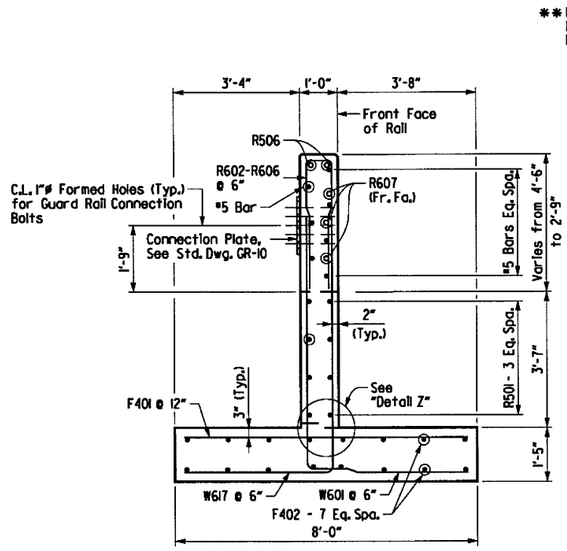
SECTION A-A

SCALE: 1/2" = 1'-0"



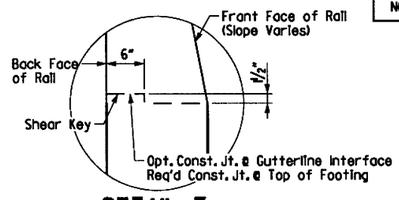
SECTION B-B

SCALE: 1/2" = 1'-0"



SECTION C-C

SCALE: 1/2" = 1'-0"



DETAIL Z

NO SCALE

BARRIER WALL DETAILS AT END BENT 1 I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/20/2016	FILENAME:	bcd0601_bw2
CHECKED BY:	STS	DATE:	9/23/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	9/16/2016		

BRIDGE NO. A&B7411 DRAWING NO. 59787

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1 See Project Bridge General notes regarding Shoring & Temp. MSE Wall, Dwg. No. 59691

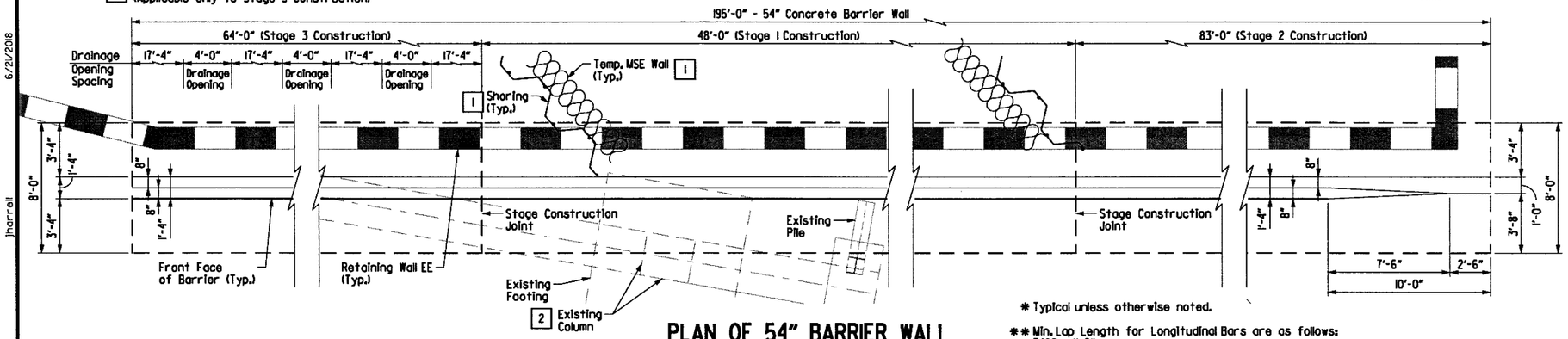
2 Conflict with existing column is expected. Field trim adjacent Transverse & Longitudinal Bars in footing to provide 2" end cover. End cover is measured from end of bar to face of existing column. See Section A-A Elevation for additional F501 bars.

3 Field trim bars W501 & W401 to provide 2" clear cover from gutterline at Drainage Openings. (Applicable only to Stage 3 Construction)

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	963	1465
(1) A&B741I		BARRIER WALL DETAILS		59788

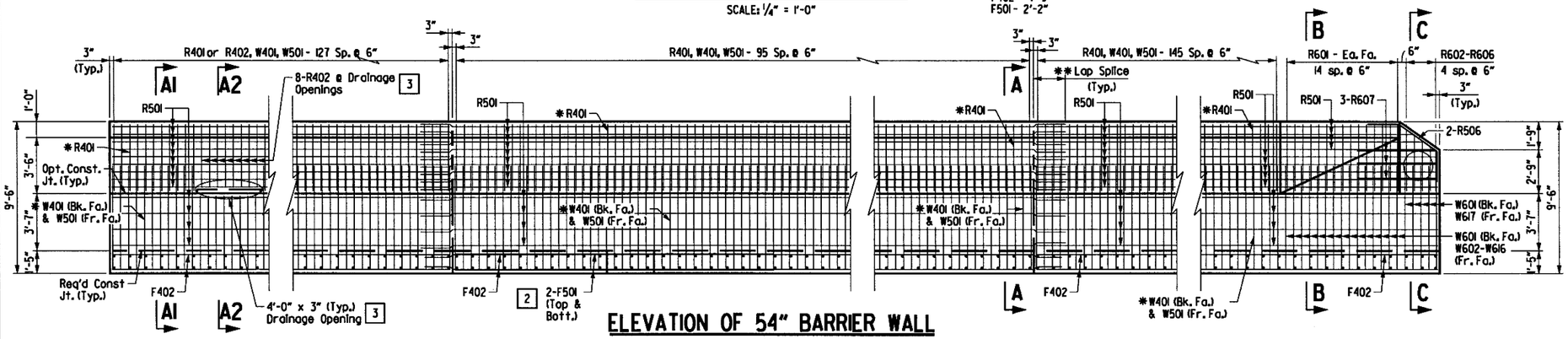


PLAN OF 54" BARRIER WALL

SCALE: 1/4" = 1'-0"

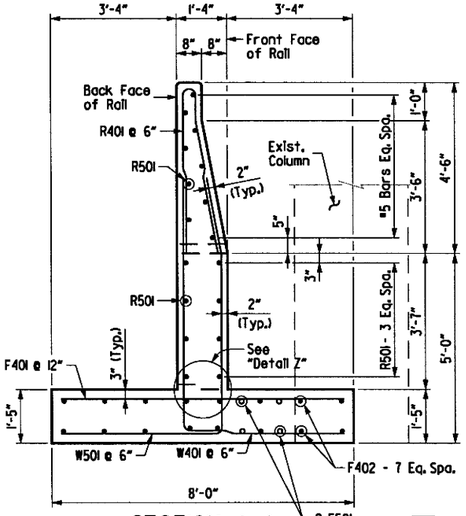
* Typical unless otherwise noted.

** Min. Lap Length for Longitudinal Bars are as follows:
F402 - 1'-9"
F501 - 2'-2"



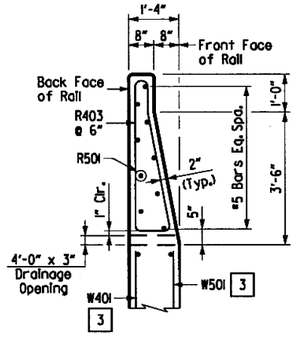
ELEVATION OF 54" BARRIER WALL

SCALE: 1/4" = 1'-0"



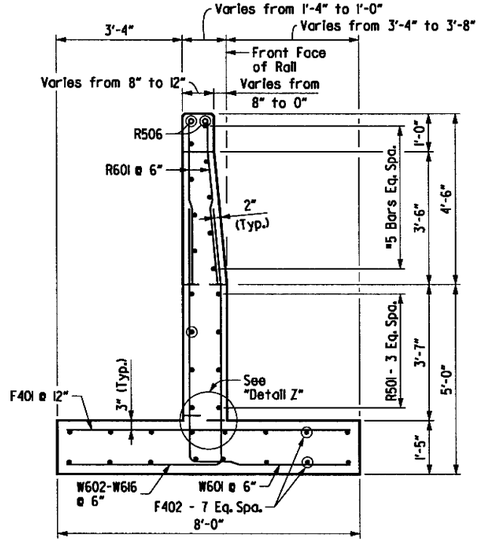
SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION A2-A2

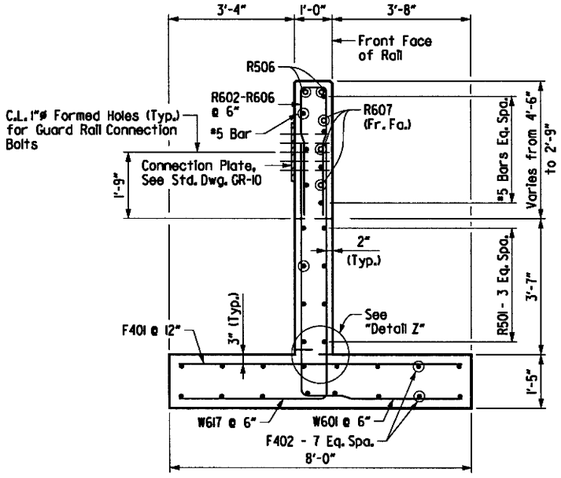
SCALE: 1/2" = 1'-0"



SECTION B-B

SCALE: 1/2" = 1'-0"

Note:
For "Detail Z", See Dwg. No.



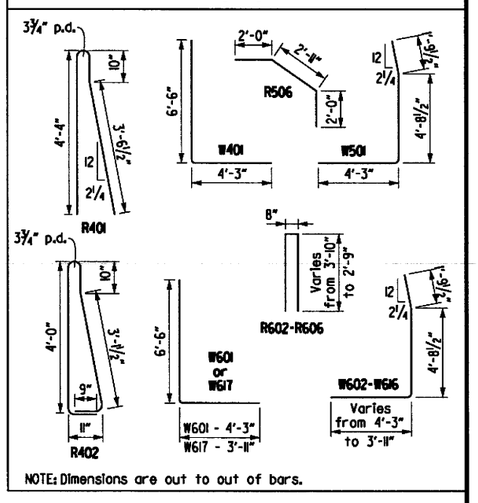
SECTION C-C

SCALE: 1/2" = 1'-0"

BAR LIST

Mark	No. Req'd.			Length			Pin. Dia.
	Stg. 1	Stg. 2	Stg. 3	Stg. 1	Stg. 2	Stg. 3	
R401	96	146	104	9'-4"			3 3/4"
R402			24	-	-	9'-10"	3 3/4"
R501	17	34	34	52'-4"	42'-5"	32'-11"	Str.
R506	-	2	-	-	6'-11"	-	2 1/2"
R601	-	30	-	-	4'-1"	-	Str.
R602 to R606	-	1 Ea	-	-	8'-2" to 6'-0"	-	4 1/2"
R607	-	3	-	-	5'-0"	-	Str.
F401	96	166	128	7'-6"			Str.
F402	32	48	32	26'-8"	28'-9"	32'-9"	Str.
F501	4	-	-	20'-0"	-	-	Str.
W401	96	146	128	10'-11"			3"
W501	96	146	128	10'-11"			2 1/2"
W601	-	20	-	-	10'-11"	-	4 1/2"
W602 to W616	-	1 Ea	-	-	10'-11" to 10'-7"	-	4 1/2"
W617	-	5	-	-	10'-7"	-	4 1/2"

Bending Diagrams



NOTE: Dimensions are out to out of bars.

BARRIER WALL DETAILS
AT END BENT 2
I-30 BRIDGES OVER HWY. 67

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/20/2016	FILENAME:	bca06012_bw3
CHECKED BY:	STS	DATE:	9/23/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	9/16/2016		

BRIDGE NO. A&B741I DRAWING NO. 59788

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	964	1465
				(1) A, B&C7412		BRIDGE LAYOUT		59789

For R/W Data, See Roadway Plans

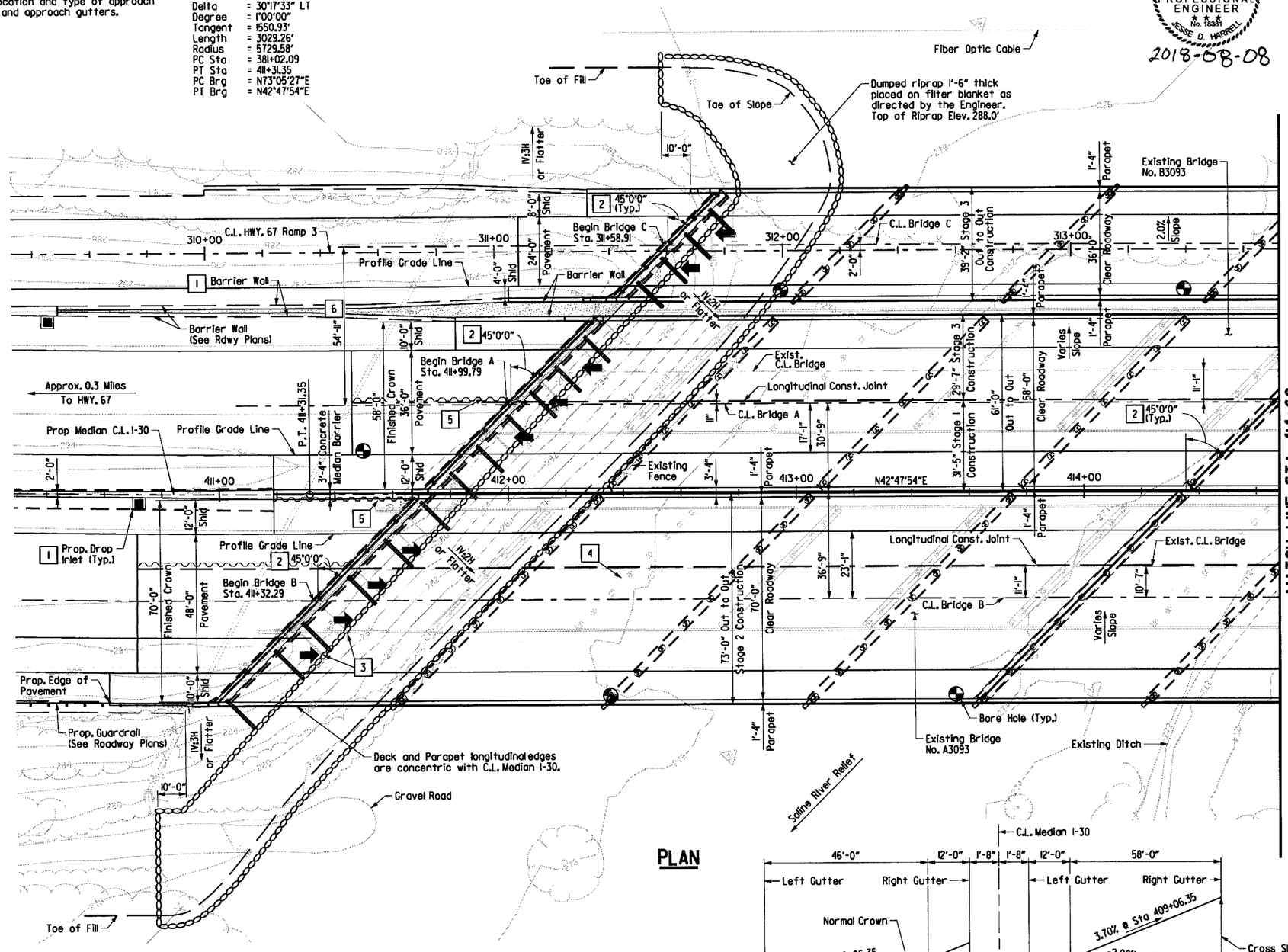
See key-plan Dwg. No. 59844 for location and type of approach slabs and approach gutters.

HORIZONTAL CURVE DATA

C.L. Median I-30

PI Sta	= 396+53.01
Delta	= 30°17'33" LT
Degree	= 1°00'00"
Tangent	= 1550.93'
Length	= 3029.26'
Radius	= 5729.58'
PC Sta	= 381+02.09
PT Sta	= 411+31.35
PC Brg	= N73°05'27"E
PT Brg	= N42°47'54"E

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08



PLAN

SUPERELEVATION TRANSITION DETAIL FOR BRIDGE A & B

(Looking Ahead)
No Scale

Length Of Superelevation Transition = 900'
Begin Transition 409+06.35
End Transition 418+06.35
For additional information, see Std. Dwg. SE-1.

Notes:
1. C.L. Bridge A & B and their respective PGLs are concentric to C.L. Median I-30.
2. C.L. Bridge C and respective PGL is parallel to C.L. HWY. 67 Ramp 3
3. All Bridge A & B longitudinal edges of deck and approaches are concentric to C.L. Median I-30 U.N.O.
4. All Bents are parallel to each other.

The proposed bridges are positioned to avoid interference with the existing substructures. The Contractor shall verify the location of the existing substructures before constructing the new substructures. Any adjustments required to fit the proposed bridge shall be submitted to the Engineer for approval.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1. See Roadway Plans
2. Angle is measured from a line perpendicular to the C.L. Bridge to C.L. of Joint or Bent.
3. Existing foundations, Typ.
4. Existing substructures, Typ.
5. Shoring is required during construction, See Project Bridge General Notes regarding Shoring on Dwg. No. 59691
6. For information only, refer to each respective Bridge's horizontal alignment for control.

SHEET 1 OF 8
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06013_ll
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A, B&C7412 DRAWING NO. 59789

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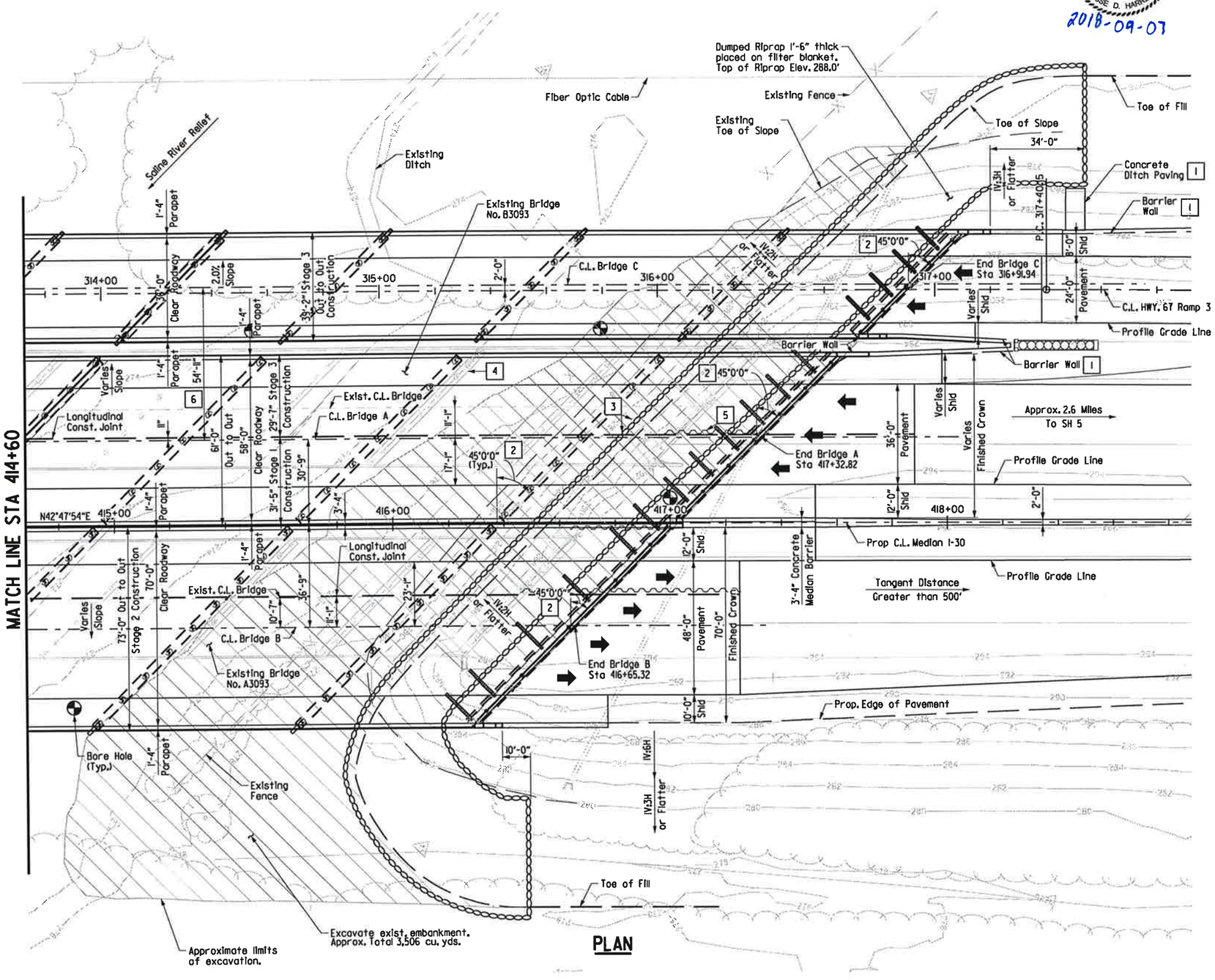
For R/W Data, See Roadway Plans

See key-plan Dwg. No. 59844 for location and type of approach slabs and approach gutters.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-07



PLAN

NOTE:
The contractor shall remove the embankment at the existing end of bridge for staged reconstruction. From the proposed end of bridge, cut down at IV:2H slope towards the channel, to a bench Elev. 275. Approx. 3,506 cu. yds. of excavation.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1. See Roadway Plans
2. Angle is measured from a line perpendicular to the C.L. Bridge to C.L. of Joint or Bent.
3. Existing foundations, Typ.
4. Existing substructures, Typ.
5. Shoring is required during construction. See Project Bridge General Notes regarding Shoring on Dwg. No. 59691
6. For information only, refer to each respective Bridge's horizontal alignment for control.

SHEET 2 OF 8
LAYOUT OF I-30 BRIDGES
OVER SALINE RIVER RELIEF
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06013_l2
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A, B&C7412 DRAWING NO. 59790

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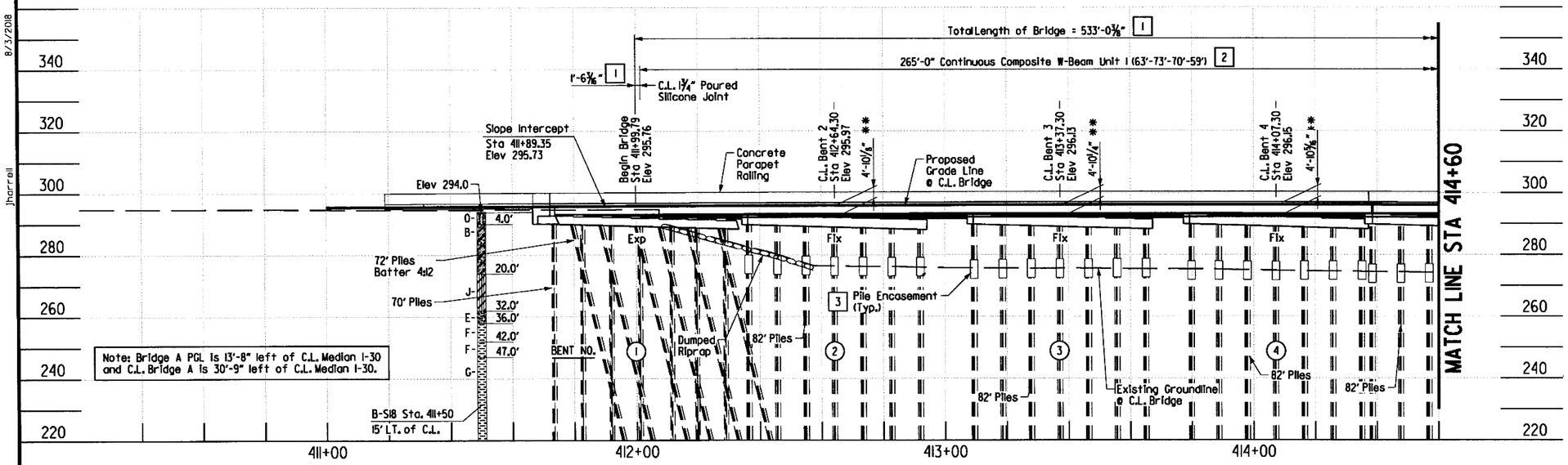
Elevations shown are along C.L. Bridge. Stationing is along C.L. Median I-30. Stations shown in Elevation View are determined by a radial projection from C.L. Median I-30 to C.L. Bridge.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	966	1465
				(1) A, B&C7412		BRIDGE LAYOUT		59791

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018



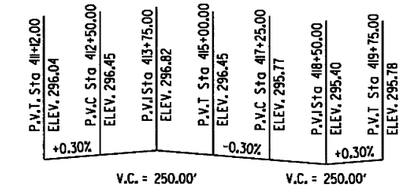
ELEVATION - BRIDGE A

** Top of Deck @ C.L. Bent @ C.L. Bridge to Low Side Top of Cap

[1] Measured along C.L. Bridge

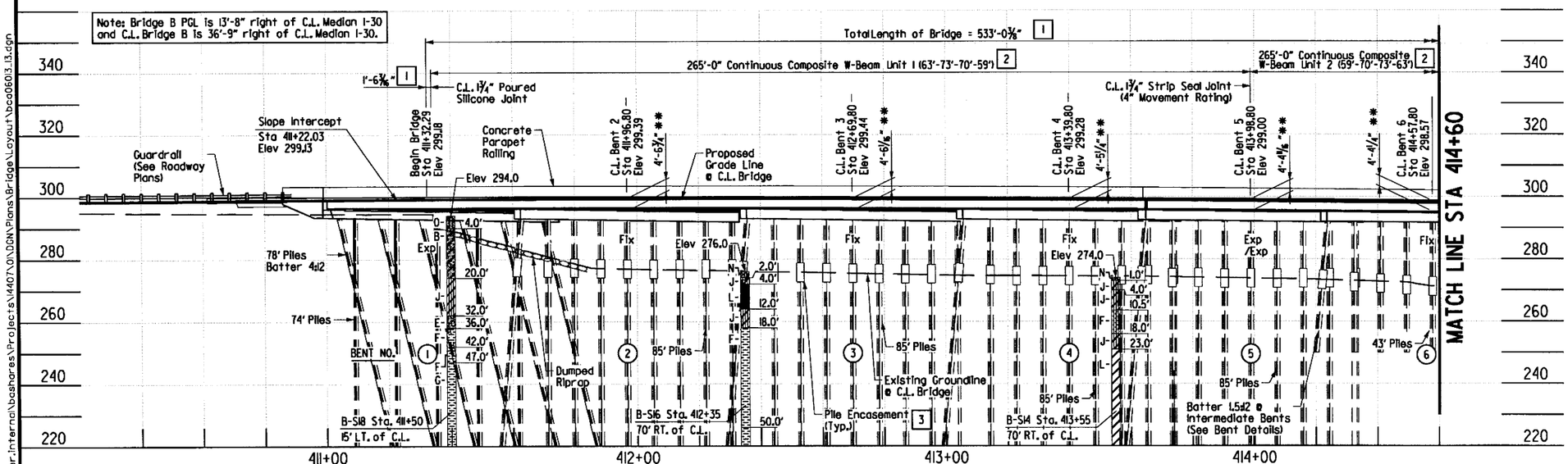
[2] Measured along C.L. Median I-30

[3] See corresponding Bent Details for Top of Pile Encasement elevation.

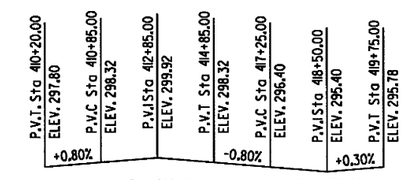


VERTICAL CURVE DATA - BRIDGE A

(Along WB Profile Grade)



ELEVATION - BRIDGE B



VERTICAL CURVE DATA - BRIDGE B

(Along EB Profile Grade)

SHEET 3 OF 8
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06013.13
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A, B&C7412 DRAWING NO. 59791

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
				JOB NO.		CA0601	967	1465
				(1) A, B&C7412		BRIDGE LAYOUT		59792

Elevations shown are along C.L. Bridge. Stationing is along C.L. I-30. Stations shown in elevation are determined by radial projection from C.L. Median I-30 to C.L. Bridge.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-07

HYDRAULIC DATA

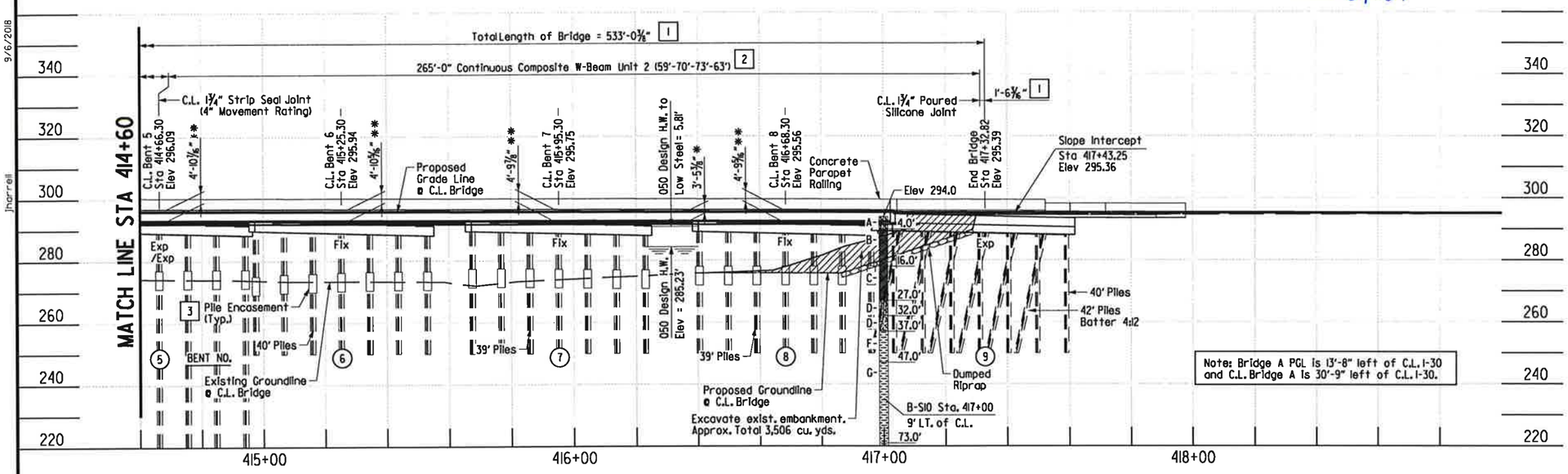
FLOOD DESCRIPTION	FREQUENCY	TOTAL DISCHARGE (1)	DISCHARGE (2)	NATURAL WATER SURFACE ELEVATION (3)	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	CFS	FEET	FEET
DESIGN	Q50	93,000	13,243	284.25	285.23
BASE	Q100	104,500	16,239	285.63	286.68
EXTREME	Q500	130,100	22,582	287.80	289.07
OVERTOPPING	>Q500	>Q500	>Q500	>Q500	>Q500

1. Discharge includes water through Saline River and Saline River Relief Channels.

2. Discharge includes water through Saline River Relief Channel.

3. Unconstricted water surface elevation without structure or roadway approaches.

Q100 Backwater elevation for existing structure = 286.68 feet.
Proposed Low Bridge Chord Elev. = 291.02 feet.
Drainage Area = 569.0 sq. miles.
Historical H.W. Elev. = 288.0 feet (1927).
Ordinary H.W. Elev. = 273.46 feet.



ELEVATION - BRIDGE A

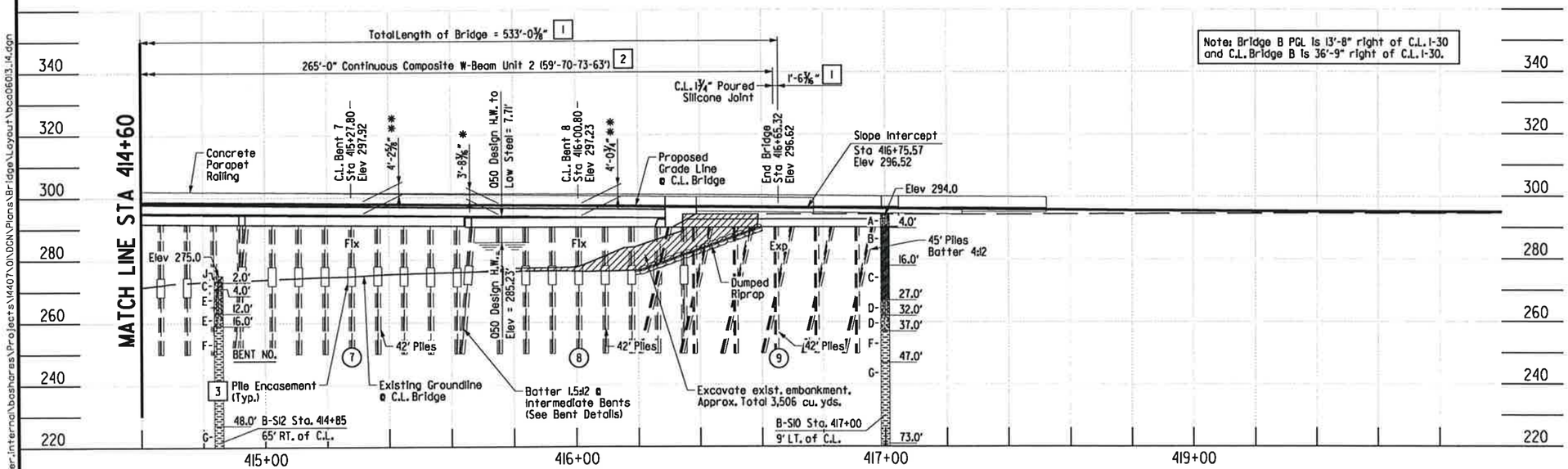
* Top of Deck @ C.L. of Bridge to Low Beam

** Top of Deck @ C.L. Bent @ C.L. Bridge to Low Side Top of Cap

1 Measured along C.L. Bridge

2 Measured along C.L. I-30

3 See corresponding Bent Details for Top of Pile Encasement elevation.



ELEVATION - BRIDGE B

SHEET 4 OF 8
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/15/2014
CHECKED BY: STS DATE: 10/1/2014
DESIGNED BY: JH DATE: 9/1/2014
FILENAME: bca06013_14
SCALE: 1" = 20'

BRIDGE NO. A, B&C7412 DRAWING NO. 59792

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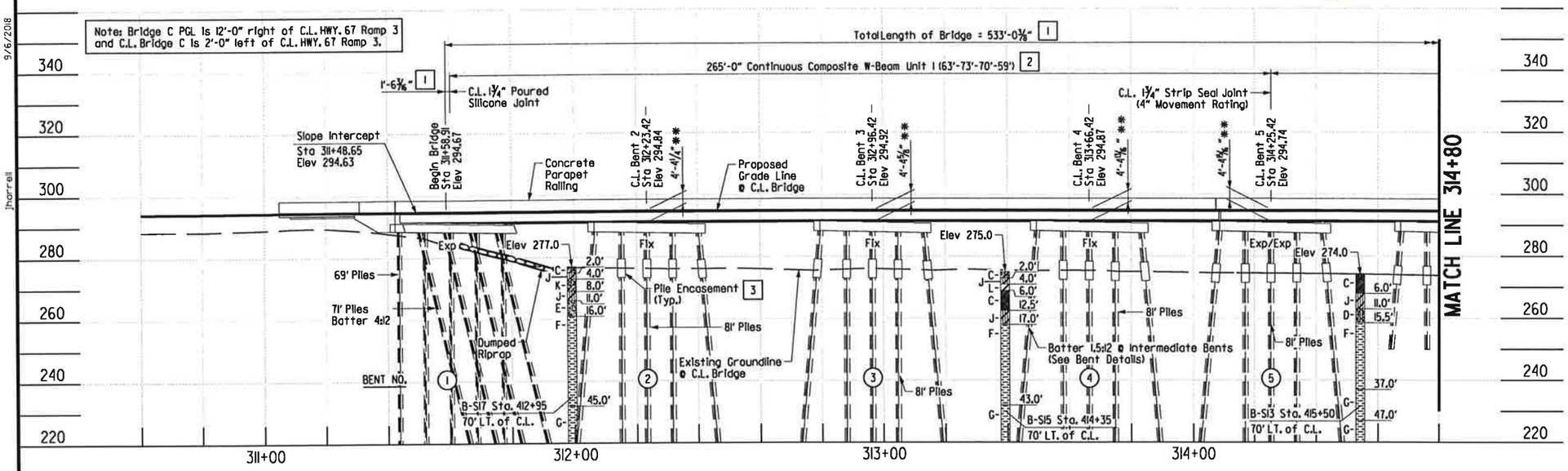
Elevations shown are along C.L. Bridge. Stationing is along C.L. HWY. 67 Ramp 3. Stations shown in elevation are determined by radial projection from C.L. HWY. 67 Ramp 3 to C.L. Bridge.

STATE OF ARKANSAS
JESSE D. HARRELL
No. 18381
REGISTERED PROFESSIONAL ENGINEER
2018-09-07

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
				JOB NO.		CA0601	968	1465
				(1) A, B&C7412		BRIDGE LAYOUT		59793

Note: Bridge C PGL is 12'-0" right of C.L. HWY. 67 Ramp 3 and C.L. Bridge C is 2'-0" left of C.L. HWY. 67 Ramp 3.



ELEVATION - BRIDGE C

* Top of Deck @ C.L. of Bridge to Low Beam

** Top of Deck @ C.L. Bent @ C.L. Bridge to Low Side Top of Cap

[1] Measured along C.L. Bridge

[2] Measured along C.L. HWY. 67 Ramp 3

[3] See corresponding Bent Details for Top of Pile Encasement elevation.

HYDRAULIC DATA

FLOOD DESCRIPTION	FREQUENCY	TOTAL DISCHARGE (1)	DISCHARGE (2)	NATURAL WATER SURFACE ELEVATION (3)	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	CFS	FEET	FEET
DESIGN	050	93,000	13,243	284.25	285.23
BASE	0100	104,500	16,239	285.63	286.68
EXTREME	0500	130,100	22,582	287.80	289.07
OVERTOPPING	>0500	>0500	>0500	>0500	>0500

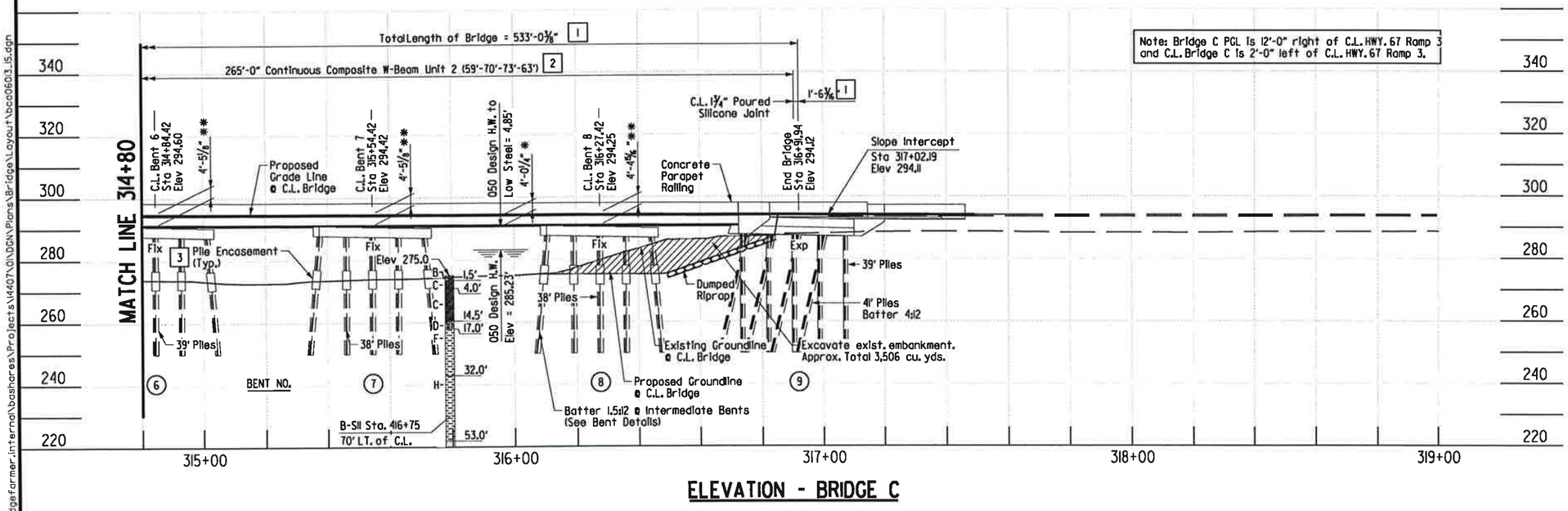
1. Discharge includes water through Saline River and Saline River Relief Channels.

2. Discharge includes water through Saline River Relief Channel.

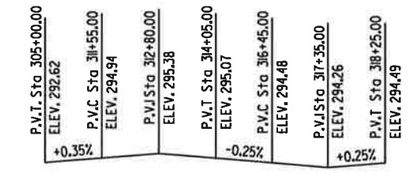
3. Unconstricted water surface elevation without structure or roadway aproaches.

0100 Backwater elevation for existing structure = 286.68 feet.
Proposed Low Bridge Chord Elev. = 290.08 feet.
Drainage Area = 569.0 sq. miles.
Historical H.W. Elev. = 288.0 feet (1927).
Ordinary H.W. Elev. = 273.46 feet.

Note: Bridge C PGL is 12'-0" right of C.L. HWY. 67 Ramp 3 and C.L. Bridge C is 2'-0" left of C.L. HWY. 67 Ramp 3.



ELEVATION - BRIDGE C



VERTICAL CURVE DATA - BRIDGE C

(Along Bridge C Profile Grade)

SHEET 5 OF 8
LAYOUT OF I-30 BRIDGES
OVER SALINE RIVER RELIEF
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06013_15
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A, B&C7412 DRAWING NO. 59793

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8/8/2018
Jharrell

STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
No. 16381
JESSE D. HARRELL
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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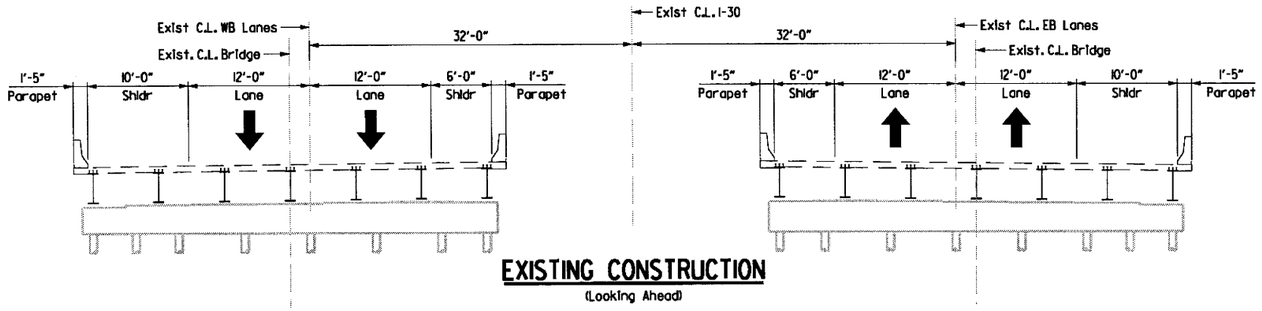
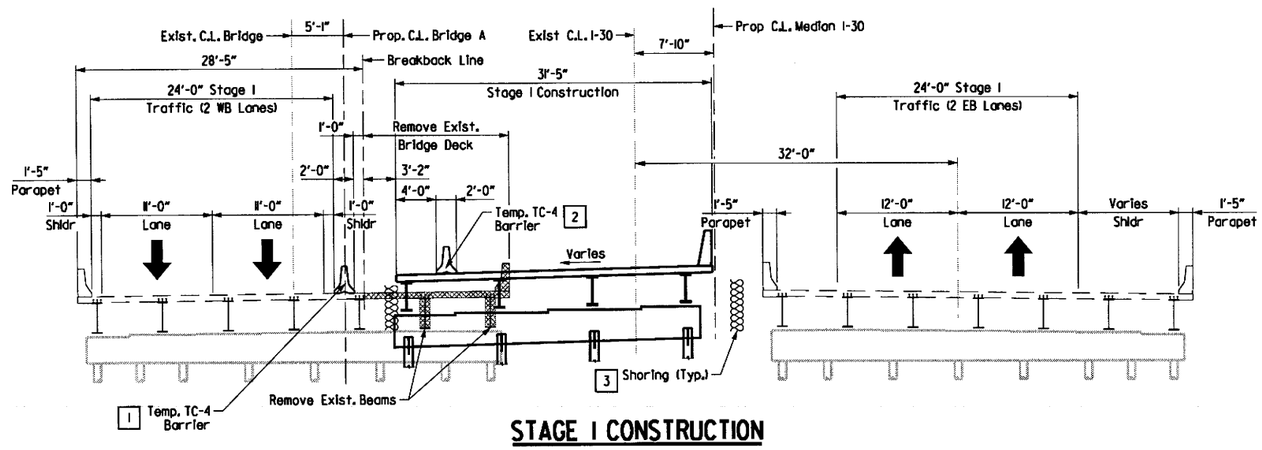
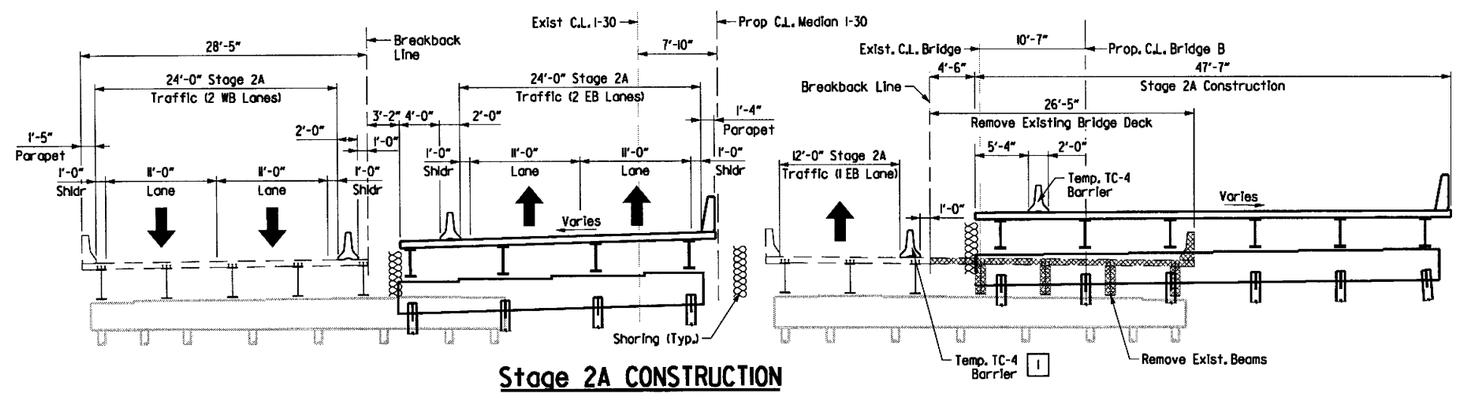
				JOB NO.		CA0601	969	1465
				(1) A, B&C7412		BRIDGE LAYOUT		59794



EXISTING CONSTRUCTION
(Looking Ahead)



STAGE I CONSTRUCTION
(RDWY. M.O.T. STAGE 2) - (Looking Ahead)



Stage 2A CONSTRUCTION
(RDWY. M.O.T. STAGE 3) - (Looking Ahead)

Notes:
Details related to Maintenance of Traffic are shown on Bridge Plans for information Only. For Maintenance of Traffic Plans and additional information, see Roadway Plans.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1 Connect to Deck (See Std. Dwg. No. TC-4)

2 Do not connect to Deck (See Std. Dwg. No. TC-4)

3 Shoring is required during construction. See Project Bridge General Notes regarding Shoring on Dwg. No. 59691

SHEET 6 OF 8
LAYOUT OF I-30 BRIDGES
OVER SALINE RIVER RELIEF

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06013_16
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 7.5'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A, B&C7412 DRAWING NO. 59794

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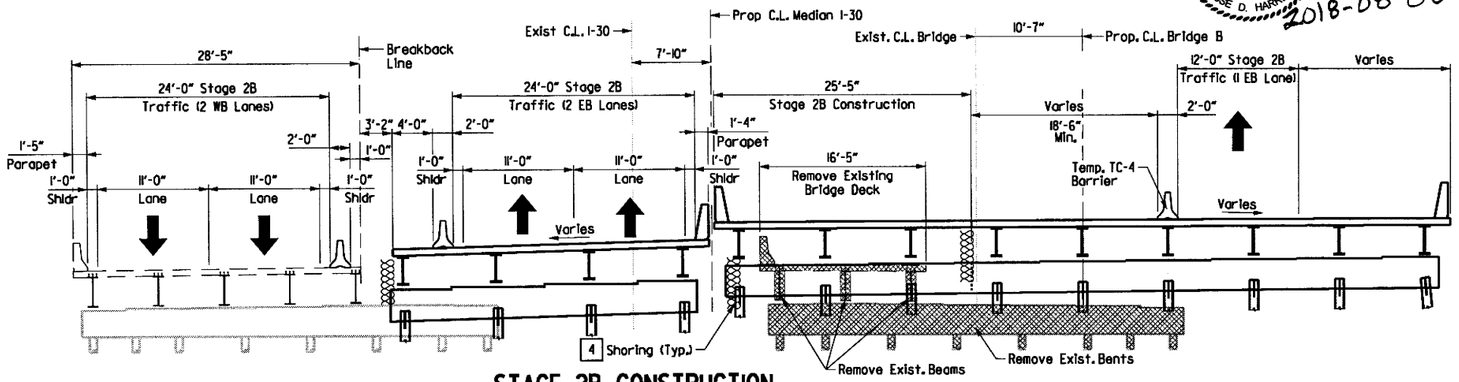
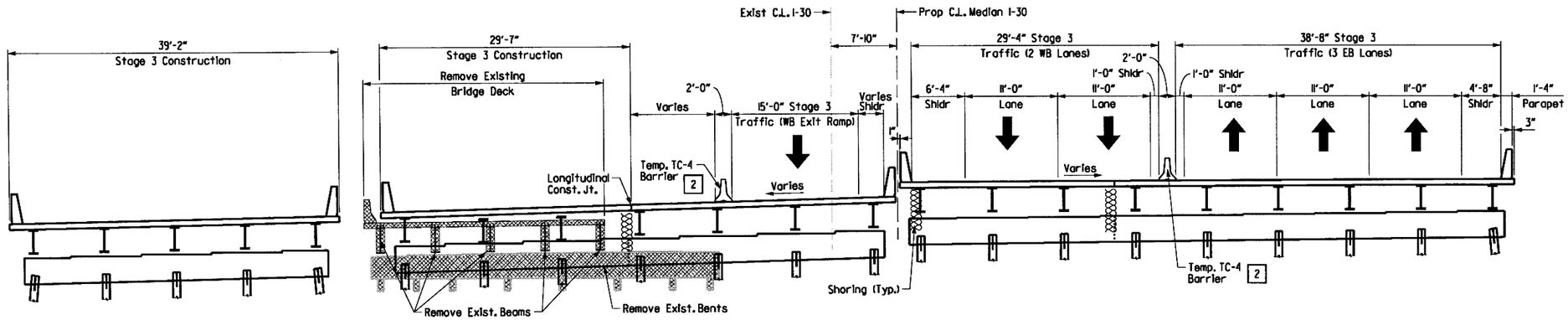
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	970	1465
				A, B&C7412		BRIDGE LAYOUT		59795

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18361
JESSE D. HARRELL
2018-08-08



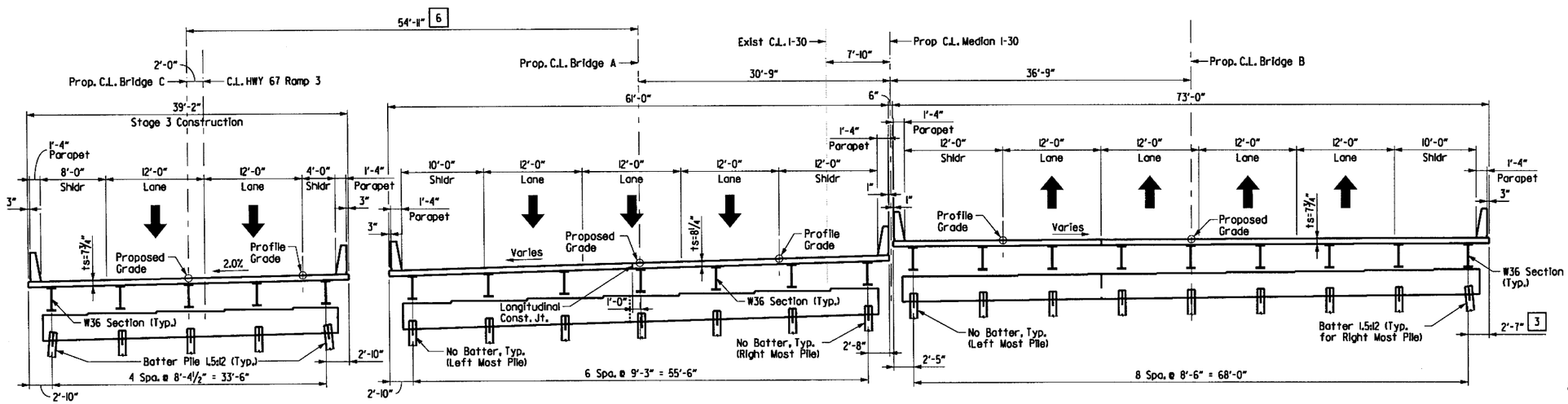
STAGE 2B CONSTRUCTION

(RDWY. M.O.T. STAGE 3A) - (Looking Ahead)



STAGE 3 CONSTRUCTION

(RDWY. M.O.T. STAGE 4) - (Looking Ahead)



COMPLETED CONSTRUCTION

(Looking Ahead)

Note:
Details related to Maintenance of Traffic are shown on Bridge Plans for information Only. For Maintenance of Traffic Plans and additional information, see Roadway Plans.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1. Connect to Deck (See Std. Dwg. No. TC-4)
2. Do not connect to Deck (See Std. Dwg. No. TC-4)
3. Deck Overhang varies in Span 1. Deck and Parapet longitudinal edges are concentric with C.L. I-30.
4. Shoring is required during construction. See Project Bridge General Notes regarding Shoring on Dwg. No. 59691
6. For information only, refer to each respective Bridge's horizontal alignment for control.

SHEET 7 OF 8
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER RELIEF

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06013.17
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 7.5'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A, B&C7412 DRAWING NO. 59795

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jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	971	1465
				(1) A, B&C7412		BRIDGE LAYOUT		59796

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 59691. General notes specific to this bridge follow.

STEEL PILING: Piling shall be HP 12x53 (Grade 50) for End Bents and HP 14x89 (Grade 50) for Intermediate Bents. Piling shall be paid for as "Steel Piling (HP 12x53)" and "Steel Piling (HP 14x89)" respectively per pile.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	59797-59802 & 59812-59817 & 59827-59828
Intermediate Bents	59803-59804 & 59818-59819 & 59831-59832
265'-0" Cont. Comp. W-Beam Units 1&2	59805-59811 & 59820-59826 & 59833-59839
Elastomeric Bearings	59842
Steel Piling	55020
Type Special Approach Gutters (7-16)	59847, 59848, 59851, 59853, 59854-59856
Type Special Approach Slabs (5-10)	59845, 59846, 59849, 59850, 59852
Stage Construction	59794-59795
Dumped Riprap	55001
Steel Bridge Details	55007
Poured Silicone Joints	55008
Neoprene Strip Seal Joints	55009

EXISTING BRIDGE: Existing Bridge Nos. A3093 and B3093 (log #3.96) are 503' long consisting of ten composite W-Beam simple spans supported by substructures consisting of Trestle and Pile End Bents. The existing bridges are located in approximately the same location as the proposed bridge. Plans can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

REMOVAL AND SALVAGE: The new bridges are to be built in stages and Existing Bridge Nos. A&B3093 shall be removed in accordance with Section 205. Stage removal of Bridge No. A3093 will be required for Stage 1 & 3 Construction. Stage removal of Bridge No. B3093 will be required for Stage 2A & 2B Construction. All material from the existing bridge shall become the property of the Contractor.

STRUCTURAL STEEL: Structural steel shall be AASHTO M270,Gr.50W unless otherwise noted and shall be paid for as "Structural Steel in Beam Spans (M270,Gr.50W)".

BORING LEGEND:

A - Dense silty fine sand (fill)
B - Stiff to very stiff fine sandy clay (fill)
C - Soft to very stiff fine sandy clay
D - Medium dense to dense silty sand
E - Loose to dense silty/sandy gravel
F - Moderately hard weathered shale
G - Moderately hard to hard shale
H - Low hardness to moderately hard highly weathered shale
I - Hard calcareous fine-grained sandstone
J - Very soft to very stiff silty clay
K - Loose to medium dense clayey sand
L - Soft to very stiff clay
M - Moderately hard limestone
N - Medium dense to dense clayey sand
O - Dense fine sandy silt (fill)

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

Sta. 417+00, 9' Lt (Boring S10)
0.5-1.5, N = 50/7"
2.5-3.5, N = 50/7"
4.5-5.5, N = 35
6.5-7.5, N = 25
9-10, N = 38
14-15, N = 26
19-20, N = 18
24-25, N = 17
29-30, N = 44
34-35, N = 53
39-40, N = 50/2"
44-45, N = 50/2"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"
84-85, N = 50/0"
89-90, N = 50/0"

Sta. 416+75, 70' Lt (Boring S11)
0.5-1.5, N = 50
2.5-3.5, N = 22
4.5-5.5, N = 11
6.5-7.5, N = 10
9-10, N = 9
14-15, N = 29
19-20, N = 50/5"
24-25, N = 50/1"
29-30, N = 50/0"
34-35, N = 50/8"
39-40, N = 50/6"
43.5-44, N = 50/2"
49-50, N = 50/1"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/1"
69-70, N = 80/1"
74-75, N = 50/0"
79-80, N = 50/0"
84-85, N = 50/0"
89-90, N = 50/0"

Sta. 414+85, 65' Rt (Boring S12)
0.5-1.5, N = 26
2.5-3.5, N = 22
4.5-5.5, N = 7
6.5-7.5, N = 7
9-10, N = 5
14-15, N = 50
19-20, N = 50/2"
24-25, N = 25/0"
29-30, N = 25/0"
34-35, N = 25/0"
39-40, N = 25/0"
43.5-44, N = 25/0"
49-50, N = 25/0"
53.5-54, N = 25/0"
59-60, N = 25/0"
64-65, N = 25/0"
69-70, N = 25/0"
74-75, N = 25/0"
79-80, N = 25/0"
84-85, N = 25/0"
89-90, N = 25/0"

Sta. 415+50, 70' Lt (Boring S13)
0.5-1.5, N = 19
2.5-3.5, N = 13
4.5-5.5, N = 12
6.5-7.5, N = 6
9-10, N = 15
14-15, N = 34
19-20, N = 50/4"
23.5-24, N = 50/1"
34-35, N = 50/2"
39-40, N = 30/0"
43.5-44, N = 30/0"
49-50, N = 30/0"
54-55, N = 30/0"
59-60, N = 30/0"
64-65, N = 30/0"
69-70, N = 30/0"

Sta. 413+55, 70' Rt (Boring S14)
0.5-1.5, N = 50/9"
2.5-3.5, N = 27
4.5-5.5, N = 19
6.5-7.5, N = 15
9-10, N = 7
14-15, N = 38
19-20, N = 50/8"
24-25, N = 26
29-30, N = 44
34-35, N = 50/11"
39-40, N = 53
44-45, N = 50/8"
49-50, N = 50/4"
54-55, N = 50/4"
59-60, N = 50/1"
64-65, N = 50/2"
69-70, N = 50/1"
74-75, N = 50/1"

Sta. 414+35, 70' Lt (Boring S15)
0.5-1.5, N = 26
2.5-3.5, N = 10
4.5-5.5, N = 6
6.5-7.5, N = 6
9-10, N = 12
14-15, N = 18
19-20, N = 25/0"
24-25, N = 25/0"
29-30, N = 25/0"
34-35, N = 25/0"
39-40, N = 25/0"
44-45, N = 25/0"
49-50, N = 25/0"
54-55, N = 25/0"
59-60, N = 25/0"
64-65, N = 25/0"
69-70, N = 25/0"
74-75, N = 25/0"
79-80, N = 25/0"
84-85, N = 25/0"
89-90, N = 25/0"

Sta. 412+35, 70' Rt (Boring S16)
0.5-1.5, N = 25
2.5-3.5, N = 6
4.5-5.5, N = 5
6.5-7.5, N = 8
9-10, N = 6
14-15, N = WOH
19-20, N = 50/7"
24-25, N = 50/6"
29-30, N = 50/7"
34-35, N = 50/7"
39-40, N = 41
44-45, N = 50/10"
49-50, N = 50/5"
84-85, N = 50/4"

Sta. 412+95, 70' Lt (Boring S17)
0.5-1.5, N = 28
2.5-3.5, N = 11
4.5-5.5, N = 18
6.5-7.5, N = 12
9-10, N = 8
14-15, N = 50/8"
19-20, N = 50/3"
24-25, N = 50/1"
29-30, N = 50/1"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/5"
64-65, N = 50/0"
79-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 411+50, 15' Lt (Boring S18)
0.5-1.5, N = 50/7"
2.5-3.5, N = 50/8"
4.5-5.5, N = 28
6.5-7.5, N = 14
9-10, N = 20
14-15, N = 30
19-20, N = 17
24-25, N = 10
29-30, N = 29
34-35, N = 50/7"
39-40, N = 50/2"
44-45, N = 50/1"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"
84-85, N = 50/0"
89-90, N = 50/0"

SILICONE JOINT DATA - for Std. Dwg. No. 55008

Bent No.(s)	"A" Width Perpendicular to Joint at 24 hour Average Temperature of:			Bumper Bar Size	"B"
	40°F	60°F	80°F		
1	1 5/16"	1 3/4"	1 3/16"	0 7/8"	2 1/8"
9	1 5/16"	1 3/4"	1 3/16"	0 7/8"	2 1/8"

STRIP SEAL JOINT DATA - for Std. Dwg. No. 55009

Bent No.(s)	Movement Rating (inch)	"A" Width Perpendicular to Joint at 24 hour Average Temperature of:			Bumper Bar Size	"B"	"C"
		40°F	60°F	80°F			
5	4"	2 1/16"	1 3/4"	1 3/16"	0 1/2"	"A" + 1/2"	2 1/8"

SHEET 8 OF 8
LAYOUT OF I-30 BRIDGES
OVER SALINE RIVER RELIEF
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/23/2015
CHECKED BY: STS DATE: 9/25/2015
DESIGNED BY: JH DATE: 9/22/2015
FILENAME: bca06013_18
SCALE: N/A

BRIDGE NO. A, B&C7412 DRAWING NO. 59796

\\bridgeformer.internal\bashares\Projects\14407\01\DGN\Plans\Bridge\Layout\bca06013_18.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	972	1465
				(1) A7412		BENT DETAILS		59797

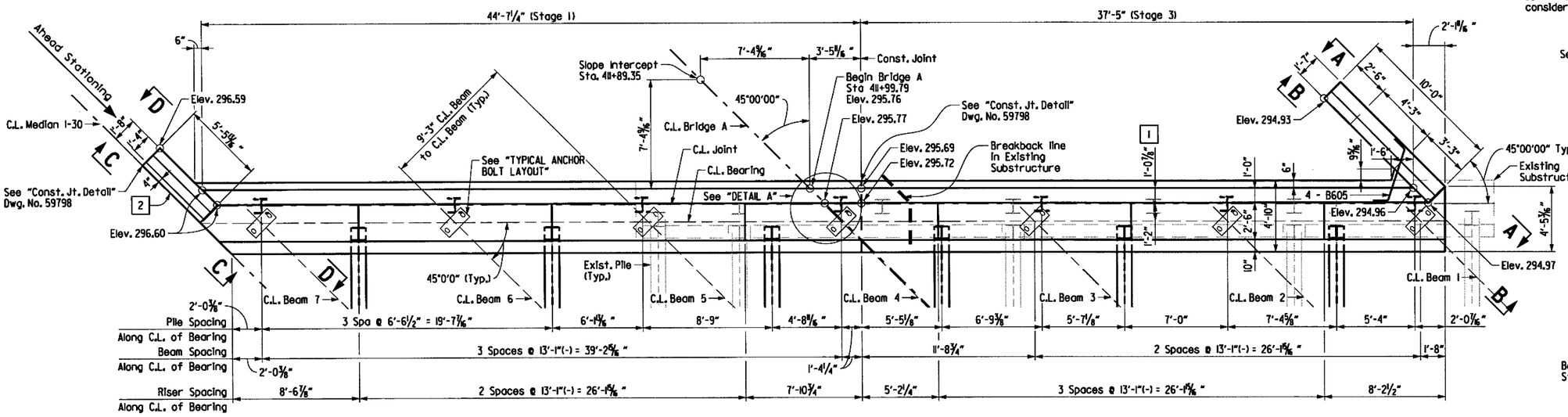
STATE OF ARKANSAS — REGISTERED PROFESSIONAL ENGINEER — No. 13072 — STEPHEN T. SMILEY

Stephen T. Smiley 7 Aug 2018

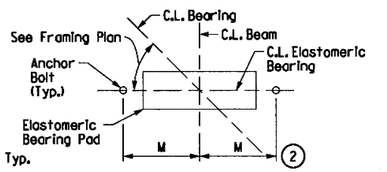
For Project Bridge General Notes, see Dwg. No. 59691

[1] Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

[2] ½" Preformed Jt. Filler (AASHTO M 153, Type II and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the Item "CLASS S CONCRETE - BRIDGE".

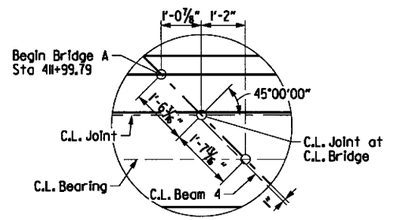


PLAN
SCALE: ¼" = 1'-0"

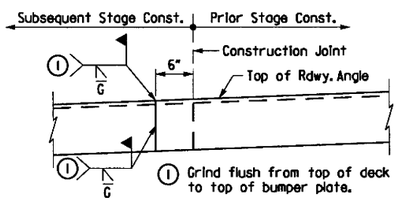


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

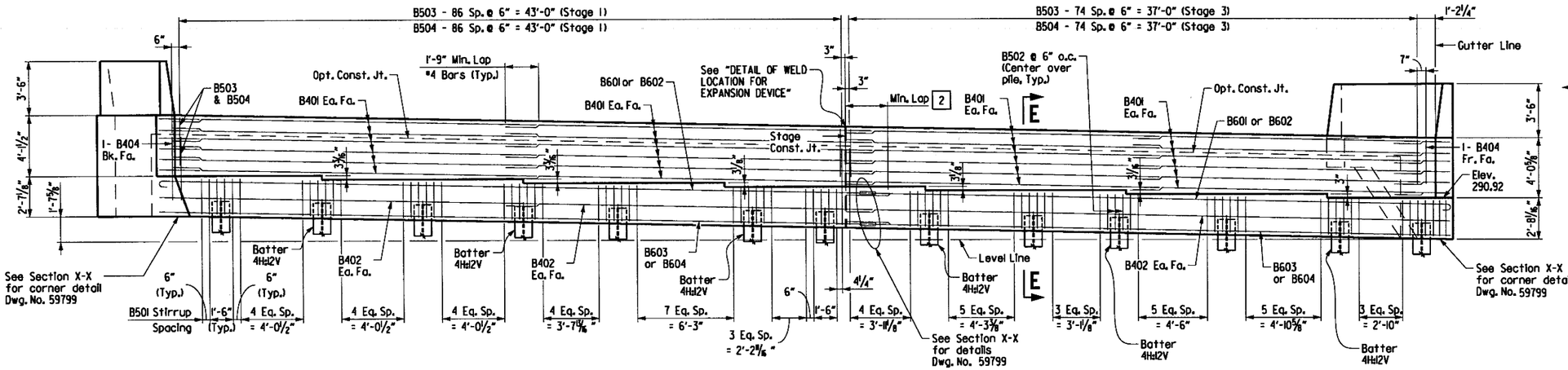
(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59842



DETAIL A
SCALE: ½" = 1'-0"



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE
No Scale



ELEVATION
(Looking Back)
SCALE: ¼" = 1'-0"

[2] 2'-7" Min. Lap #6 Bars (Typ.).

The Contractor shall splice bars B601 (Stg. 1) with D601 (Stg. 3) and bars B603 (Stg. 1) with B603 (Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with Bars B601 (Stg. 1)07.

Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

SHEET 1 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601a3.bli
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	3/15/2016		

BRIDGE NO. A7412 DRAWING NO. 59797

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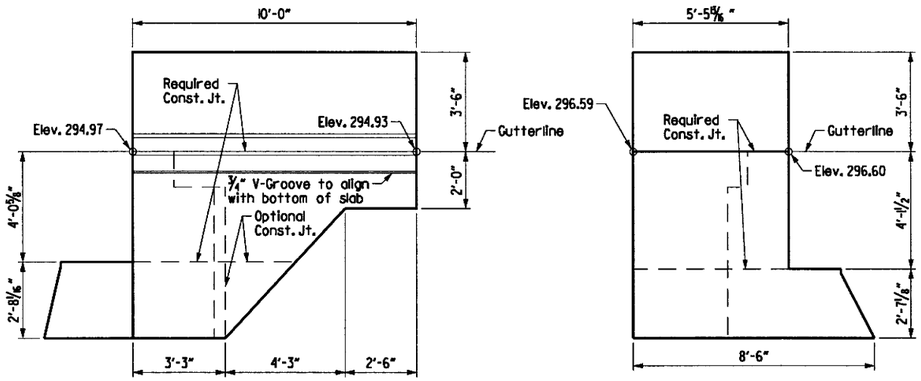
\\bridgefarmer.internal\bashares\Projects\A7407.01\DGN\Plans\Bridge\Bent\bca0601a3.bli.dgn

3:20:29 PM 7/19/2018 jharrell

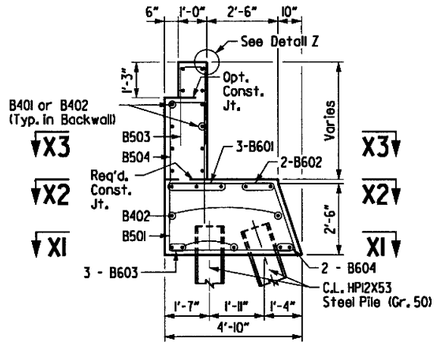


VIEW A-A (STAGE 3)

SCALE: ⅜" = 1'-0"

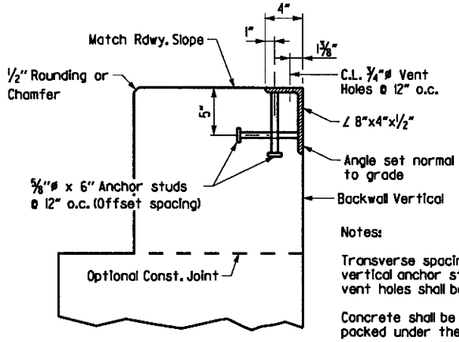
VIEW C-C (STAGE 1)

SCALE: ⅜" = 1'-0"



SECTION E-E

SCALE: ⅜" = 1'-0"



Notes:

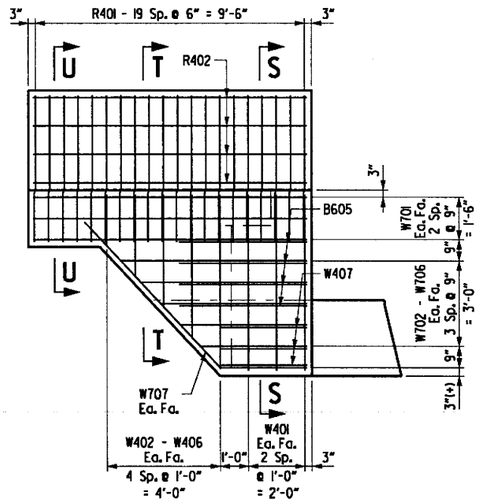
Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

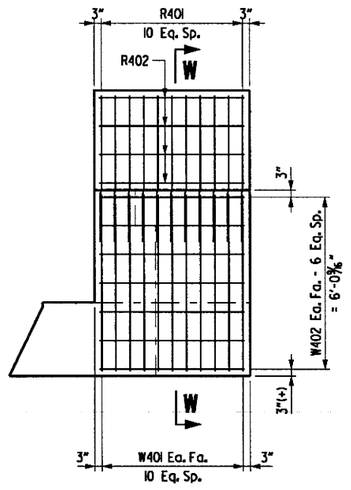
DETAIL Z

SCALE: 1½" = 1'-0"



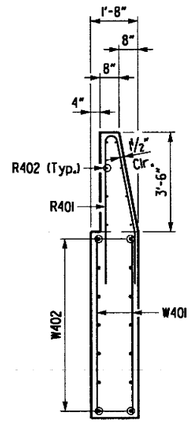
VIEW B-B (STAGE 3)

SCALE: ⅜" = 1'-0"



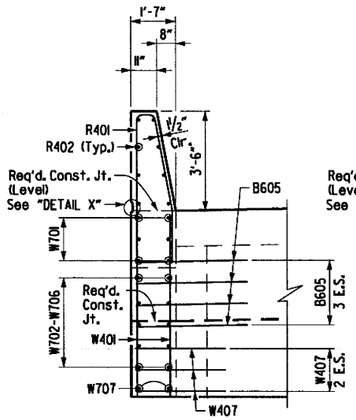
VIEW D-D (STAGE 1)

SCALE: ⅜" = 1'-0"



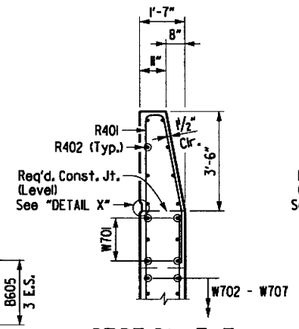
SECTION W-W

SCALE: ⅜" = 1'-0"



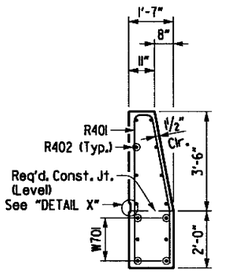
SECTION S-S

SCALE: ⅜" = 1'-0"



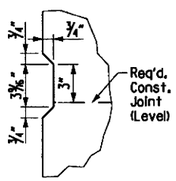
SECTION T-T

SCALE: ⅜" = 1'-0"



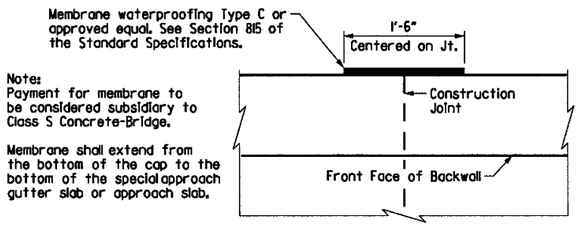
SECTION U-U

SCALE: ⅜" = 1'-0"



DETAIL X

No Scale

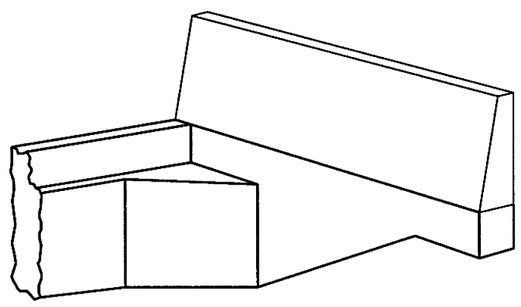


Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

CONST. JOINT DETAIL

No Scale



THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
19 July 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	973	1465

(1) A7412 — BENT DETAILS — 59798

SHEET 2 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601a3_bl2
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	3/15/2016		

BRIDGE NO. A7412 DRAWING NO. 59798

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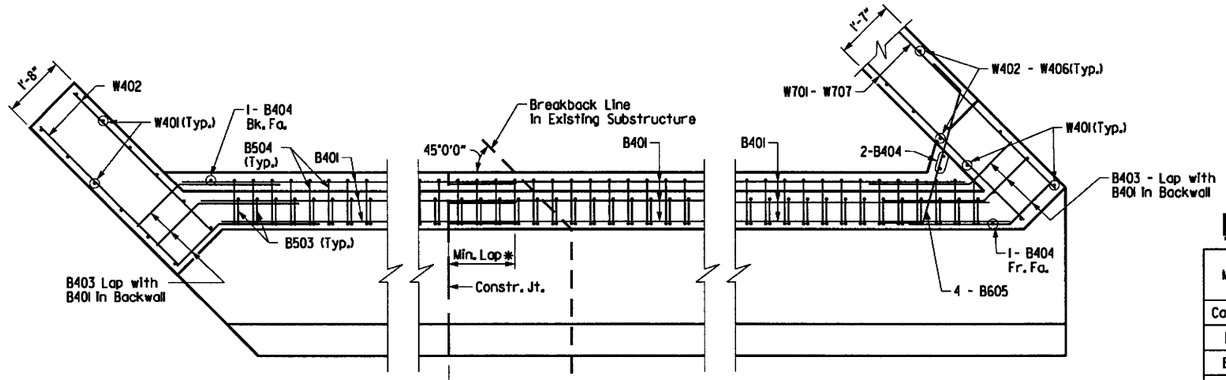
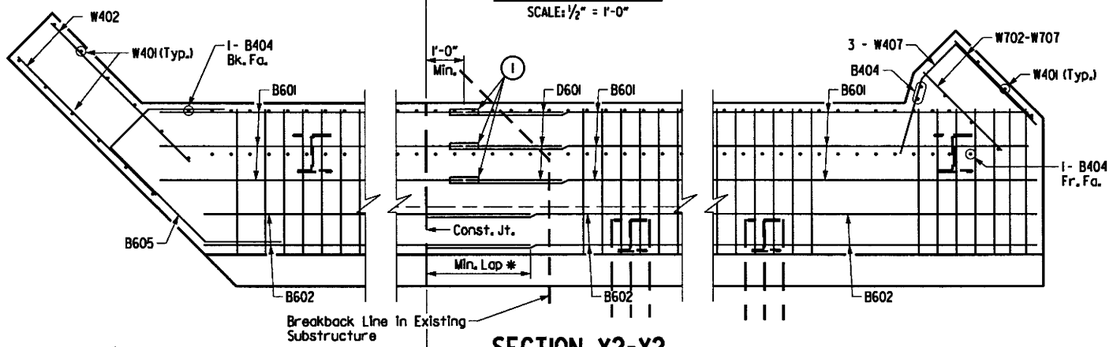
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	974	1465
				(1) A7412		BENT DETAILS		59799

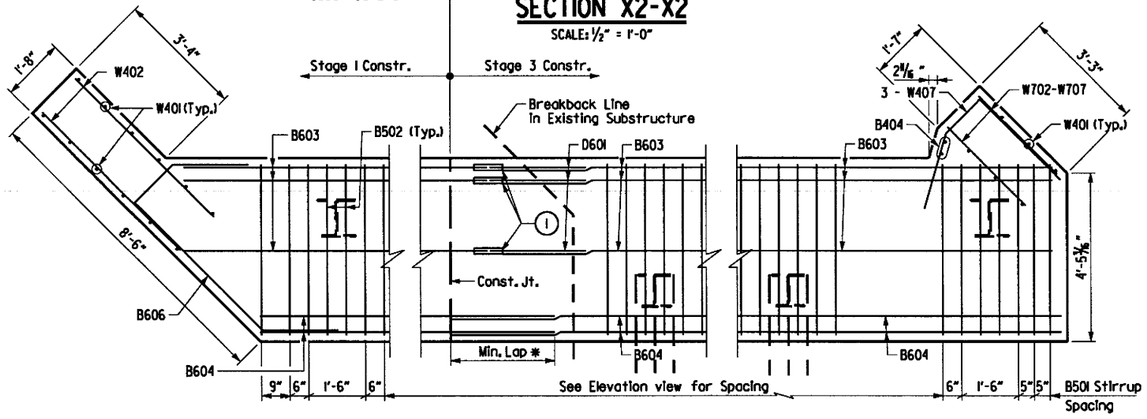
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



SECTION X3-X3
SCALE: 1/2" = 1'-0"



SECTION X2-X2
SCALE: 1/2" = 1'-0"



SECTION XI-XI
SCALE: 1/2" = 1'-0"

BAR LIST - STAGE 1

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	24	23'-6"	Str.
B402	4	23'-6"	Str.
B403	12	4'-6"	3"
B404	1	5'-1"	Str.
B501	49	12'-10"	2 1/2"
B502	14	7'-9"	2 1/2"
B503	87	6'-3"	2 1/2"
B504	87	9'-4"	2 1/2"
B601	3	46'-4"	4 1/2"
B602	2	46'-9"	4 1/2"
B603	3	45'-8"	Str.
B604	2	45'-3"	Str.
B605	1	9'-0"	4 1/2"
B606	1	10'-3"	4 1/2"
Wing Wall & Rail			
R401	11	10'-9"	3 3/4"
R402	8	5'-2"	Str.
W401	22	6'-3"	Str.
W402	14	5'-2"	Str.

BAR LIST - STAGE 3

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	24	23'-6"	Str.
B402	8	24'-0"	Str.
B403	12	4'-9"	3"
B404	3	5'-1"	Str.
B501	45	12'-10"	2 1/2"
B502	12	7'-9"	2 1/2"
B503	75	6'-3"	2 1/2"
B504	75	9'-4"	2 1/2"
B601	3	38'-11"	4 1/2"
B602	2	39'-1"	4 1/2"
B603	3	38'-3"	Str.
B604	2	39'-4"	Str.
B605	4	5'-8"	4 1/2"
D601	3	3'-0"	Str.
Wing Wall & Rail			
R401	20	11'-1"	3"
R402	8	9'-8"	Str.
W401	6	6'-3"	Str.
W402 to W406	2 Ea	1'-10" to 6'-2"	Str.
W407	3	6'-4"	3"
W701	6	9'-8"	Str.
W702 to W706	2 Ea	6'-8" to 3'-10"	Str.
W707	2	10'-1"	5 1/4"

* Min. Laps are as follows:
#4 Bars = 1'-9"
#6 Bars = 2'-7"

(1) 2'-7" Min. Lap #6 Bars (Typ.).

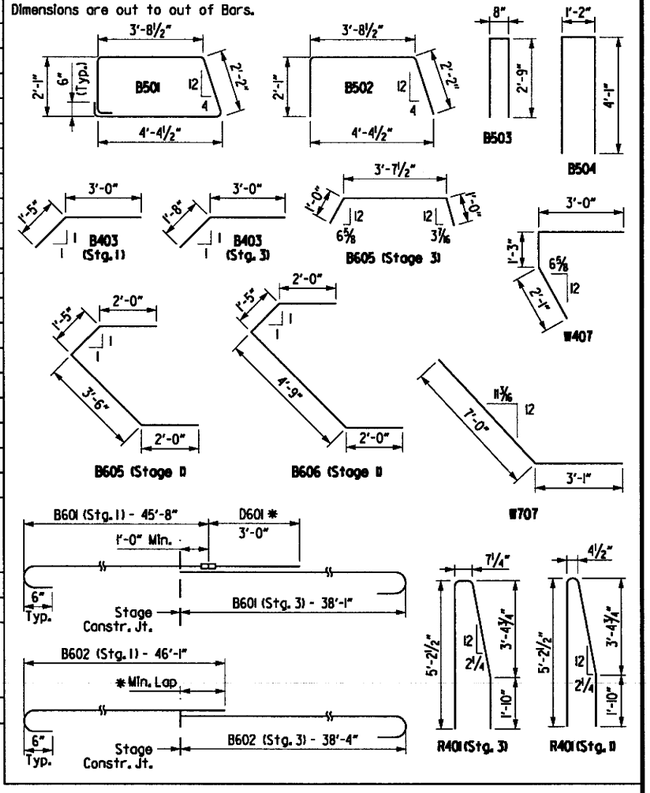
The Contractor shall splice bars B601 (Stg. 1) with D601 (Stg. 3) and bars B603 (Stg. 1) with D601 (Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with Bars B601 (Stg. 3) and B603 (Stg. 3)

Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

Bending Diagrams

Dimensions are out to out of Bars.



NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 3 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601a3.bl3
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	3/15/2016		

BRIDGE NO. A7412 DRAWING NO. 59799

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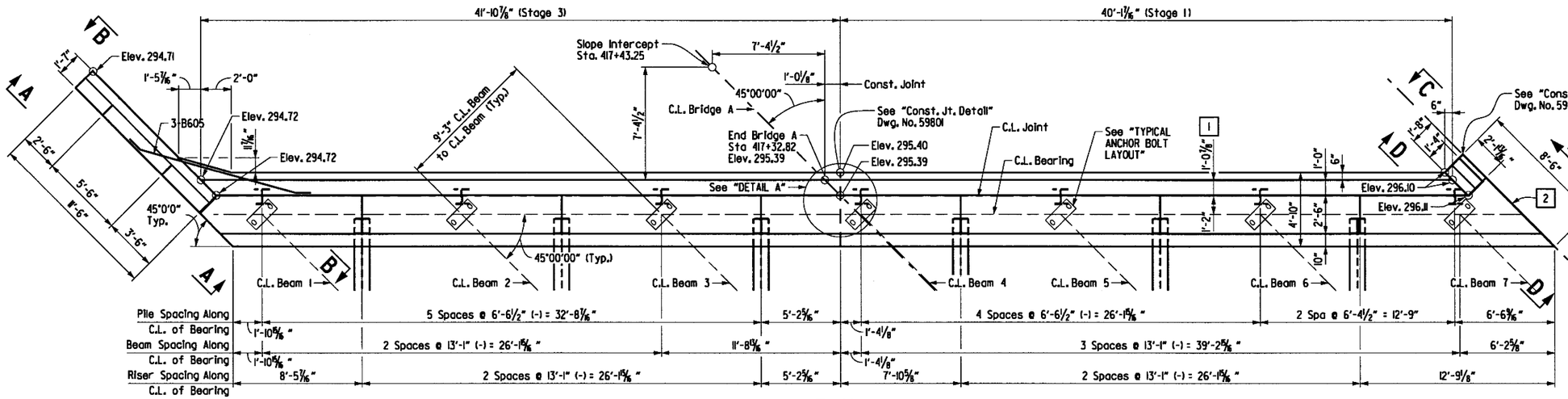
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	975	1465
				1 A7412		BENT DETAILS		59800

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

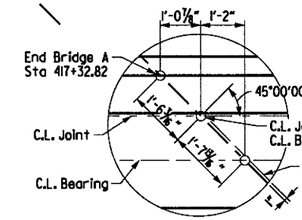
For Project Bridge General Notes, see Dwg. No. 59691

1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

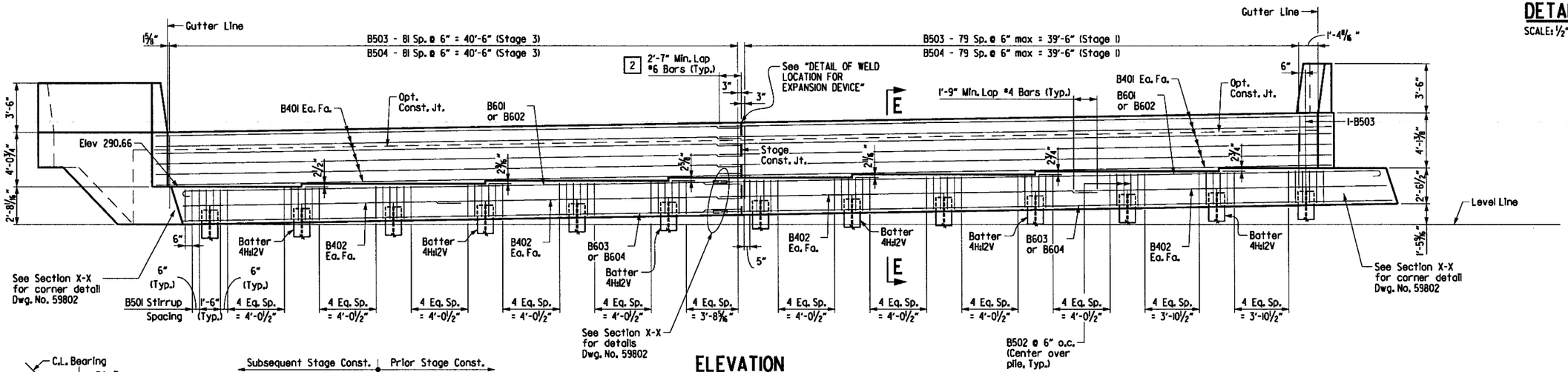
2 ½" Preformed Jt. Filler (AASHTO M 153, Type I) and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the Item "CLASS S CONCRETE - BRIDGE".



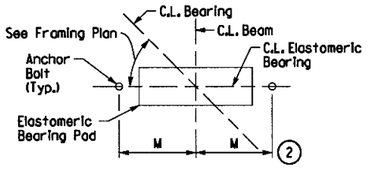
PLAN
SCALE: ¼" = 1'-0"



DETAIL A
SCALE: ½" = 1'-0"

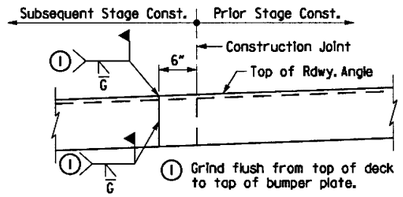


ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

2 For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE
No Scale

2 2'-7" Min. Lap #6 Bars (Typ.),

The Contractor shall splice bars B601-B602 (Stg. 1) with D601, and bars B603-B604 (Stg. 1) with B603-B604 (Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with Bars B601 & B602 (Stg. 3).

Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

SHEET 1 OF 3
DETAILS OF END BENT 9
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/18/2016	FILENAME:	bca0601a3_b91
CHECKED BY:	STS	DATE:	4/22/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	4/12/2016		

BRIDGE NO. A7412 DRAWING NO. 59800

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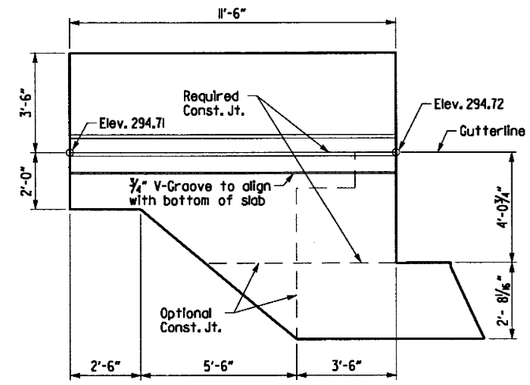
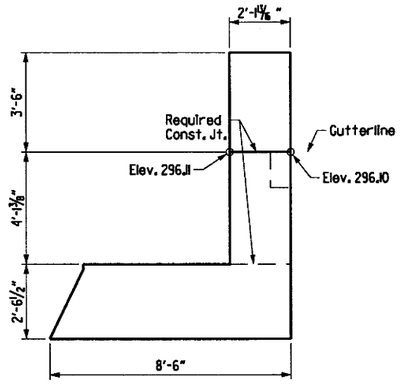
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	976	1465
				① A7412		BENT DETAILS		59801

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

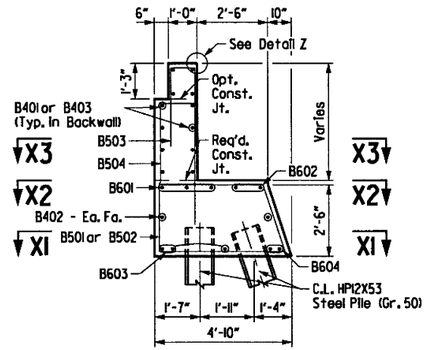
19 July 2018



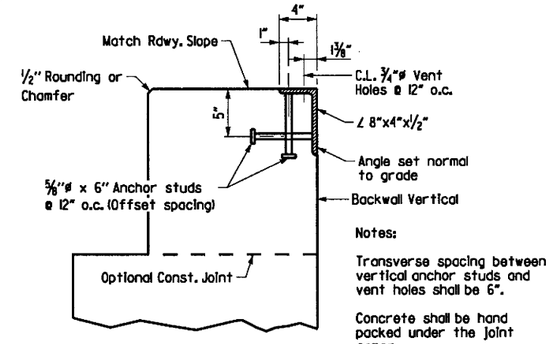
VIEW A-A (STAGE 3)
SCALE: ⅜" = 1'-0"



VIEW C-C (STAGE 1)
SCALE: ⅜" = 1'-0"



SECTION E-E
SCALE: ⅜" = 1'-0"



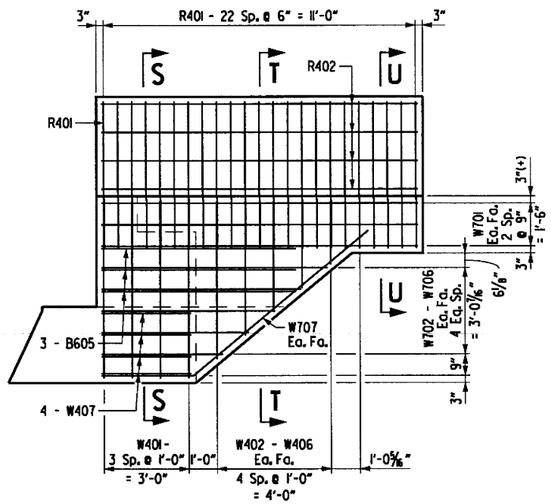
Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

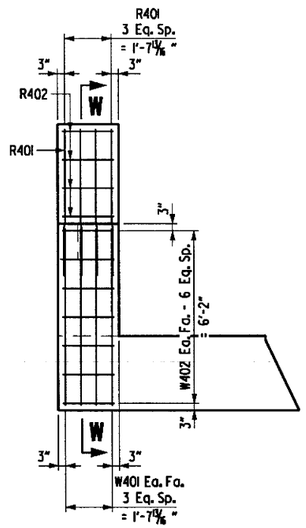
Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

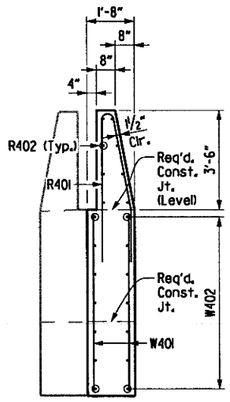
DETAIL Z
SCALE: ½" = 1'-0"



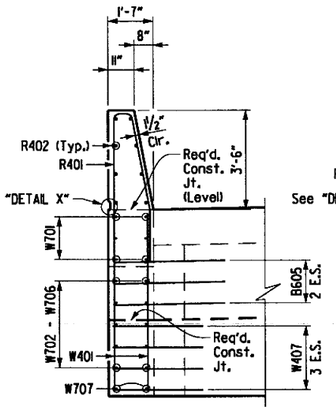
VIEW B-B (STAGE 3)
SCALE: ⅜" = 1'-0"



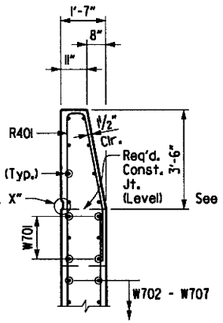
VIEW D-D (STAGE 1)
SCALE: ⅜" = 1'-0"



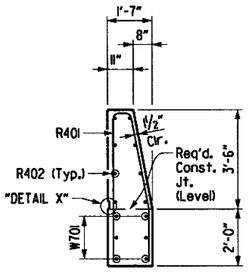
SECTION W-W
SCALE: ⅜" = 1'-0"



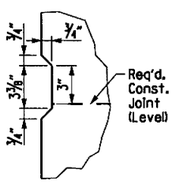
SECTION S-S
SCALE: ⅜" = 1'-0"



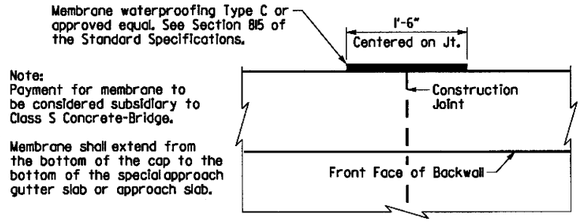
SECTION T-T
SCALE: ⅜" = 1'-0"



SECTION U-U
SCALE: ⅜" = 1'-0"



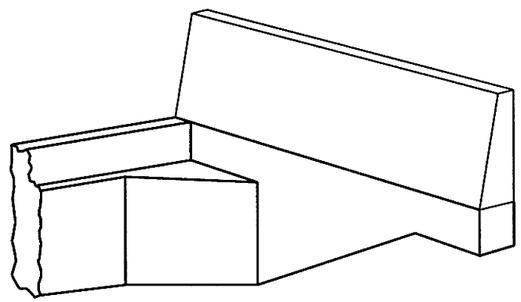
DETAIL X
No Scale



Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

CONST. JOINT DETAIL
No Scale



THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale

SHEET 2 OF 3
DETAILS OF END BENT 9
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/18/2016	FILENAME:	bca0601a3_b92
CHECKED BY:	STS	DATE:	4/22/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	4/12/2016		

BRIDGE NO. A7412 DRAWING NO. 59801

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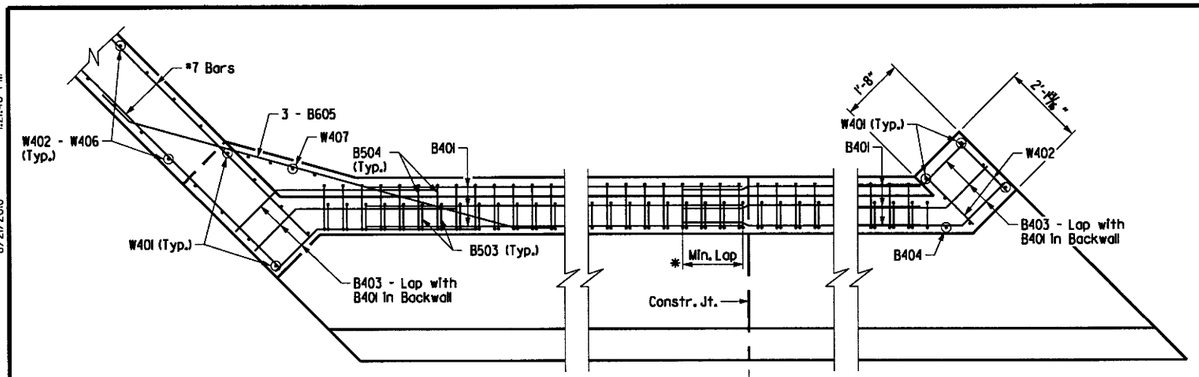
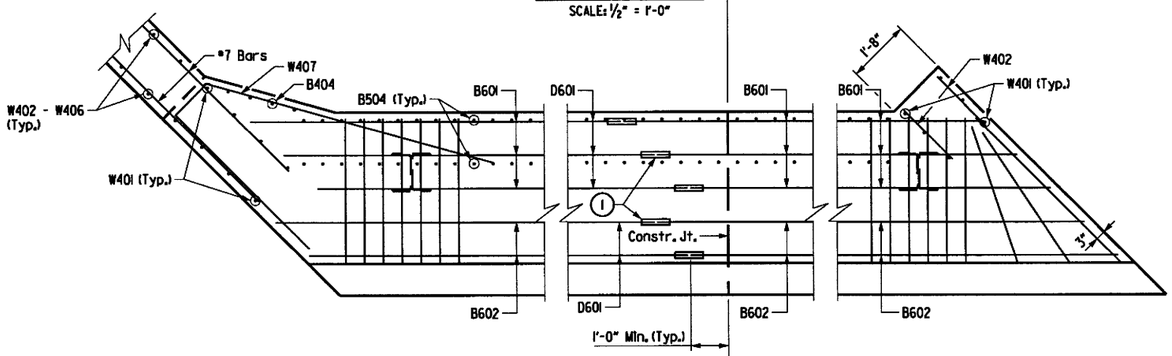
jharrell



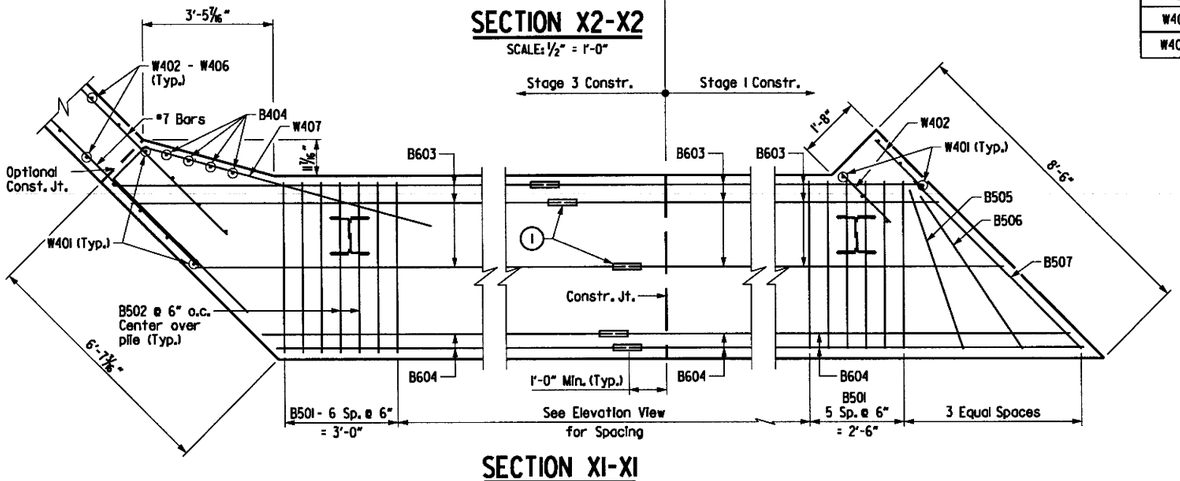
SECTION X3-X3

SCALE: ½" = 1'-0"



SECTION X2-X2

SCALE: ½" = 1'-0"



SECTION XI-XI

SCALE: ½" = 1'-0"

* Min. Laps are as follows:
*4 Bars = 1'-9"
*6 Bars = 2'-7"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	977	1465
				(1) A7412		BENT DETAILS		59802

BAR LIST - STAGE 1

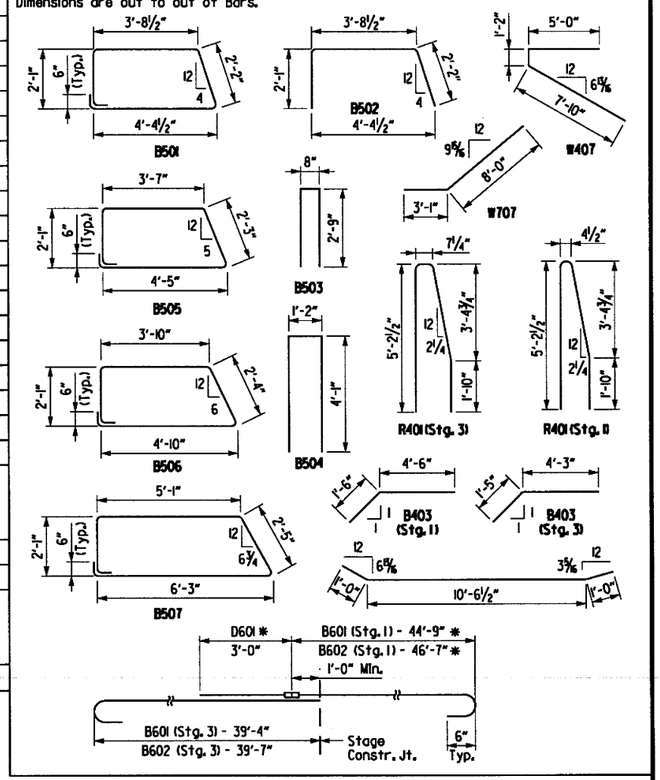
MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	12	40'-0"	Str.
B402	4	24'-9"	Str.
B403	12	6'-0"	3"
B404	1	5'-0"	Str.
B501	46	12'-10"	2 ½"
B502	14	7'-9"	2 ½"
B503	81	6'-3"	2 ½"
B504	80	9'-4"	2 ½"
B505	1	13'-7"	2 ½"
B506	1	14'-10"	2 ½"
B507	1	16'-9"	2 ½"
B601	3	45'-6"	4 ½"
B602	2	47'-3"	4 ½"
B603	3	45'-2"	Str.
B604	2	47'-4"	Str.
Wing Wall			
R401	4	10'-9"	3 ¾"
R402	8	1'-10"	Str.
W401	8	6'-3"	Str.
W402	14	1'-10"	Str.

BAR LIST - STAGE 3

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	12	40'-0"	Str.
B402	4	24'-9"	Str.
B403	12	5'-9"	3"
B501	44	12'-10"	2 ½"
B502	12	7'-9"	2 ½"
B503	82	6'-3"	2 ½"
B504	82	9'-4"	2 ½"
B601	3	40'-1"	4 ½"
B602	2	40'-4"	4 ½"
B603	3	41'-0"	Str.
B604	2	38'-11"	Str.
B605	3	12'-7"	4 ½"
D601	5	3'-0"	Str.
Wing Wall			
R401	23	11'-1"	3"
R402	8	11'-2"	Str.
W401	8	6'-3"	Str.
W402 to W406	2 Ea	5'-7" to 2'-3"	Str.
W407	4	14'-1"	3"
W701	6	11'-2"	Str.
W702 to W706	2 Ea	8'-0" to 4'-4"	Str.
W707	2	11'-3"	5 ¼"

Bending Diagrams

Dimensions are out to out of Bars.



(1) 2'-7" Min. Lap #6 Bars (Typ.),

The Contractor shall splice bars B601-B602 (Stg. 1) with D601, and bars B603-B604 (Stg. 1) with B603-B604 (Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with Bars B601 & B602 (Stg. 3).

Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 3 OF 3
DETAILS OF END BENT 9
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/18/2016	FILENAME:	bca0601a3.b93
CHECKED BY:	STS	DATE:	4/22/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	4/12/2016		

BRIDGE NO. A7412 DRAWING NO. 59802

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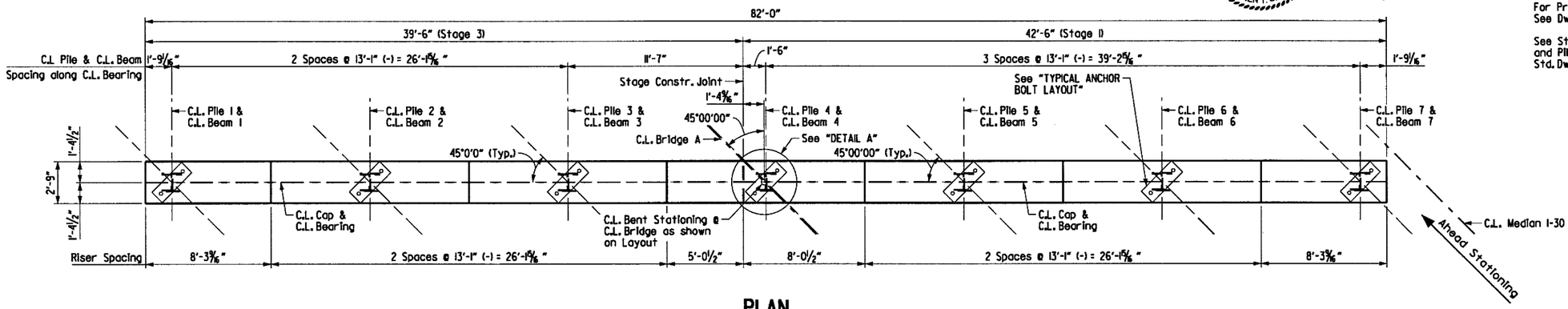
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	978	1465

(1) A7412 **BENT DETAILS** 59803

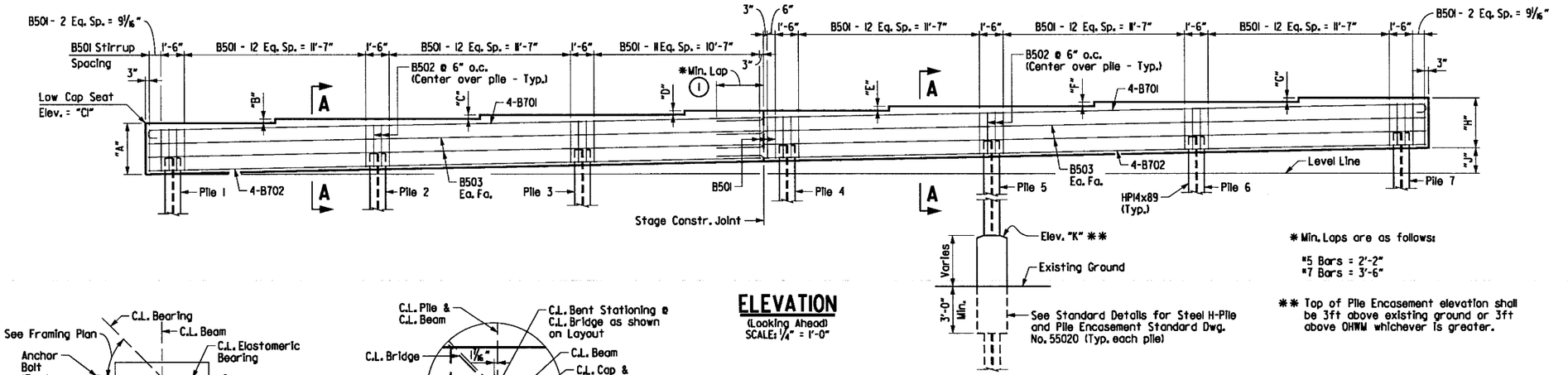
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley 19 July 2018

For Project Bridge General Notes, See Dwg. No. 59691

See Standard Details for Steel H-Pile and Pile Encasement Standard, Std. Dwg. No. 55020



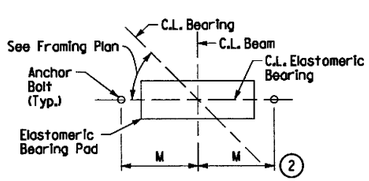
PLAN
SCALE: 1/4" = 1'-0"



ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"

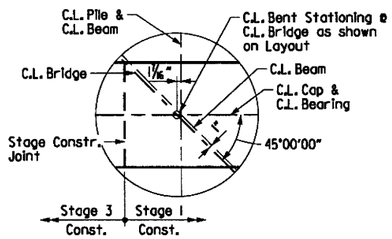
* Min. Laps are as follows:
"5 Bars = 2'-2"
"7 Bars = 3'-6"

** Top of Pile Encasement elevation shall be 3ft above existing ground or 3ft above OHWM whichever is greater.

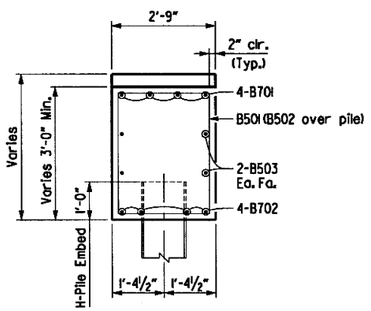


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843



DETAIL A
SCALE: 1/2" = 1'-0"



SECTION A-A
SCALE: 1/2" = 1'-0"

BAR LIST STAGE 1

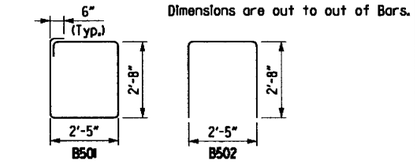
MARK	NO. REQ'D.	LENGTH	P.D.
B501	44	10'-9"	2 1/2"
B502	8	7'-7"	2 1/2"
B503	4	44'-7"	Str.
B701	4	46'-9"	5 1/4"
B702	4	45'-11"	Str.

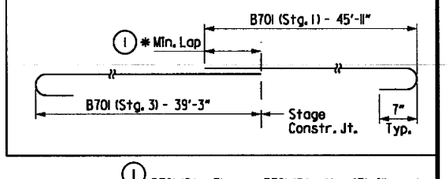
BAR LIST STAGE 3

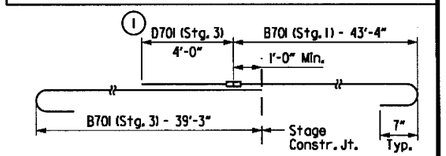
MARK	NO. REQ'D.	LENGTH	P.D.
B501	41	10'-9"	2 1/2"
B502	6	7'-7"	2 1/2"
B503	4	39'-4"	Str.
B701	4	40'-1"	5 1/4"
B702	4	39'-3"	Str.
(1) D701	4	4'-0"	Str.

Bending Diagrams

Dimensions are out to out of Bars.







ALTERNATE SPLICE DETAIL
NO SCALE

(1) The Contractor may elect to use Mechanical Couplers(Threaded Type) in place of lap splicing of longitudinal cap bars. If couplers are used for Bars B701(Stg. 1), they shall be spliced with Dowels D701(Stg. 3). Dowels shall lap with B701(Stg. 3). Mechanical Couplers shall be in accordance with Subsection 804.07.

Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers & Dowels D701 shall not be measured for separate payment but shall be considered subsidiary to the Item "REINFORCING STEEL-BRIDGE (GRADE 60)".

CAP VARIABLES

Bent	"C1"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"
2	291.13	3'-3"	3"	3"	3"	3 1/16"	3 1/16"	3 1/16"	3'-1 1/2"	1'-7 11/16"	280.0
3	291.27	3'-3"	3 1/16"	3 1/16"	3 1/16"	3 1/16"	3 1/16"	3 1/8"	3'-1 1/2"	1'-7 5/16"	279.0
4	291.29	3'-3"	3 1/16"	3 1/16"	3 1/8"	3 1/8"	3 1/8"	3 1/8"	3'-1 1/2"	1'-8 3/16"	278.5
6	291.08	3'-3"	3"	3 1/16"	3 1/16"	3 1/8"	3 3/16"	3 3/16"	3'-1 1/2"	1'-8 3/16"	277.0
7	290.93	3'-3"	2 7/8"	2 7/8"	2 15/16"	3"	3"	3 1/16"	3'-1 1/2"	1'-7 1/4"	277.5
8	290.78	3'-3"	2 11/16"	2 3/4"	2 15/16"	2 15/16"	2 7/8"	2 7/8"	3'-1 1/2"	1'-6 3/8"	279.0

DETAILS OF INTERMEDIATE BENTS 2-4, 6-8 BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/21/2016
CHECKED BY: STS DATE: 3/24/2016
DESIGNED BY: DD DATE: 3/15/2016
FILENAME: bca0601a3.b21
SCALE: AS SHOWN

BRIDGE NO. A7412 DRAWING NO. 59803

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jharrell

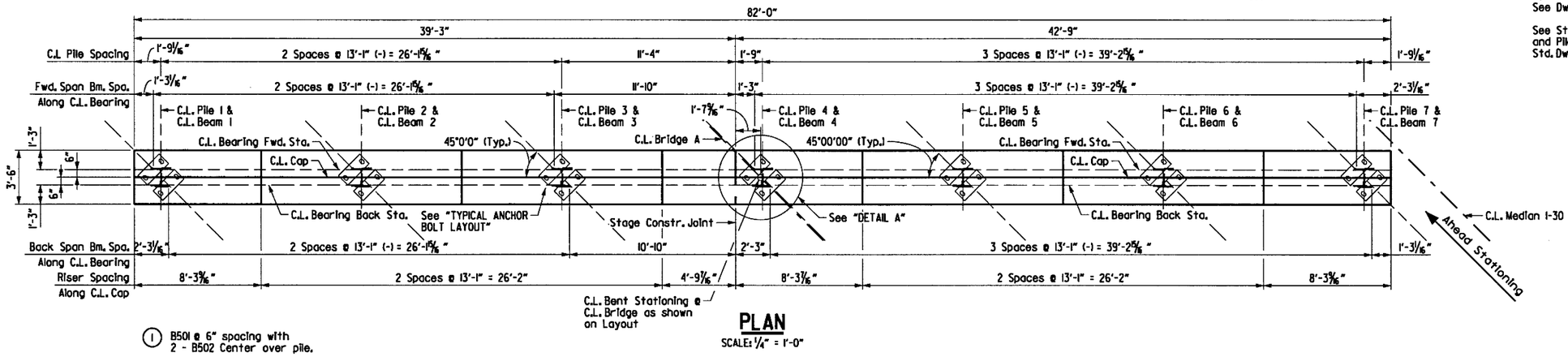
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	979	1465
				(1) A7412		BENT DETAILS		59804

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen Smiley 19 July 2018

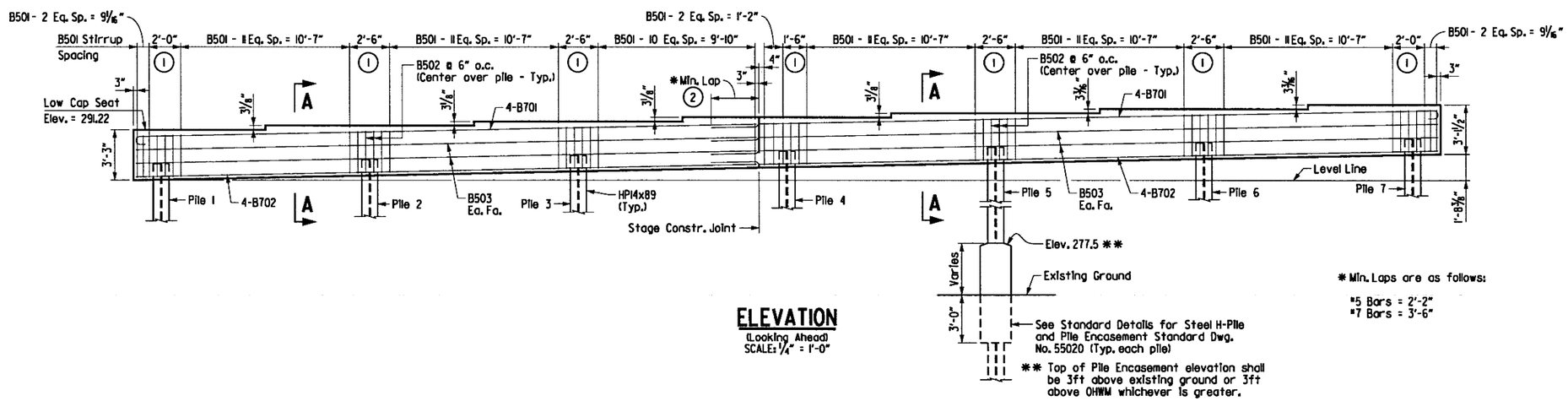
For Project Bridge General Notes, See Dwg. No. 59691

See Standard Details for Steel H-Pile and Pile Encasement Standard, Std. Dwg. No. 55020



PLAN
SCALE: 1/4" = 1'-0"

(1) B501 @ 6" spacing with 2 - B502 Center over pile.



ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"

* Min. Laps are as follows:
#5 Bars = 2'-2"
#7 Bars = 3'-6"

BAR LIST STAGE 1

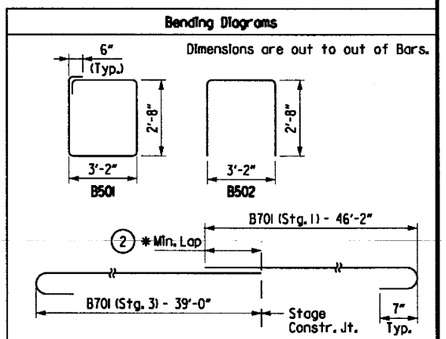
MARK	NO. REQ'D.	LENGTH	P.D.
B501	46	12'-3"	2 1/2"
B502	8	8'-4"	2 1/2"
B503	4	44'-10"	Str.
B701	4	47'-0"	5 1/4"
B702	4	46'-2"	Str.

BAR LIST STAGE 3

MARK	NO. REQ'D.	LENGTH	P.D.
B501	44	12'-3"	2 1/2"
B502	6	8'-4"	2 1/2"
B503	4	39'-1"	Str.
B701	4	39'-10"	5 1/4"
B702	4	39'-0"	Str.
(2) D701	4	4'-0"	Str.

Bending Diagrams

Dimensions are out to out of Bars.

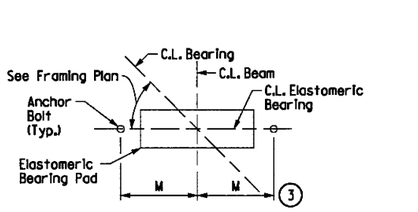


ALTERNATE SPLICE DETAIL
NO SCALE

(2) The Contractor may elect to use Mechanical Couplers(Threaded Type) in place of lap splicing of longitudinal cap bars. If couplers are used for Bars B701(Stg. 1), they shall be spliced with Dowels D701(Stg. 3). Dowels shall lap with B701(Stg. 3). Mechanical Couplers shall be in accordance with Subsection 804.07.

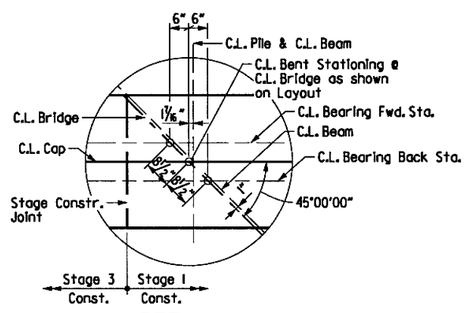
Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers & Dowels D701 shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

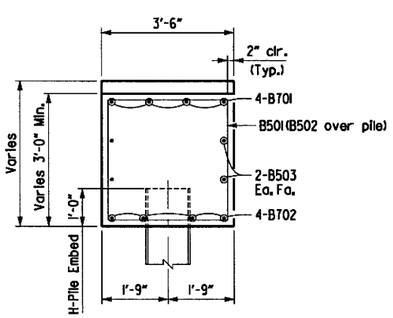


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(3) For details and dimension M of Elastomeric Bearing see Dwg. No. 59843 & 59844



DETAIL A
SCALE: 1/2" = 1'-0"



SECTION A-A
SCALE: 1/2" = 1'-0"

DETAILS OF INTERMEDIATE BENT 5 BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601a3_b5i
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	3/15/2016		

BRIDGE NO. A7412 DRAWING NO. 59804

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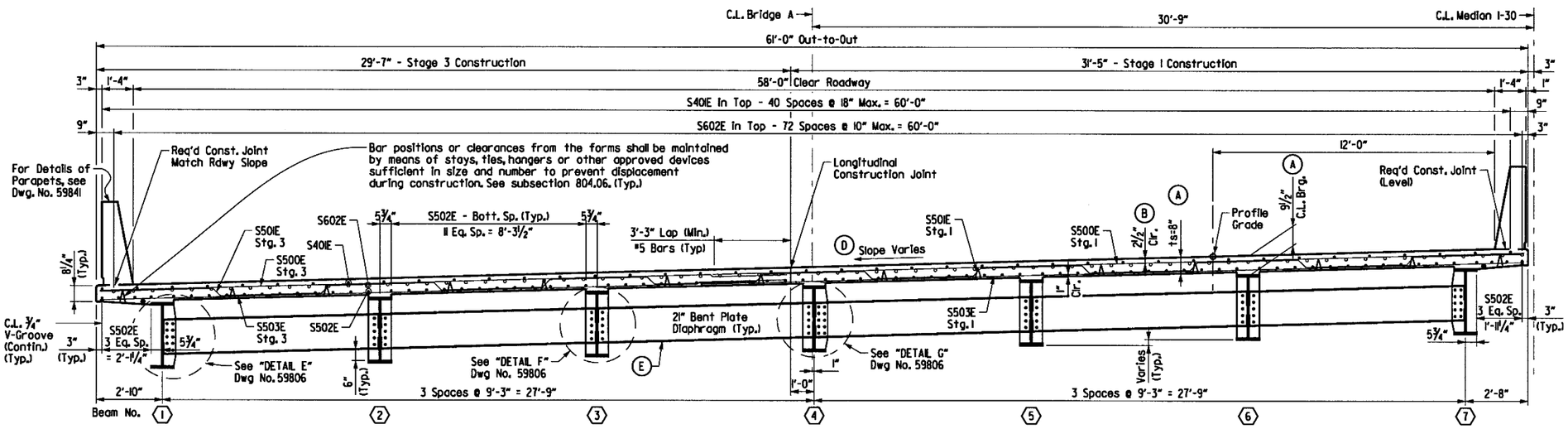
12:49 PM 6/21/2018 jharrell

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018

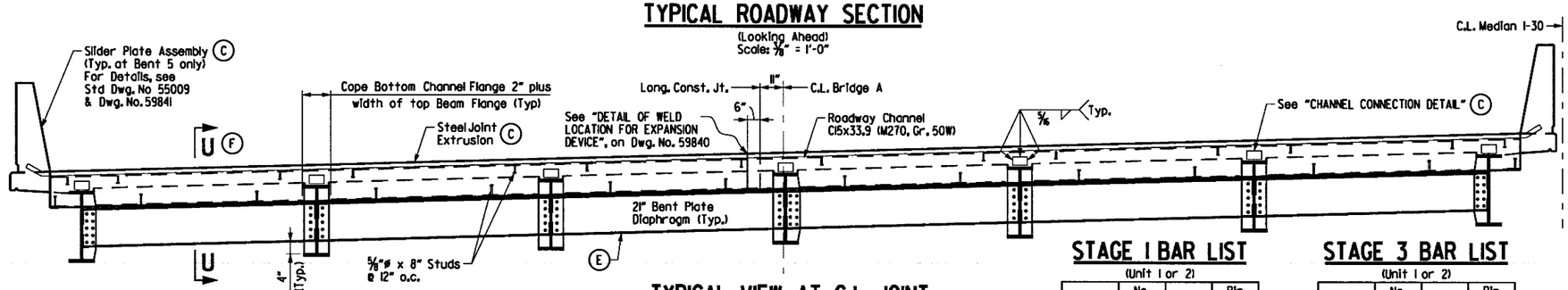
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	980	1465

(1) A7412 **SPAN DETAILS** 59805



TYPICAL ROADWAY SECTION

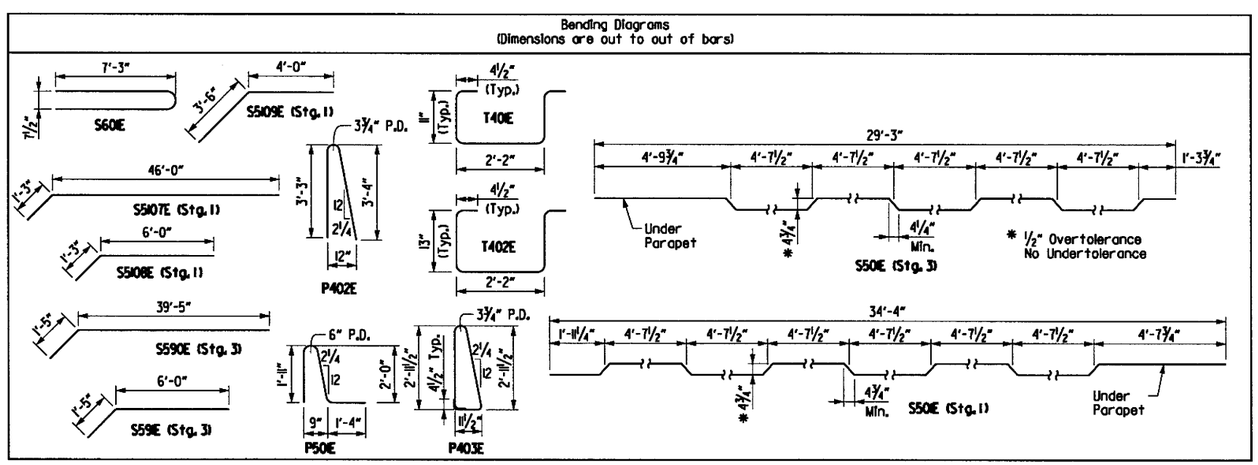
(Looking Ahead)
Scale: ⅜" = 1'-0"



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"

Bending Diagrams
(Dimensions are out to out of bars)



STAGE 1 BAR LIST

(Unit 1 or 2)

Mark	No. Req'd.	Length	Pin Dia.
S401E	168	35'-5"	Str.
S500E	213	34'-9"	Str.
S501E	212	35'-6"	3"
S502E	205	55'-7"	Str.
S503E	213	34'-9"	Str.
S504E to S557E	2 Ea.	6'-4" to 34'-9"	Str.
S558E to S5106E	2 Ea.	7'-1" to 33'-1"	Str.
S5107E	4	47'-3"	3 ¾"
S5108E	18	7'-3"	3 ¾"
S5109E	24	7'-6"	3 ¾"
S60E	238	14'-10"	6"
S602E	114	60'-0"	Str.
T40E	28	4'-5"	2"
T402E	28	4'-9"	2"
T60E	8	46'-1"	Str.
T70E	30	11'-6"	Str.
P50E	506	5'-8"	3 ¾"
P40E	84	5'-6"	Str.
P402E	506	6'-11"	3 ¾"
P404E	88	13'-8"	Str.
P405E	11	14'-4"	Str.
P406E	33	14'-5"	Str.
P407E	22	15'-2"	Str.
P408E	11	15'-4"	Str.
P409E	33	15'-5"	Str.

STAGE 3 BAR LIST

(Unit 1 or 2)

Mark	No. Req'd.	Length	Pin Dia.
S401E	160	35'-5"	Str.
S500E	219	29'-5"	Str.
S501E	218	30'-1"	3"
S502E	195	55'-7"	Str.
S503E	219	29'-5"	Str.
S504E to S547E	2 Ea.	4'-4" to 27'-7"	Str.
S548E to S589E	2 Ea.	6'-6" to 28'-8"	Str.
S590E	4	40'-10"	3 ¾"
S591E	9	7'-5"	3 ¾"
S60E	238	14'-10"	6"
S602E	105	60'-0"	Str.
T40E	38	4'-5"	2"
T402E	38	4'-9"	2"
T60E	8	39'-2"	Str.
T70E	30	11'-6"	Str.
T702E	10	10'-9"	Str.
P50E	418	5'-8"	3 ¾"
P40E	84	5'-6"	Str.
P402E	418	6'-11"	3 ¾"
P403E	80	7'-11"	3 ¾"
P404E	88	13'-8"	Str.
P405E	11	14'-4"	Str.
P406E	33	14'-5"	Str.
P407E	22	15'-2"	Str.
P408E	11	15'-4"	Str.
P409E	33	15'-5"	Str.

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

Class 1 Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
- S500E @ 13" Centers (Top)
- S601E @ 13" Centers (Top Overhang)
- S501E @ 13" Centers (Bent up over beam)
- S503E @ 13" Centers (bottom)

Longitudinal:
- S401E @ 18" Centers (Top Temperature)
- S602E @ 10" Centers (Placed in Top as shown over Int. Supports)
- S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 4, 5, & 9 (C)

Roadway Channel C15x33.9 (M270, Gr. 50W)
Conn. ∠'s 8"x4"x½" (End Bents) or Split C15x33.9 (Bent 5)
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Intermediate Bent 5. For Joint Data Tables, see Dwg. No. 59796

(D) See "SUPERELEVATION TRANSITION DETAIL FOR BRIDGE A & B"

(E) Diaphragms between girders 3 & 4 shall be installed with bolts loose when beams are erected in Stage 3. Bolts shall be fully tightened immediately after placing slab in Stage 3.

Alternatively, the holes in the connection plate of one side of these diaphragms may be field drilled after placing slab in Stage 2.

(F) For SECTION U-U, see Dwg. No. 59806

For "LONGITUDINAL CONSTRUCTION JOINT" detail, see Std. Dwg. No. 55007

SHEET 1 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNIT BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/6/2016
CHECKED BY: STS DATE: 3/23/2016
DESIGNED BY: DD DATE: 3/4/2016
FILENAME: bca060la3.sil
SCALE: AS SHOWN

BRIDGE NO. A7412 DRAWING NO. 59805

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	981	1465

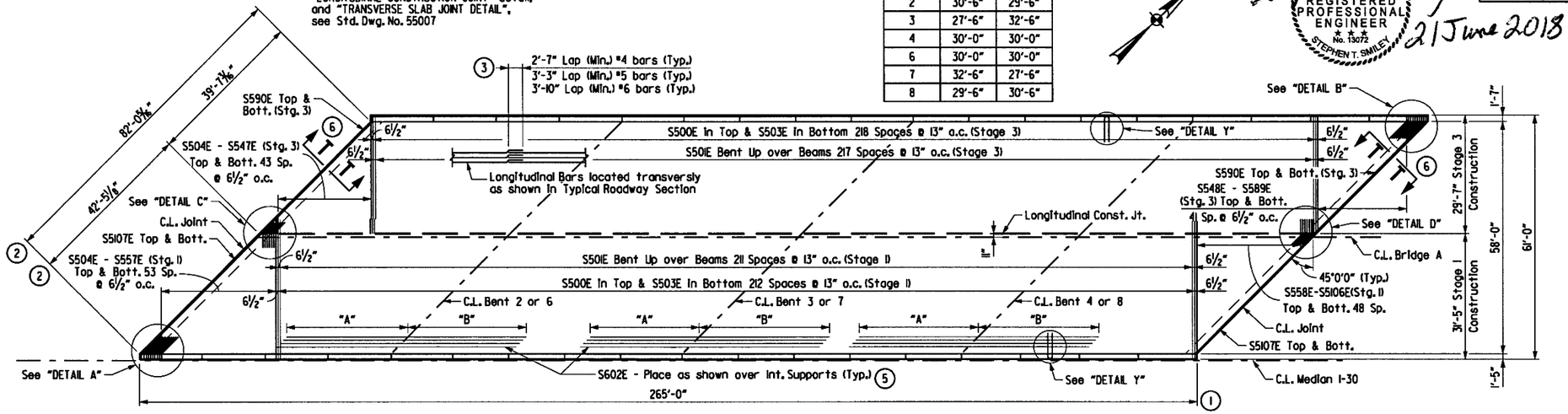
(1) A7412 **SPAN DETAILS** 59806

TABLE OF VARIABLES

Bent No.	"A"	"B"
2	30'-6"	29'-6"
3	27'-6"	32'-6"
4	30'-0"	30'-0"
6	30'-0"	30'-0"
7	32'-6"	27'-6"
8	29'-6"	30'-6"

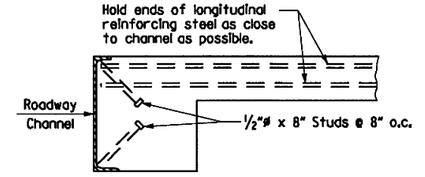
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, "LONGITUDINAL CONSTRUCTION JOINT" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



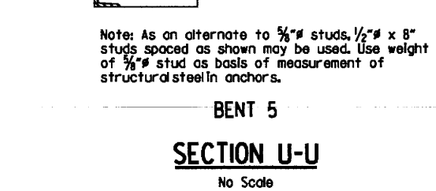
All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.
(2) Dimensions measured along centerline of joint.
(3) Min Laps also applicable to splices in Transverse Reinforcing.
(4) Spaced equally between every other top transervse bar as shown.
(5) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59805
(6) For Section T-T, see Dwg. No. 59840



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

END BENTS 1 & 9



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

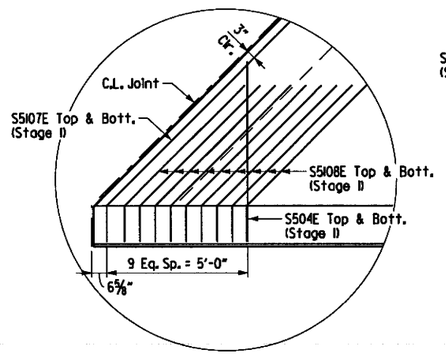
BENT 5

SECTION U-U

No Scale

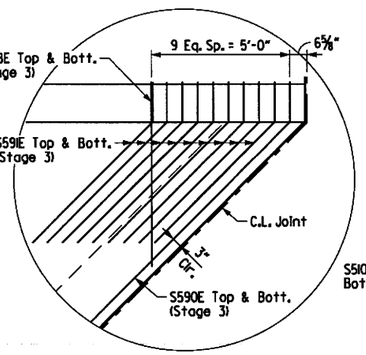
REINFORCING PLAN UNIT 1 & 2

SCALE: 1/16" = 1'-0"



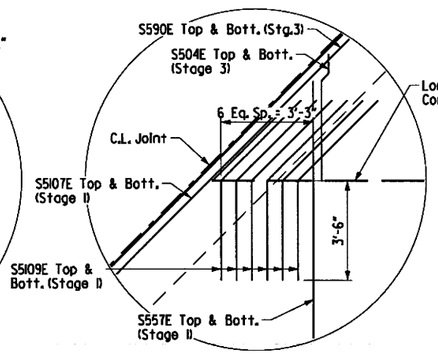
DETAIL A

No Scale



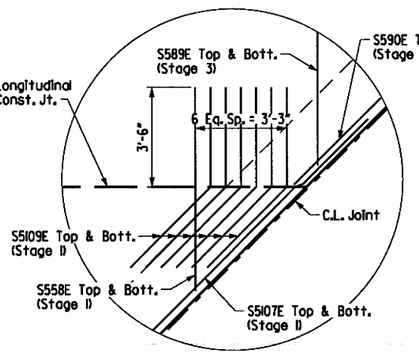
DETAIL B

No Scale



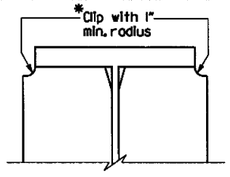
DETAIL C

No Scale



DETAIL D

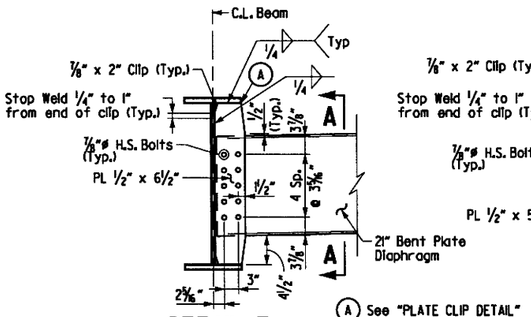
No Scale



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

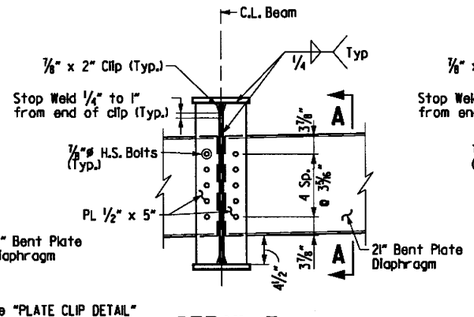
PLATE CLIP DETAIL

Not to Scale



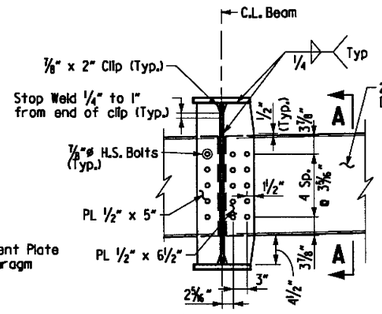
DETAIL E

SCALE: ¾" = 1'-0"



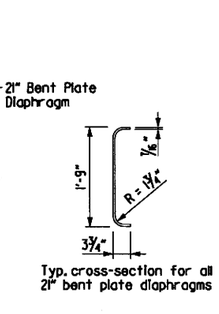
DETAIL F

SCALE: ¾" = 1'-0"



DETAIL G

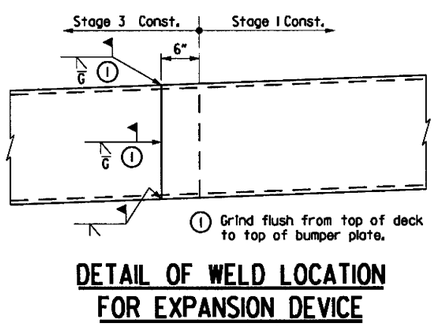
SCALE: ¾" = 1'-0"



Typ. cross-section for all 21" bent plate diaphragms

SECTION A-A

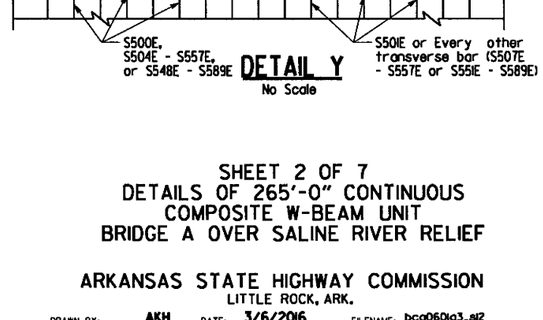
SCALE: ¾" = 1'-0"



(1) Grind flush from top of deck to top of bumper plate.

DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

(Looking Ahead)
Scale: 1" = 1'-0"



DETAIL Y

No Scale

SHEET 2 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKM	DATE:	3/6/2016	FILENAME:	bca0601a3_sl2
CHECKED BY:	STS	DATE:	3/23/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	3/4/2016		

BRIDGE NO. A7412 DRAWING NO. 59806

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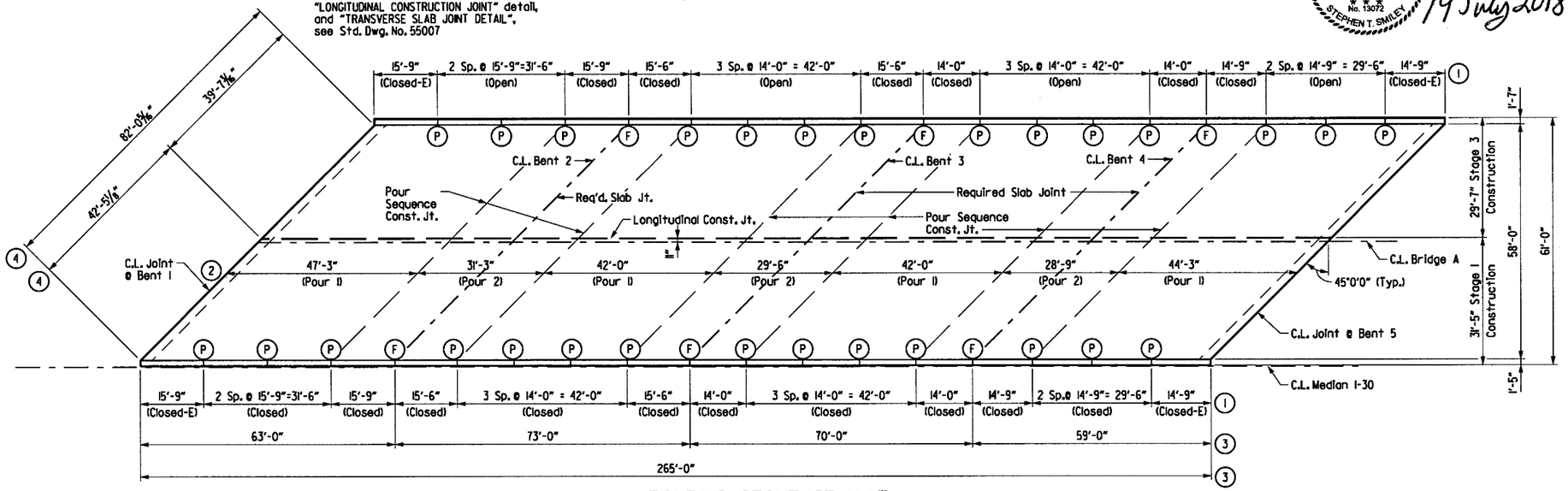
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	982	1465
				(1) A7412		SPAN DETAILS		59807

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

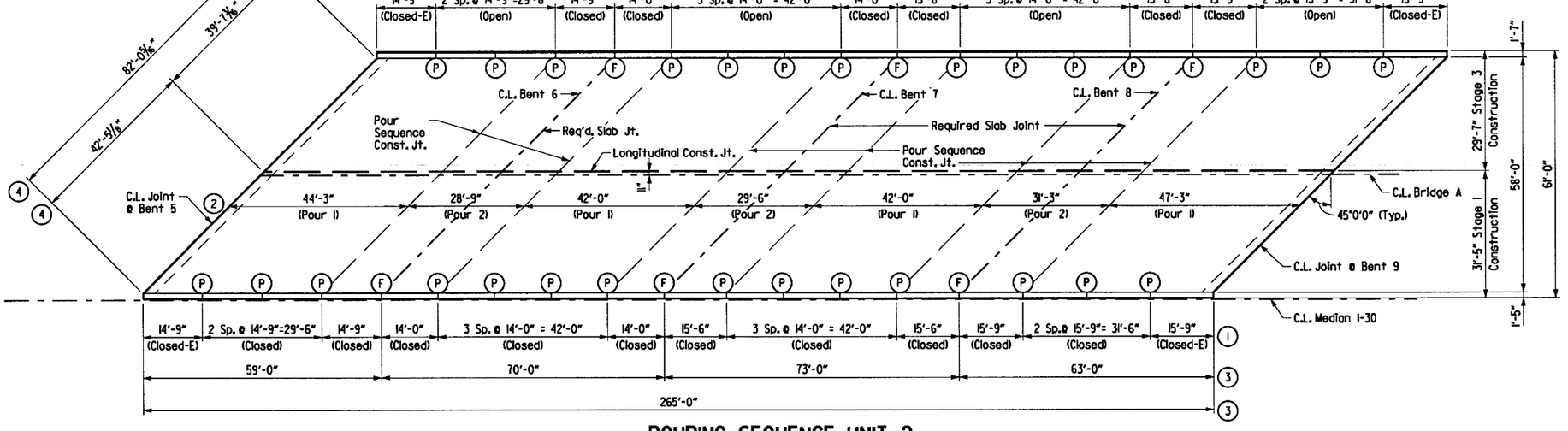
19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, "LONGITUDINAL CONSTRUCTION JOINT" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



POURING SEQUENCE UNIT 1

SCALE: 1/16" = 1'-0"



POURING SEQUENCE UNIT 2

SCALE: 1/16" = 1'-0"

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

For each stage of construction, pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59841

(F) C.L. Full Depth Parapet Joint (1/4" to 1" max.), Stop 4" from top of slab. See Dwg. No. 59841

SHEET 3 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNIT BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/6/2016
CHECKED BY: STS DATE: 3/23/2016
DESIGNED BY: DD DATE: 3/4/2016
FILENAME: bca0601a3_sl3
SCALE: AS SHOWN

BRIDGE NO. A7412 DRAWING NO. 59807

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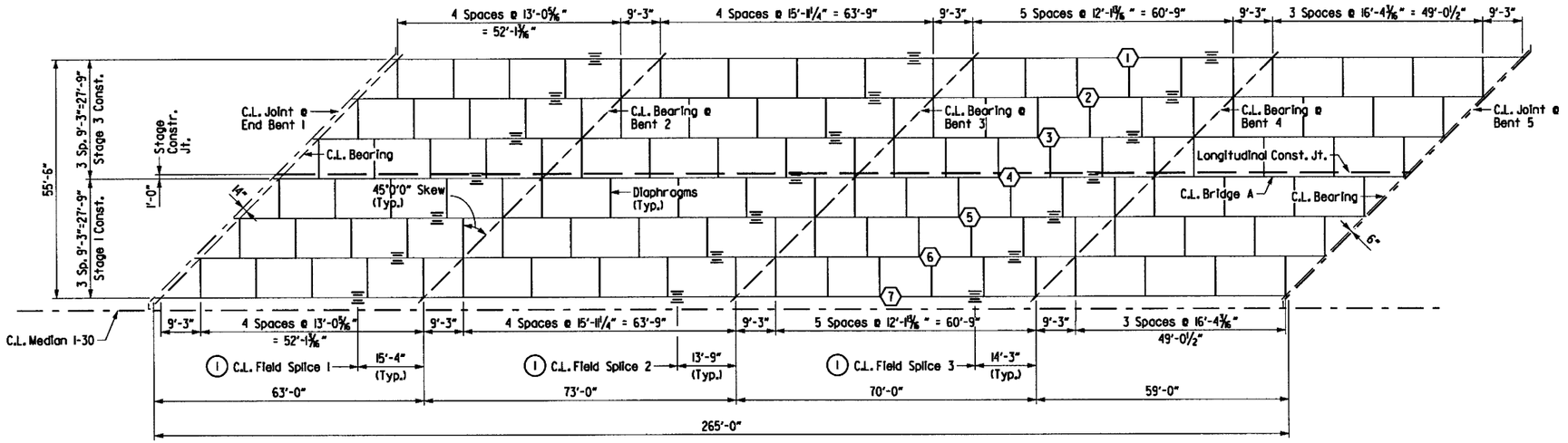
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	983	1465
				(1) A7412		SPAN DETAILS		59808

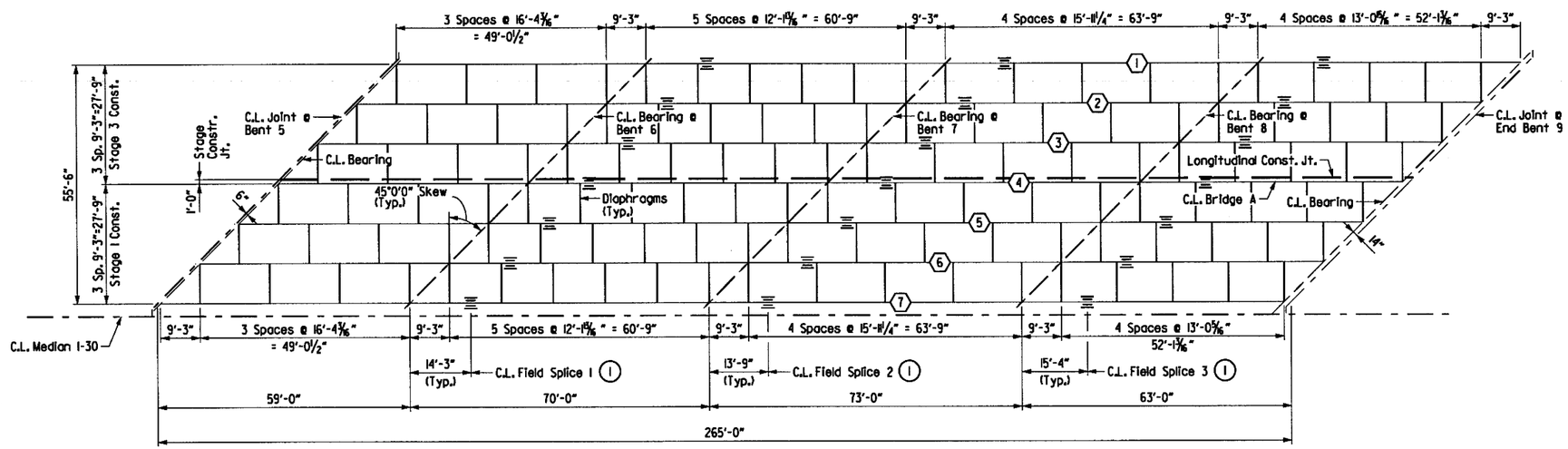
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILLEY

27 June 2018



FRAMING PLAN UNIT 1

SCALE: 1/16" = 1'-0"



FRAMING PLAN UNIT 2

SCALE: 1/16" = 1'-0"

For "WELD TABLE" and "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007

(X) Beam Number

(1) See Beam Elevations for splice type and location.

SHEET 4 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNIT BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/6/2016
CHECKED BY: STS DATE: 3/23/2016
DESIGNED BY: DD DATE: 3/4/2016
FILENAME: bca0601a3.sl4
SCALE: AS SHOWN

BRIDGE NO. A7412 DRAWING NO. 59808

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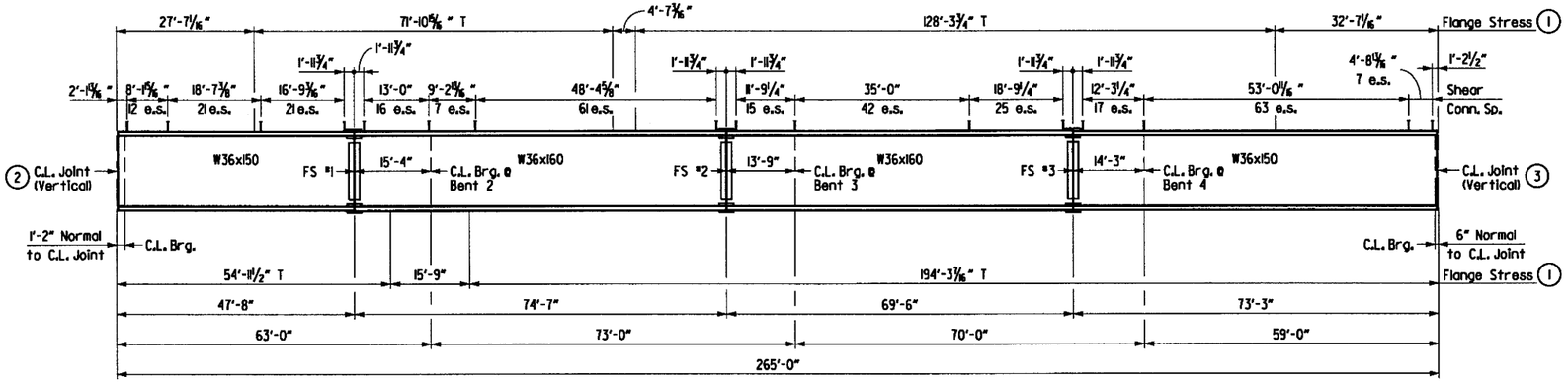
6/21/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	984	1465

(1) A7412 **SPAN DETAILS** 59809

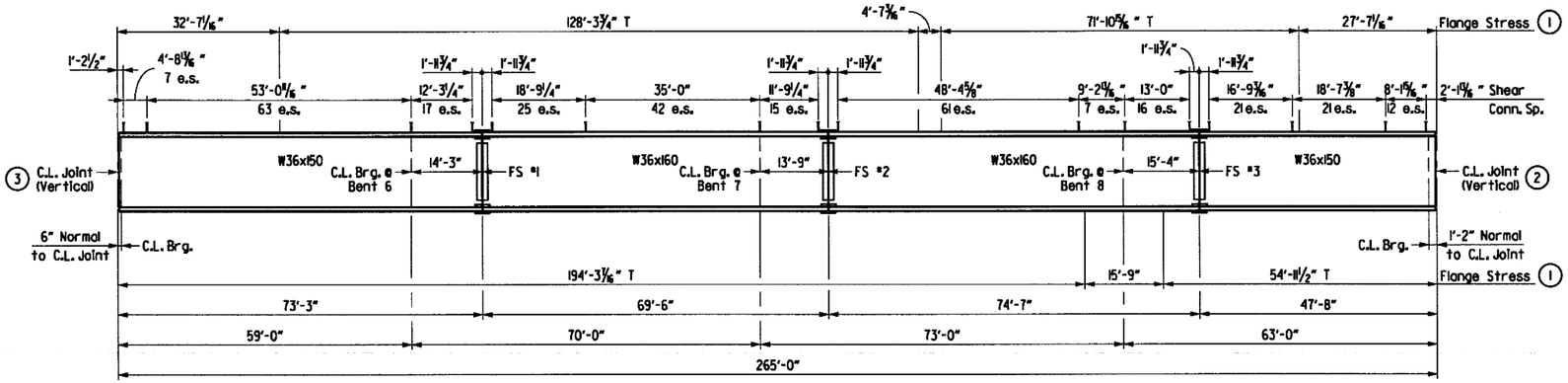
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072

21 June 2018



TYPICAL BEAM ELEVATION - UNIT 1, SPANS 1-4

SCALE: 1" = 15' Horiz.



TYPICAL BEAM ELEVATION - UNIT 2, SPANS 5-8

SCALE: 1" = 15' Horiz.

Notes:

Stud Shear Connectors shall be 7/8" dia. x 4", use 3 studs per row. See "SHEAR CONNECTOR DETAIL" on Std. Dwg. No. 55007.

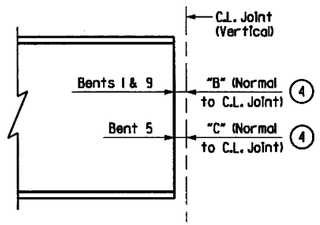
Bolted Field Splices shown may be eliminated or shop welded splices may be substituded with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of bottom flange horizontally parallel to C.L. Joint.

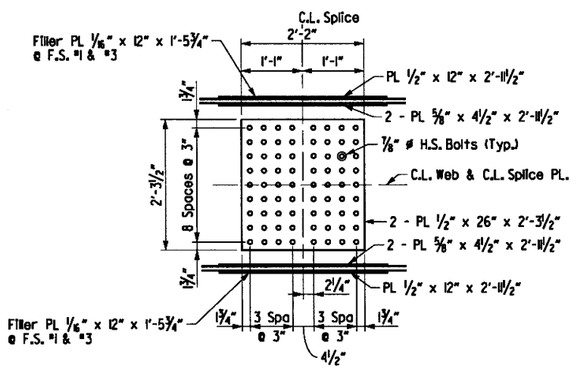
(3) Fabricate end bottom flange horizontally perpendicular to web.

(4) Fabricate end of top flange horizontally parallel to C.L. Joint.



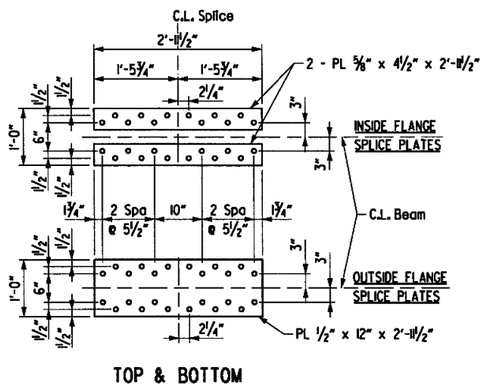
TYPICAL BEAM END DETAIL

Not to Scale
For dimension "B" & "C", see Dwg. No. 59796



WEB SPLICE DETAIL

SCALE: 3/4" = 1'-0"



TOP & BOTTOM

FLANGE SPLICE DETAIL

SCALE: 3/4" = 1'-0"

SHEET 5 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/6/2016
CHECKED BY: STS DATE: 3/23/2016
DESIGNED BY: DD DATE: 3/4/2016
FILENAME: bca0601a3.sl5
SCALE: AS SHOWN

BRIDGE NO. A7412 DRAWING NO. 59809

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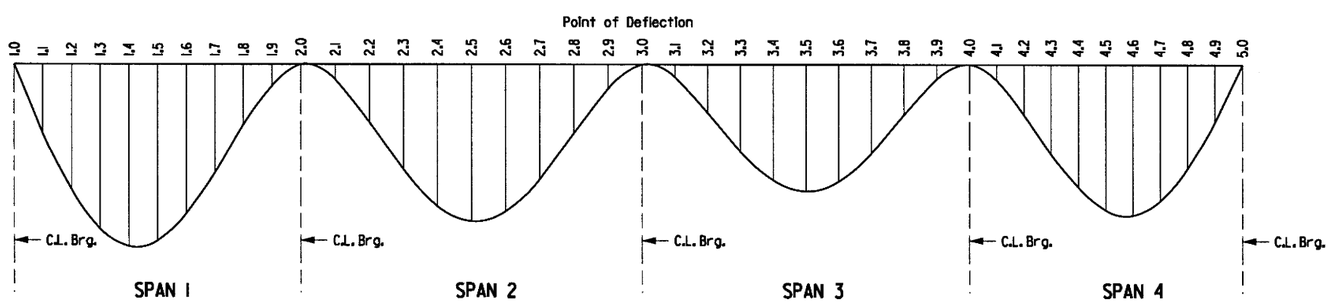
jharrell

TABLE OF DEAD LOAD DEFLECTIONS - UNIT 1

	Point of Deflection	Vertical Dead Load Deflection (in.)																				
		Structural Steel							Structural Steel + Slab							Structural Steel + Slab + Parapets						
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.032	0.034	0.035	0.035	0.035	0.036	0.033	0.197	0.231	0.236	0.236	0.237	0.242	0.199	0.214	0.246	0.248	0.242	0.249	0.257	0.216
Span 1	1.2	0.057	0.062	0.063	0.063	0.063	0.065	0.059	0.346	0.419	0.428	0.429	0.431	0.44	0.355	0.375	0.446	0.45	0.439	0.453	0.467	0.386
Span 1	1.3	0.073	0.081	0.083	0.083	0.083	0.085	0.077	0.444	0.548	0.562	0.563	0.566	0.578	0.466	0.482	0.583	0.591	0.577	0.595	0.613	0.507
Span 1	1.4	0.08	0.089	0.091	0.092	0.092	0.095	0.087	0.491	0.605	0.62	0.623	0.626	0.642	0.524	0.533	0.643	0.652	0.638	0.657	0.681	0.57
Span 1	1.5	0.078	0.086	0.089	0.089	0.089	0.092	0.084	0.479	0.583	0.601	0.603	0.607	0.625	0.51	0.519	0.62	0.633	0.618	0.637	0.663	0.555
Span 1	1.6	0.066	0.072	0.075	0.075	0.075	0.079	0.072	0.404	0.49	0.508	0.51	0.513	0.533	0.439	0.438	0.521	0.535	0.523	0.538	0.565	0.478
Span 1	1.7	0.048	0.052	0.054	0.055	0.055	0.058	0.054	0.295	0.353	0.368	0.371	0.374	0.392	0.331	0.32	0.375	0.388	0.38	0.391	0.415	0.36
Span 1	1.8	0.028	0.028	0.03	0.03	0.031	0.033	0.03	0.17	0.192	0.204	0.206	0.209	0.223	0.186	0.184	0.204	0.215	0.211	0.218	0.236	0.203
Span 1	1.9	0.009	0.009	0.011	0.011	0.011	0.012	0.014	0.056	0.064	0.072	0.073	0.074	0.081	0.087	0.061	0.068	0.076	0.075	0.077	0.085	0.095
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	2.1	0.007	0.01	0.008	0.008	0.008	0.007	0.007	0.037	0.064	0.054	0.053	0.052	0.046	0.036	0.041	0.068	0.057	0.053	0.056	0.05	0.039
Span 2	2.2	0.03	0.033	0.03	0.03	0.03	0.029	0.024	0.175	0.219	0.203	0.2	0.199	0.191	0.133	0.191	0.234	0.214	0.203	0.212	0.205	0.145
Span 2	2.3	0.051	0.057	0.054	0.054	0.053	0.052	0.047	0.296	0.383	0.364	0.361	0.358	0.352	0.265	0.323	0.409	0.384	0.367	0.38	0.377	0.289
Span 2	2.4	0.069	0.075	0.073	0.072	0.072	0.072	0.066	0.403	0.508	0.492	0.488	0.486	0.483	0.377	0.439	0.542	0.519	0.497	0.514	0.517	0.411
Span 2	2.5	0.077	0.082	0.08	0.08	0.079	0.08	0.073	0.455	0.556	0.543	0.54	0.538	0.539	0.42	0.495	0.593	0.573	0.55	0.569	0.576	0.458
Span 2	2.6	0.072	0.076	0.074	0.074	0.074	0.075	0.071	0.423	0.517	0.508	0.506	0.505	0.51	0.412	0.46	0.552	0.537	0.515	0.533	0.545	0.449
Span 2	2.7	0.057	0.058	0.058	0.057	0.057	0.059	0.057	0.338	0.401	0.398	0.396	0.395	0.403	0.331	0.368	0.428	0.421	0.403	0.417	0.43	0.361
Span 2	2.8	0.036	0.034	0.034	0.034	0.034	0.035	0.034	0.215	0.237	0.236	0.236	0.236	0.244	0.201	0.234	0.253	0.25	0.24	0.249	0.261	0.219
Span 2	2.9	0.011	0.011	0.011	0.011	0.011	0.012	0.017	0.07	0.082	0.083	0.083	0.083	0.088	0.102	0.076	0.088	0.089	0.084	0.087	0.094	0.111
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	3.1	0.006	0.009	0.008	0.008	0.008	0.008	0.007	0.032	0.047	0.043	0.043	0.043	0.041	0.035	0.035	0.05	0.045	0.044	0.046	0.044	0.038
Span 3	3.2	0.025	0.029	0.028	0.028	0.028	0.028	0.023	0.136	0.171	0.166	0.165	0.166	0.164	0.122	0.148	0.182	0.174	0.169	0.176	0.175	0.132
Span 3	3.3	0.043	0.051	0.05	0.05	0.05	0.05	0.045	0.237	0.304	0.299	0.298	0.301	0.299	0.242	0.257	0.323	0.314	0.305	0.317	0.318	0.263
Span 3	3.4	0.059	0.066	0.066	0.066	0.066	0.067	0.059	0.323	0.398	0.397	0.396	0.399	0.402	0.319	0.351	0.423	0.417	0.405	0.42	0.428	0.347
Span 3	3.5	0.064	0.072	0.072	0.072	0.073	0.074	0.067	0.352	0.432	0.435	0.434	0.439	0.445	0.362	0.382	0.46	0.457	0.444	0.462	0.473	0.393
Span 3	3.6	0.06	0.066	0.067	0.067	0.067	0.069	0.062	0.325	0.395	0.401	0.401	0.404	0.414	0.338	0.353	0.42	0.422	0.41	0.424	0.44	0.367
Span 3	3.7	0.045	0.05	0.051	0.052	0.052	0.054	0.05	0.241	0.294	0.302	0.304	0.307	0.319	0.267	0.261	0.313	0.318	0.311	0.322	0.339	0.29
Span 3	3.8	0.027	0.029	0.03	0.03	0.031	0.033	0.03	0.142	0.164	0.172	0.172	0.176	0.188	0.157	0.154	0.175	0.182	0.176	0.184	0.199	0.171
Span 3	3.9	0.008	0.009	0.01	0.01	0.01	0.011	0.012	0.038	0.043	0.05	0.05	0.052	0.059	0.062	0.041	0.046	0.053	0.051	0.054	0.062	0.068
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	4.1	0.005	0.007	0.006	0.006	0.006	0.005	0.005	0.037	0.061	0.054	0.054	0.053	0.048	0.038	0.04	0.065	0.057	0.055	0.057	0.052	0.041
Span 4	4.2	0.019	0.024	0.022	0.022	0.021	0.02	0.018	0.132	0.187	0.173	0.172	0.169	0.161	0.121	0.143	0.199	0.182	0.175	0.18	0.172	0.131
Span 4	4.3	0.041	0.044	0.041	0.041	0.04	0.039	0.032	0.267	0.329	0.311	0.309	0.306	0.296	0.208	0.29	0.35	0.328	0.314	0.325	0.316	0.226
Span 4	4.4	0.052	0.06	0.057	0.057	0.056	0.055	0.049	0.341	0.445	0.425	0.423	0.42	0.409	0.313	0.37	0.473	0.448	0.43	0.445	0.436	0.34
Span 4	4.5	0.063	0.071	0.068	0.068	0.068	0.066	0.06	0.408	0.522	0.503	0.501	0.499	0.487	0.381	0.443	0.555	0.53	0.51	0.528	0.519	0.414
Span 4	4.6	0.069	0.074	0.071	0.071	0.071	0.069	0.062	0.442	0.538	0.52	0.519	0.517	0.506	0.39	0.48	0.572	0.548	0.528	0.546	0.539	0.424
Span 4	4.7	0.062	0.067	0.065	0.064	0.064	0.063	0.058	0.397	0.485	0.471	0.469	0.467	0.459	0.364	0.431	0.516	0.497	0.477	0.493	0.489	0.395
Span 4	4.8	0.048	0.051	0.049	0.049	0.049	0.048	0.046	0.304	0.369	0.359	0.358	0.357	0.35	0.289	0.33	0.392	0.379	0.364	0.377	0.373	0.314
Span 4	4.9	0.027	0.028	0.027	0.027	0.027	0.027	0.027	0.17	0.203	0.198	0.197	0.197	0.194	0.167	0.184	0.216	0.209	0.2	0.208	0.207	0.181
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM - UNIT 1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	985	1465
				(1) A7412		SPAN DETAILS		59810

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 6 OF 7
DETAILS OF 265'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2016	FILENAME:	bco0601a3_sl6
CHECKED BY:	STS	DATE:	7/20/2016	SCALE:	NONE
DESIGNED BY:	DD	DATE:	7/13/2016		

BRIDGE NO. A7412 DRAWING NO. 59810

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TABLE OF DEAD LOAD DEFLECTIONS - UNIT 2

	Point of Deflection	Vertical Dead Load Deflection (in.)																				
		Structural Steel							Structural Steel + Slab							Structural Steel + Slab + Parapets						
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 5	1.1	0.027	0.028	0.027	0.027	0.027	0.027	0.027	0.17	0.203	0.198	0.197	0.197	0.194	0.167	0.184	0.216	0.209	0.2	0.208	0.207	0.181
	1.2	0.048	0.051	0.049	0.049	0.049	0.048	0.046	0.304	0.369	0.359	0.358	0.357	0.35	0.289	0.33	0.392	0.379	0.364	0.377	0.373	0.314
	1.3	0.062	0.067	0.065	0.064	0.064	0.063	0.058	0.397	0.485	0.471	0.469	0.467	0.459	0.364	0.431	0.516	0.497	0.477	0.493	0.489	0.395
	1.4	0.069	0.074	0.071	0.071	0.071	0.069	0.062	0.442	0.538	0.52	0.519	0.517	0.506	0.39	0.48	0.572	0.548	0.528	0.546	0.539	0.424
	1.5	0.063	0.071	0.068	0.068	0.068	0.066	0.06	0.408	0.522	0.503	0.501	0.499	0.487	0.381	0.443	0.555	0.53	0.51	0.528	0.519	0.414
	1.6	0.052	0.06	0.057	0.057	0.056	0.055	0.049	0.341	0.445	0.425	0.423	0.42	0.409	0.313	0.37	0.473	0.448	0.43	0.445	0.436	0.34
	1.7	0.041	0.044	0.041	0.041	0.04	0.039	0.032	0.267	0.329	0.311	0.309	0.306	0.296	0.208	0.29	0.35	0.328	0.314	0.325	0.316	0.226
	1.8	0.019	0.024	0.022	0.022	0.021	0.02	0.018	0.132	0.187	0.173	0.172	0.169	0.161	0.121	0.143	0.199	0.182	0.175	0.18	0.172	0.131
	1.9	0.005	0.007	0.006	0.006	0.006	0.005	0.005	0.037	0.061	0.054	0.054	0.053	0.048	0.038	0.04	0.065	0.057	0.055	0.057	0.052	0.041
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 6	2.1	0.008	0.009	0.01	0.01	0.01	0.011	0.012	0.038	0.043	0.05	0.05	0.052	0.059	0.062	0.041	0.046	0.053	0.051	0.054	0.062	0.068
	2.2	0.027	0.029	0.03	0.03	0.031	0.033	0.03	0.142	0.164	0.172	0.172	0.176	0.188	0.157	0.154	0.175	0.182	0.176	0.184	0.199	0.171
	2.3	0.045	0.05	0.051	0.052	0.052	0.054	0.05	0.241	0.294	0.302	0.304	0.307	0.319	0.267	0.261	0.313	0.318	0.311	0.322	0.339	0.29
	2.4	0.06	0.066	0.067	0.067	0.067	0.069	0.062	0.325	0.395	0.401	0.401	0.404	0.414	0.338	0.353	0.42	0.422	0.41	0.424	0.44	0.367
	2.5	0.064	0.072	0.072	0.072	0.073	0.074	0.067	0.352	0.432	0.435	0.434	0.439	0.445	0.362	0.382	0.46	0.457	0.444	0.462	0.473	0.393
	2.6	0.059	0.066	0.066	0.066	0.066	0.067	0.059	0.323	0.398	0.397	0.396	0.399	0.402	0.319	0.351	0.423	0.417	0.405	0.42	0.428	0.347
	2.7	0.043	0.051	0.05	0.05	0.05	0.05	0.045	0.237	0.304	0.299	0.298	0.301	0.299	0.242	0.257	0.323	0.314	0.305	0.317	0.318	0.263
	2.8	0.025	0.029	0.028	0.028	0.028	0.028	0.023	0.136	0.171	0.166	0.165	0.166	0.164	0.122	0.148	0.182	0.174	0.169	0.176	0.175	0.132
	2.9	0.006	0.009	0.008	0.008	0.008	0.008	0.007	0.032	0.047	0.043	0.043	0.043	0.041	0.035	0.035	0.05	0.045	0.044	0.046	0.044	0.038
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 7	3.1	0.011	0.011	0.011	0.011	0.011	0.012	0.017	0.07	0.082	0.083	0.083	0.083	0.088	0.102	0.076	0.088	0.089	0.084	0.087	0.094	0.111
	3.2	0.036	0.034	0.034	0.034	0.034	0.035	0.034	0.215	0.237	0.236	0.236	0.236	0.244	0.201	0.234	0.253	0.25	0.24	0.249	0.261	0.219
	3.3	0.057	0.058	0.058	0.057	0.057	0.059	0.057	0.338	0.401	0.398	0.396	0.395	0.403	0.331	0.368	0.428	0.421	0.403	0.417	0.43	0.361
	3.4	0.072	0.076	0.074	0.074	0.074	0.075	0.071	0.423	0.517	0.508	0.506	0.505	0.51	0.412	0.46	0.552	0.537	0.515	0.533	0.545	0.449
	3.5	0.077	0.082	0.08	0.08	0.079	0.08	0.073	0.455	0.556	0.543	0.54	0.538	0.539	0.42	0.495	0.593	0.573	0.55	0.569	0.576	0.458
	3.6	0.069	0.075	0.073	0.072	0.072	0.072	0.066	0.403	0.508	0.492	0.488	0.486	0.483	0.377	0.439	0.542	0.519	0.497	0.514	0.517	0.411
	3.7	0.051	0.057	0.054	0.054	0.053	0.052	0.047	0.296	0.383	0.364	0.361	0.358	0.352	0.265	0.323	0.409	0.384	0.367	0.38	0.377	0.289
	3.8	0.03	0.033	0.03	0.03	0.03	0.029	0.024	0.175	0.219	0.203	0.2	0.199	0.191	0.133	0.191	0.234	0.214	0.203	0.212	0.205	0.145
	3.9	0.007	0.01	0.008	0.008	0.008	0.007	0.007	0.037	0.064	0.054	0.053	0.052	0.046	0.036	0.041	0.068	0.057	0.053	0.056	0.05	0.039
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 8	4.1	0.009	0.009	0.011	0.011	0.011	0.012	0.014	0.056	0.064	0.072	0.073	0.074	0.081	0.087	0.061	0.068	0.076	0.075	0.077	0.085	0.095
	4.2	0.028	0.028	0.03	0.03	0.031	0.033	0.03	0.17	0.192	0.204	0.206	0.209	0.223	0.186	0.184	0.204	0.215	0.211	0.218	0.236	0.203
	4.3	0.048	0.052	0.054	0.055	0.055	0.058	0.054	0.295	0.353	0.368	0.371	0.374	0.392	0.331	0.32	0.375	0.388	0.38	0.391	0.415	0.36
	4.4	0.066	0.072	0.075	0.075	0.075	0.079	0.072	0.404	0.49	0.508	0.51	0.513	0.533	0.439	0.438	0.521	0.535	0.523	0.538	0.565	0.478
	4.5	0.078	0.086	0.089	0.089	0.089	0.092	0.084	0.479	0.583	0.601	0.603	0.607	0.625	0.51	0.519	0.62	0.633	0.618	0.637	0.663	0.555
	4.6	0.08	0.089	0.091	0.092	0.092	0.095	0.087	0.491	0.605	0.62	0.623	0.626	0.642	0.524	0.533	0.643	0.652	0.638	0.657	0.681	0.57
	4.7	0.073	0.081	0.083	0.083	0.083	0.085	0.077	0.444	0.548	0.562	0.563	0.566	0.578	0.466	0.482	0.583	0.591	0.577	0.595	0.613	0.507
	4.8	0.057	0.062	0.063	0.063	0.063	0.065	0.059	0.346	0.419	0.428	0.429	0.431	0.44	0.355	0.375	0.446	0.45	0.439	0.453	0.467	0.386
	4.9	0.032	0.034	0.035	0.035	0.035	0.036	0.033	0.197	0.231	0.236	0.236	0.237	0.242	0.199	0.214	0.246	0.248	0.242	0.249	0.257	0.216
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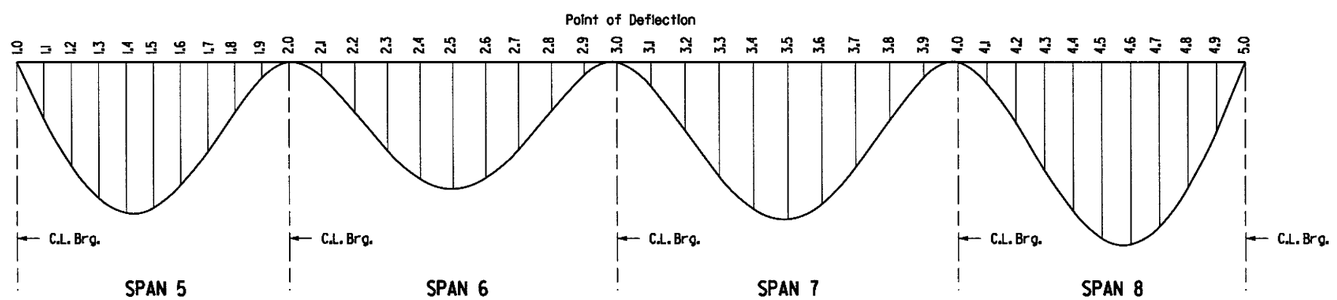

DEAD LOAD DEFLECTION DIAGRAM - UNIT 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	986	1465
				(1) A7412		SPAN DETAILS		59811

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 7 OF 7
DETAILS OF 265'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/16/2016
CHECKED BY: STS DATE: 7/20/2016
DESIGNED BY: DD DATE: 7/13/2016
FILENAME: bca0601a3_sl7
SCALE: NONE

BRIDGE NO. A7412 DRAWING NO. 59811

6/21/2018 1:21:56 PM jharrell
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	987	1465
				(1) B7412		BENT DETAILS		59812

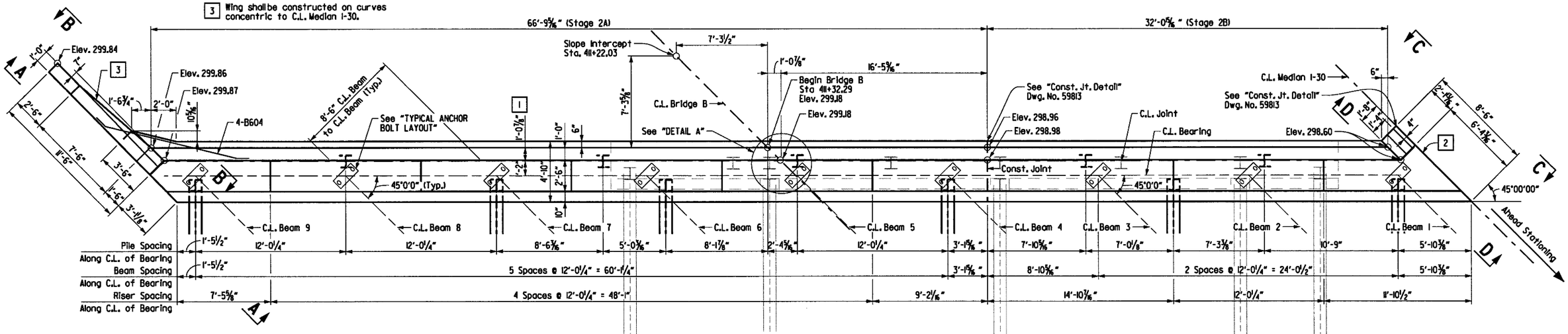
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691

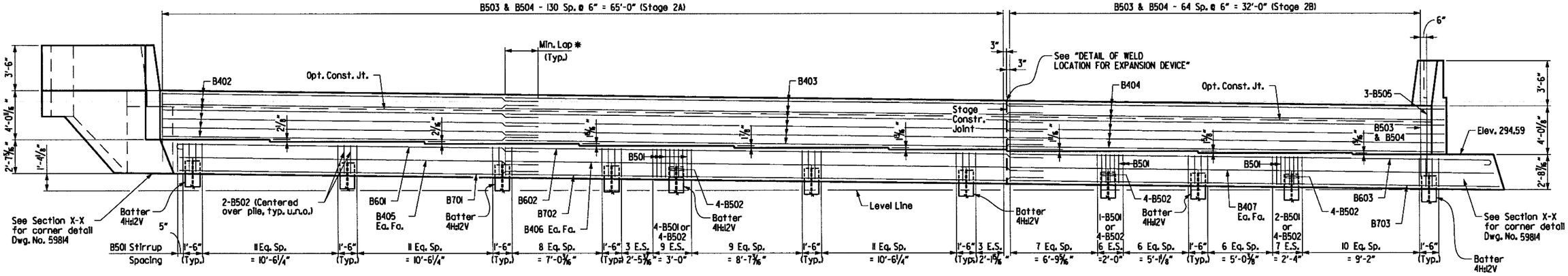
1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

2 1/2" Preformed Jt. Filler (AASHTO M 153, Type II and 1/2" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the Item "CLASS S CONCRETE - BRIDGE".

3 Wing shall be constructed on curves concentric to C.L. Median I-30.

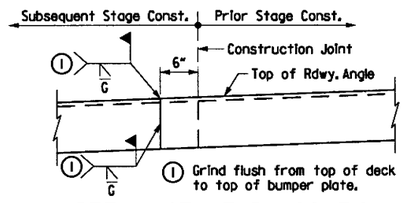


PLAN
SCALE: 1/4" = 1'-0"

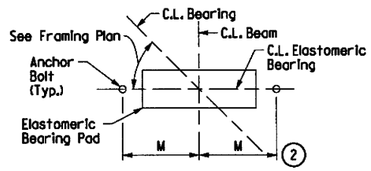


ELEVATION
(Looking Back)
SCALE: 1/4" = 1'-0"

* Min. Laps are as follows:
#4 Bars = 1'-9"
#6 Bars = 2'-7"
#7 Bars = 3'-6"

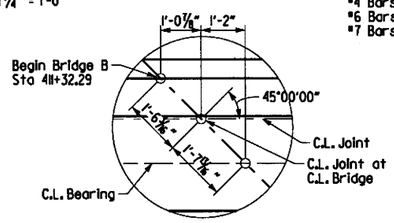


DETAIL OF WELD LOCATION FOR EXPANSION DEVICE
No Scale



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843



DETAIL A
SCALE: 1/2" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/18/2016	FILENAME:	bca0601b3.bil
CHECKED BY:	STS	DATE:	4/22/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	4/12/2016		

BRIDGE NO. B7412 DRAWING NO. 59812

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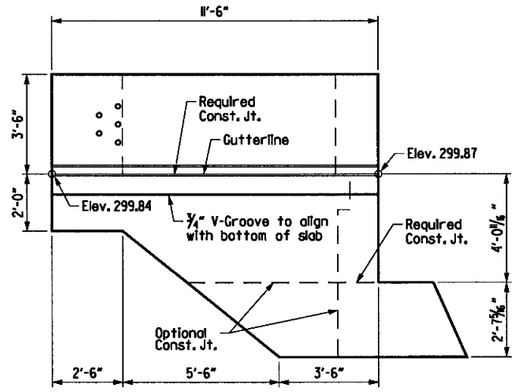
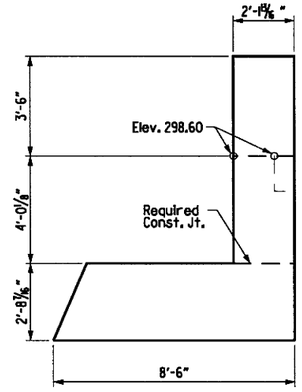
6/21/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	988	1465
				(1) B7412		BENT DETAILS		59813

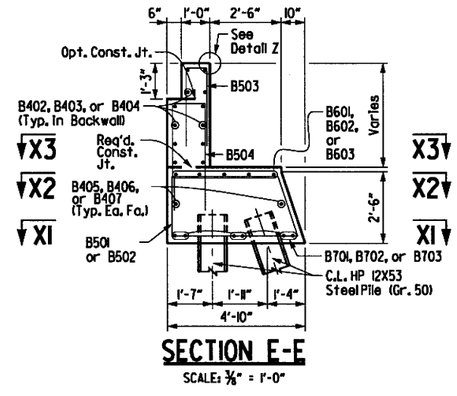
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



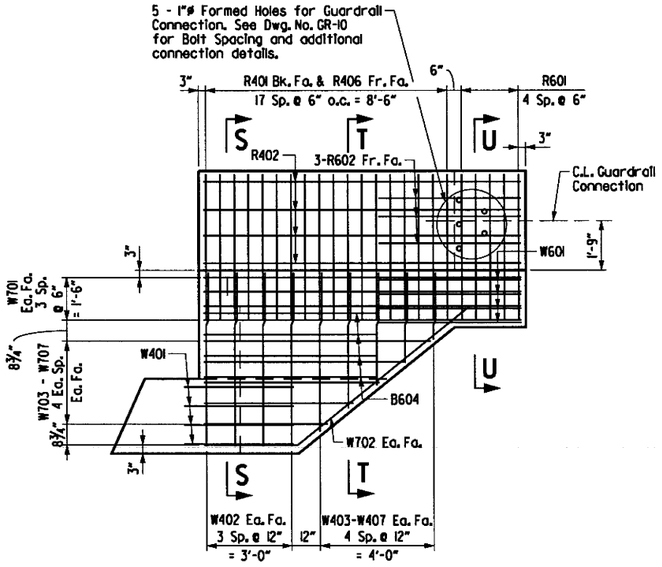
VIEW A-A (STAGE 2A)
SCALE: ⅜" = 1'-0"



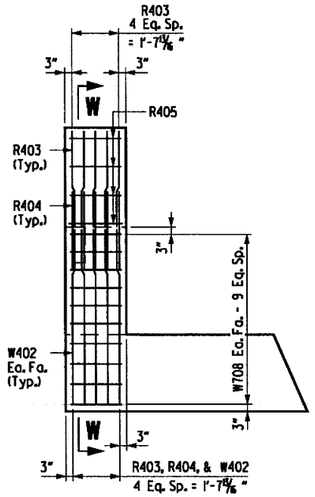
VIEW C-C (STAGE 2B)
SCALE: ⅜" = 1'-0"



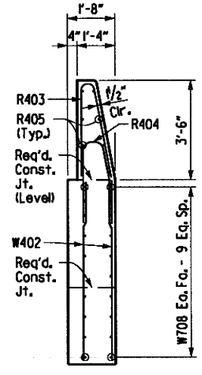
SECTION E-E
SCALE: ⅜" = 1'-0"



VIEW B-B (STAGE 2A)
SCALE: ⅜" = 1'-0"

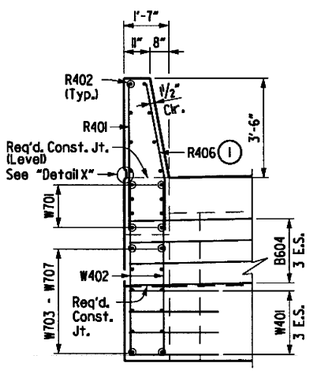


VIEW D-D (STAGE 2B)
SCALE: ⅜" = 1'-0"

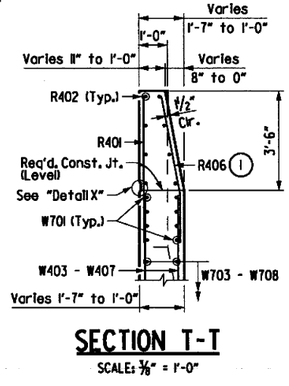


SECTION W-W (STAGE 2B)
SCALE: ⅜" = 1'-0"

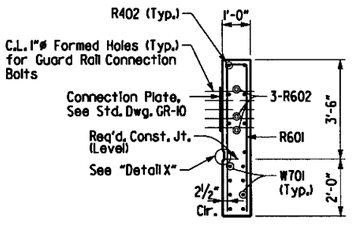
① Straighten R406 in field as necessary to match rail line.



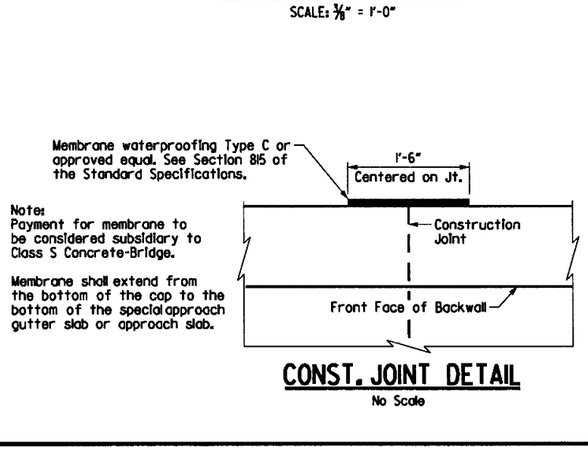
SECTION S-S
SCALE: ⅜" = 1'-0"



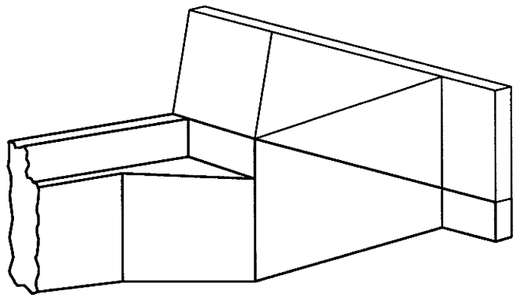
SECTION T-T
SCALE: ⅜" = 1'-0"



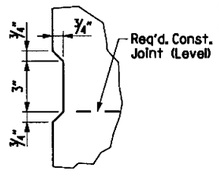
SECTION U-U
SCALE: ⅜" = 1'-0"



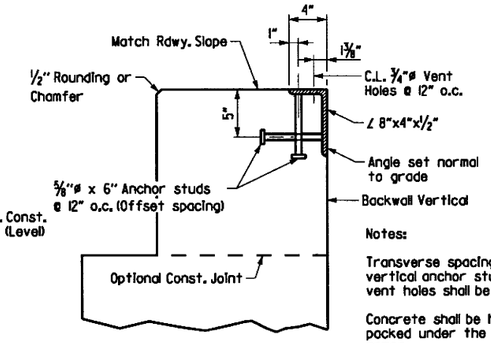
CONST. JOINT DETAIL
No Scale



THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale



DETAIL X
No Scale



DETAIL Z
SCALE: 1½" = 1'-0"

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

SHEET 2 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:		DATE:	4/18/2016	FILENAME:	bca0601b3_b12
CHECKED BY:	STS	DATE:	4/22/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	4/12/2016		

BRIDGE NO. B7412 DRAWING NO. 59813

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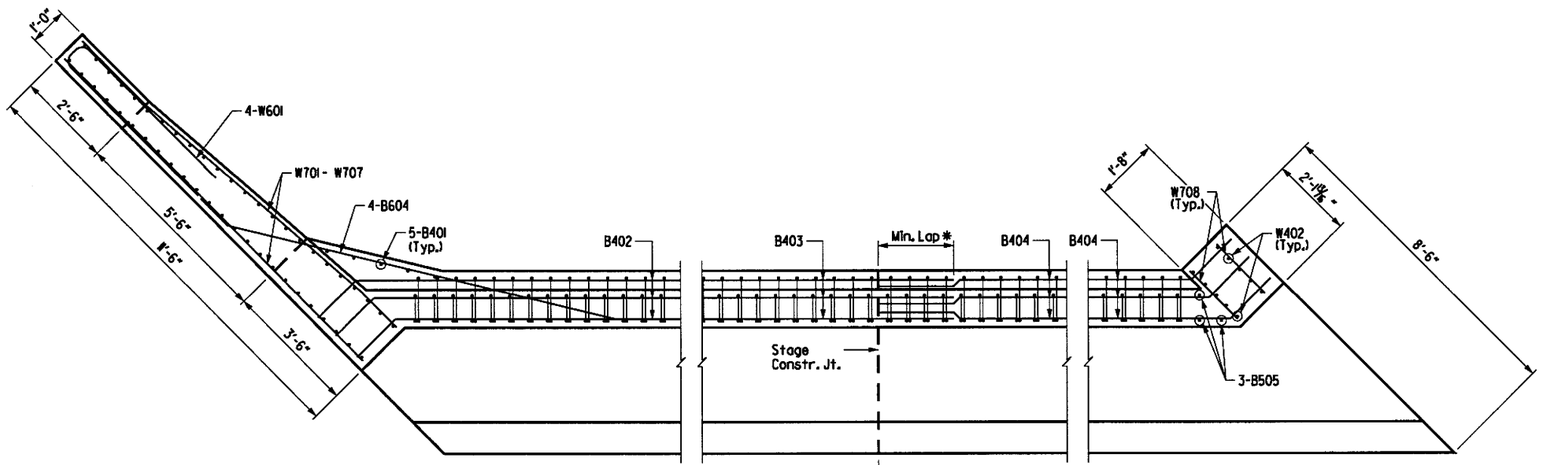
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	989	1465
				(1) B7412		BENT DETAILS		59814

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

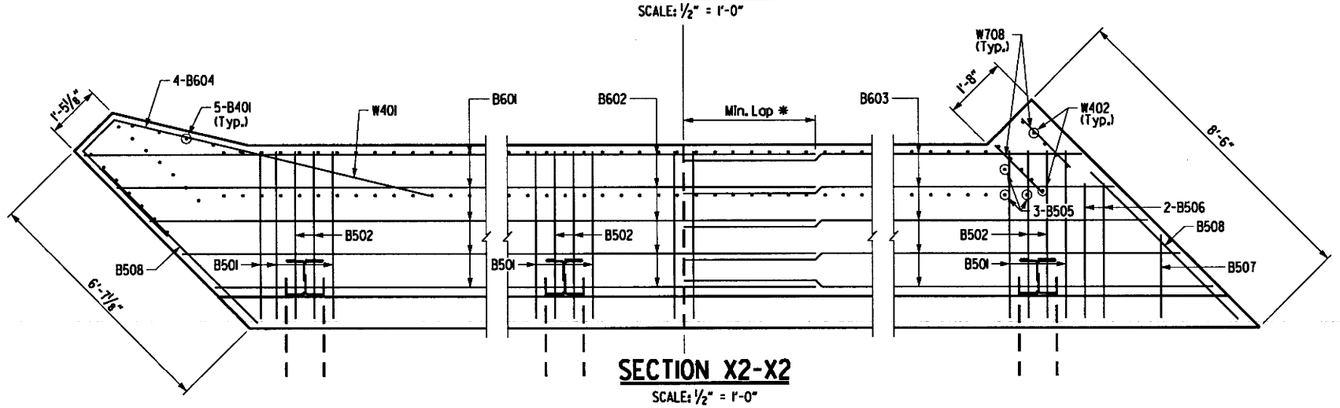
NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.



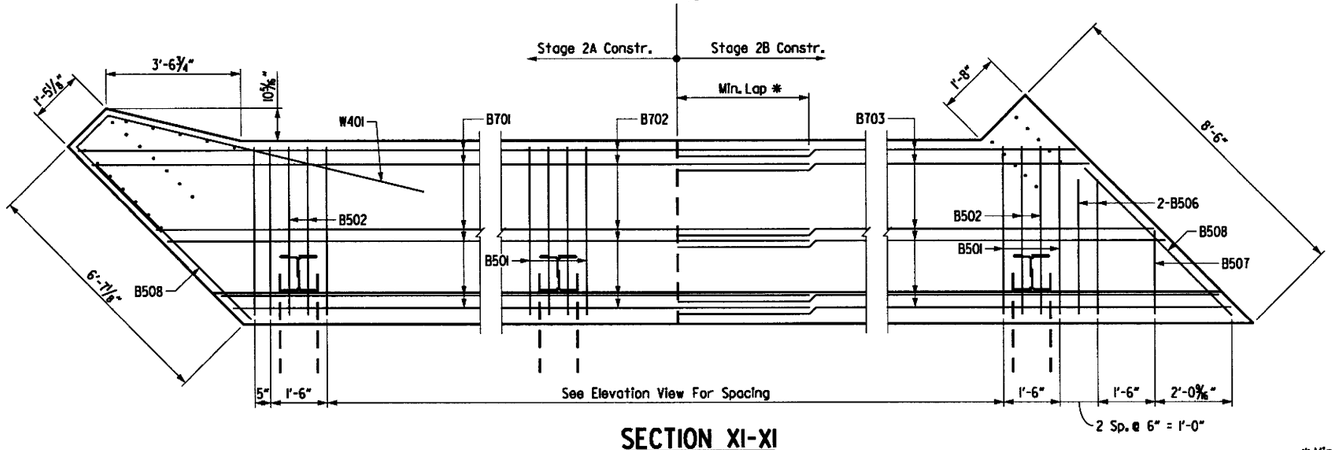
SECTION X3-X3

SCALE: ½" = 1'-0"



SECTION X2-X2

SCALE: ½" = 1'-0"



SECTION XI-XI

SCALE: ½" = 1'-0"

BAR LIST STAGE 2A

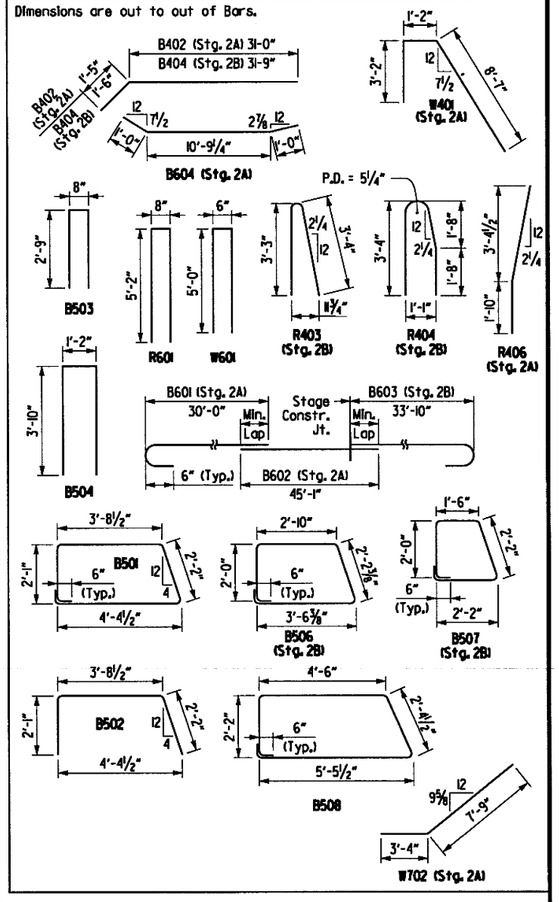
MARK	NO. REQ'D.	LENGTH	P.D.
B401	5	4'-10"	Str.
B402	12	32'-6"	3"
B403	12	40'-0"	Str.
B405	2	30'-0"	Str.
B406	2	43'-4"	Str.
B501	69	12'-10"	2 ½"
B502	16	7'-9"	2 ½"
B503	131	6'-1"	2 ½"
B504	129	8'-8"	2 ½"
B508	1	15'-7"	2 ½"
B601	5	30'-8"	4 ½"
B602	5	45'-2"	Str.
B604	4	12'-10"	4 ½"
B701	6	30'-0"	Str.
B702	6	46'-3"	Str.
Wing Wall & Rail			
R401	18	5'-3"	Str.
R402	8	11'-2"	3"
R406	18	5'-3"	3"
R601	5	10'-9"	4 ½"
R602	3	5'-0"	Str.
W401	4	13'-0"	3"
W402	8	6'-0"	Str.
W403 to W407	2 Ea	5'-6" to 2'-4"	Str.
W601	4	10'-5"	4 ½"
W701	4	11'-2"	Str.
W702	2	11'-1"	5 ¼"
W703 to W707	2 Ea	4'-5" to 8'-0"	Str.

BAR LIST STAGE 2B

MARK	NO. REQ'D.	LENGTH	P.D.
B404	12	33'-3"	3"
B407	2	33'-11"	Str.
B501	37	12'-10"	2 ½"
B502	12	7'-9"	2 ½"
B503	65	6'-1"	2 ½"
B504	65	8'-8"	2 ½"
B505	3	5'-1"	Str.
B506	2	11'-8"	2 ½"
B507	1	9'-0"	2 ½"
B508	1	15'-7"	2 ½"
B603	5	34'-7"	4 ½"
B703	6	33'-11"	Str.
Wing Wall			
R403	5	6'-5"	3 ¾"
R404	5	6'-9"	3"
R405	8	1'-10"	Str.
W402	10	6'-0"	Str.
W708	20	1'-10"	Str.

Bending Diagrams

Dimensions are out to out of Bars.



* Min. Laps are as follows:
#4 Bars = 1'-9"
#6 Bars = 2'-7"
#7 Bars = 3'-6"

SHEET 3 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/18/2016	FILENAME:	bca0601b3_bl3
CHECKED BY:	STS	DATE:	4/22/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	4/12/2016		

BRIDGE NO. B7412 DRAWING NO. 59814

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	990	1465

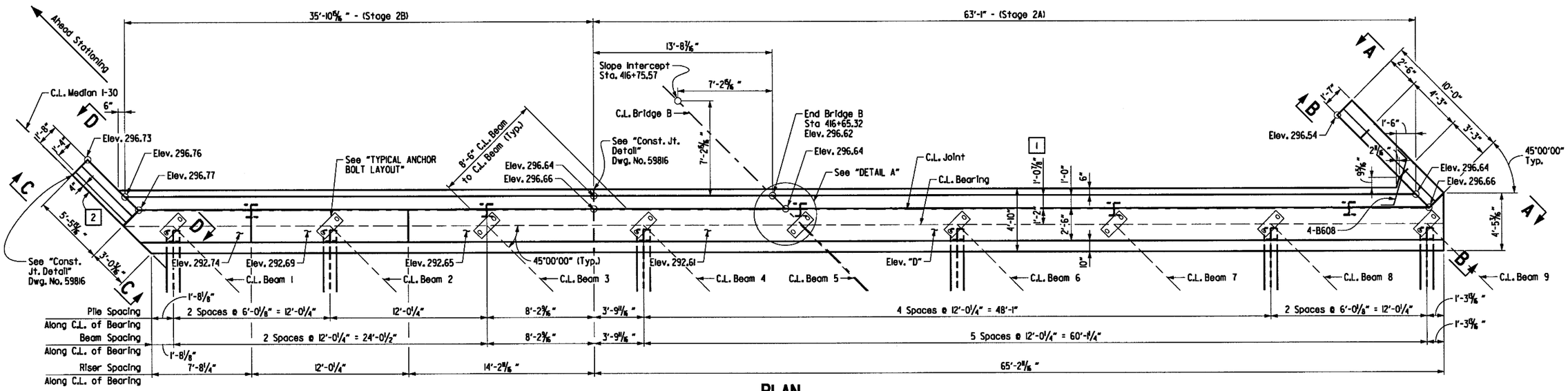
(1) B7412 **BENT DETAILS** 59815

For Project Bridge General Notes, see Dwg. No. 59691

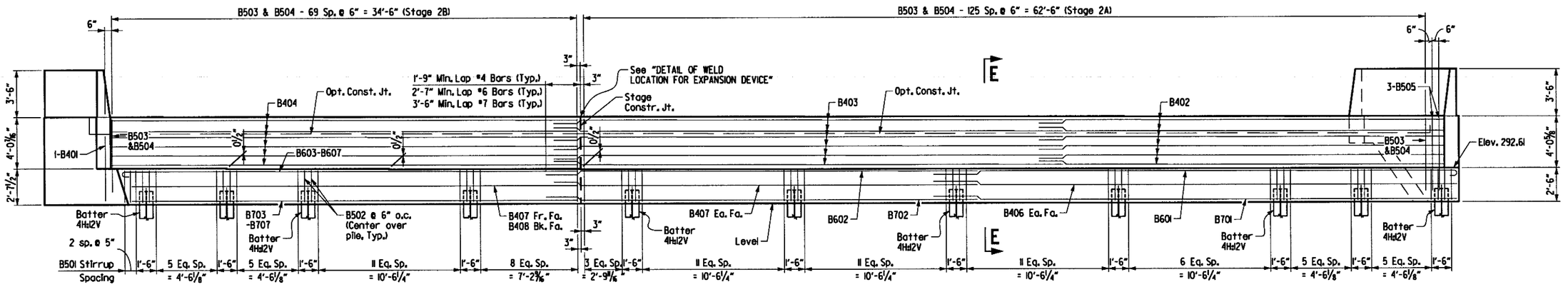
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

[1] Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

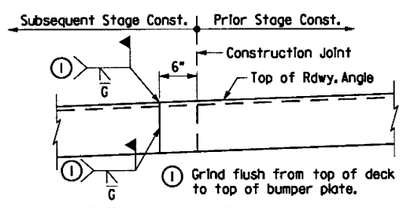
[2] 1/2" Preformed Jt. Filler (AASHTO M 153, Type II and 1/2" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".



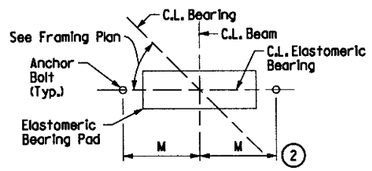
PLAN
SCALE: 1/4" = 1'-0"



ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"

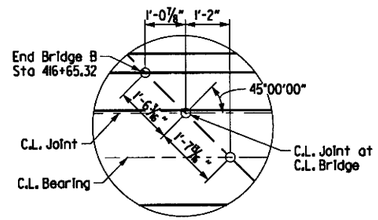


DETAIL OF WELD LOCATION FOR EXPANSION DEVICE
No Scale



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843



DETAIL A
SCALE: 1/2" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 9
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/18/2016
CHECKED BY: STS DATE: 4/22/2016
DESIGNED BY: DD DATE: 4/12/2016
FILENAME: bca0601b3_b91
SCALE: AS SHOWN

BRIDGE NO. B7412 DRAWING NO. 59815

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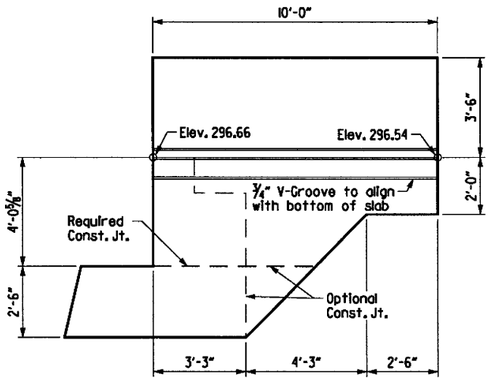
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	991	1465

(1) B7412 — BENT DETAILS — 59816

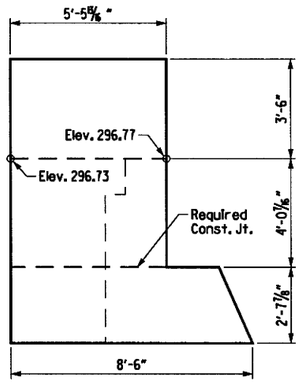
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



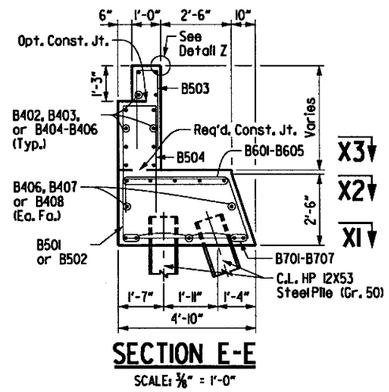
VIEW A-A (STAGE 2A)

SCALE: ⅜" = 1'-0"



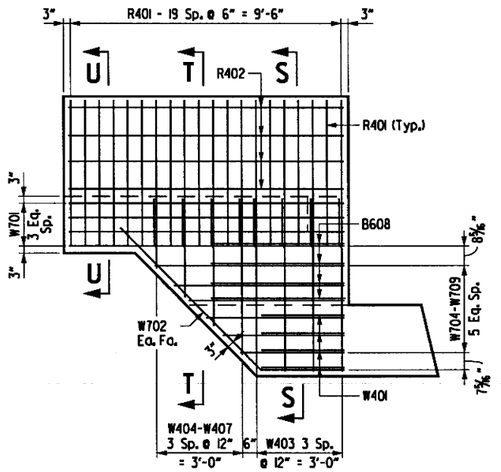
VIEW C-C (STAGE 2B)

SCALE: ⅜" = 1'-0"



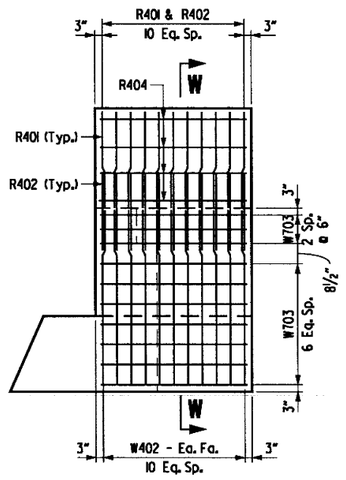
SECTION E-E

SCALE: ⅜" = 1'-0"



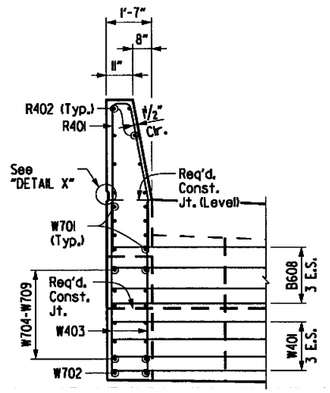
VIEW B-B (STAGE 2A)

SCALE: ⅜" = 1'-0"



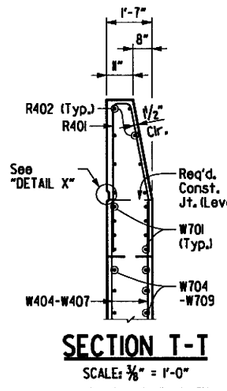
VIEW D-D (STAGE 2B)

SCALE: ⅜" = 1'-0"



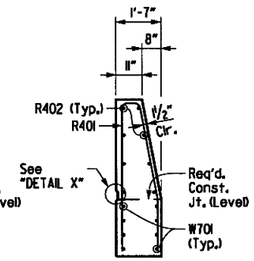
SECTION S-S

SCALE: ⅜" = 1'-0"



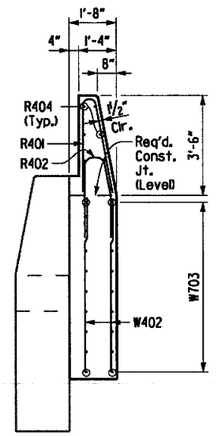
SECTION T-T

SCALE: ⅜" = 1'-0"



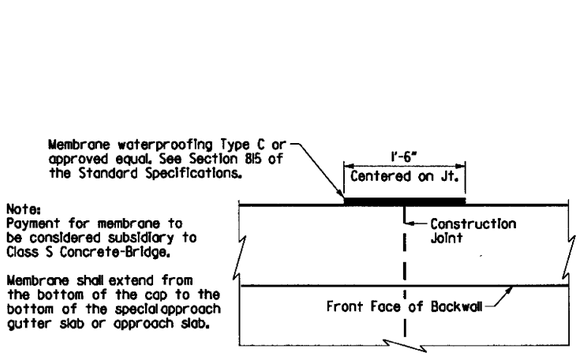
SECTION U-U

SCALE: ⅜" = 1'-0"



SECTION W-W (STAGE 2B)

SCALE: ⅜" = 1'-0"

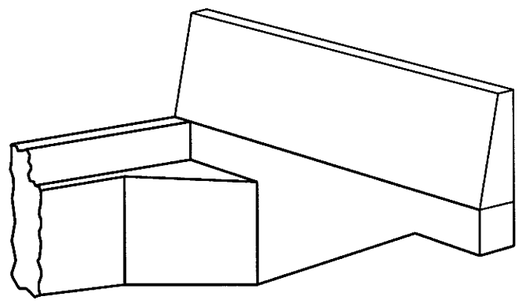


Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

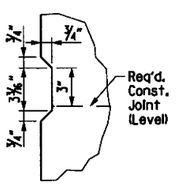
CONST. JOINT DETAIL

No Scale



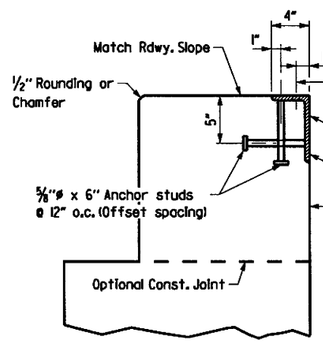
THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale



DETAIL X

No Scale



DETAIL Z

SCALE: ½" = 1'-0"

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

SHEET 2 OF 3
DETAILS OF END BENT 9
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:		DATE:	4/18/2016	FILENAME:	bca0601b3.b92
CHECKED BY:	STS	DATE:	4/22/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	4/12/2016		

BRIDGE NO. B7412 — DRAWING NO. 59816

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Jharrell

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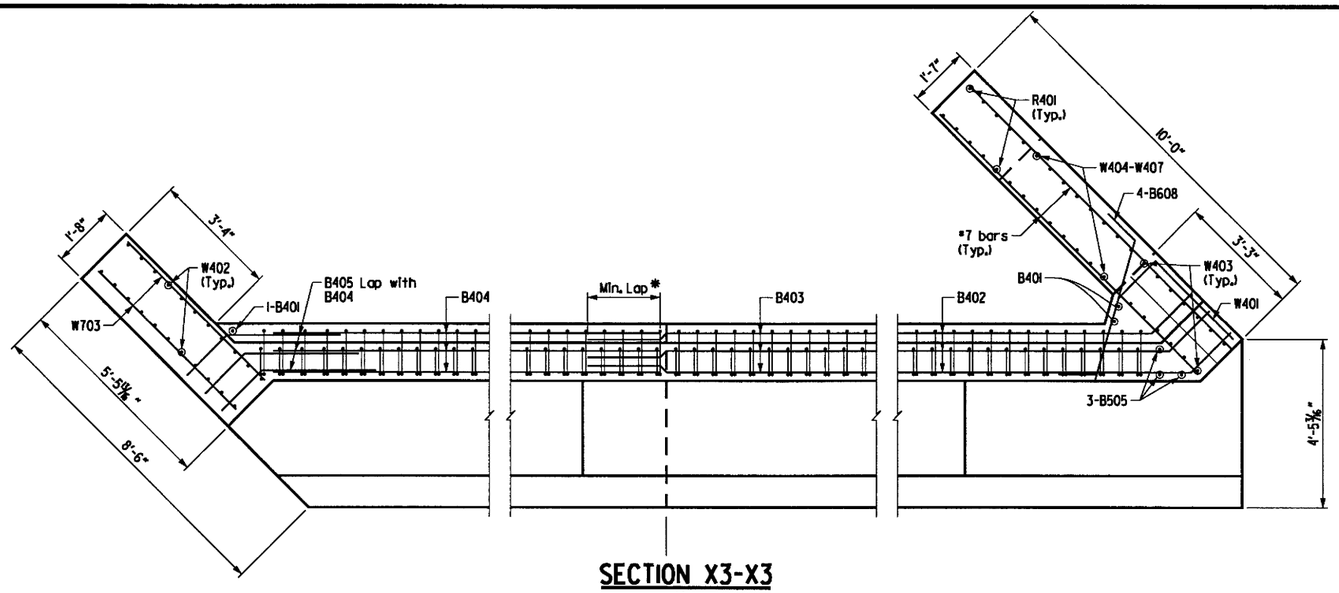
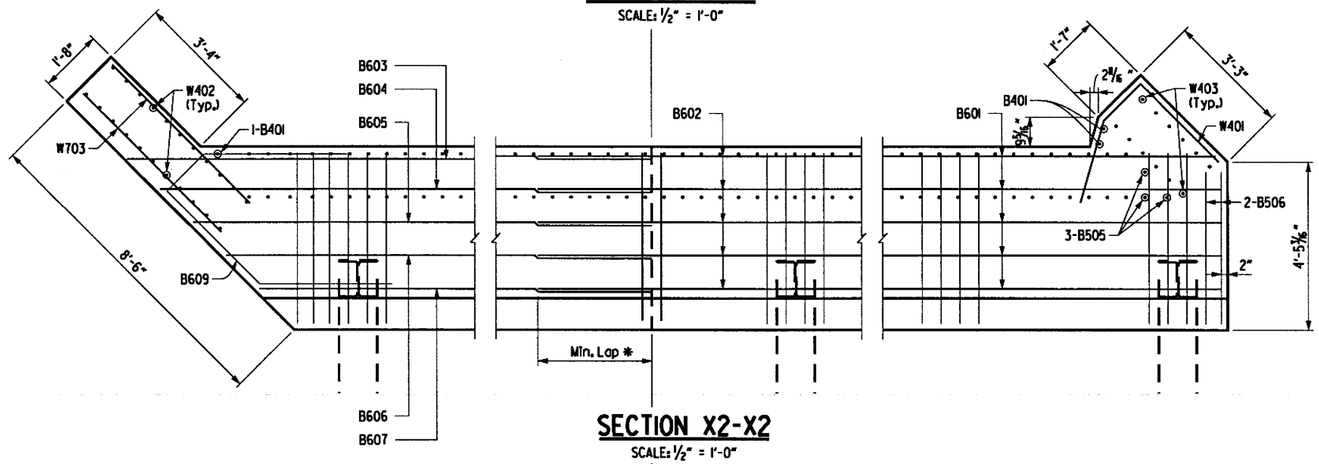
Jharrell



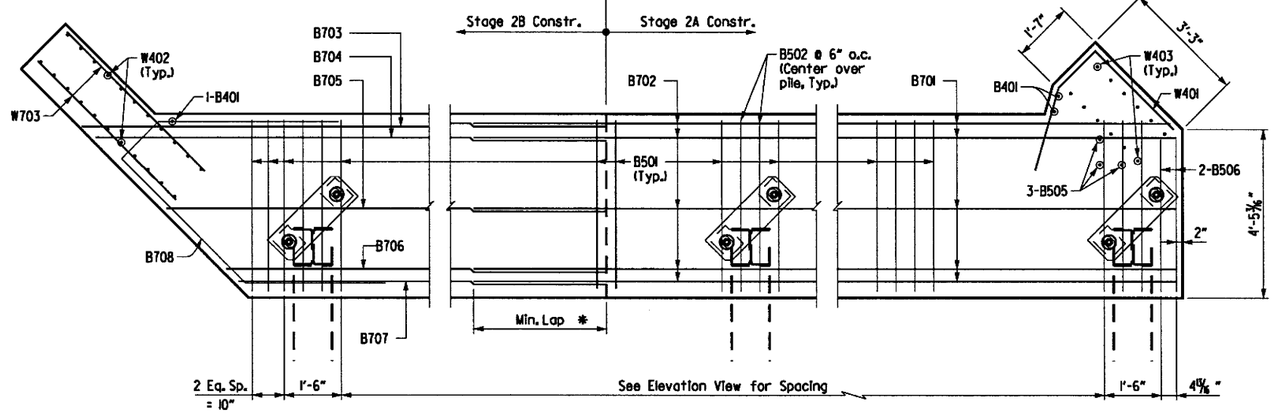
SECTION X3-X3

SCALE: ½" = 1'-0"



SECTION X2-X2

SCALE: ½" = 1'-0"



SECTION XI-XI

SCALE: ½" = 1'-0"

* Min. Laps are as follows:
#4 Bars = 1'-9"
#6 Bars = 2'-7"
#7 Bars = 3'-6"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	992	1465

(1) B7412 — BENT DETAILS — 59817

BAR LIST STAGE 2A

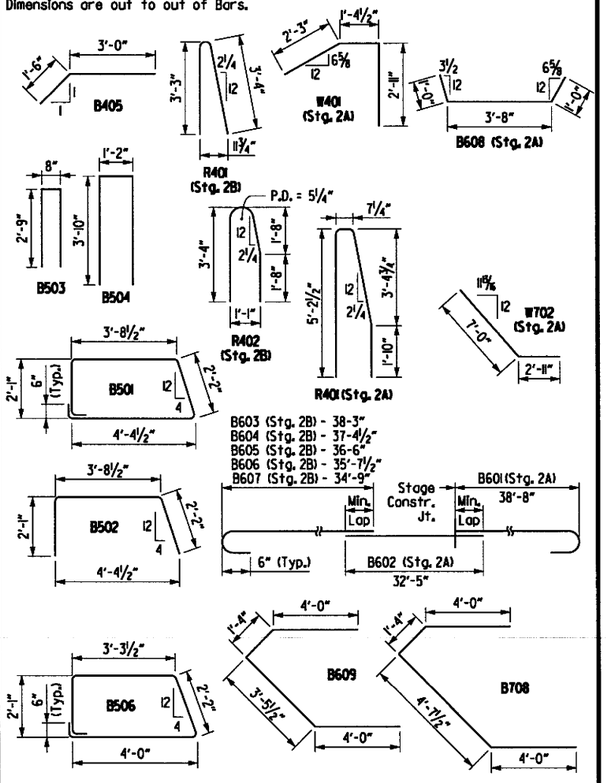
MARK	NO. REQ'D.	LENGTH	P.D.
B401	2	4'-9"	Str.
B402	12	29'-6"	3"
B403	12	40'-0"	Str.
B406	4	34'-7"	Str.
B501	59	13'-5"	2 ½"
B502	14	7'-9"	2 ½"
B503	126	6'-0"	2 ½"
B504	126	8'-4"	2 ½"
B505	3	5'-10"	Str.
B506	2	12'-1"	2 ½"
B601	5	39'-4"	4 ½"
B602	5	32'-5"	Str.
B608	4	5'-8"	4 ½"
B701	5	39'-0"	Str.
B702	5	33'-2"	Str.
Wing Wall & Rail			
R401	20	6'-4"	3"
R402	8	9'-8"	Str.
W401	4	6'-6"	3"
W403	8	5'-11"	Str.
W404 to W407	2 Ea.	2'-5" to 5'-6"	Str.
W701	8	9'-8"	Str.
W702	2	9'-11"	5 ¼"
W704 to W709	2 Ea.	6'-7" to 3'-7"	Str.

BAR LIST STAGE 2B

MARK	NO. REQ'D.	LENGTH	P.D.
B401	1	4'-9"	Str.
B404	12	34'-10"	Str.
B405	12	4'-6"	3"
B407	1	34'-0"	Str.
B408	1	36'-0"	Str.
B501	36	13'-5"	2 ½"
B502	8	7'-9"	2 ½"
B503	70	6'-0"	2 ½"
B504	70	8'-4"	2 ½"
B603	1	38'-11"	4 ½"
B604	1	38'-0"	4 ½"
B605	1	37'-2"	4 ½"
B606	1	36'-3"	4 ½"
B607	1	35'-5"	4 ½"
B609	1	12'-10"	4 ½"
B703	1	38'-3"	Str.
B704	1	37'-11"	Str.
B705	1	35'-11"	Str.
B706	1	34'-2"	Str.
B707	1	33'-11"	Str.
B708	1	14'-0"	5 ¼"
Wing Wall			
R401	11	6'-4"	3 ¾"
R402	11	6'-9"	5 ¼"
R404	8	5'-2"	Str.
W402	22	6'-1"	Str.
W703	20	5'-2"	Str.

Bending Diagrams

Dimensions are out to out of Bars.



NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 3 OF 3
DETAILS OF END BENT 9
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/18/2016	FILENAME:	bca0601b3.b93
CHECKED BY:	STS	DATE:	4/22/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	4/12/2016		

BRIDGE NO. B7412 — DRAWING NO. 59817

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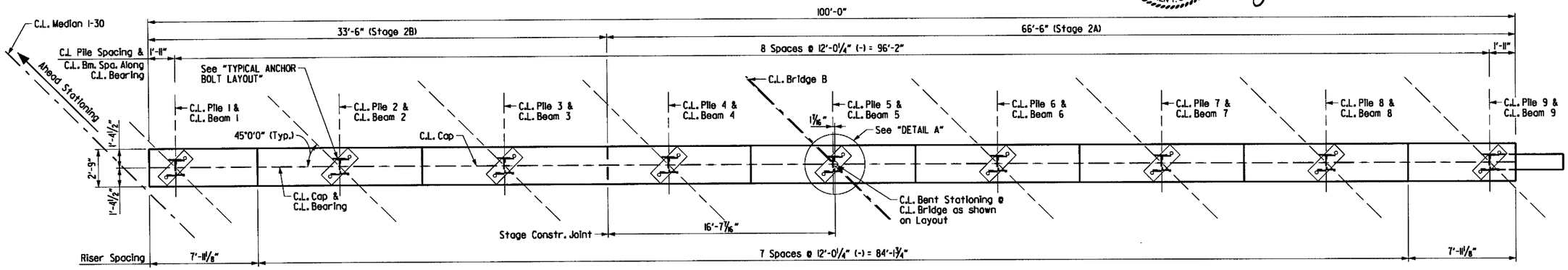
8/3/2018
jharrell

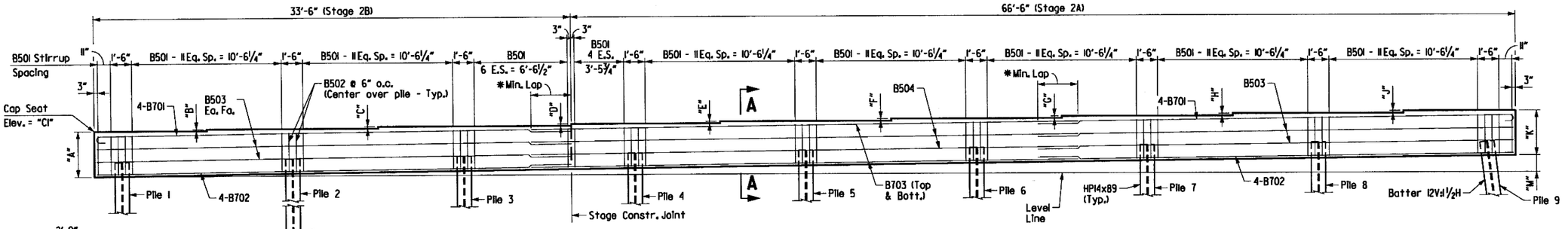
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

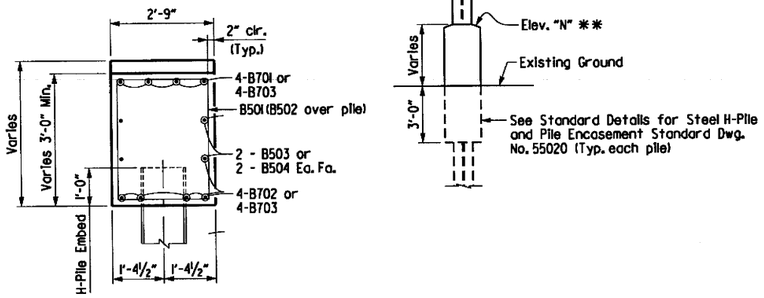
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	993	1465
				(1) B7412		BENT DETAILS		59818

For Project Bridge General Notes, see Dwg. No. 59691



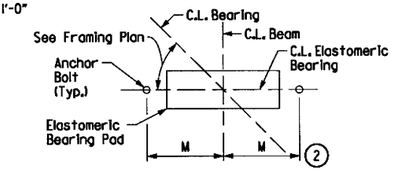
PLAN
SCALE: 1/4" = 1'-0"





SECTION A-A
SCALE: 1/2" = 1'-0"

ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"



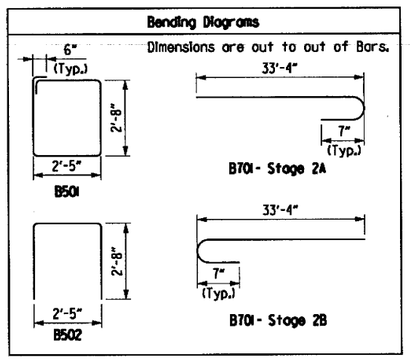
TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59843 & 59844

* Min. Laps are as follows:

*5 Bars = 2'-2"
*7 Bars = 3'-6"

** Top of Pile Encasement elevation shall be 3ft above existing ground or 3ft above OHWM whichever is greater.



CAP VARIABLES

Bent	"CI"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	"M"	"N"
2	294.83	3'-2"	1 7/16"	1 1/2"	1 9/16"	1 5/8"	1 3/4"	1 15/16"	1 7/8"	1 15/16"	3'-1 1/4"	1'-2 3/16"	280.5
3	294.93	3'-2"	1 1/4"	1 5/16"	1 3/8"	1 1/2"	1 3/16"	1 5/16"	1 11/16"	1 3/4"	3'-1 1/4"	1'-0 15/16"	279.5
4	294.84	3'-2"	1 1/16"	1 3/16"	1 1/4"	1 5/16"	1 3/16"	1 7/16"	1 9/16"	1 5/16"	3'-1 1/4"	11 1/2"	278.5
6	294.22	3'-2"	0 15/16"	0 7/8"	0 15/16"	1"	1 1/8"	1 3/16"	1 1/4"	1 3/16"	3'-1 1/4"	9 5/16"	276.5
7	293.71	3'-2"	0"	0 3/4"	0 9/16"	0 11/16"	0 3/4"	0 7/8"	1"	1 1/8"	3'-1 1/4"	6 1/2"	278.0
8	293.17	3'-2"	0"	0"	0"	0"	0 1/2"	0 1/2"	0 1/2"	0 5/8"	3'-1 3/8"	2 15/16"	279.0

CAP ELEVATIONS - BENT 8

Cap Seat No.	1	2	3	4	5	6	7	8	9
Cap Seat Elev.	293.17	293.17	293.17	293.17	293.18	293.22	293.26	293.30	293.35

BAR LIST STAGE 2A

MARK	NO. REQ'D.	LENGTH	P.D.
B501	66	10'-9"	2 1/2"
B502	12	7'-7"	2 1/2"
B503	4	33'-4"	Str.
B504	4	38'-6"	Str.
B701	4	34'-2"	5 1/4"
B702	4	33'-4"	Str.
B703	8	38'-6"	Str.

BAR LIST STAGE 2B

MARK	NO. REQ'D.	LENGTH	P.D.
B501	33	10'-9"	2 1/2"
B502	6	7'-7"	2 1/2"
B503	4	50'-8"	Str.
B701	4	34'-2"	5 1/4"
B702	4	33'-4"	Str.

DETAILS OF INTERMEDIATE BENTS 2-4, 6-8
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/21/2016
CHECKED BY: STS DATE: 3/24/2016
DESIGNED BY: DD DATE: 3/15/2016
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SCALE: AS SHOWN

BRIDGE NO. B7412 DRAWING NO. 59818

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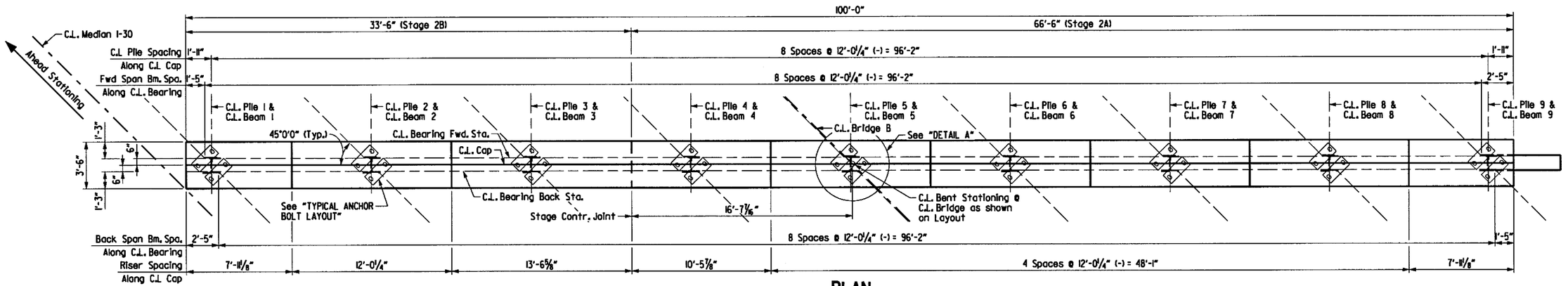
6/21/2018
jharrell

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

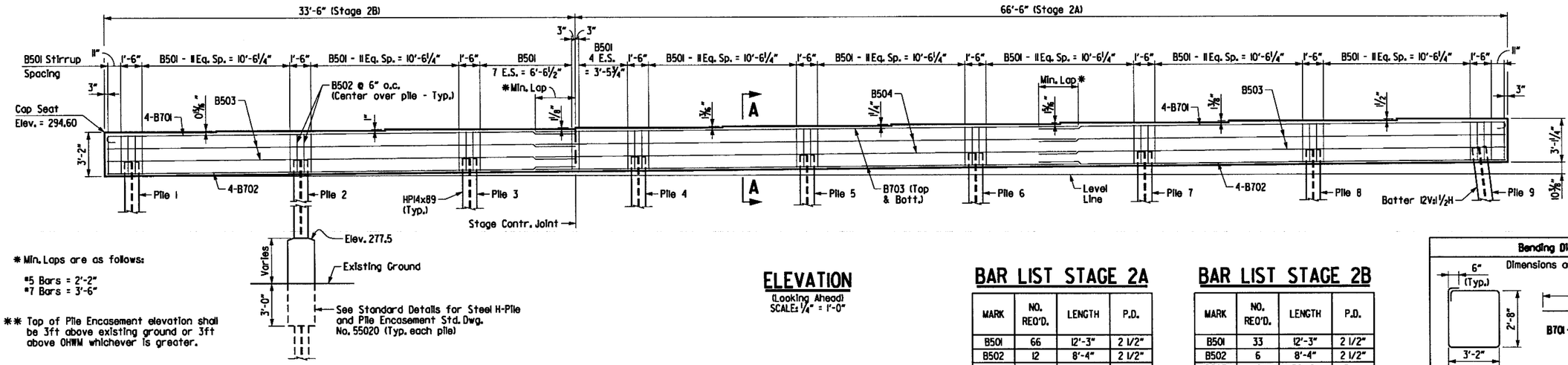
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	994	1465

(1) B7412 **BENT DETAILS** 59819

For Project Bridge General Notes, see Dwg. No. 59691



PLAN
SCALE: ¼" = 1'-0"



ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"

* Min. Laps are as follows:
*5 Bars = 2'-2"
*7 Bars = 3'-6"

** Top of Pile Encasement elevation shall be 3ft above existing ground or 3ft above OHWM whichever is greater.

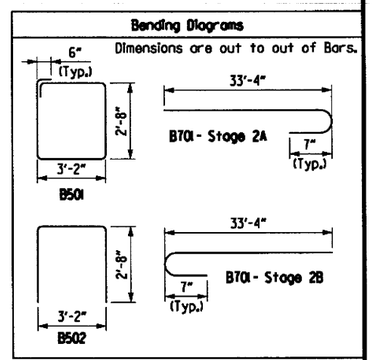
BAR LIST STAGE 2A

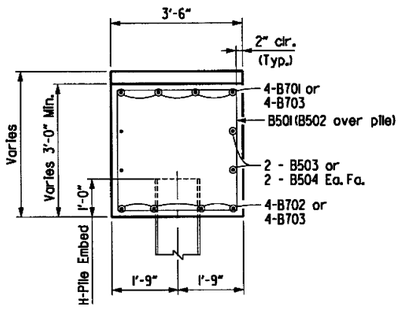
MARK	NO. REQ'D.	LENGTH	P.D.
B501	66	12'-3"	2 1/2"
B502	12	8'-4"	2 1/2"
B503	4	33'-4"	Str.
B504	4	38'-6"	Str.
B701	4	34'-2"	5 1/4"
B702	4	33'-4"	Str.
B703	8	38'-6"	Str.

BAR LIST STAGE 2B

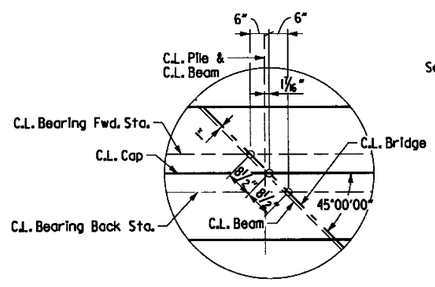
MARK	NO. REQ'D.	LENGTH	P.D.
B501	33	12'-3"	2 1/2"
B502	6	8'-4"	2 1/2"
B503	4	50'-8"	Str.
B701	4	34'-2"	5 1/4"
B702	4	33'-4"	Str.

Bending Diagrams
Dimensions are out to out of Bars.

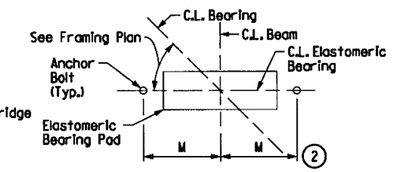




SECTION A-A
SCALE: ½" = 1'-0"



DETAIL A
SCALE: ½" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843

DETAILS OF INTERMEDIATE BENT 5
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/21/2016	FILENAME:	bca0601b3_b51
CHECKED BY:	STS	DATE:	3/24/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	3/15/2016		

BRIDGE NO. B7412 DRAWING NO. 59819

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6/21/2018
jharrell

NOTES:

One Epoxy Coated #6 bar in the top and one Epoxy Coated #6 bar in the bottom may be substituted for each bar S60IE. Payment will be based on the weight of bar S60IE.

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
S500E @ 13" Centers (Top & Bottom)
S600E @ 13" Centers (Top Overhang)
S60IE @ 13" Centers (Bent up over beam)

Longitudinal:
S40IE @ 18" Centers (Top Temperature)
S602E @ 10" Centers (Placed in Top as shown over Int. Supports)
S50IE @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1, 5, & 9 (C)

Roadway Channel C15x33.9 (M270, Gr. 50W) Conn. ∠'s 8"x4x½" (End Bents) or Split C15x33.9 (Bents 5)
Detail Device ⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

For "LONGITUDINAL CONSTRUCTION JOINT" detail, see Std. Dwg. No. 55007

For Project Bridge General Notes, see Dwg. No. 59691

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	995	1465
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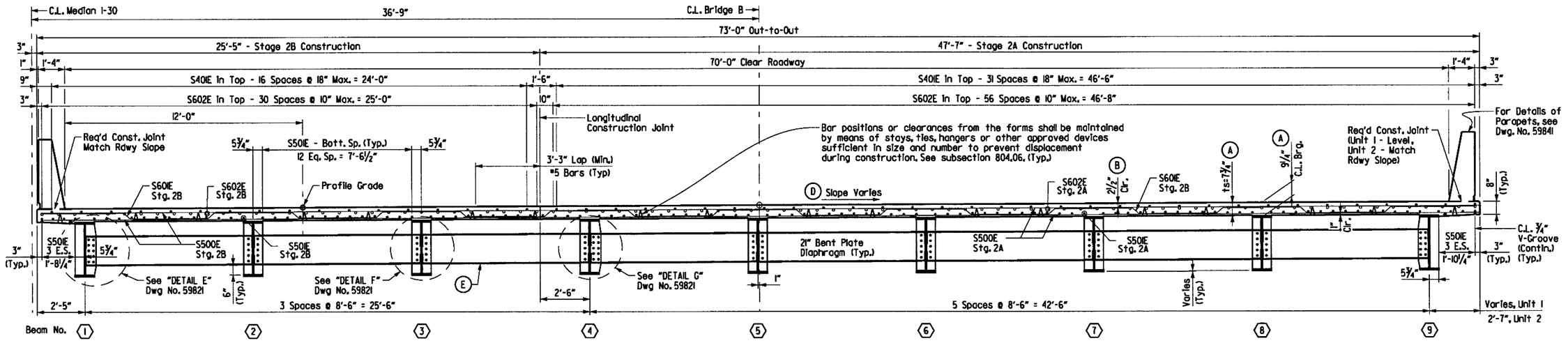
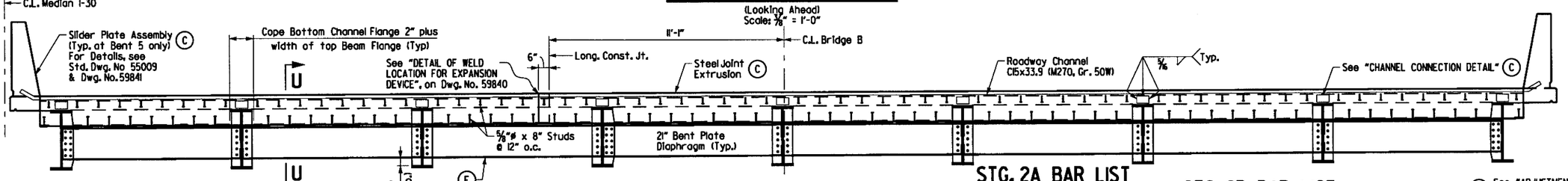


TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"

Bending Diagrams
(Dimensions are out to out of bars)

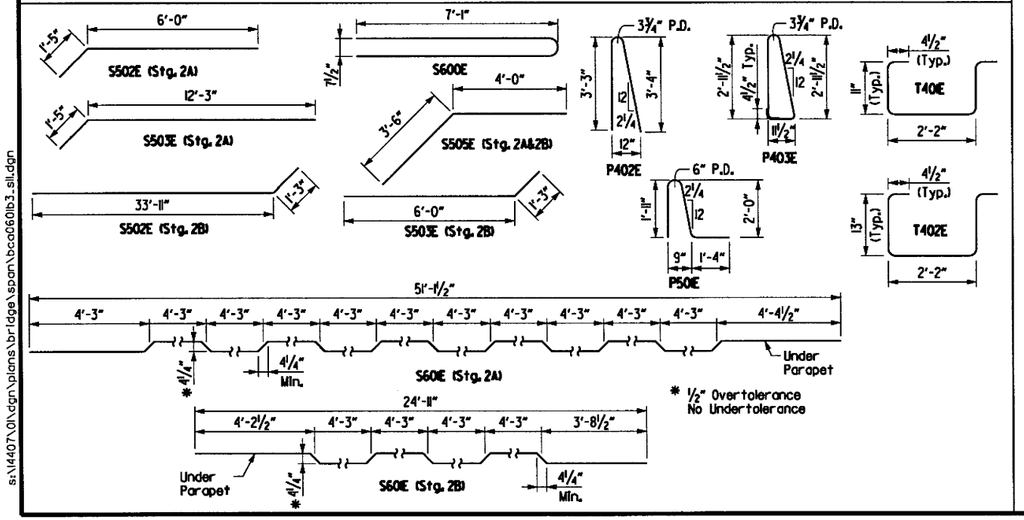


TABLE OF VARIABLES

Stage	Unit	"P"	"O"
2A	1	506	-
2B	1	418	80
2A	2	466	40
2B	2	458	40

STG. 2A BAR LIST

(Unit 1 or 2)

Mark	No. Req'd.	Length	Pin Dia.
S40IE	256	35'-5"	Str.
S500E	199	50'-11"	Str.
S50IE	345	55'-8"	Str.
S502E	18	7'-5"	3 ¾"
S503E	8	13'-8"	3 ¾"
S504E	8	42'-4"	Str.
S505E	24	7'-6"	3 ¾"
S506E to S588E	2 Ea.	6'-2" to 50'-8"	Str.
S589E to S5166E	2 Ea.	48'-11" to 7'-1"	Str.
S600E	239	14'-6"	6"
S60IE	199	52'-1"	4 ½"
S602E	171	60'-0"	Str.
T40IE	50	4'-5"	2"
T402E	50	4'-9"	2"
T60IE	16	36'-0"	Str.
T70IE	50	10'-5"	Str.
P50IE	"P"	5'-8"	3 ¾"
P40IE	84	5'-6"	Str.
P402E	"P"	6'-11"	3 ¾"
P403E	"O"	7'-11"	3 ¾"
P404E	88	13'-8"	Str.
P405E	11	14'-4"	Str.
P406E	33	14'-5"	Str.
P407E	22	15'-2"	Str.
P408E	11	15'-4"	Str.
P409E	33	15'-5"	Str.

STG. 2B BAR LIST

(Unit 1 or 2)

Mark	No. Req'd.	Length	Pin Dia.
S40IE	136	35'-5"	Str.
S500E	199	25'-2"	Str.
S50IE	175	55'-8"	Str.
S502E	4	35'-2"	3 ¾"
S503E	16	7'-3"	3 ¾"
S504E to S540E	2 Ea.	4'-2" to 23'-11"	Str.
S541E to S577E	2 Ea.	5'-1" to 25'-3"	Str.
S600E	215	14'-6"	6"
S60IE	199	25'-5"	4 ½"
S602E	93	60'-0"	Str.
T40IE	35	4'-5"	2"
T402E	35	4'-9"	2"
T60IE	8	33'-6"	Str.
T70IE	30	10'-5"	Str.
T702E	10	7'-7"	Str.
P50IE	"P"	5'-8"	3 ¾"
P40IE	84	5'-6"	Str.
P402E	"P"	6'-11"	3 ¾"
P403E	"O"	7'-11"	3 ¾"
P404E	88	13'-8"	Str.
P405E	11	14'-4"	Str.
P406E	33	14'-5"	Str.
P407E	22	15'-2"	Str.
P408E	11	15'-4"	Str.
P409E	33	15'-5"	Str.

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange contacts bottom reinforcing steel; Maximum = top flange thickness plus 1⅛".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Intermediate Bent 5. For Joint Data Tables, see Dwg. No. 59796

(D) See "SUPERELEVATION TRANSITION DETAIL FOR BRIDGE A & B"

(E) Diaphragms between girders 3 & 4 shall be installed with bolts loose when girders are erected in Stage 2. Bolts shall be fully tightened immediately after placing slab in Stage 2.

Alternatively, the holes in the connection plate of one side of these diaphragms may be field drilled after placing slab in Stage 2.

SHEET 1 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2 BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/29/2016
CHECKED BY:	STS	DATE:	4/8/2016
DESIGNED BY:	JH	DATE:	3/28/2016

FILENAME: bco0601b3.sll
SCALE: AS SHOWN

BRIDGE NO. B7412 DRAWING NO. 59820

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				6	ARK.			
				JOB NO.		CA0601	996	1465
				(1) B7412		SPAN DETAILS		59821

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

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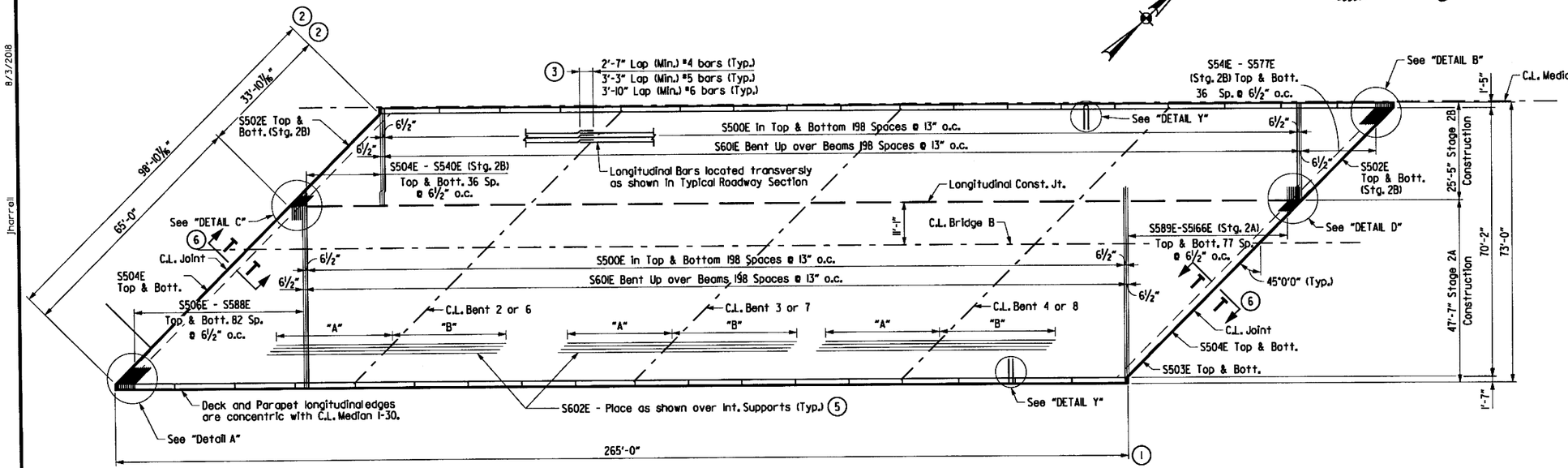
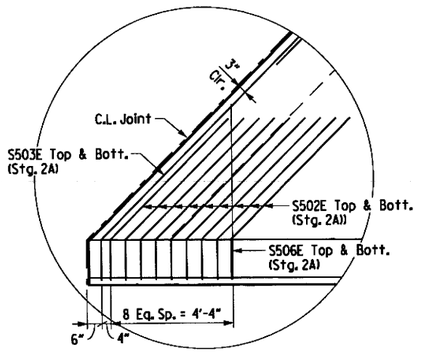
For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, "LONGITUDINAL CONSTRUCTION JOINT" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



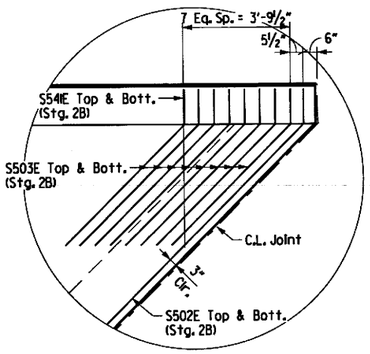
REINFORCING PLAN UNIT 1 & 2

SCALE: 1/16" = 1'-0"



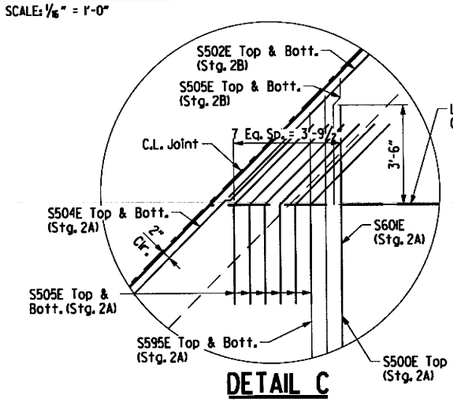
DETAIL A

No Scale



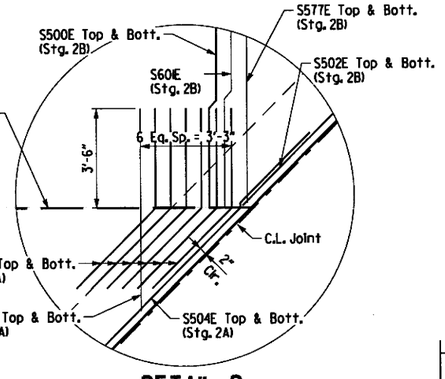
DETAIL B

No Scale



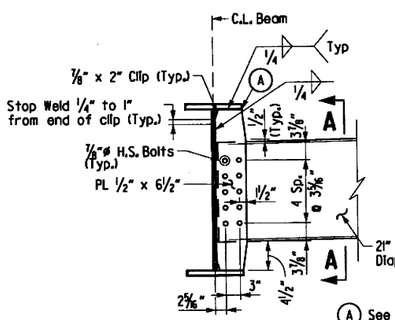
DETAIL C

No Scale



DETAIL D

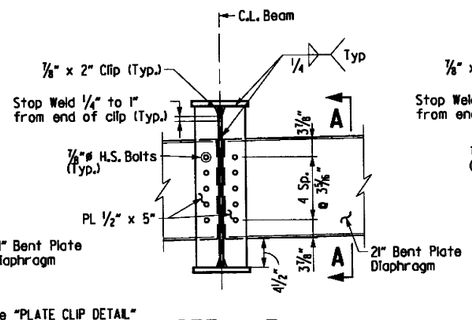
No Scale



(A) See "PLATE CLIP DETAIL"

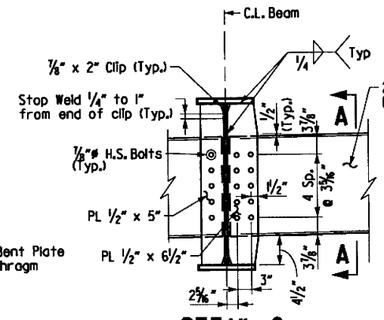
DETAIL E

SCALE: ¾" = 1'-0"



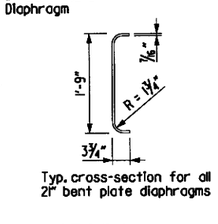
DETAIL F

SCALE: ¾" = 1'-0"



DETAIL G

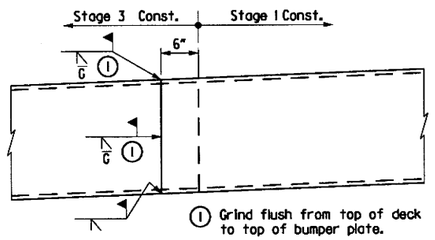
SCALE: ¾" = 1'-0"



Typ. cross-section for all 21" bent plate diaphragms

SECTION A-A

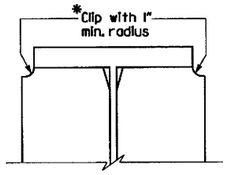
SCALE: ¾" = 1'-0"



(1) Grind flush from top of deck to top of bumper plate.

DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

(Looking Ahead)
Scale: 1" = 1'-0"



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

PLATE CLIP DETAIL

Not to Scale

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along centerline of joint.

(3) Min Laps also applicable to splices in Transverse Reinforcing.

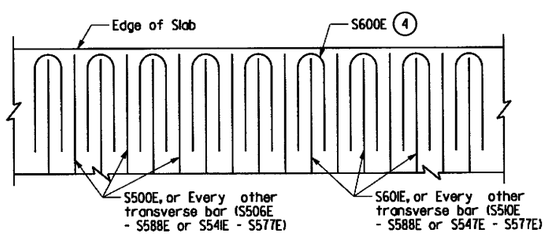
(4) Spaced equally between every other top transervse bar as shown.

(5) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59820

(6) For Section T-T, see Dwg. No. 59840

TABLE OF VARIABLES

Bent No.	"A"	"B"
2	30'-6"	29'-6"
3	27'-6"	32'-6"
4	30'-0"	30'-0"
6	30'-0"	30'-0"
7	32'-6"	27'-6"
8	29'-6"	30'-6"



DETAIL Y

No Scale

SHEET 2 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/29/2016	FILENAME:	bca0601b3_sl2
CHECKED BY:	STS	DATE:	4/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/28/2016		

BRIDGE NO. B7412 DRAWING NO. 59821

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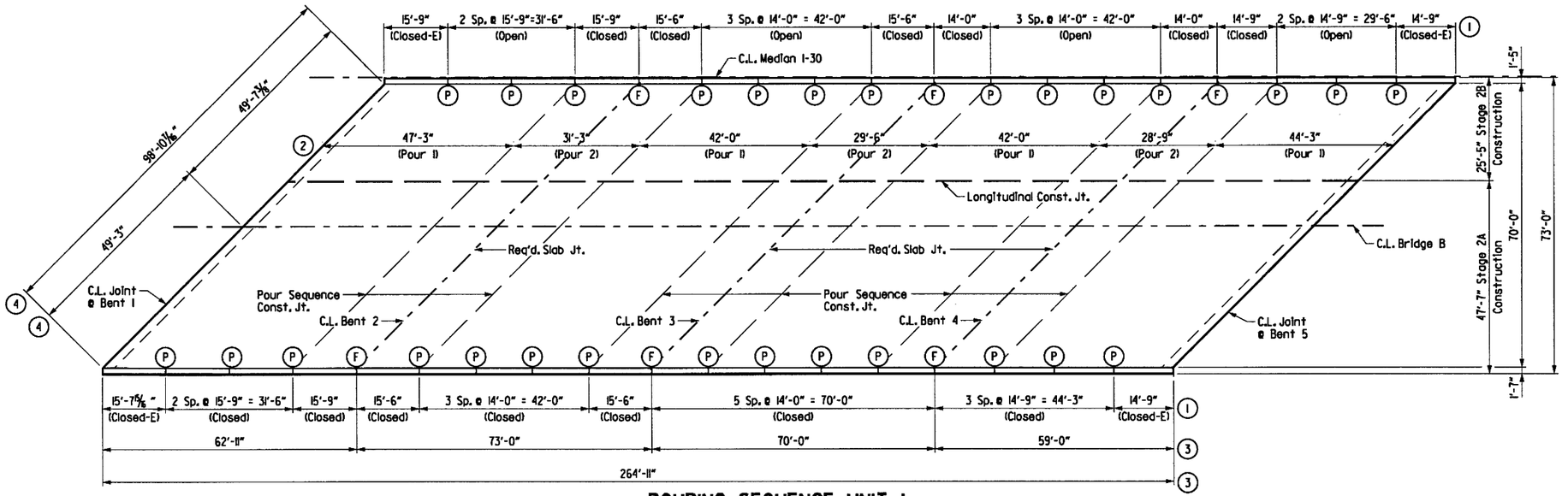
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	997	1465
				(1) B7412		SPAN DETAILS		59822

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

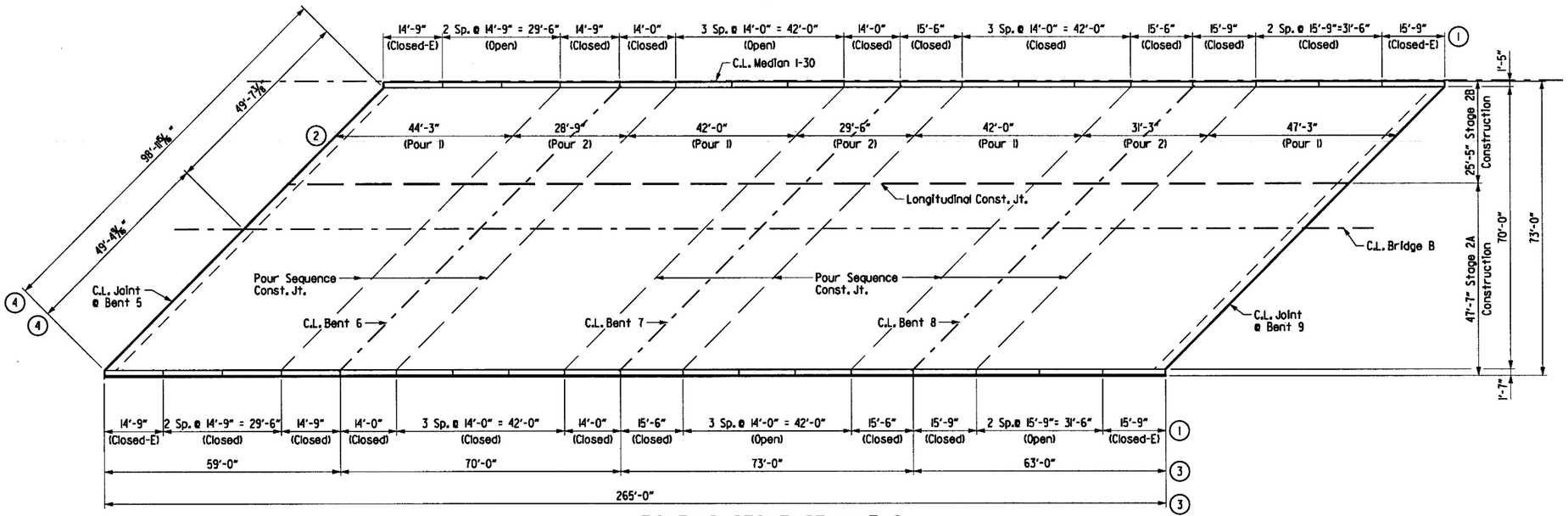
19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, "LONGITUDINAL CONSTRUCTION JOINT" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



POURING SEQUENCE UNIT 1

SCALE: 1/16" = 1'-0"



POURING SEQUENCE UNIT 2

SCALE: 1/16" = 1'-0"

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

For each stage of construction, pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59841

(F) C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59841

SHEET 3 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/29/2016	FILENAME:	bca0601b3_sl3
CHECKED BY:	STS	DATE:	4/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/28/2016		

BRIDGE NO. B7412 DRAWING NO. 59822

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	998	1465
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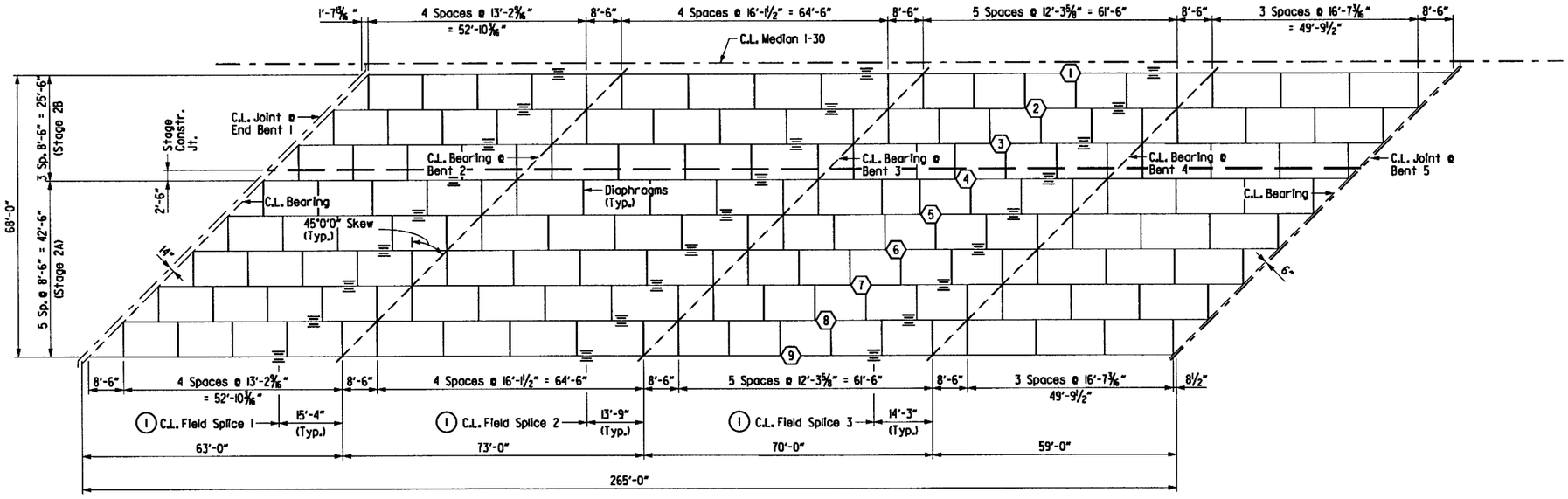
STATE OF ARKANSAS
STEPHEN T. SMILEY
No. 13072
REGISTERED PROFESSIONAL ENGINEER
21 June 2018



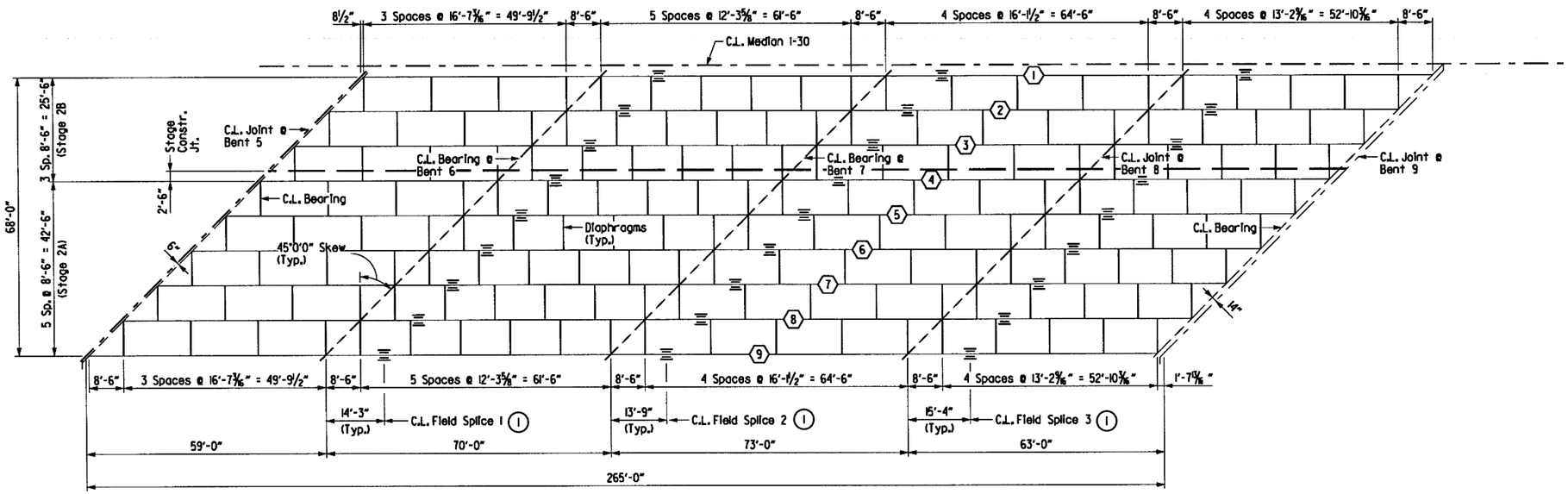
For "WELD TABLE" and "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007

FRAMING PLAN - UNIT 1

SCALE: 1/16" = 1'-0"

(X) Beam Number

(1) See Beam Elevations for splice type and location.



FRAMING PLAN - UNIT 2

SCALE: 1/16" = 1'-0"

SHEET 4 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/29/2016
CHECKED BY: STS DATE: 4/8/2016
DESIGNED BY: JH DATE: 3/28/2016
FILENAME: bca0601b3.sl4
SCALE: AS SHOWN

BRIDGE NO. B7412 DRAWING NO. 59823

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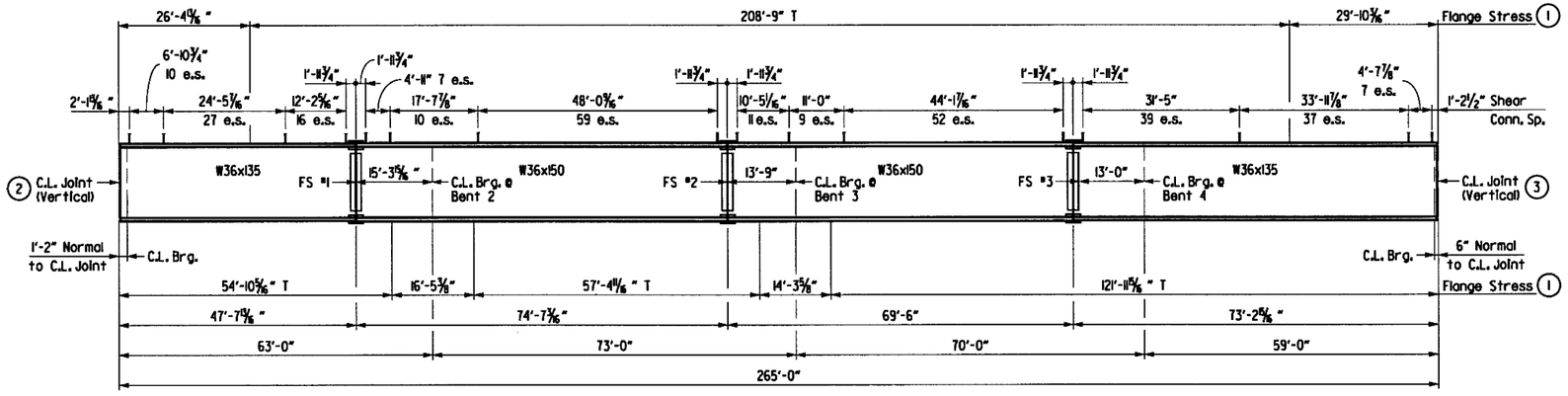
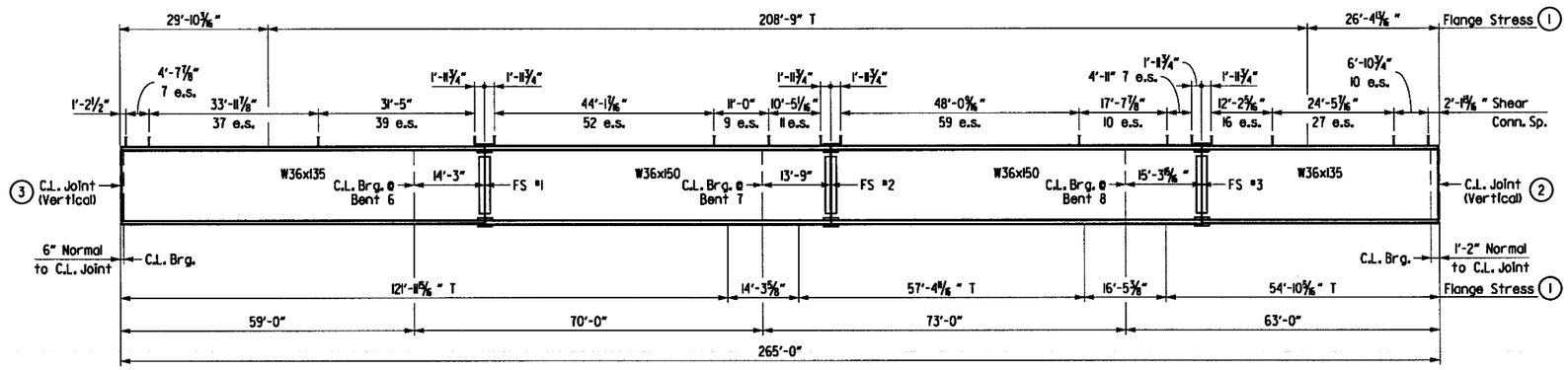
STATE OF ARKANSAS — Stephen T. Smiley — REGISTERED PROFESSIONAL ENGINEER — No. 13072 — STEPHEN T. SMILEY — 21 June 2018



TYPICAL BEAM ELEVATION - UNIT 1, SPANS 1-4

SCALE: 1" = 15' Horiz.



TYPICAL BEAM ELEVATION - UNIT 2, SPANS 5-8

SCALE: 1" = 15' Horiz.

NOTES:

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

Stud Shear Connectors shall be ⅞" dia. x 4"; use 3 studs per row.

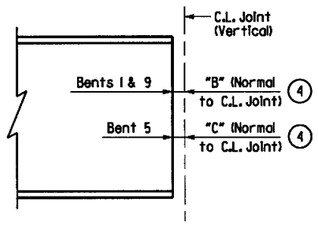
See "SHEAR CONNECTOR DETAIL", Std. Dwg. No. 55007.

(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of bottom flange horizontally parallel to C.L. Joint.

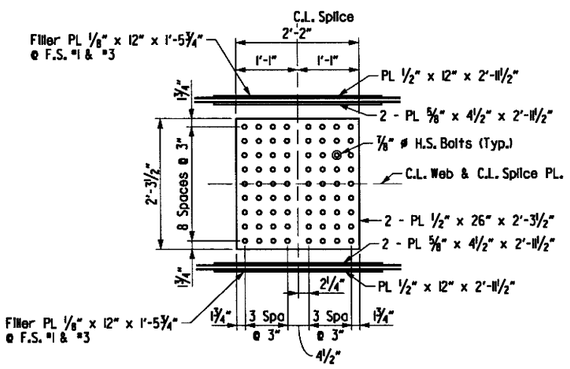
(3) Fabricate end bottom flange horizontally perpendicular to web.

(4) Fabricate end of top flange horizontally parallel to C.L. Joint.



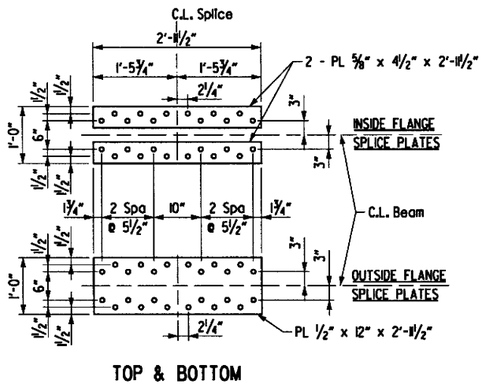
TYPICAL BEAM END DETAIL

Not to Scale
For dimension "B" & "C", see Dwg. No. 59796



WEB SPLICE DETAIL

SCALE: ¾" = 1'-0"



TOP & BOTTOM

FLANGE SPLICE DETAIL

SCALE: ¾" = 1'-0"

SHEET 5 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/29/2016	FILENAME:	bco0601b3.sl5
CHECKED BY:	STS	DATE:	4/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/28/2016		

BRIDGE NO. B7412 DRAWING NO. 59824

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6/21/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1000	1465

(1) B7412 **SPAN DETAILS** 59825

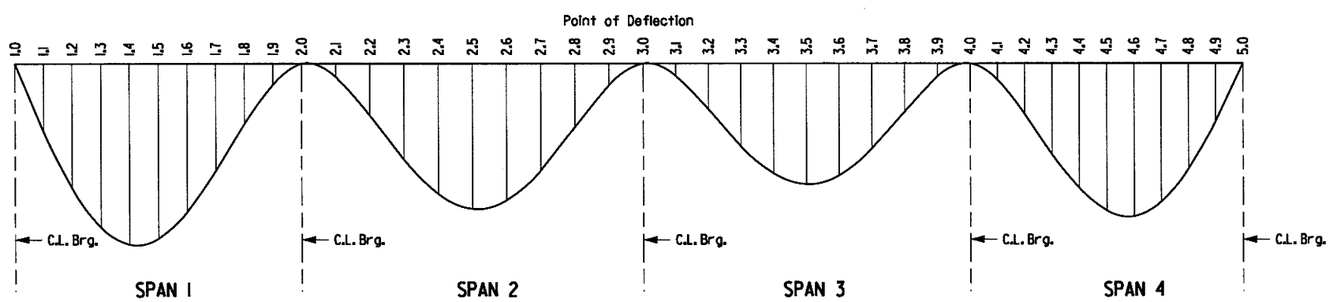
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2013

TABLE OF DEAD LOAD DEFLECTIONS - UNIT 1

	Point of Deflection	Vertical Dead Load Deflection (in.)																										
		Structural Steel									Structural Steel + Slab									Structural Steel + Slab + Parapets								
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 8	W-Bm 9	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 8	W-Bm 9	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 8	W-Bm 9
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.033	0.035	0.035	0.035	0.035	0.036	0.036	0.037	0.034	0.192	0.231	0.235	0.236	0.236	0.238	0.238	0.244	0.2	0.212	0.248	0.249	0.239	0.236	0.241	0.252	0.261	0.22
	1.2	0.057	0.063	0.064	0.065	0.065	0.065	0.065	0.067	0.06	0.335	0.42	0.429	0.431	0.432	0.432	0.434	0.444	0.357	0.369	0.451	0.454	0.437	0.433	0.438	0.459	0.475	0.393
	1.3	0.074	0.082	0.084	0.085	0.085	0.085	0.085	0.088	0.079	0.43	0.549	0.563	0.565	0.566	0.567	0.569	0.584	0.47	0.474	0.59	0.596	0.574	0.567	0.575	0.601	0.625	0.517
	1.4	0.081	0.091	0.093	0.093	0.093	0.094	0.094	0.097	0.088	0.475	0.606	0.622	0.624	0.624	0.626	0.629	0.647	0.528	0.524	0.651	0.659	0.634	0.625	0.634	0.664	0.693	0.581
	1.5	0.079	0.087	0.09	0.09	0.09	0.09	0.091	0.094	0.086	0.463	0.583	0.601	0.603	0.604	0.605	0.609	0.629	0.514	0.51	0.626	0.637	0.613	0.605	0.612	0.642	0.673	0.566
	1.6	0.066	0.073	0.076	0.076	0.076	0.076	0.076	0.08	0.073	0.389	0.49	0.508	0.51	0.511	0.512	0.515	0.537	0.442	0.429	0.526	0.539	0.519	0.512	0.518	0.543	0.575	0.487
	1.7	0.048	0.052	0.054	0.055	0.055	0.055	0.055	0.059	0.055	0.283	0.351	0.367	0.37	0.37	0.371	0.374	0.395	0.334	0.312	0.377	0.39	0.377	0.371	0.375	0.393	0.422	0.368
	1.8	0.027	0.028	0.03	0.03	0.03	0.03	0.03	0.033	0.03	0.164	0.192	0.204	0.206	0.207	0.208	0.209	0.226	0.189	0.181	0.206	0.217	0.211	0.208	0.21	0.219	0.241	0.208
	1.9	0.008	0.009	0.01	0.01	0.01	0.01	0.01	0.012	0.014	0.051	0.063	0.071	0.072	0.072	0.072	0.073	0.083	0.089	0.056	0.068	0.076	0.074	0.072	0.072	0.076	0.088	0.098
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	2.1	0.007	0.01	0.009	0.009	0.008	0.008	0.008	0.007	0.007	0.032	0.059	0.049	0.048	0.046	0.046	0.045	0.039	0.03	0.036	0.064	0.052	0.047	0.045	0.047	0.05	0.043	0.033
	2.2	0.031	0.033	0.031	0.03	0.03	0.03	0.03	0.029	0.024	0.157	0.201	0.186	0.182	0.181	0.18	0.179	0.171	0.117	0.174	0.217	0.198	0.182	0.18	0.183	0.194	0.186	0.129
	2.3	0.052	0.058	0.055	0.055	0.055	0.054	0.054	0.053	0.048	0.268	0.357	0.339	0.336	0.334	0.333	0.332	0.324	0.245	0.297	0.386	0.361	0.338	0.332	0.338	0.357	0.352	0.271
	2.4	0.07	0.076	0.074	0.073	0.073	0.073	0.073	0.072	0.067	0.365	0.474	0.459	0.455	0.453	0.452	0.452	0.446	0.349	0.404	0.512	0.489	0.458	0.451	0.458	0.484	0.483	0.385
	2.5	0.079	0.083	0.081	0.081	0.081	0.08	0.081	0.081	0.074	0.416	0.52	0.508	0.505	0.504	0.502	0.502	0.501	0.391	0.461	0.562	0.542	0.51	0.502	0.508	0.537	0.542	0.432
	2.6	0.073	0.077	0.076	0.075	0.075	0.075	0.075	0.076	0.072	0.386	0.484	0.477	0.474	0.473	0.472	0.472	0.475	0.386	0.427	0.523	0.509	0.479	0.471	0.477	0.504	0.514	0.426
	2.7	0.057	0.059	0.058	0.058	0.058	0.058	0.058	0.059	0.058	0.306	0.375	0.371	0.37	0.369	0.368	0.368	0.375	0.31	0.339	0.405	0.397	0.375	0.368	0.371	0.392	0.405	0.343
	2.8	0.037	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.035	0.197	0.22	0.22	0.22	0.219	0.219	0.219	0.227	0.189	0.218	0.238	0.236	0.223	0.218	0.22	0.233	0.245	0.209
	2.9	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.018	0.061	0.074	0.075	0.075	0.075	0.075	0.075	0.08	0.097	0.068	0.08	0.081	0.076	0.075	0.075	0.08	0.087	0.107
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	3.1	0.007	0.009	0.009	0.009	0.009	0.009	0.009	0.008	0.007	0.031	0.047	0.045	0.044	0.044	0.045	0.045	0.042	0.035	0.034	0.05	0.047	0.044	0.044	0.046	0.048	0.045	0.038
	3.2	0.026	0.03	0.029	0.029	0.029	0.029	0.029	0.029	0.024	0.128	0.167	0.161	0.16	0.161	0.161	0.162	0.16	0.119	0.141	0.179	0.17	0.161	0.161	0.164	0.173	0.172	0.131
	3.3	0.045	0.053	0.052	0.052	0.052	0.052	0.052	0.052	0.047	0.221	0.295	0.291	0.289	0.29	0.291	0.293	0.293	0.238	0.244	0.317	0.308	0.292	0.29	0.296	0.311	0.315	0.262
	3.4	0.061	0.069	0.068	0.068	0.068	0.068	0.068	0.069	0.061	0.302	0.385	0.383	0.382	0.383	0.384	0.387	0.391	0.311	0.333	0.414	0.406	0.386	0.383	0.389	0.411	0.42	0.342
	3.5	0.066	0.075	0.074	0.075	0.075	0.075	0.075	0.077	0.069	0.326	0.417	0.419	0.419	0.42	0.421	0.424	0.433	0.353	0.36	0.449	0.445	0.424	0.42	0.426	0.449	0.465	0.388
	3.6	0.062	0.069	0.069	0.07	0.07	0.07	0.07	0.072	0.065	0.302	0.38	0.386	0.387	0.388	0.389	0.392	0.404	0.33	0.333	0.409	0.41	0.393	0.388	0.393	0.415	0.434	0.363
	3.7	0.047	0.053	0.054	0.054	0.054	0.054	0.054	0.057	0.052	0.223	0.284	0.293	0.293	0.294	0.295	0.298	0.313	0.262	0.246	0.306	0.312	0.298	0.294	0.297	0.315	0.336	0.288
	3.8	0.029	0.031	0.032	0.032	0.032	0.032	0.032	0.035	0.032	0.131	0.156	0.166	0.166	0.167	0.167	0.17	0.185	0.155	0.145	0.168	0.177	0.169	0.167	0.168	0.179	0.198	0.171
	3.9	0.008	0.009	0.01	0.01	0.01	0.011	0.011	0.012	0.014	0.031	0.038	0.045	0.045	0.046	0.047	0.049	0.057	0.063	0.034	0.041	0.048	0.046	0.046	0.047	0.051	0.061	0.069
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	4.1	0.005	0.008	0.006	0.006	0.006	0.006	0.006	0.005	0.005	0.039	0.067	0.058	0.057	0.057	0.057	0.056	0.05	0.04	0.043	0.072	0.061	0.057	0.057	0.058	0.061	0.054	0.044
	4.2	0.02	0.025	0.022	0.022	0.022	0.022	0.022	0.02	0.017	0.134	0.193	0.177	0.176	0.175	0.174	0.172	0.162	0.12	0.148	0.207	0.188	0.177	0.175	0.177	0.185	0.175	0.132
	4.3	0.042	0.046	0.042	0.042	0.042	0.042	0.042	0.039	0.032	0.269	0.341	0.319	0.318	0.317	0.316	0.314	0.3	0.211	0.296	0.366	0.338	0.32	0.317	0.321	0.336	0.324	0.232
	4.4	0.054	0.063	0.059	0.059	0.059	0.059	0.058	0.056	0.051	0.341	0.46	0.437	0.435	0.434	0.433	0.43	0.416	0.323	0.376	0.493	0.463	0.438	0.434	0.439	0.459	0.448	0.355
	4.5	0.066	0.074	0.071	0.07	0.07	0.07	0.07	0.068	0.061	0.406	0.536	0.515	0.512	0.511	0.51	0.508	0.494	0.386	0.447	0.575	0.546	0.516	0.51	0.517	0.542	0.532	0.424
	4.6	0.072	0.077	0.074	0.074	0.073	0.073	0.073	0.071	0.063	0.44	0.552	0.533	0.531	0.529	0.528	0.526	0.514	0.396	0.485	0.592	0.566	0.536	0.528	0.534	0.56	0.553	0.435
	4.7	0.065	0.07	0.067	0.067	0.067	0.067	0.067	0.065	0.06	0.396	0.498	0.481	0.48	0.479	0.478	0.477	0.466	0.371	0.436	0.534	0.511	0.485	0.479	0.484	0.508	0.501	0.408
	4.8	0.05	0.053	0.052	0.051	0.051	0.051	0.051	0.05	0.048	0.302	0.379	0.368	0.366	0.366	0.365	0.364	0.357	0.295	0.333	0.406	0.391	0.37	0.366	0.369	0.387	0.384	0.324
	4.9	0.028	0.029	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.167	0.207	0.201	0.201	0.2	0.2	0.2	0.196	0.17	0.184	0.222	0.214	0.203	0.2	0.202	0.213	0.211	0.187
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.



DEAD LOAD DEFLECTION DIAGRAM - UNIT 1

SHEET 6 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/16/2016
CHECKED BY: STS DATE: 7/20/2016
DESIGNED BY: JH DATE: 7/13/2016
FILENAME: bca0601b3_sl6
SCALE: NONE

BRIDGE NO. B7412 DRAWING NO. 59825

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jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1001	1465

(1) B7412 **SPAN DETAILS** 59826

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018

TABLE OF DEAD LOAD DEFLECTIONS - UNIT 2

	Point of Deflection	Vertical Dead Load Deflection (in.)																										
		Structural Steel									Structural Steel + Slab									Structural Steel + Slab + Parapets								
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 8	W-Bm 9	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 8	W-Bm 9	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 8	W-Bm 9
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 5	1.1	0.028	0.029	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.167	0.207	0.201	0.201	0.2	0.2	0.2	0.196	0.17	0.184	0.222	0.214	0.203	0.2	0.202	0.213	0.211	0.187
	1.2	0.05	0.053	0.052	0.051	0.051	0.051	0.051	0.05	0.048	0.302	0.379	0.368	0.366	0.366	0.365	0.364	0.357	0.295	0.333	0.406	0.391	0.37	0.366	0.369	0.387	0.384	0.324
	1.3	0.065	0.07	0.067	0.067	0.067	0.067	0.067	0.065	0.06	0.396	0.498	0.481	0.48	0.479	0.478	0.477	0.466	0.371	0.436	0.534	0.511	0.485	0.479	0.484	0.508	0.501	0.408
	1.4	0.072	0.077	0.074	0.074	0.073	0.073	0.073	0.071	0.063	0.44	0.552	0.533	0.531	0.529	0.528	0.526	0.514	0.396	0.485	0.592	0.566	0.536	0.528	0.534	0.56	0.553	0.435
	1.5	0.066	0.074	0.071	0.07	0.07	0.07	0.07	0.068	0.061	0.406	0.536	0.515	0.512	0.511	0.51	0.508	0.494	0.386	0.447	0.575	0.546	0.516	0.51	0.517	0.542	0.532	0.424
	1.6	0.054	0.063	0.059	0.059	0.059	0.059	0.058	0.056	0.051	0.341	0.46	0.437	0.435	0.434	0.433	0.43	0.416	0.323	0.376	0.493	0.463	0.438	0.434	0.439	0.459	0.448	0.355
	1.7	0.042	0.046	0.042	0.042	0.042	0.042	0.042	0.039	0.032	0.269	0.341	0.319	0.318	0.317	0.316	0.314	0.3	0.211	0.296	0.366	0.338	0.32	0.317	0.321	0.336	0.324	0.232
	1.8	0.02	0.025	0.022	0.022	0.022	0.022	0.022	0.02	0.017	0.134	0.193	0.177	0.176	0.175	0.174	0.172	0.162	0.12	0.148	0.207	0.188	0.177	0.175	0.177	0.185	0.175	0.132
	1.9	0.005	0.008	0.006	0.006	0.006	0.006	0.006	0.005	0.005	0.039	0.067	0.058	0.057	0.057	0.057	0.056	0.05	0.04	0.043	0.072	0.061	0.057	0.057	0.058	0.061	0.054	0.044
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 6	2.1	0.008	0.009	0.01	0.01	0.01	0.011	0.011	0.012	0.014	0.031	0.038	0.045	0.045	0.046	0.047	0.049	0.057	0.063	0.034	0.041	0.048	0.046	0.046	0.047	0.051	0.061	0.069
	2.2	0.029	0.031	0.032	0.032	0.032	0.032	0.032	0.035	0.032	0.131	0.156	0.166	0.166	0.167	0.167	0.17	0.185	0.155	0.145	0.168	0.177	0.169	0.167	0.168	0.179	0.198	0.171
	2.3	0.047	0.053	0.054	0.054	0.054	0.054	0.054	0.057	0.052	0.223	0.284	0.293	0.293	0.294	0.295	0.298	0.313	0.262	0.246	0.306	0.312	0.298	0.294	0.297	0.315	0.336	0.288
	2.4	0.062	0.069	0.069	0.07	0.07	0.07	0.07	0.072	0.065	0.302	0.38	0.386	0.387	0.388	0.389	0.392	0.404	0.33	0.333	0.409	0.41	0.393	0.388	0.393	0.415	0.434	0.363
	2.5	0.066	0.075	0.074	0.075	0.075	0.075	0.075	0.077	0.069	0.326	0.417	0.419	0.419	0.42	0.421	0.424	0.433	0.353	0.36	0.449	0.445	0.424	0.42	0.426	0.449	0.465	0.388
	2.6	0.061	0.069	0.068	0.068	0.068	0.068	0.068	0.069	0.061	0.302	0.385	0.383	0.382	0.383	0.384	0.387	0.391	0.311	0.333	0.414	0.406	0.386	0.383	0.389	0.411	0.42	0.342
	2.7	0.045	0.053	0.052	0.052	0.052	0.052	0.052	0.052	0.047	0.221	0.295	0.291	0.289	0.29	0.291	0.293	0.293	0.238	0.244	0.317	0.308	0.292	0.29	0.296	0.311	0.315	0.262
	2.8	0.026	0.03	0.029	0.029	0.029	0.029	0.029	0.029	0.024	0.128	0.167	0.161	0.16	0.161	0.161	0.162	0.16	0.119	0.141	0.179	0.17	0.161	0.161	0.164	0.173	0.172	0.131
	2.9	0.007	0.009	0.009	0.009	0.009	0.009	0.009	0.008	0.007	0.031	0.047	0.045	0.044	0.044	0.045	0.045	0.042	0.035	0.034	0.05	0.047	0.044	0.044	0.046	0.048	0.045	0.038
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 7	3.1	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.018	0.061	0.074	0.075	0.075	0.075	0.075	0.075	0.08	0.097	0.068	0.08	0.081	0.076	0.075	0.075	0.08	0.087	0.107
	3.2	0.037	0.034	0.034	0.034	0.034	0.034	0.034	0.035	0.035	0.197	0.22	0.22	0.22	0.219	0.219	0.219	0.227	0.189	0.218	0.238	0.236	0.223	0.218	0.22	0.233	0.245	0.209
	3.3	0.057	0.059	0.058	0.058	0.058	0.058	0.058	0.059	0.058	0.306	0.375	0.371	0.37	0.369	0.368	0.368	0.375	0.31	0.339	0.405	0.397	0.375	0.368	0.371	0.392	0.405	0.343
	3.4	0.073	0.077	0.076	0.075	0.075	0.075	0.075	0.076	0.072	0.386	0.484	0.477	0.474	0.473	0.472	0.472	0.475	0.386	0.427	0.523	0.509	0.479	0.471	0.477	0.504	0.514	0.426
	3.5	0.079	0.083	0.081	0.081	0.081	0.08	0.081	0.081	0.074	0.416	0.52	0.508	0.505	0.504	0.502	0.502	0.501	0.391	0.461	0.562	0.542	0.51	0.502	0.508	0.537	0.542	0.432
	3.6	0.07	0.076	0.074	0.073	0.073	0.073	0.073	0.072	0.067	0.365	0.474	0.459	0.455	0.453	0.452	0.452	0.446	0.349	0.404	0.512	0.489	0.458	0.451	0.458	0.484	0.483	0.385
	3.7	0.052	0.058	0.055	0.055	0.055	0.054	0.054	0.053	0.048	0.268	0.357	0.339	0.336	0.334	0.333	0.332	0.324	0.245	0.297	0.386	0.361	0.338	0.332	0.338	0.357	0.352	0.271
	3.8	0.031	0.033	0.031	0.03	0.03	0.03	0.03	0.029	0.024	0.157	0.201	0.186	0.182	0.181	0.18	0.179	0.171	0.117	0.174	0.217	0.198	0.182	0.18	0.183	0.194	0.186	0.129
	3.9	0.007	0.01	0.009	0.009	0.008	0.008	0.008	0.007	0.007	0.032	0.059	0.049	0.048	0.046	0.046	0.045	0.039	0.03	0.036	0.064	0.052	0.047	0.045	0.047	0.05	0.043	0.033
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 8	4.1	0.008	0.009	0.01	0.01	0.01	0.01	0.01	0.012	0.014	0.051	0.063	0.071	0.072	0.072	0.072	0.073	0.083	0.089	0.056	0.068	0.076	0.074	0.072	0.072	0.076	0.088	0.098
	4.2	0.027	0.028	0.03	0.03	0.03	0.03	0.03	0.033	0.03	0.164	0.192	0.204	0.206	0.207	0.208	0.209	0.226	0.189	0.181	0.206	0.217	0.211	0.208	0.21	0.219	0.241	0.208
	4.3	0.048	0.052	0.054	0.055	0.055	0.055	0.055	0.059	0.055	0.283	0.351	0.367	0.37	0.37	0.371	0.374	0.395	0.334	0.312	0.377	0.39	0.377	0.371	0.375	0.393	0.422	0.368
	4.4	0.066	0.073	0.076	0.076	0.076	0.076	0.076	0.08	0.073	0.389	0.49	0.508	0.51	0.511	0.512	0.515	0.537	0.442	0.429	0.526	0.539	0.519	0.512	0.518	0.543	0.575	0.487
	4.5	0.079	0.087	0.09	0.09	0.09	0.09	0.091	0.094	0.086	0.463	0.583	0.601	0.603	0.604	0.605	0.609	0.629	0.514	0.51	0.626	0.637	0.613	0.605	0.612	0.642	0.673	0.566
	4.6	0.081	0.091	0.093	0.093	0.093	0.094	0.094	0.097	0.088	0.475	0.606	0.622	0.624	0.624	0.626	0.629	0.647	0.528	0.524	0.651	0.659	0.634	0.625	0.634	0.664	0.693	0.581
	4.7	0.074	0.082	0.084	0.085	0.085	0.085	0.085	0.088	0.079	0.43	0.549	0.563	0.565	0.566	0.567	0.569	0.584	0.47	0.474	0.59	0.596	0.574	0.567	0.575	0.601	0.625	0.517
	4.8	0.057	0.063	0.064	0.065	0.065	0.065	0.065	0.067	0.06	0.335	0.42	0.429	0.431	0.432	0.432	0.434	0.444	0.357	0.369	0.451	0.454	0.437	0.433	0.438	0.459	0.475	0.393
	4.9	0.033	0.035	0.035	0.035	0.035	0.036	0.036	0.037	0.034	0.192	0.231	0.235	0.236	0.236	0.238	0.238	0.244	0.2	0.212	0.248	0.249	0.239	0.236	0.241	0.252	0.261	0.22
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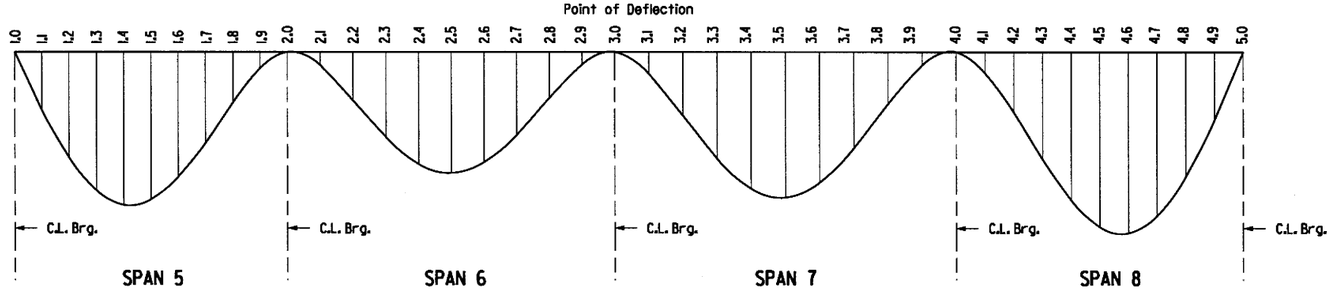


DEAD LOAD DEFLECTION DIAGRAM - UNIT 2

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 7 OF 7
DETAILS OF 265'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/15/2016
CHECKED BY: STS DATE: 7/20/2016
DESIGNED BY: JH DATE: 7/13/2016
FILENAME: bcd0601b3.sl7
SCALE: NONE

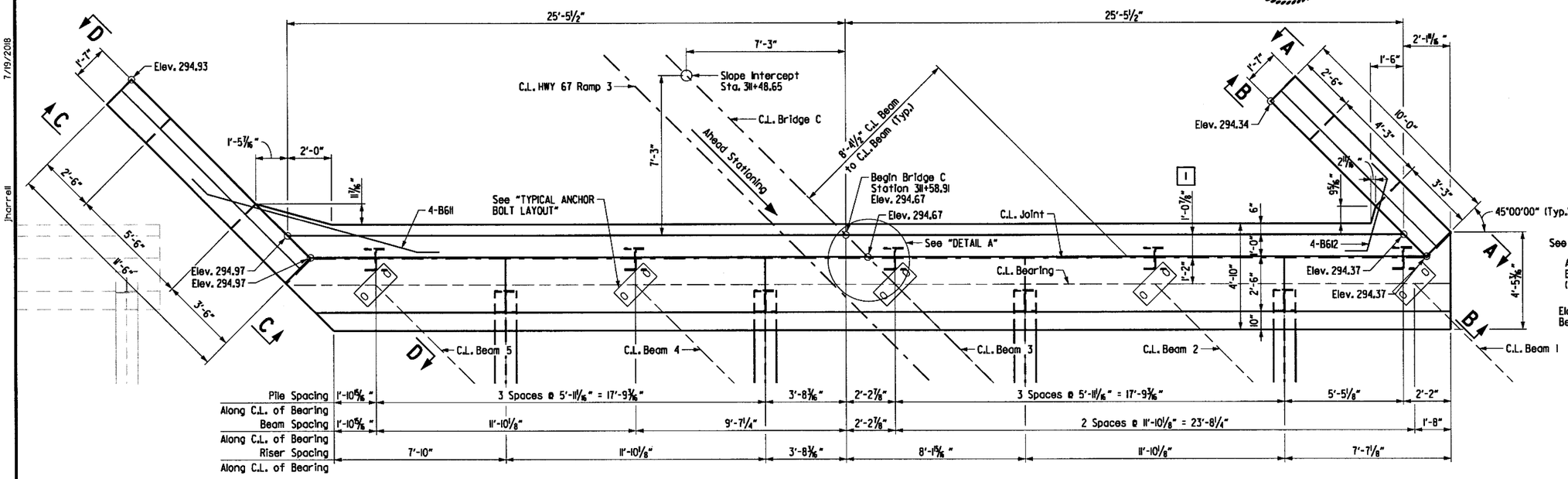
BRIDGE NO. B7412 DRAWING NO. 59826

s:\l4407\01\dgn\plans\bridge\span\bcd0601b3.sl7.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1002	1465
				(1) C7412		BENT DETAILS		59827

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

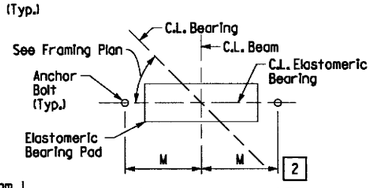
For Project Bridge General Notes, see Dwg. No. 59691



PLAN - END BENT I

SCALE: ⅜" = 1'-0"

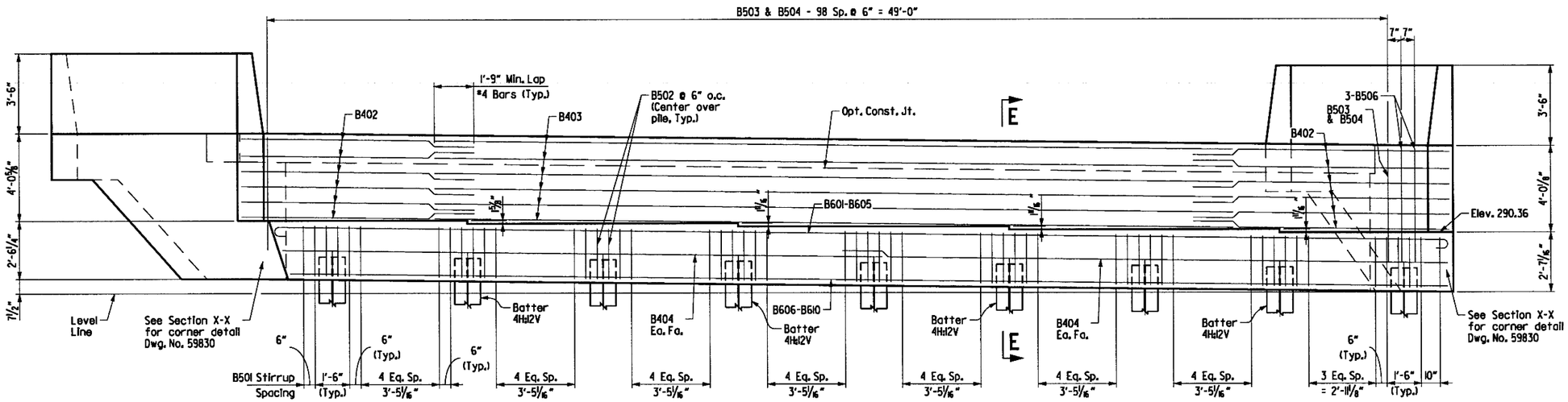
[1] Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.



TYPICAL ANCHOR BOLT LAYOUT

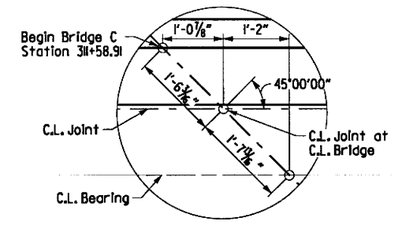
No Scale - Looking Ahead

[2] For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843



ELEVATION - END BENT I

(Looking Back)
SCALE: ⅜" = 1'-0"



DETAIL A

SCALE: ¾" = 1'-0"

SHEET 1 OF 4
DETAILS OF END BENTS
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/11/2016	FILENAME:	bca0601c3.bll
CHECKED BY:	STS	DATE:	7/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:			

BRIDGE NO. C7412 DRAWING NO. 59827

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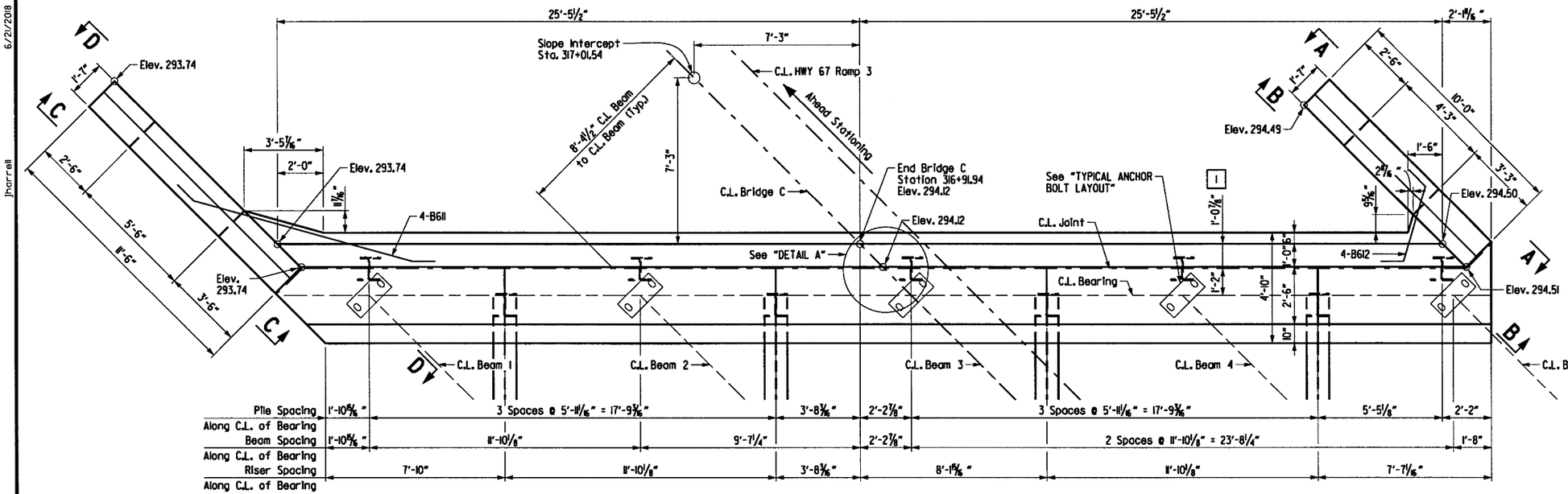
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1003	1465
				(1) C7412		BENT DETAILS		59828

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

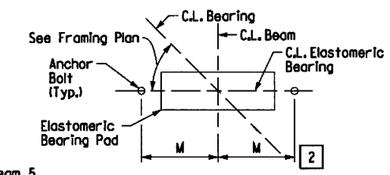
21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691

[1] Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

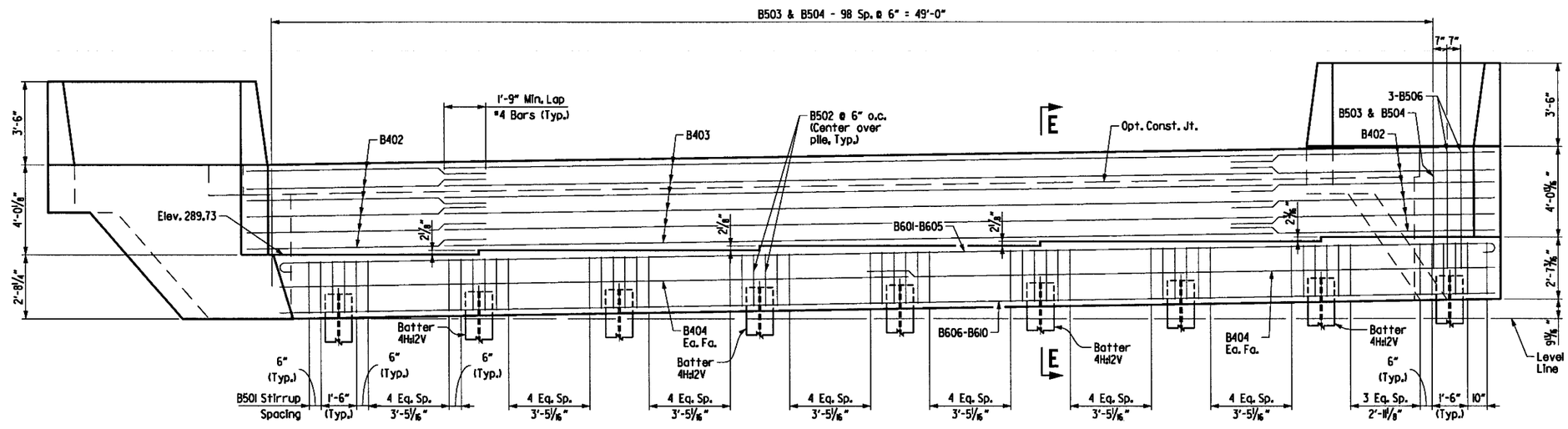


PLAN - END BENT 9
SCALE: ⅜" = 1'-0"

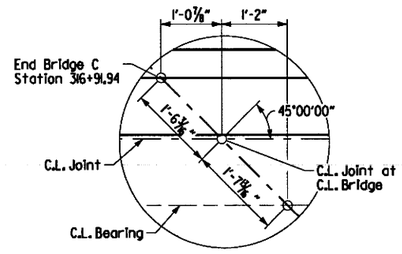


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

[2] For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843



ELEVATION - END BENT 9
(Looking Ahead)
SCALE: ⅜" = 1'-0"



DETAIL A
SCALE: ¾" = 1'-0"

SHEET 2 OF 4
DETAILS OF END BENTS
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/11/2016
CHECKED BY: STS DATE: 7/15/2016
DESIGNED BY: JH DATE: 7/6/2016
FILENAME: bca0601c3.b91
SCALE: AS SHOWN

BRIDGE NO. C7412 DRAWING NO. 59828

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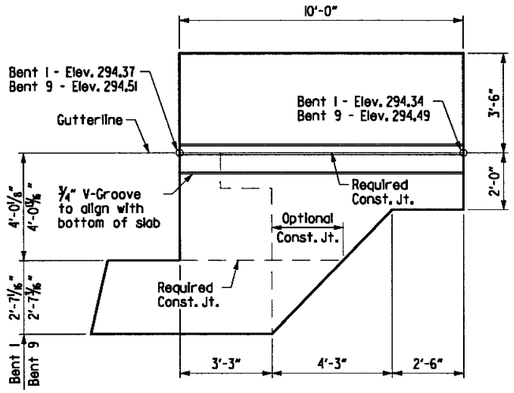
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1004	1465

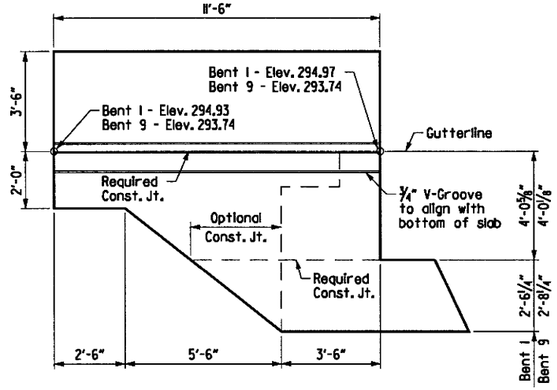
(1) C7412 **BENT DETAILS** 59829

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018



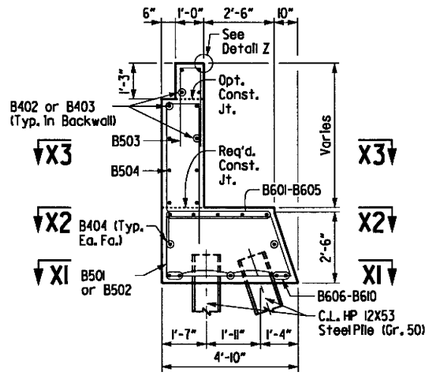
VIEW A-A (STAGE 3)

SCALE: 3/8" = 1'-0"



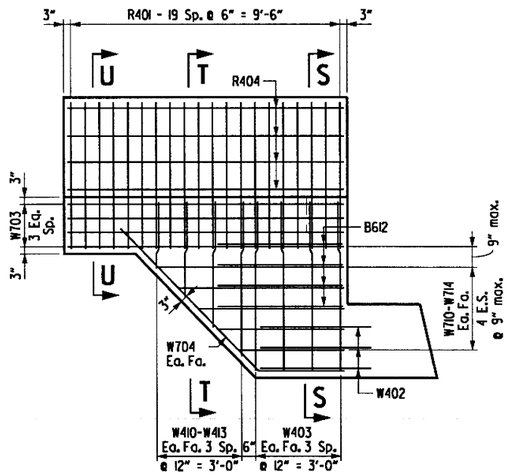
VIEW C-C (STAGE 3)

SCALE: 3/8" = 1'-0"



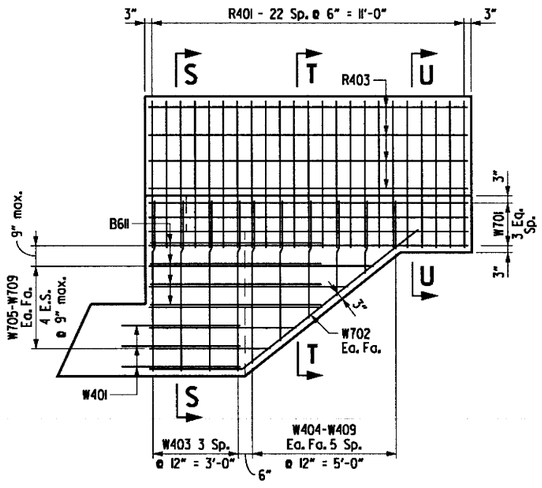
SECTION E-E

SCALE: 3/8" = 1'-0"



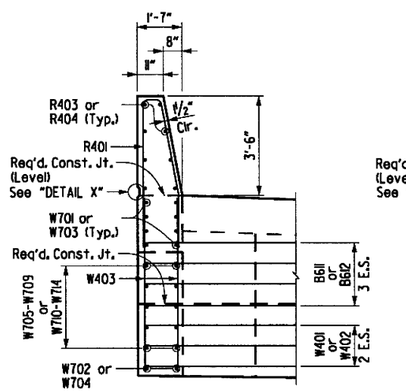
VIEW B-B (STAGE 3)

SCALE: 3/8" = 1'-0"



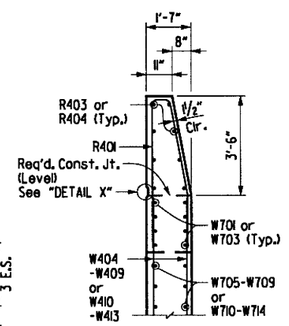
VIEW D-D (STAGE 3)

SCALE: 3/8" = 1'-0"



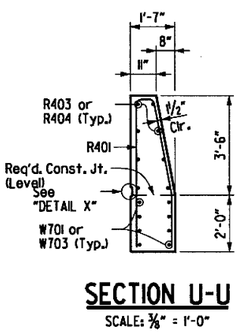
SECTION S-S

SCALE: 3/8" = 1'-0"



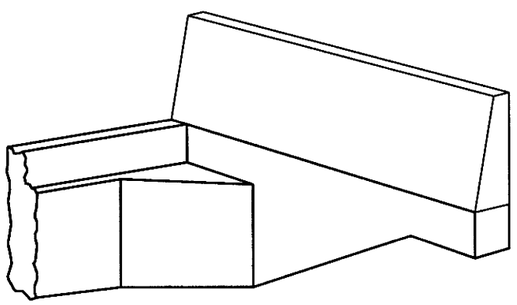
SECTION T-T

SCALE: 3/8" = 1'-0"



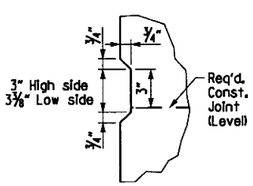
SECTION U-U

SCALE: 3/8" = 1'-0"

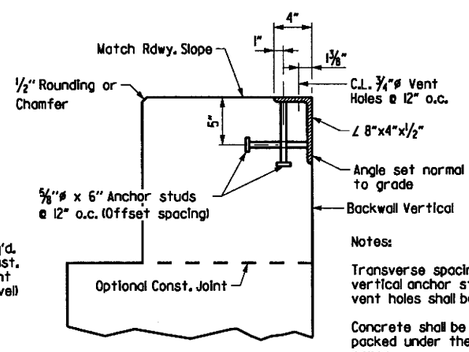


THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale



DETAIL X



DETAIL Z

SCALE: 1/2" = 1'-0"

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

SHEET 3 OF 4
DETAILS OF END BENTS
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/11/2016	FILENAME:	bca0601c3.bl2
CHECKED BY:	STS	DATE:	7/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	7/6/2016		

BRIDGE NO. C7412 DRAWING NO. 59829

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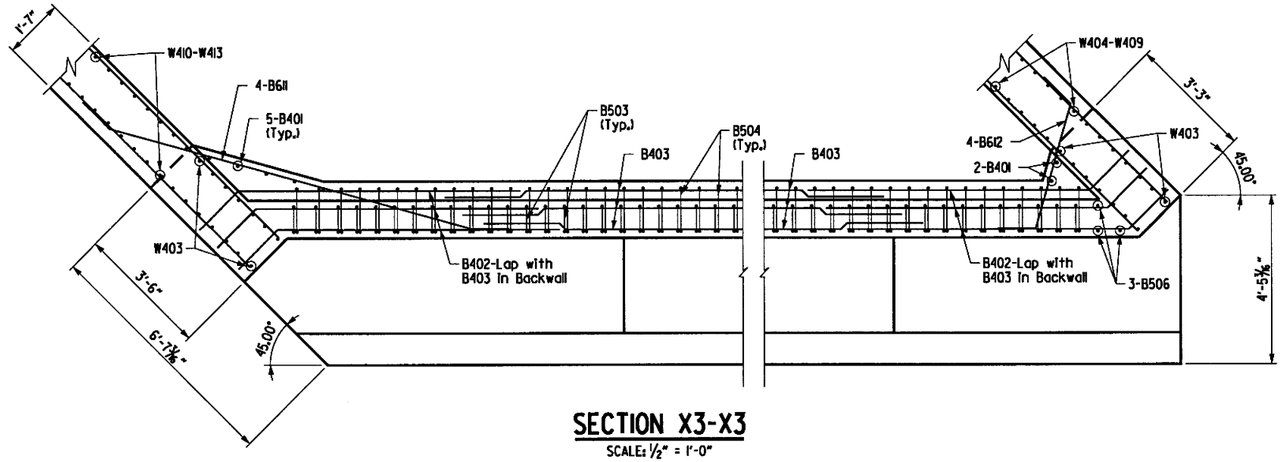
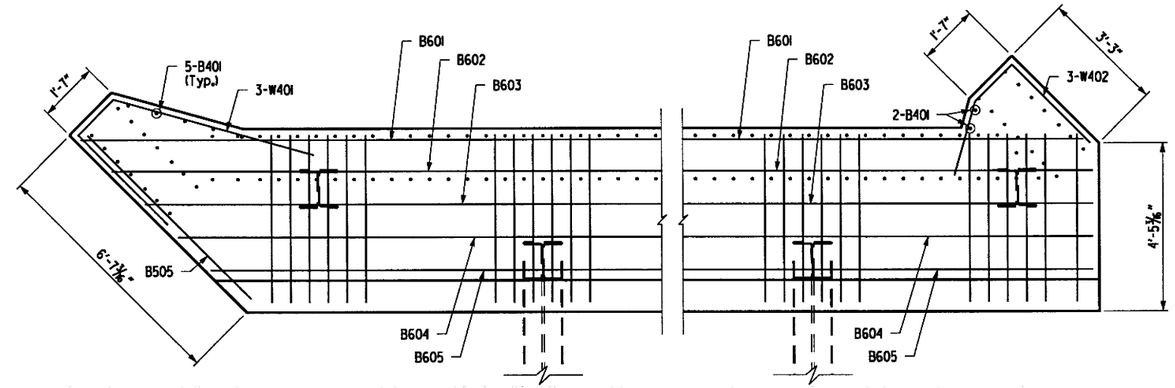
6/21/2018
jharrell



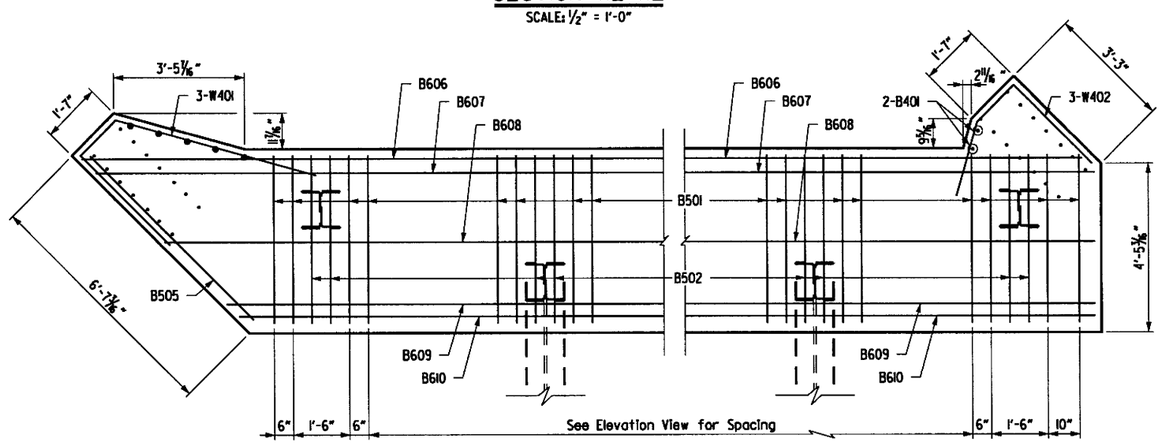
SECTION X3-X3

SCALE: ½" = 1'-0"



SECTION X2-X2

SCALE: ½" = 1'-0"



SECTION XI-XI

SCALE: ½" = 1'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1005	1465

① C7412 **BENT DETAILS** 59830

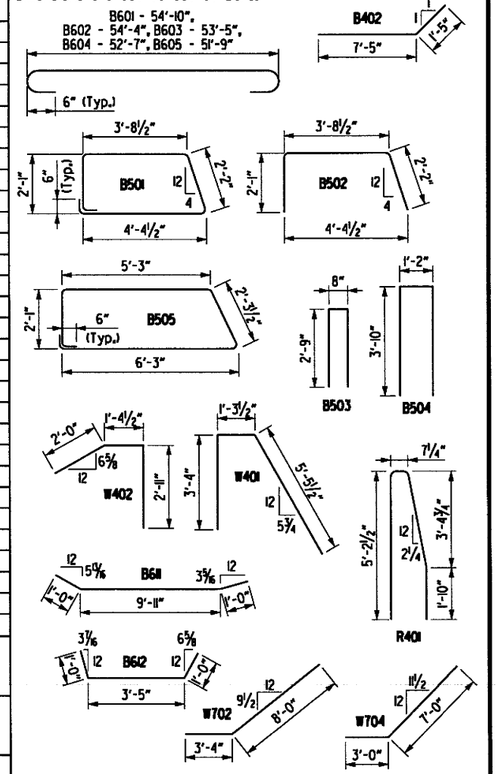
BAR LIST

(Two Required)

MARK	NO. REQ'D.	LENGTH	P.D.
B401	7	4'-9"	Str.
B402	24	9'-0"	3"
B403	12	40'-0"	Str.
B404	4	28'-5"	Str.
B501	59	12'-10"	2 ½"
B502	18	7'-9"	2 ½"
B503	99	4'-3"	2 ½"
B504	99	7'-1"	2 ½"
B505	1	16'-11"	2 ½"
B506	3	6'-0"	Str.
B601	1	55'-10"	4 ½"
B602	1	55'-4"	4 ½"
B603	1	54'-6"	4 ½"
B604	1	53'-8"	4 ½"
B605	1	52'-9"	4 ½"
B606	1	54'-10"	Str.
B607	1	54'-10"	Str.
B608	1	53'-1"	Str.
B609	1	51'-5"	Str.
B610	1	51'-1"	Str.
B611	4	12'-0"	4 ½"
B612	4	5'-6"	4 ½"
Wing Wall			
R401	43	11'-1"	3"
R403	8	11'-2"	Str.
R404	8	9'-8"	Str.
W401	3	10'-2"	3"
W402	3	6'-4"	3"
W403	16	6'-0"	Str.
W404 to W409	2 Ea.	5'-9" to 2'-0"	Str.
W410 to W413	2 Ea.	2'-4" to 5'-5"	Str.
W701	8	11'-2"	Str.
W702	2	11'-3"	5 ¼"
W703	8	9'-8"	Str.
W704	2	10'-0"	5 ¼"
W705 to W709	2 Ea.	4'-4" to 8'-0"	Str.
W710 to W714	2 Ea.	3'-9" to 6'-7"	Str.

Bending Diagrams

Dimensions are out to out of Bars.
B601 - 54'-10", B602 - 54'-4", B603 - 53'-5", B604 - 52'-7", B605 - 51'-9"



NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 4 OF 4
DETAILS OF END BENTS
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/11/2016	FILENAME:	bca0601c3.bi3
CHECKED BY:	STS	DATE:	7/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	7/6/2016		

BRIDGE NO. C7412 DRAWING NO. 59830

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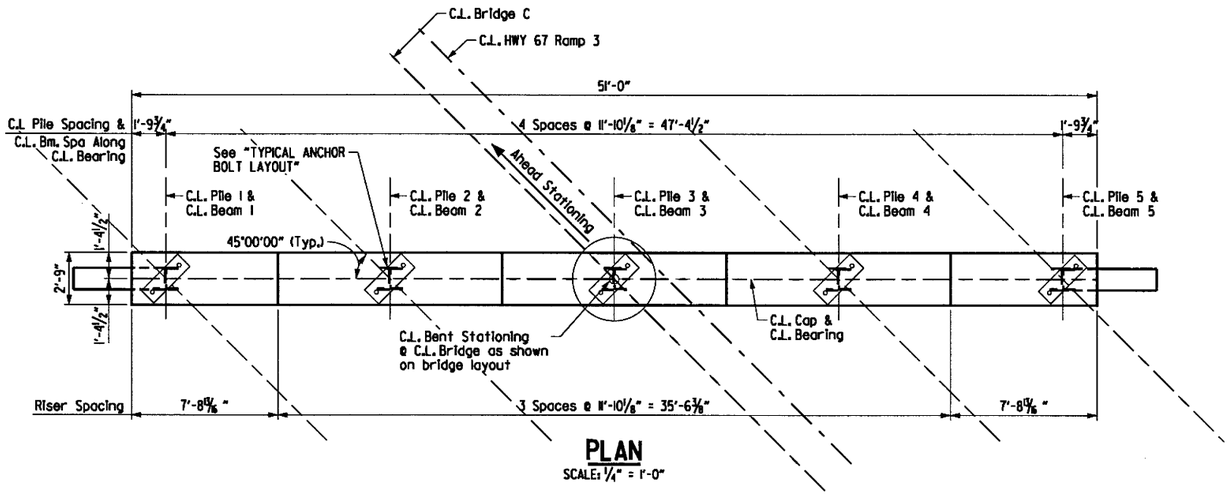
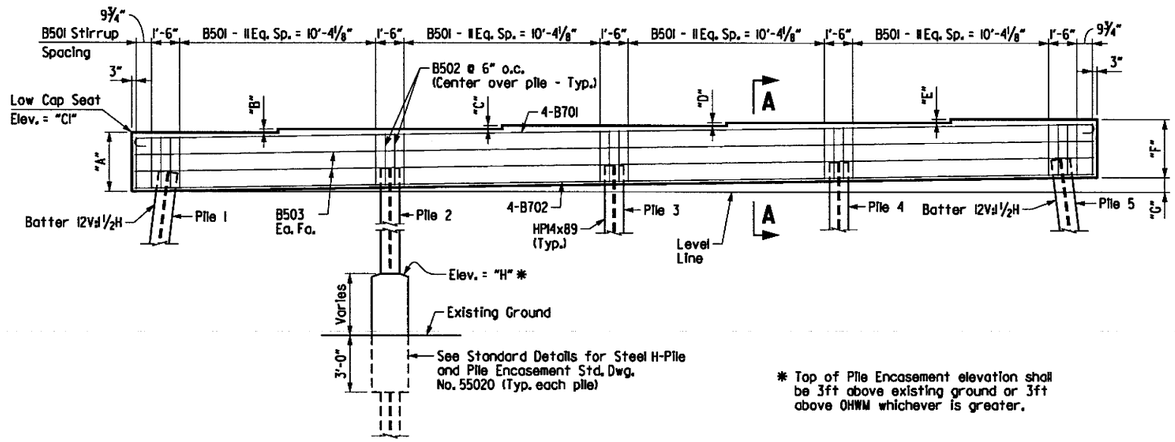
6/21/2018
Jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1006	1465
				(1) C7412		BENT DETAILS		59831

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN
SCALE: ¼" = 1'-0"



* Top of Pile Encasement elevation shall be 3ft above existing ground or 3ft above OHWM whichever is greater.

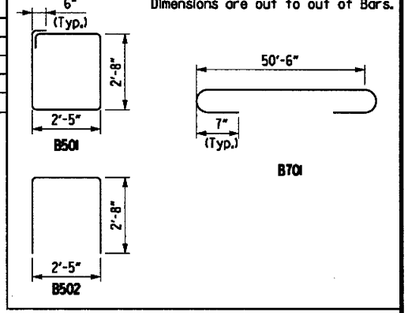
ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
B501	50	10'-9"	2 1/2"
B502	10	7'-7"	2 1/2"
B503	4	50'-8"	Str.
B701	4	52'-4"	5 1/4"
B702	4	50'-8"	Str.

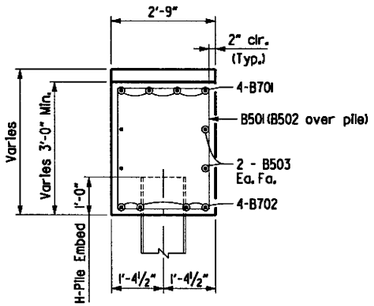
Bending Diagrams

Dimensions are out to out of Bars.

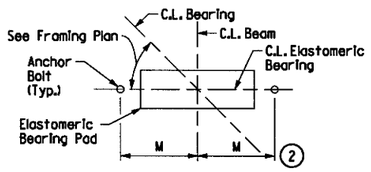


CAP VARIABLES

Bent	"C1"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"
2	290.49	3'-2"	1 7/8"	1 15/16"	1 15/16"	1 15/16"	3'-1"	8 1/4"	279.5
3	290.53	3'-2"	2"	2"	2"	1 15/16"	3'-1"	8 5/16"	279.5
4	290.47	3'-2"	2 3/16"	2 3/16"	2 1/8"	2 1/8"	3'-1"	9 5/8"	279.0
6	290.17	3'-2"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	3'-1"	10"	277.0
7	290.00	3'-2"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	3'-1"	10"	277.5
8	289.83	3'-2"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	3'-1"	10"	279.0

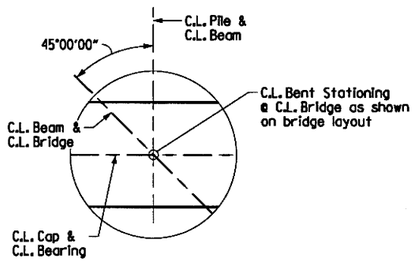


SECTION A-A
SCALE: ½" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843



DETAIL A
SCALE: ½" = 1'-0"

DETAILS OF INTERMEDIATE BENTS 2-4, 6-8 BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/11/2016
CHECKED BY: STS DATE: 7/15/2016
DESIGNED BY: JH DATE: 7/6/2016
FILENAME: bca0601c3.b21
SCALE: AS SHOWN

BRIDGE NO. C7412 DRAWING NO. 59831

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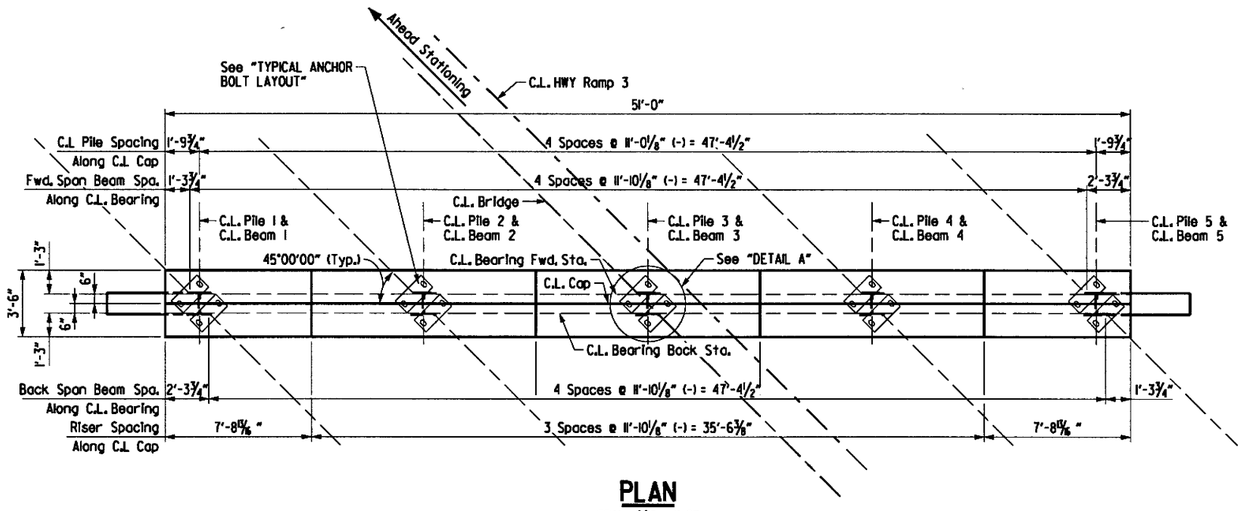
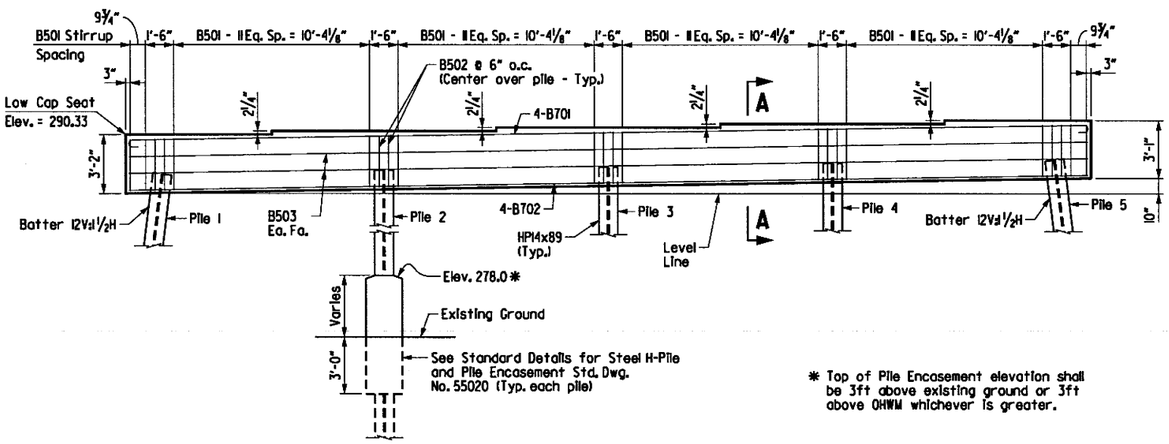
6/21/2018
jharrell

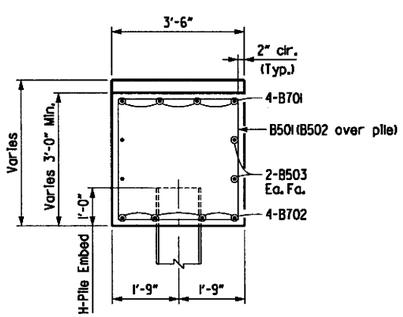


PLAN
SCALE: ¼" = 1'-0"

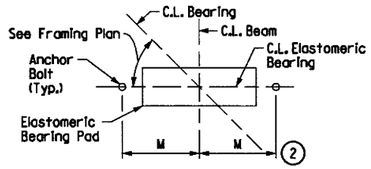


* Top of Pile Encasement elevation shall be 3ft above existing ground or 3ft above OHWM whichever is greater.

ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"

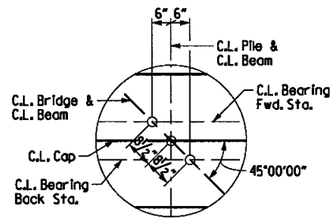


SECTION A-A
SCALE: ½" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59842 & 59843



DETAIL A
SCALE: ½" = 1'-0"

Stephen T. Smiley
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1007	1465

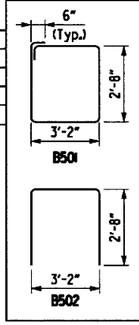
(1) C7412 **BENT DETAILS** 59832

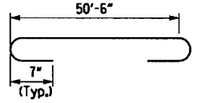
BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
B501	50	12'-3"	2 1/2"
B502	10	8'-4"	2 1/2"
B503	4	50'-8"	Str.
B701	4	52'-4"	5 1/4"
B702	4	50'-8"	Str.

Bending Diagrams

Dimensions are out to out of Bars.





DETAILS OF INTERMEDIATE BENT 5
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/11/2016	FILENAME:	bca0601c3_b5l
CHECKED BY:	STS	DATE:	7/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	7/6/2016		

BRIDGE NO. C7412 DRAWING NO. 59832

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8/3/2018
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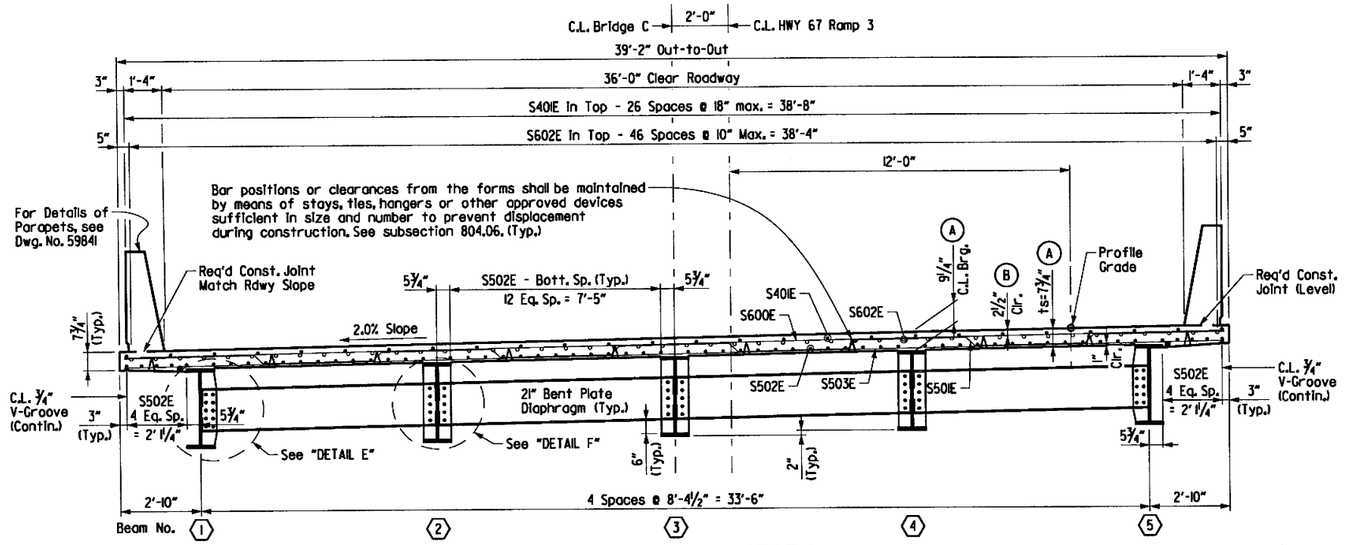
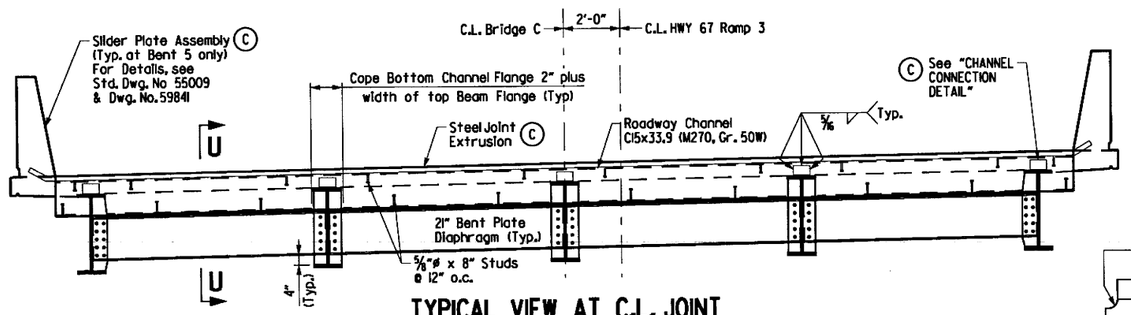
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1008	1465
				(1) C7412		SPAN DETAILS		59833

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018



TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange contacts bottom reinforcing steel; Maximum = top flange thickness plus 1⅛".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Intermediate Bent 5. For Joint Data Tables, see Dwg. No. 59796

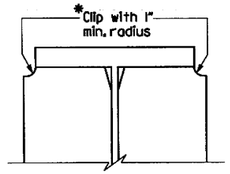


PLATE CLIP DETAIL

Not to Scale

* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

Class 1 Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
S600E @ 13" Centers (Top)
S601E @ 13" Centers (Top Overhang)
S501E @ 13" Centers (Bent up over beam)
S503E @ 13" Centers (Bottom)

Longitudinal:
S401E @ 18" Centers (Top Temperature)
S602E @ 10" Centers (Placed in Top as shown over Int. Supports)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1, 5, & 9 (C)

Roadway Channel C15x33.9 (M270, Gr. 50W)
Conn. ∠'s 8"x4x½" (End Bents) or Split C15x33.9 (Bent 5)
Detail Device ⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - 1/16" PL's

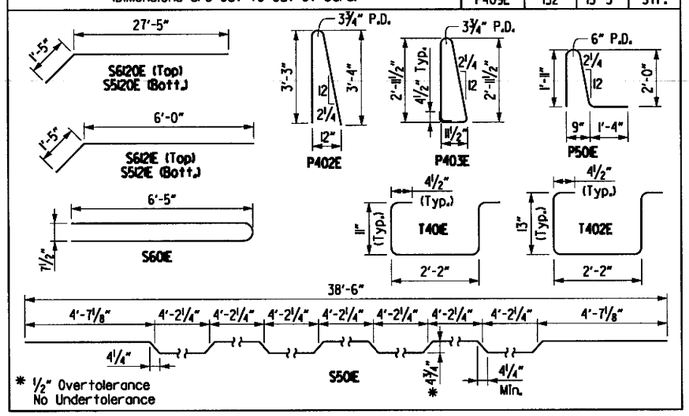
For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

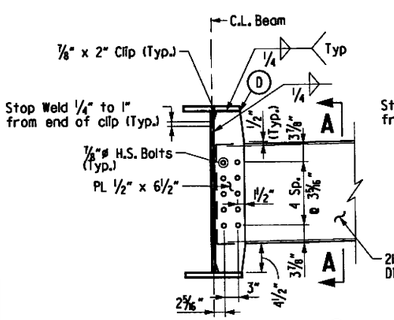
BAR LIST

(Unit 1 or 2)

Mark	No. Req'd.	Length	Pin Dia.
S401E	216	35'-5"	Str.
S501E	210	39'-8"	3"
S502E	310	55'-7"	Str.
S503E	211	38'-10"	Str.
S504E to S561E	1 Ea.	6'-5" to 37'-1"	Str.
S562E to S1119E	1 Ea.	37'-3" to 6'-6"	Str.
S1120E	8	28'-10"	3 ¾"
S1121E	18	7'-5"	3 ¾"
S600E	211	38'-10"	Str.
S601E	476	13'-2"	6"
S602E	141	60'-0"	Str.
S604E to S661E	1 Ea.	6'-5" to 37'-1"	Str.
S662E to S1119E	1 Ea.	37'-3" to 6'-6"	Str.
S1120E	8	28'-10"	3 ¾"
S1121E	18	7'-5"	3 ¾"
T401E	40	4'-5"	2"
T402E	40	4'-9"	2"
T601E	8	50'-6"	Str.
T701E	40	10'-3"	Str.
P501E	924	5'-8"	3 ¾"
P401E	168	5'-6"	Str.
P402E	924	6'-11"	3 ¾"
P403E	80	7'-11"	3 ¾"
P404E	352	13'-8"	Str.
P405E	44	14'-4"	Str.
P406E	132	14'-5"	Str.
P407E	88	15'-2"	Str.
P408E	44	15'-4"	Str.
P409E	132	15'-5"	Str.

Bending Diagrams
(Dimensions are out to out of bars)

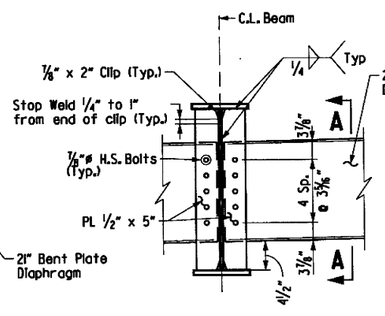




DETAIL E

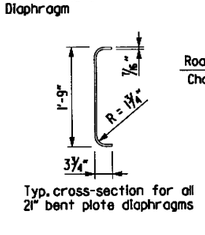
SCALE: ¾" = 1'-0"

(D) See "PLATE CLIP DETAIL"



DETAIL F

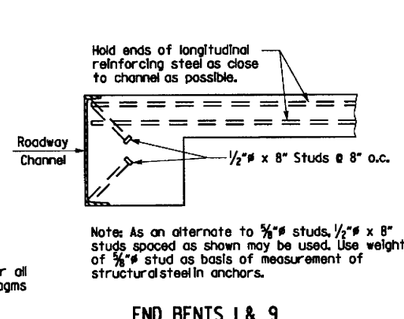
SCALE: ¾" = 1'-0"



Typ. cross-section for all 21" bent plate diaphragms

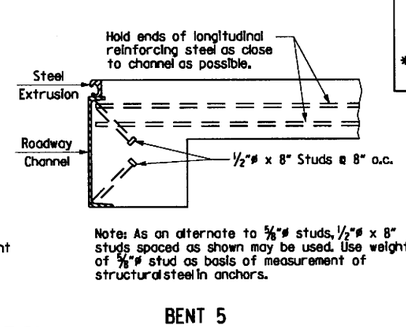
SECTION A-A

SCALE: ¾" = 1'-0"



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

END BENTS 1 & 9



Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

BENT 5

SECTION U-U

No Scale

SHEET 1 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/29/2016
CHECKED BY: STS DATE: 4/8/2016
DESIGNED BY: JH DATE: 3/28/2016
FILENAME: bc0601c3_e8
SCALE: AS SHOWN

BRIDGE NO. C7412 DRAWING NO. 59833

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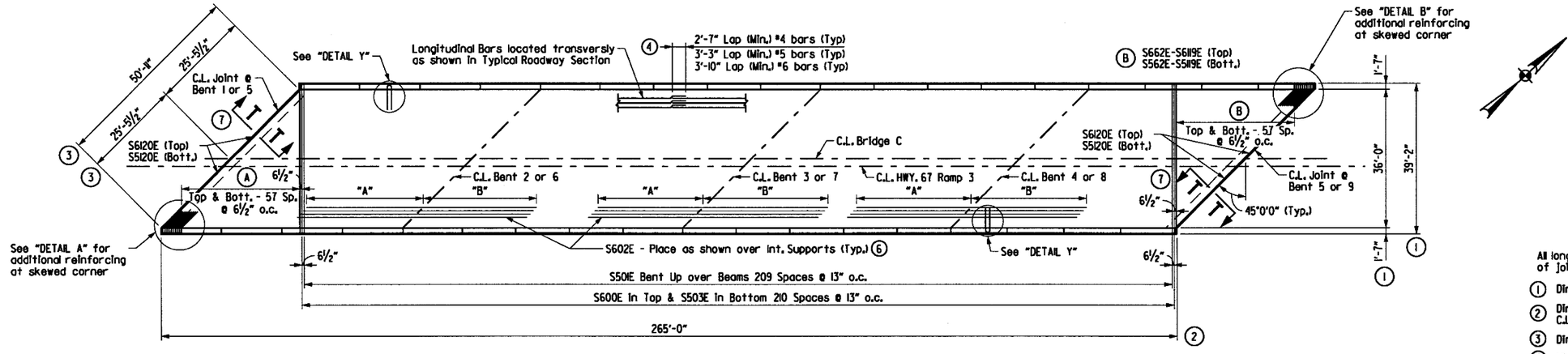
6/21/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1009	1465
				(1) C7412		SPAN DETAILS		59834

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007

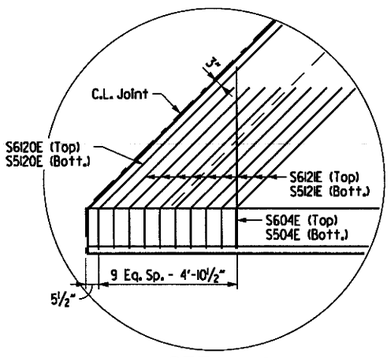


REINFORCING PLAN UNIT 1 & 2

SCALE: 1/16" = 1'-0"

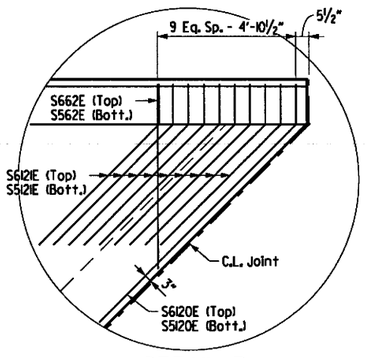
All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Dimensions measured along horizontal control line.
(2) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.
(3) Dimensions measured along centerline of joint.
(4) Min Laps also applicable to splices in Transverse Reinforcing.
(5) Spaced equally between every other top transervse bar as shown.
(6) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59833
(7) For Section T-T, see Dwg. No. 59840



DETAIL A

No Scale

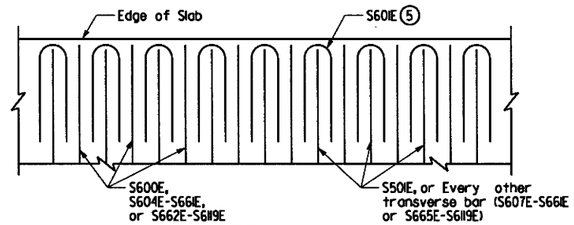


DETAIL B

No Scale

TABLE OF VARIABLES

Bent No.	"A"	"B"
2	30'-6"	29'-6"
3	27'-6"	32'-6"
4	30'-0"	30'-0"
6	30'-0"	30'-0"
7	32'-6"	27'-6"
8	29'-6"	30'-6"



DETAIL A

No Scale

SHEET 2 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/29/2016
CHECKED BY: STS DATE: 4/8/2016
DESIGNED BY: JH DATE: 3/28/2016
FILENAME: bca0601c3_sl2
SCALE: AS SHOWN

BRIDGE NO. C7412 DRAWING NO. 59834

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7/19/2018
jharrell

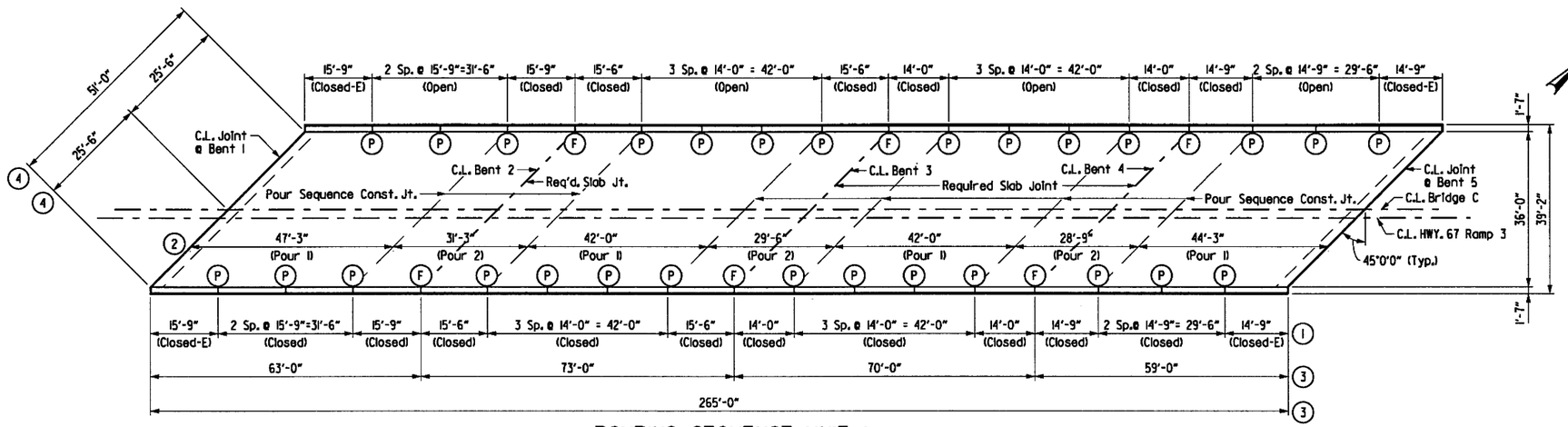
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1010	1465

(1) C7412 **SPAN DETAILS** 59835

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

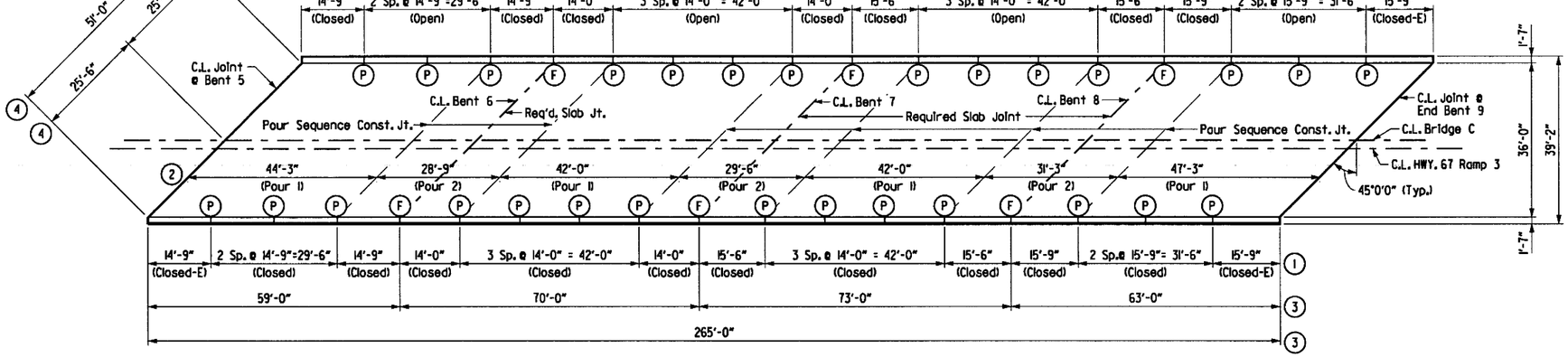
Stephen T. Smiley 19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



POURING SEQUENCE UNIT 1

SCALE: 1/8" = 1'-0"



POURING SEQUENCE UNIT 2

SCALE: 1/8" = 1'-0"

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

Pours must be made in order as numbered. Pours with th same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour ar the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along C.L. HWY. 67 Ramp 3.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59841

(F) C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59841

SHEET 3 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/29/2016 FILENAME: bca0601c3_sl3
CHECKED BY: STS DATE: 4/8/2016 SCALE: AS SHOWN
DESIGNED BY: JH DATE: 3/28/2016

BRIDGE NO. C7412 DRAWING NO. 59835

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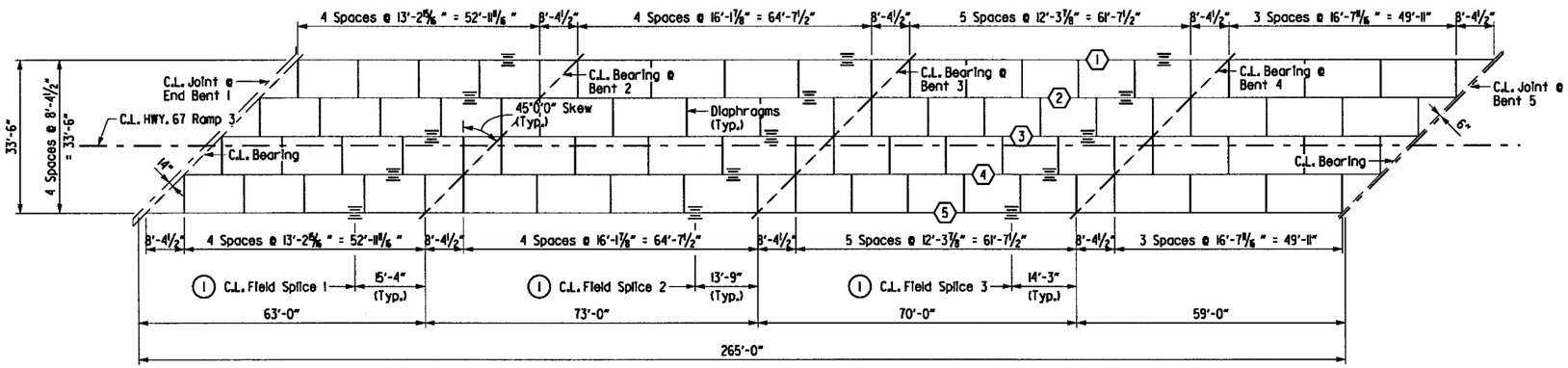
6/21/2018
jharrell

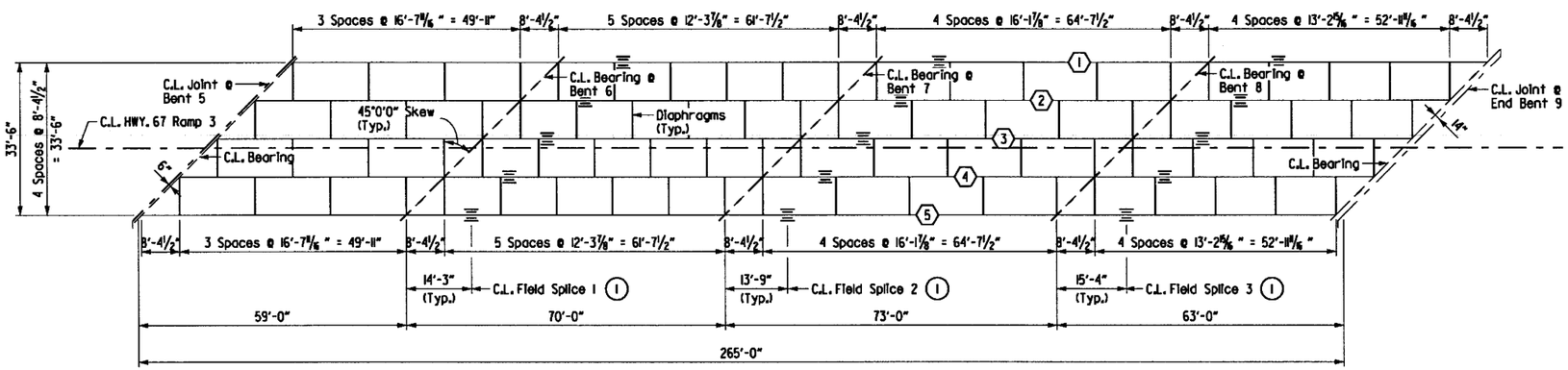
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1011	1465
				(1) C7412		SPAN DETAILS		59836



FRAMING PLAN UNIT 1

SCALE: 1/16" = 1'-0"



FRAMING PLAN UNIT 2

SCALE: 1/16" = 1'-0"

For "WELD TABLE" and "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007

(X) Beam Number

(1) See Beam Elevations for splice type and location.

SHEET 4 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 2
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 3/29/2016
CHECKED BY: STS DATE: 4/8/2016
DESIGNED BY: JH DATE: 3/28/2016
FILENAME: bcc0601c3_sl4
SCALE: AS SHOWN

BRIDGE NO. C7412 DRAWING NO. 59836

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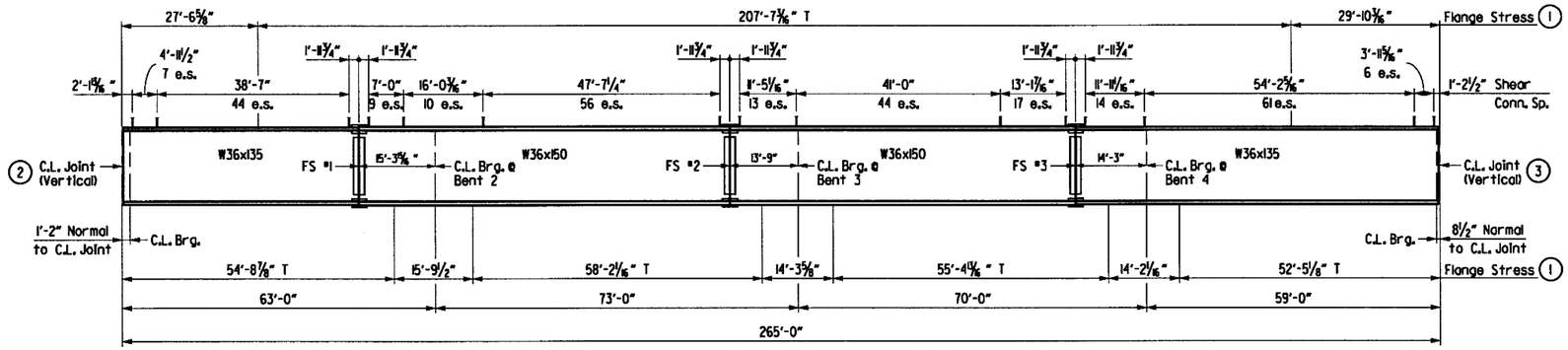
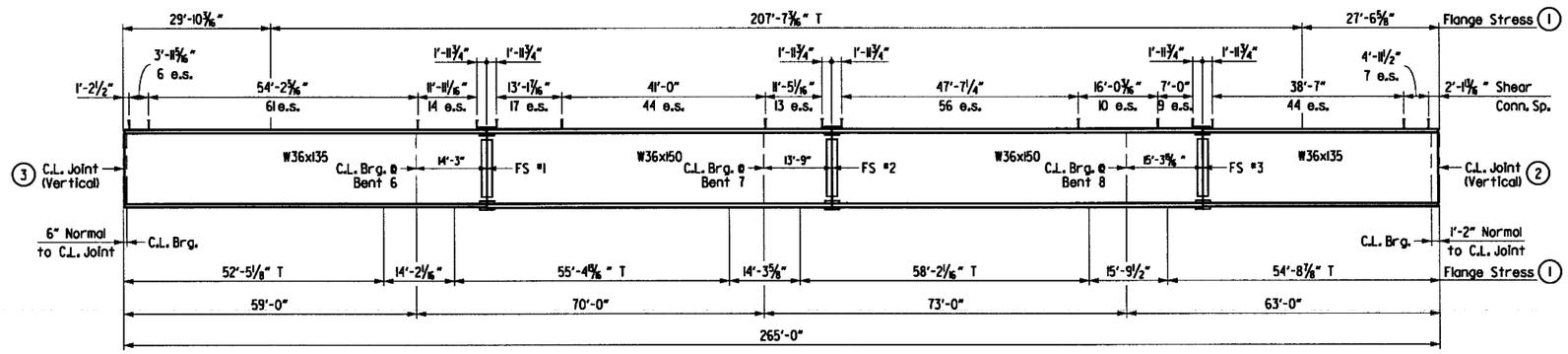
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1012	1465
				(1) C7412		SPAN DETAILS		59837



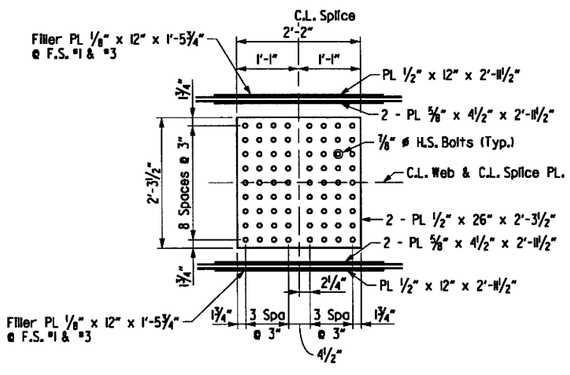
TYPICAL BEAM ELEVATION - UNIT 1, SPANS 1-4

SCALE: 1" = 15' Horiz.



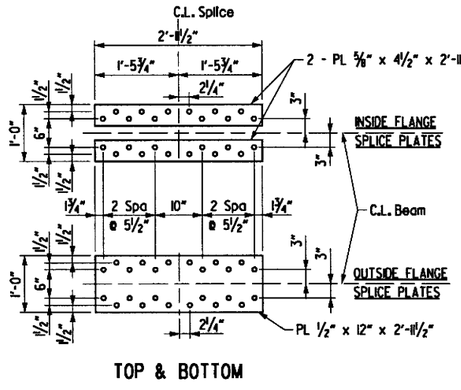
TYPICAL BEAM ELEVATION - UNIT 2, SPANS 5-8

SCALE: 1" = 15' Horiz.



WEB SPLICE DETAIL

SCALE: ¾" = 1'-0"



TOP & BOTTOM

FLANGE SPLICE DETAIL

SCALE: ¾" = 1'-0"

NOTES:

Bolted Field Splices shown may be eliminated or shop welded splices may be substituted with approval of the Engineer. Payment will be made on the basis of the Plan Quantities.

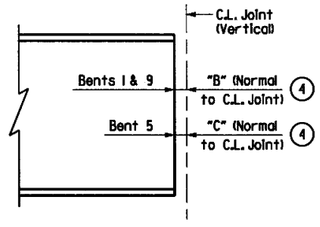
Stud Shear Connectors shall be ⅞" dia. x 4"; use 3 studs per row. See "SHEAR CONNECTOR DETAIL", Std. Dwg. No. 55007.

(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of bottom flange horizontally parallel to C.L. Joint.

(3) Fabricate end bottom flange horizontally perpendicular to web.

(4) Fabricate end of top flange horizontally parallel to C.L. Joint.



TYPICAL BEAM END DETAIL

Not to Scale
For dimension "B" & "C", see Dwg. No. 59796

SHEET 5 OF 7
DETAILS OF 265'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2016	FILENAME:	bcc0601c3.sl5
CHECKED BY:	STS	DATE:	7/20/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	7/13/2016		

BRIDGE NO. C7412 DRAWING NO. 59837

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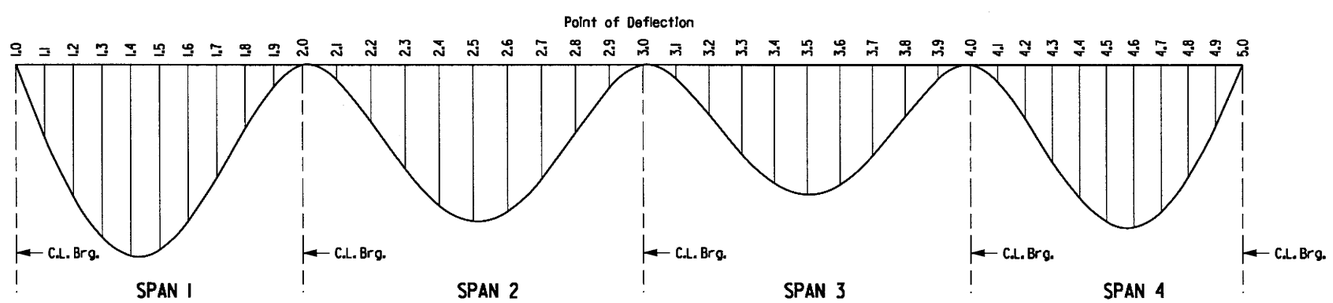
TABLE OF DEAD LOAD DEFLECTIONS - UNIT 1

	Point of Deflection	Vertical Dead Load Deflection (in.)														
		Structural Steel					Structural Steel + Slab					Structural Steel + Slab + Parapets				
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.033	0.035	0.035	0.036	0.034	0.201	0.229	0.233	0.239	0.206	0.224	0.249	0.254	0.26	0.23
	1.2	0.057	0.063	0.064	0.066	0.06	0.351	0.416	0.426	0.437	0.367	0.391	0.453	0.463	0.476	0.409
	1.3	0.073	0.082	0.084	0.087	0.079	0.45	0.544	0.558	0.575	0.484	0.501	0.593	0.607	0.626	0.539
	1.4	0.081	0.091	0.093	0.097	0.088	0.498	0.6	0.617	0.639	0.542	0.555	0.654	0.671	0.695	0.604
	1.5	0.079	0.087	0.09	0.094	0.085	0.485	0.577	0.597	0.621	0.527	0.54	0.629	0.649	0.675	0.588
	1.6	0.066	0.073	0.076	0.08	0.073	0.408	0.485	0.505	0.529	0.455	0.455	0.529	0.549	0.575	0.508
	1.7	0.047	0.052	0.054	0.058	0.055	0.296	0.348	0.365	0.388	0.343	0.33	0.379	0.397	0.422	0.383
	1.8	0.027	0.028	0.03	0.033	0.03	0.173	0.191	0.204	0.222	0.194	0.193	0.208	0.222	0.241	0.217
	1.9	0.008	0.009	0.01	0.012	0.014	0.054	0.063	0.071	0.081	0.091	0.06	0.069	0.077	0.088	0.102
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	2.1	0.007	0.01	0.009	0.007	0.008	0.033	0.058	0.048	0.039	0.033	0.037	0.064	0.053	0.044	0.037
	2.2	0.031	0.033	0.031	0.029	0.024	0.164	0.198	0.182	0.17	0.121	0.184	0.217	0.2	0.187	0.136
	2.3	0.052	0.058	0.055	0.053	0.048	0.281	0.352	0.333	0.321	0.254	0.315	0.385	0.365	0.353	0.284
	2.4	0.07	0.076	0.074	0.073	0.067	0.382	0.467	0.452	0.443	0.36	0.428	0.511	0.495	0.486	0.403
	2.5	0.079	0.083	0.081	0.081	0.074	0.435	0.513	0.501	0.497	0.403	0.487	0.562	0.549	0.545	0.451
	2.6	0.073	0.077	0.076	0.076	0.073	0.404	0.478	0.47	0.471	0.399	0.452	0.524	0.515	0.516	0.446
	2.7	0.057	0.059	0.058	0.059	0.058	0.32	0.37	0.366	0.371	0.32	0.358	0.406	0.401	0.406	0.358
	2.8	0.037	0.034	0.034	0.035	0.035	0.206	0.218	0.218	0.225	0.196	0.231	0.239	0.239	0.246	0.22
	2.9	0.011	0.011	0.011	0.012	0.018	0.063	0.073	0.074	0.079	0.1	0.071	0.08	0.081	0.087	0.112
	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	3.1	0.007	0.009	0.009	0.008	0.007	0.033	0.047	0.045	0.041	0.036	0.037	0.051	0.049	0.045	0.04
	3.2	0.026	0.03	0.029	0.029	0.024	0.135	0.165	0.16	0.158	0.123	0.151	0.18	0.174	0.172	0.137
	3.3	0.045	0.053	0.051	0.052	0.046	0.232	0.292	0.288	0.289	0.243	0.259	0.318	0.314	0.315	0.271
	3.4	0.061	0.069	0.068	0.069	0.061	0.317	0.381	0.382	0.385	0.319	0.354	0.415	0.416	0.42	0.356
	3.5	0.066	0.074	0.075	0.076	0.069	0.342	0.412	0.418	0.426	0.362	0.382	0.449	0.455	0.464	0.404
	3.6	0.062	0.069	0.07	0.072	0.065	0.317	0.377	0.387	0.399	0.339	0.354	0.411	0.421	0.434	0.378
	3.7	0.047	0.052	0.054	0.056	0.052	0.235	0.28	0.293	0.308	0.269	0.262	0.306	0.319	0.335	0.3
	3.8	0.029	0.031	0.032	0.035	0.032	0.139	0.155	0.167	0.182	0.159	0.155	0.169	0.181	0.197	0.177
	3.9	0.008	0.009	0.01	0.012	0.014	0.033	0.038	0.046	0.056	0.065	0.037	0.042	0.05	0.06	0.072
	4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	4.1	0.005	0.008	0.006	0.005	0.005	0.04	0.066	0.056	0.05	0.042	0.045	0.072	0.061	0.055	0.047
	4.2	0.02	0.024	0.022	0.02	0.017	0.139	0.189	0.172	0.16	0.124	0.155	0.206	0.188	0.175	0.138
	4.3	0.042	0.045	0.042	0.04	0.032	0.281	0.336	0.313	0.299	0.218	0.314	0.366	0.342	0.327	0.243
	4.4	0.054	0.063	0.059	0.056	0.051	0.356	0.454	0.428	0.413	0.333	0.397	0.494	0.467	0.451	0.371
	4.5	0.065	0.074	0.07	0.068	0.061	0.423	0.53	0.504	0.49	0.398	0.472	0.577	0.55	0.535	0.443
	4.6	0.072	0.077	0.074	0.071	0.063	0.46	0.546	0.523	0.509	0.408	0.513	0.594	0.57	0.555	0.454
	4.7	0.065	0.07	0.067	0.065	0.06	0.414	0.492	0.473	0.462	0.383	0.461	0.535	0.515	0.504	0.426
	4.8	0.05	0.053	0.051	0.05	0.048	0.316	0.375	0.361	0.354	0.304	0.352	0.408	0.393	0.386	0.339
	4.9	0.028	0.029	0.028	0.028	0.028	0.175	0.205	0.198	0.195	0.176	0.195	0.223	0.216	0.213	0.196
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM - UNIT 1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1013	1465
				(1) C7412		SPAN DETAILS		59838

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 6 OF 7
DETAILS OF 265'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/16/2016
CHECKED BY: STS DATE: 7/20/2016
DESIGNED BY: JH DATE: 7/13/2016
FILENAME: bca0601c3_sl6
SCALE: NONE

BRIDGE NO. C7412 DRAWING NO. 59838

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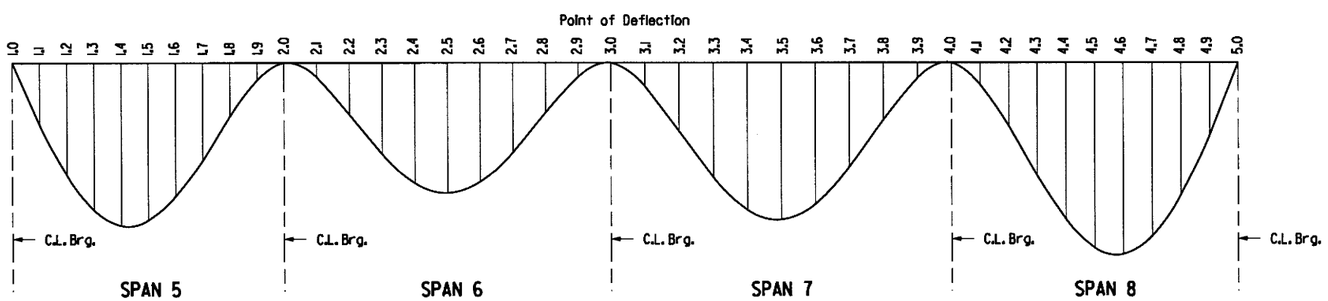
jharrell

TABLE OF DEAD LOAD DEFLECTIONS - UNIT 2

	Point of Deflection	Vertical Dead Load Deflection (In.)														
		Structural Steel					Structural Steel + Slab					Structural Steel + Slab + Parapets				
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 5	L1	0.028	0.029	0.028	0.028	0.028	0.175	0.205	0.198	0.195	0.176	0.195	0.223	0.216	0.213	0.196
	L2	0.05	0.053	0.051	0.05	0.048	0.316	0.375	0.361	0.354	0.304	0.352	0.408	0.393	0.386	0.339
	L3	0.065	0.07	0.067	0.065	0.06	0.414	0.492	0.473	0.462	0.383	0.461	0.535	0.515	0.504	0.426
	L4	0.072	0.077	0.074	0.071	0.063	0.46	0.546	0.523	0.509	0.408	0.513	0.594	0.57	0.555	0.454
	L5	0.065	0.074	0.07	0.068	0.061	0.423	0.53	0.504	0.49	0.398	0.472	0.577	0.55	0.535	0.443
	L6	0.054	0.063	0.059	0.056	0.051	0.356	0.454	0.428	0.413	0.333	0.397	0.494	0.467	0.451	0.371
	L7	0.042	0.045	0.042	0.04	0.032	0.281	0.336	0.313	0.299	0.218	0.314	0.366	0.342	0.327	0.243
	L8	0.02	0.024	0.022	0.02	0.017	0.139	0.189	0.172	0.16	0.124	0.155	0.206	0.188	0.175	0.138
	L9	0.005	0.008	0.006	0.005	0.005	0.04	0.066	0.056	0.05	0.042	0.045	0.072	0.061	0.055	0.047
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 6	2.1	0.008	0.009	0.01	0.012	0.014	0.033	0.038	0.046	0.056	0.065	0.037	0.042	0.05	0.06	0.072
	2.2	0.029	0.031	0.032	0.035	0.032	0.139	0.155	0.167	0.182	0.159	0.155	0.169	0.181	0.197	0.177
	2.3	0.047	0.052	0.054	0.056	0.052	0.235	0.28	0.293	0.308	0.269	0.262	0.306	0.319	0.335	0.3
	2.4	0.062	0.069	0.07	0.072	0.065	0.317	0.377	0.387	0.399	0.339	0.354	0.411	0.421	0.434	0.378
	2.5	0.066	0.074	0.075	0.076	0.069	0.342	0.412	0.418	0.426	0.362	0.382	0.449	0.455	0.464	0.404
	2.6	0.061	0.069	0.068	0.069	0.061	0.317	0.381	0.382	0.385	0.319	0.354	0.415	0.416	0.42	0.356
	2.7	0.045	0.053	0.051	0.052	0.046	0.232	0.292	0.288	0.289	0.243	0.259	0.318	0.314	0.315	0.271
	2.8	0.026	0.03	0.029	0.029	0.024	0.135	0.165	0.16	0.158	0.123	0.151	0.18	0.174	0.172	0.137
	2.9	0.007	0.009	0.009	0.008	0.007	0.033	0.047	0.045	0.041	0.036	0.037	0.051	0.049	0.045	0.04
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 7	3.1	0.011	0.011	0.011	0.012	0.018	0.063	0.073	0.074	0.079	0.1	0.071	0.08	0.081	0.087	0.112
	3.2	0.037	0.034	0.034	0.035	0.035	0.206	0.218	0.218	0.225	0.196	0.231	0.239	0.239	0.246	0.22
	3.3	0.057	0.059	0.058	0.059	0.058	0.32	0.37	0.366	0.371	0.32	0.358	0.406	0.401	0.406	0.358
	3.4	0.073	0.077	0.076	0.076	0.073	0.404	0.478	0.47	0.471	0.399	0.452	0.524	0.515	0.516	0.446
	3.5	0.079	0.083	0.081	0.081	0.074	0.435	0.513	0.501	0.497	0.403	0.487	0.562	0.549	0.545	0.451
	3.6	0.07	0.076	0.074	0.073	0.067	0.382	0.467	0.452	0.443	0.36	0.428	0.511	0.495	0.486	0.403
	3.7	0.052	0.058	0.055	0.053	0.048	0.281	0.352	0.333	0.321	0.254	0.315	0.385	0.365	0.353	0.284
	3.8	0.031	0.033	0.031	0.029	0.024	0.164	0.198	0.182	0.17	0.121	0.184	0.217	0.2	0.187	0.136
	3.9	0.007	0.01	0.009	0.007	0.008	0.033	0.058	0.048	0.039	0.033	0.037	0.064	0.053	0.044	0.037
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 8	4.1	0.008	0.009	0.01	0.012	0.014	0.054	0.063	0.071	0.081	0.091	0.06	0.069	0.077	0.088	0.102
	4.2	0.027	0.028	0.03	0.033	0.03	0.173	0.191	0.204	0.222	0.194	0.193	0.208	0.222	0.241	0.217
	4.3	0.047	0.052	0.054	0.058	0.055	0.296	0.348	0.365	0.388	0.343	0.33	0.379	0.397	0.422	0.383
	4.4	0.066	0.073	0.076	0.08	0.073	0.408	0.485	0.505	0.529	0.455	0.455	0.529	0.549	0.575	0.508
	4.5	0.079	0.087	0.09	0.094	0.085	0.485	0.577	0.597	0.621	0.527	0.54	0.629	0.649	0.675	0.588
	4.6	0.081	0.091	0.093	0.097	0.088	0.498	0.6	0.617	0.639	0.542	0.555	0.654	0.671	0.695	0.604
	4.7	0.073	0.082	0.084	0.087	0.079	0.45	0.544	0.558	0.575	0.484	0.501	0.593	0.607	0.626	0.539
	4.8	0.057	0.063	0.064	0.066	0.06	0.351	0.416	0.426	0.437	0.367	0.391	0.453	0.463	0.476	0.409
	4.9	0.033	0.035	0.035	0.036	0.034	0.201	0.229	0.233	0.239	0.206	0.224	0.249	0.254	0.26	0.23
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM - UNIT 2

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1014	1465
				(1) C7412		SPAN DETAILS		59839

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 7 OF 7
DETAILS OF 265'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/16/2016
CHECKED BY: STS DATE: 7/20/2016
DESIGNED BY: JH DATE: 7/13/2016
FILENAME: bco0601c3_sl7
SCALE: NONE

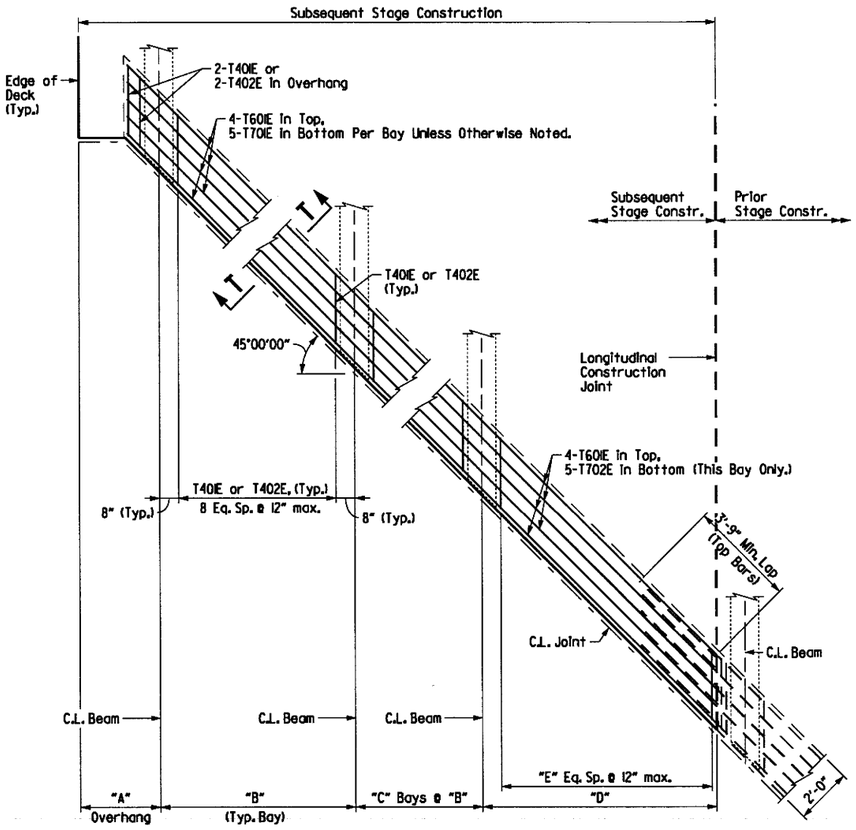
BRIDGE NO. C7412 DRAWING NO. 59839

s:\14407\01\dgn\plans\bridge\span\bco0601c3_sl7.dgn
6/21/2018 1:22:26 PM
jharrell

11:22:27 PM
6/21/2018
jharrell

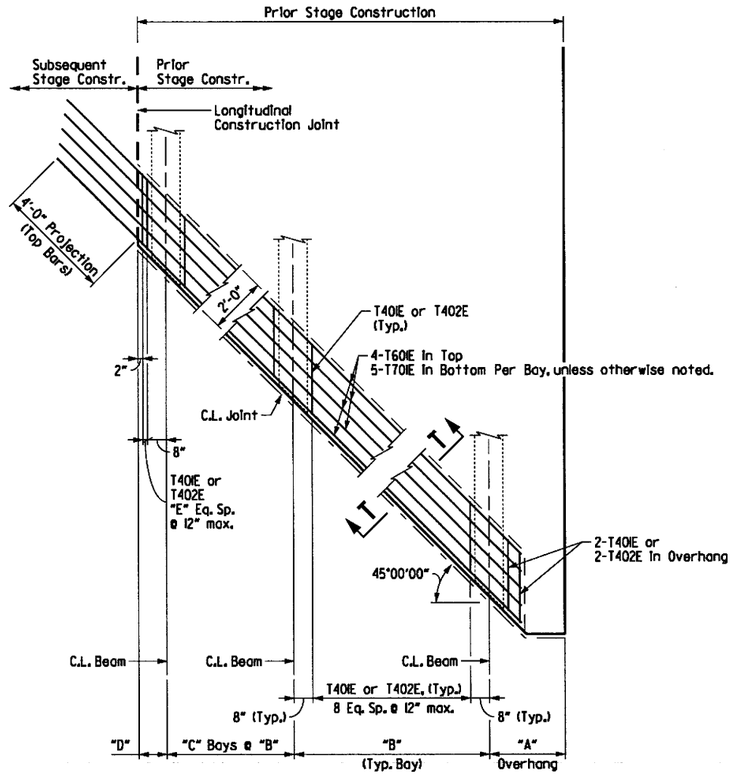
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1015	1465
				(1) A. B&C7412		COMMON DETAILS		59840



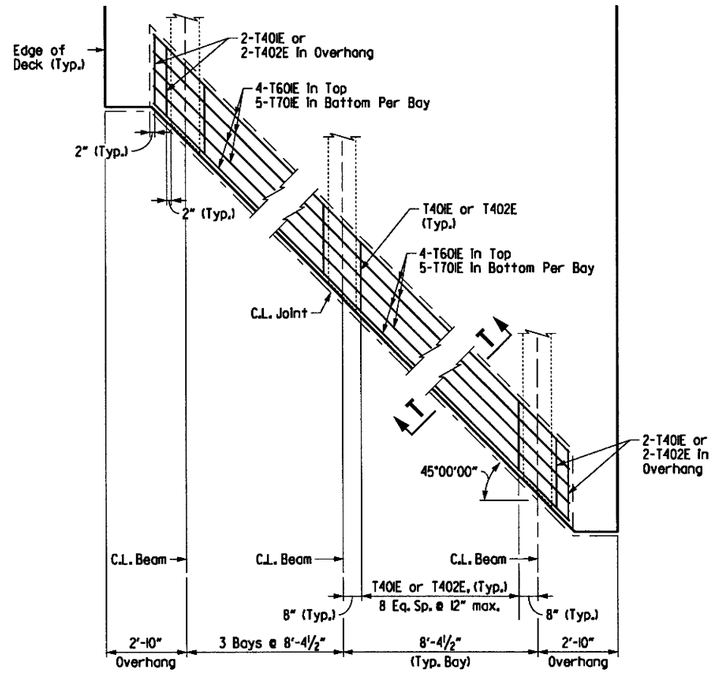
A&B7412 - PLAN OF TURNDOWN AT SLAB ENDS

(Subsequent Stage Construction shown Looking Ahead, Opposite slab end is similar)
Scale: 3/8" = 1'-0"



A&B7412 - PLAN OF TURNDOWN AT SLAB ENDS

(Prior Stage Construction shown Looking Ahead, Opposite slab end is similar)
Scale: 3/8" = 1'-0"



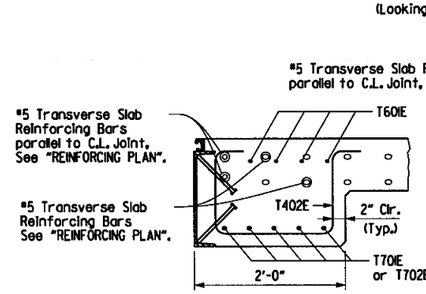
C7412 - PLAN OF TURNDOWN AT SLAB ENDS

(Looking Ahead, Opposite slab end is similar)
Scale: 3/8" = 1'-0"

TABLE OF VARIABLES

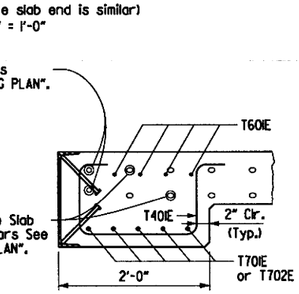
SUBSEQUENT STAGE CONSTRUCTION								PRIOR STAGE CONSTRUCTION						
BRIDGE NO.	STAGE	"A"	"B"	"C"	"D"	"E"		BRIDGE NO.	STAGE	"A"	"B"	"C"	"D"	"E"
A7412	3	2'-10"	9'-3"	2	8'-3"	8		A7412	1	2'-8"	9'-3"	3	1'-0"	1
B7412	2B	2'-5"	8'-6"	2	6'-0"	5		B7412	2A	2'-7" *	8'-6"	5	2'-6"	2

*Deck Overhang varies in Span 1. Deck and Parapet longitudinal edges are concentric with C.L. Median I-30.



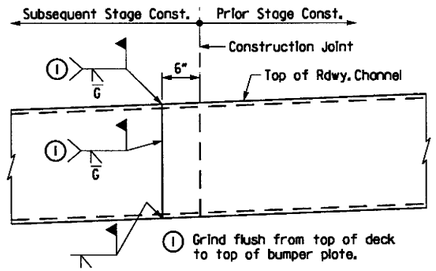
SECTION T-T

(Shown at Bent 5)
Scale: 3/8" = 1'-0"



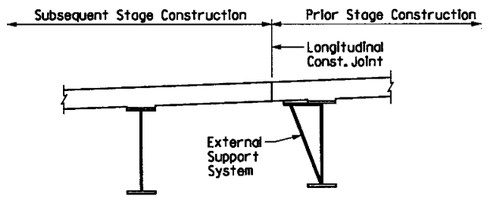
SECTION T-T

(Shown at End Bents 1 & 9)
Scale: 3/8" = 1'-0"



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

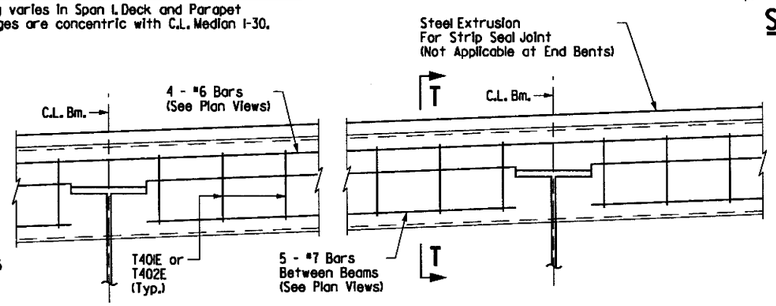
No Scale



Prior Stage External Supports in this bay shall remain in place until after completion of the Subsequent Stage deck pour. See Subsection 802.15 for additional information regarding their removal.

DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

No Scale



ELEVATION OF TURNDOWN AT SLAB ENDS

No Scale

COMMON DETAILS
I-30 BRIDGES OVER
SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/16/2017	FILENAME:	bca060Im3.sl
CHECKED BY:	STS	DATE:	3/20/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2017		

BRIDGE NO. A, B&C7412 DRAWING NO. 59840

s:\14407\01\dgn\plans\bridge\span\bca060Im3_sl.dgn

Ⓟ C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab.

Ⓕ C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab.

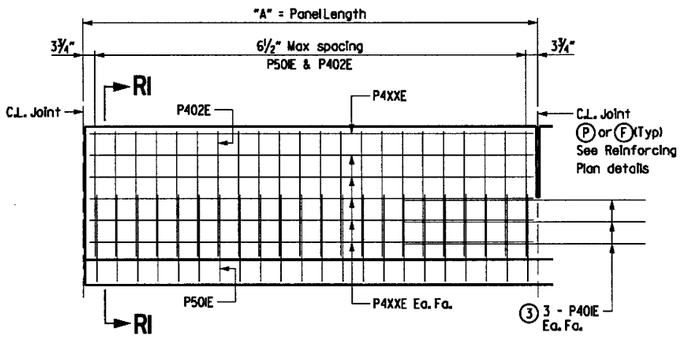
① "X" = 6½" for Parapet Rail along LT side Bridge A & RT side Bridge B, both sides Bridge C.
"X" = 4½" for Parapet Rail along RT side Bridge A & LT side Bridge B.
(LT side & RT side is defined in direction of increasing stationing.)

② See "Detail X" for Parapet Rails along LT side Bridge A, RT side Bridge B, and Both sides Bridge C; otherwise see "Detail Y".
(LT side & RT side is defined in direction of increasing stationing.)

③ Provide 3 - P400E bars each face centered with C.L. Partial Depth Parapet Joints.

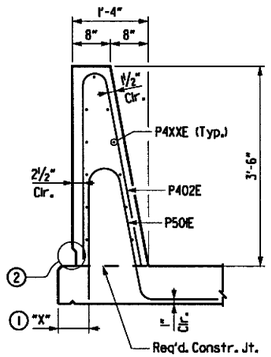
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1016	1465
				① A, B&C7412		RAIL DETAILS		59841



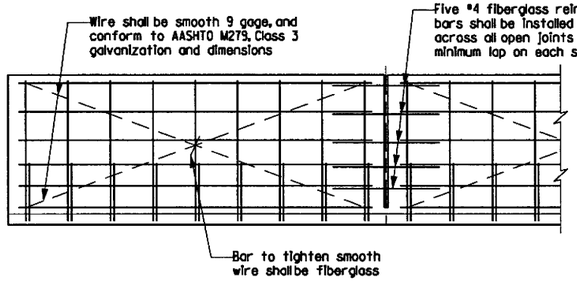
DETAILS OF CLOSED PARAPET RAIL

½" = 1'-0"

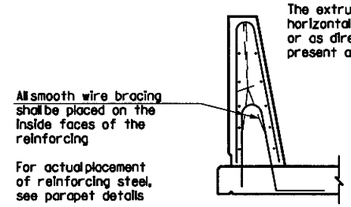


SECTION RI-RI

¾" = 1'-0"

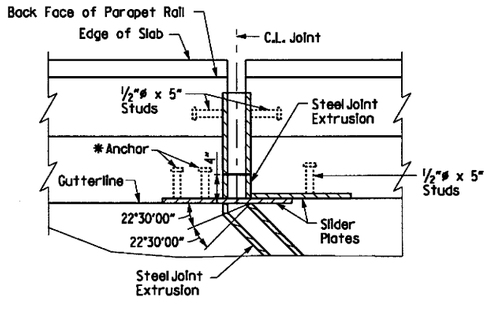


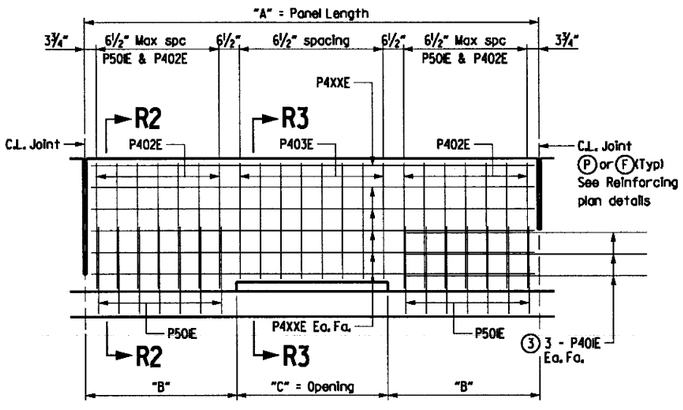
All panels shall be braced as shown to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of ¼". To control cracking before sawing, all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.



DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL

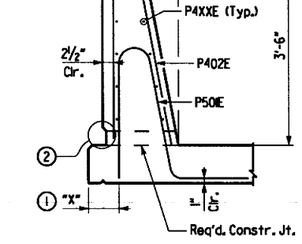
No Scale





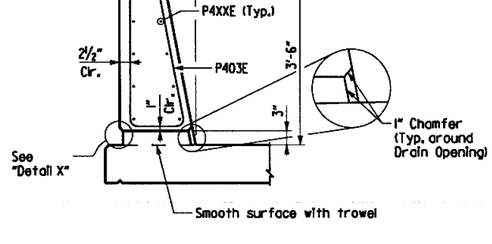
DETAILS OF OPEN PARAPET RAIL

½" = 1'-0"



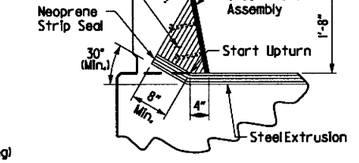
SECTION R2-R2

¾" = 1'-0"



SECTION R3-R3

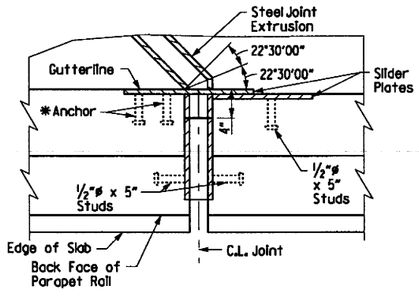
¾" = 1'-0"



SECTION A-A

¾" = 1'-0"

Note:
SECTION A-A & B-B supplement Standard Details for Neoprene Strip Seal Joints, see Std. Dwg. No. 55009

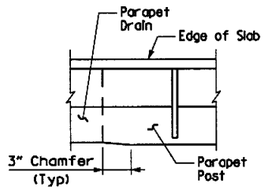


SECTION B-B AT BENT 5

BENTS WITH SKEW - No Scale

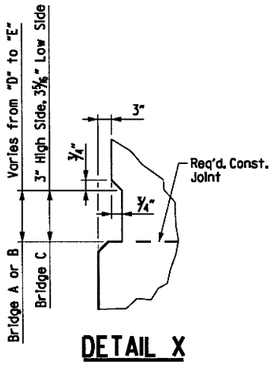
*The method of attachment of the cover slider assembly or similar device must be such that it may be removed in order to provide for future replacement of the neoprene seal. Anchors shall not be paid for directly, but shall be considered subsidiary to the item "Armored Joint with Neoprene Strip Seal".

Method of installation and fabrication shall be determined by the manufacturer.



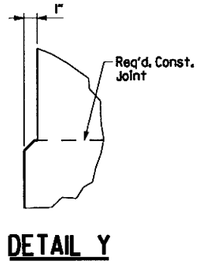
PLAN OF RAIL POST CHAMFER

(Typ for Open Drain Panels Only)
Scale: 1½" = 1'-0"



DETAIL X

No Scale

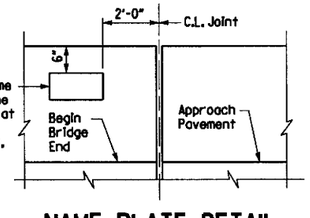


DETAIL Y

No Scale

TABLE OF VARIABLES

Unit	Bridge	"D"	"E"
1 & 2	A	3 ½"	3 5/16"
1	B	3"	3"
2	B	3"	3 1/8"



Place Type D Bridge Name Plate at the end of the Structure parapet rail at Beginning of Bridge approx. 2'-0" from joint. (Right is defined with direction of travel.) See Std. Dwg. No. 55010

NAME PLATE DETAIL

No Scale

TABLE OF PARAPET RAIL VARIABLES

Parapet Type	"A"	"B"	"C"	"P4XXE" Longitudinal Reinforcing
Closed	14'-0"			P404E
Open	14'-0"	5'-0"	4'-0"	P404E
Closed-E	14'-9"			P405E
Closed	14'-9"			P406E
Open	14'-9"	5'-4 1/2"	4'-0"	P406E
Closed	15'-6"			P407E
Closed-E	15'-9"			P408E
Closed	15'-9"			P409E
Open	15'-9"	5'-10 1/2"	4'-0"	P409E

For location of Closed Parapet panels, See "REINFORCING PLAN & POURING SEQUENCE" Dwg. Nos. 59807, 59822 & 59835

PARAPET RAIL DETAILS
I-30 BRIDGES OVER
SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca06013_pl
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. A, B&C7412 DRAWING NO. 59841

1:22:28 PM 6/21/2018 jharrell

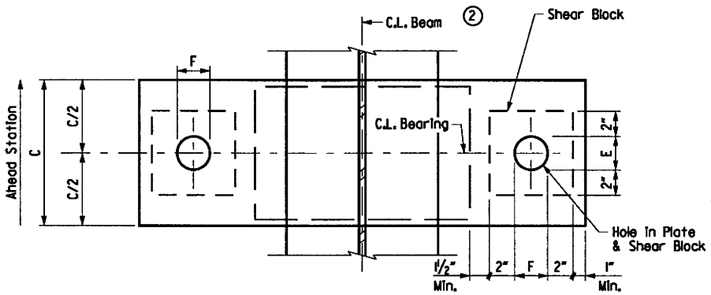
s:\14407\01\dgn\plans\bridge\rail_details\bca06013_pl.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1017	1465
				① A, B&C7412		BEARING DETAILS		59842

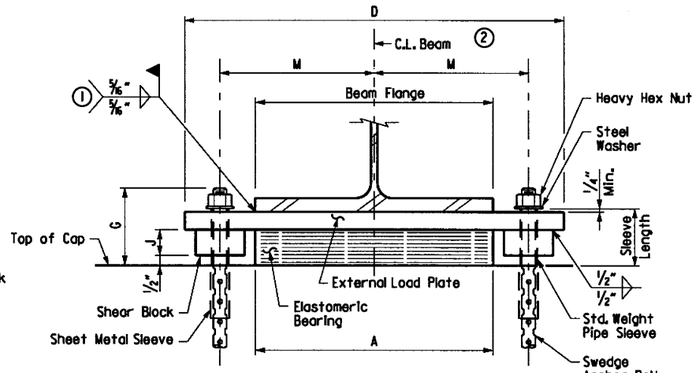
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

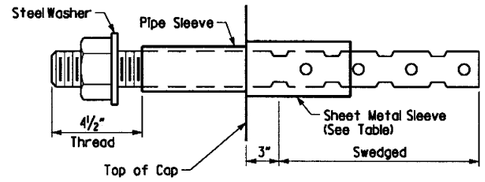
6/21/2018 1:22:29 PM
jharrell



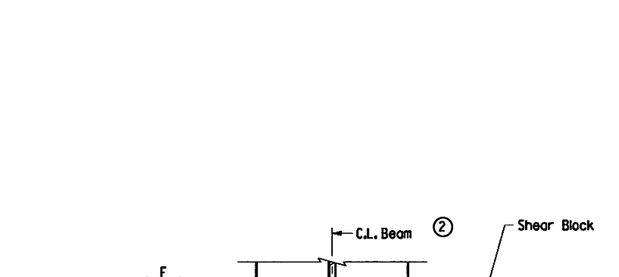
PLAN VIEW @ BENT 2, 3, 4, 6, 7, 8
(No Scale)



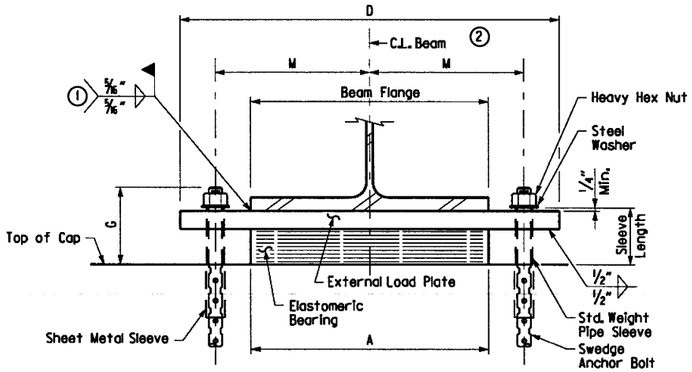
FRONT VIEW @ BENT 2, 3, 4, 6, 7, 8
(No Scale)



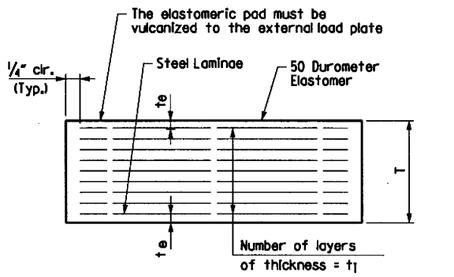
ANCHOR BOLT DETAIL
(No Scale)



PLAN VIEW @ BENT 1, 5 & 9
(No Scale)

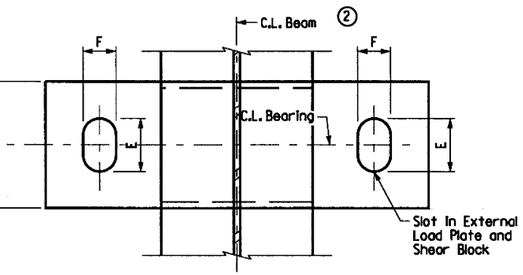


FRONT VIEW @ BENT 1, 5 & 9
(No Scale)



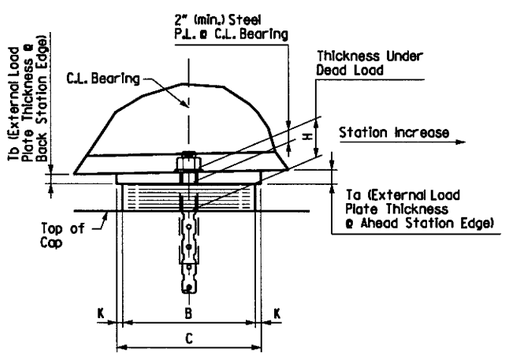
t_1 = thickness of elastomer between steel laminae.
t_e = thickness of elastomer cover on top and bottom of pad.
N = number of elastomer layers of thickness t_1.

ELASTOMERIC BEARING
(No Scale)

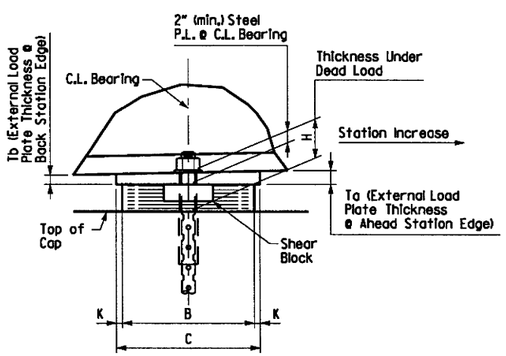


PLAN VIEW @ BENT 1, 5 & 9
(No Scale)

FRONT VIEW @ BENT 1, 5 & 9
(No Scale)



SIDE VIEW @ BENT 1, 5, & 9
(No Scale)



SIDE VIEW @ BENT 2, 3, 4, 6, 7, 8
(No Scale)

① Care shall be taken to ensure that the external load plate is in full and complete contact with the beam flange before welding begins.

② Thus the C.L. of Bearings shall coincide with the C.L. of Beams.

Note:
The direction of bevel of the external load plate may not be accurately depicted with respect to the "T(a)" and "T(b)" values shown in the "Table of Fabricator Variables."

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a OPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Beam Spans, (M 270, Gr. 50W)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Beam Spans, (M 270, Gr. 50W)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

SHEET 1 OF 2
DETAILS OF ELASTOMERIC BEARINGS
OF I-30 BRIDGES
OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/1/2015	FILENAME:	bca06013_el
CHECKED BY:	STS	DATE:	6/2/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	5/29/2015		

BRIDGE NO. A, B&C7412 DRAWING NO. 59842

s:\14407\01\dgn\plans\bridge\bearing\bca06013_el.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1018	1465
				(1) A, B&C7412		BEARING DETAILS		59843

* Maximum Load = Service Limit I State

TABLE OF FABRICATOR VARIABLES

LOCATION								ELASTOMER PAD						EXTERNAL LOAD PLATE								ANCHOR BOLT				
BENT NO.	SPAN NO(S).	GIRDER NO(S).	BEARING TYPE	NO. of BEARINGS EACH BENT	*MAXIMUM DESIGN LOAD (KIPS)	G (In.)	H (In.)	A (In.)	B (In.)	N (ea)	tl (In.)	te (In.)	NO. & THICKNESS OF STEEL LAMINAE	T (In.)	C (In.)	D (In.)	E (In.)	F (In.)	J (In.)	K (In.)	M (In.)	Ta (In.)	Tb (In.)	ANCHOR BOLT (In.)	ANCHOR BOLT GRADE	PIPE SLEEVE SIZE	SHEET METAL SLEEVE SIZE	STEEL WASHER O.D. (In.)
1	1	ALL	Exp.	7	108	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	23 5/8	4 1/8	2 5/8	-	1/2	9	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
2	1 & 2	1&7	Fixed	2	187	6 7/8	4 3/8	15	10 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11 1/2	33 3/8	2 5/8	2 5/8	1 7/8	1/2	12 3/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
2	1 & 2	2-6	Fixed	5	237	6 7/8	4 3/8	15 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33 7/8	2 5/8	2 5/8	1 7/8	1/2	12 5/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
3	2 & 3	1&7	Fixed	2	187	6 7/8	4 3/8	15	10 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11 1/2	33 3/8	2 5/8	2 5/8	1 7/8	1/2	12 3/8	2.01	1.99	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
3	2 & 3	2-6	Fixed	5	237	6 7/8	4 3/8	15 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33 7/8	2 5/8	2 5/8	1 7/8	1/2	12 5/8	2.01	1.99	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
4	3 & 4	1&7	Fixed	2	187	6 7/8	4 3/8	15	10 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11 1/2	33 3/8	2 5/8	2 5/8	1 7/8	1/2	12 3/8	2.00	2.00	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
4	3 & 4	2-6	Fixed	5	237	6 7/8	4 3/8	15 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33 7/8	2 5/8	2 5/8	1 7/8	1/2	12 5/8	2.00	2.00	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
5	4 & 5	ALL	Exp.	7	108	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	23 5/8	4 1/8	2 5/8	-	1/2	9	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
5	4 & 5	ALL	Exp.	7	108	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	23 5/8	4 1/8	2 5/8	-	1/2	9	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
6	5 & 6	1&7	Fixed	2	187	6 7/8	4 3/8	15	10 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11 1/2	33 3/8	2 5/8	2 5/8	1 7/8	1/2	12 3/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
6	5 & 6	2-6	Fixed	5	237	6 7/8	4 3/8	15 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33 7/8	2 5/8	2 5/8	1 7/8	1/2	12 5/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
7	6 & 7	1&7	Fixed	2	187	6 7/8	4 3/8	15	10 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11 1/2	33 3/8	2 5/8	2 5/8	1 7/8	1/2	12 3/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
7	6 & 7	2-6	Fixed	5	237	6 7/8	4 3/8	15 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33 7/8	2 5/8	2 5/8	1 7/8	1/2	12 5/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
8	7 & 8	1&7	Fixed	2	187	6 7/8	4 3/8	15	10 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11 1/2	33 3/8	2 5/8	2 5/8	1 7/8	1/2	12 3/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
8	7 & 8	2-6	Fixed	5	237	6 7/8	4 3/8	15 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33 7/8	2 5/8	2 5/8	1 7/8	1/2	12 5/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
9	8	ALL	Exp.	7	108	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	23 5/8	4 1/8	2 5/8	-	1/2	9	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 3/8
1	1	ALL	Exp.	9	100	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	24	4 1/8	2 3/4	-	1/2	9 1/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
2	1 & 2	1&9	Fixed	2	170	6 7/8	4 3/8	14	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 3/4	2 3/4	1 7/8	1/2	11 7/8	2.01	1.99	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
2	1 & 2	2-8	Fixed	7	220	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	2.01	1.99	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
3	2 & 3	1&9	Fixed	2	170	6 7/8	4 3/8	14	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 3/4	2 3/4	1 7/8	1/2	11 7/8	2.00	2.00	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
3	2 & 3	2-8	Fixed	7	220	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
4	3 & 4	1&9	Fixed	2	170	6 7/8	4 3/8	14	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 3/4	2 3/4	1 7/8	1/2	11 7/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
4	3 & 4	2-8	Fixed	7	220	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
5	4 & 5	ALL	Exp.	9	100	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	24	4 1/8	2 3/4	-	1/2	9 1/8	1.97	2.03	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
5	4 & 5	ALL	Exp.	9	100	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	24	4 1/8	2 3/4	-	1/2	9 1/8	1.97	2.03	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
6	5 & 6	1	Fixed	1	170	6 7/8	4 3/8	14	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 3/4	2 3/4	1 7/8	1/2	11 7/8	1.96	2.04	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
6	5 & 6	2-4	Fixed	3	220	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	1.95	2.05	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
6	5 & 6	5-8	Fixed	4	220	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	1.95	2.05	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
6	5 & 6	9	Fixed	1	170	6 7/8	4 3/8	14	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 3/4	2 3/4	1 7/8	1/2	11 7/8	1.95	2.05	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
7	6 & 7	1&9	Fixed	2	170	6 7/8	4 3/8	14	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 3/4	2 3/4	1 7/8	1/2	11 7/8	1.95	2.05	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
7	6 & 7	2	Fixed	1	220	7 3/16	4 11/16	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	2.26	2.36	1 1/4" x 26"	55	1 1/4" x 5"	3" x 8"	4 1/2
7	6 & 7	3-8	Fixed	6	220	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	1.94	2.06	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
8	7 & 8	1	Fixed	1	170	7	4 1/2	14	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 3/4	2 3/4	1 7/8	1/2	11 7/8	2.08	2.17	1 1/4" x 26"	55	1 1/4" x 4 3/4"	3" x 8"	4 1/2
8	7 & 8	2,3,7&8	Fixed	4	220	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	1.94	2.06	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
8	7 & 8	4&6	Fixed	2	220	6 15/16	4 7/16	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	2.00	2.12	1 1/4" x 26"	55	1 1/4" x 4 2/3"	3" x 8"	4 1/2
8	7 & 8	5	Fixed	1	220	7 1/8	4 5/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	33	2 3/4	2 3/4	1 7/8	1/2	12 1/8	2.19	2.31	1 1/4" x 27"	55	1 1/4" x 4 7/8"	3" x 8"	4 1/2
8	7 & 8	9	Fixed	1	170	6 7/8	4 3/8	14	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 3/4	2 3/4	1 7/8	1/2	11 7/8	1.94	2.06	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
9	8	1,2,6&7	Exp.	4	100	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	24	4 1/8	2 3/4	-	1/2	9 1/8	1.95	2.05	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 8"	4 1/2
9	8	4	Exp.	1	100	7 1/8	4 5/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	24	4 1/8	2 3/4	-	1/2	9 1/8	2.20	2.30	1 1/4" x 26"	55	1 1/4" x 4 7/8"	3" x 8"	4 1/2
9	8	3&5	Exp.	2	100	6 15/16	4 7/16	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	24	4 1/8	2 3/4	-	1/2	9 1/8	2.01	2.11	1 1/4" x 26"	55	1 1/4" x 4 2/3"	3" x 8"	4 1/2
9	8	8	Exp.	1	100	7	4 1/2	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	24	4 1/8	2 3/4	-	1/2	9 1/8	2.07	2.18	1 1/4" x 26"	55	1 1/4" x 4 3/4"	3" x 8"	4 1/2
9	8	9	Exp.	1	100	7 1/4	4 3/4	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	24	4 1/8	2 3/4	-	1/2	9 1/8	2.31	2.44	1 1/4" x 26"	55	1 1/4" x 5"	3" x 8"	4 1/2
1	1	ALL	Exp.	5	100	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	23	4 1/8	2 1/2	-	1/2	8 3/4	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
2	1 & 2	1&5	Fixed	2	177	6 7/8	4 3/8	14 1/2	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	2.01	1.99	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
2	1 & 2	2-4	Fixed	3	221	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	2.01	1.99	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
3	2 & 3	1&5	Fixed	2	177	6 7/8	4 3/8	14 1/2	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	2.00	2.00	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
3	2 & 3	2-4	Fixed	3	221	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	2.00	2.00	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
4	3 & 4	1&5	Fixed	2	177	6 7/8	4 3/8	14 1/2	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
4	3 & 4	2-4	Fixed	3	221	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
5	4 & 5	ALL	Exp.	5	100	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	23	4 1/8	2 1/2	-	1/2	8 3/4	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
5	4 & 5	ALL	Exp.	5	100	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	23	4 1/8	2 1/2	-	1/2	8 3/4	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
6	5 & 6	1&5	Fixed	2	177	6 7/8	4 3/8	14 1/2	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
6	5 & 6	2-4	Fixed	3	221	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
7	6 & 7	1&5	Fixed	2	177	6 7/8	4 3/8	14 1/2	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
7	6 & 7	2-4	Fixed	3	221	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
8	7 & 8	1&5	Fixed	2	177	6 7/8	4 3/8	14 1/2	10	3	1/2	1/4	4 @ 12 Ga.	2 7/16	11	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
8	7 & 8	2-4	Fixed	3	221	6 7/8	4 3/8	14 1/2	11 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	12 1/2	32 1/2	2 1/2	2 1/2	1 7/8	1/2	12	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4
9	8	ALL	Exp.	5	100	6 7/8	4 3/8	12	9 1/2	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10 1/2	23	4 1/8	2 1/2	-	1/2	8 3/4	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 8"	4

AT412

B7412

C7412

(1)

Stephen T. Smiley
7Aug2018
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

(1) For fabrication of the Steel Washers when the tabulated O.D. exceeds ASTM F436, the I.D. of the washers shall conform to ASTM F436 and the thickness of 7/8" shall be used.

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a DPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel In Beam Spans, (M 270, Gr. 50W)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel In Beam Spans, (M 270, Gr. 50W)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidiary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

SHEET 2 OF 2
DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 11/8/2016 FILENAME: bca06013_e2
CHECKED BY: STS DATE: 11/10/2016 SCALE: AS SHOWN
DESIGNED BY: JH DATE: 10/18/2016

BRIDGE NO. A, B&C7412 DRAWING NO. 59843

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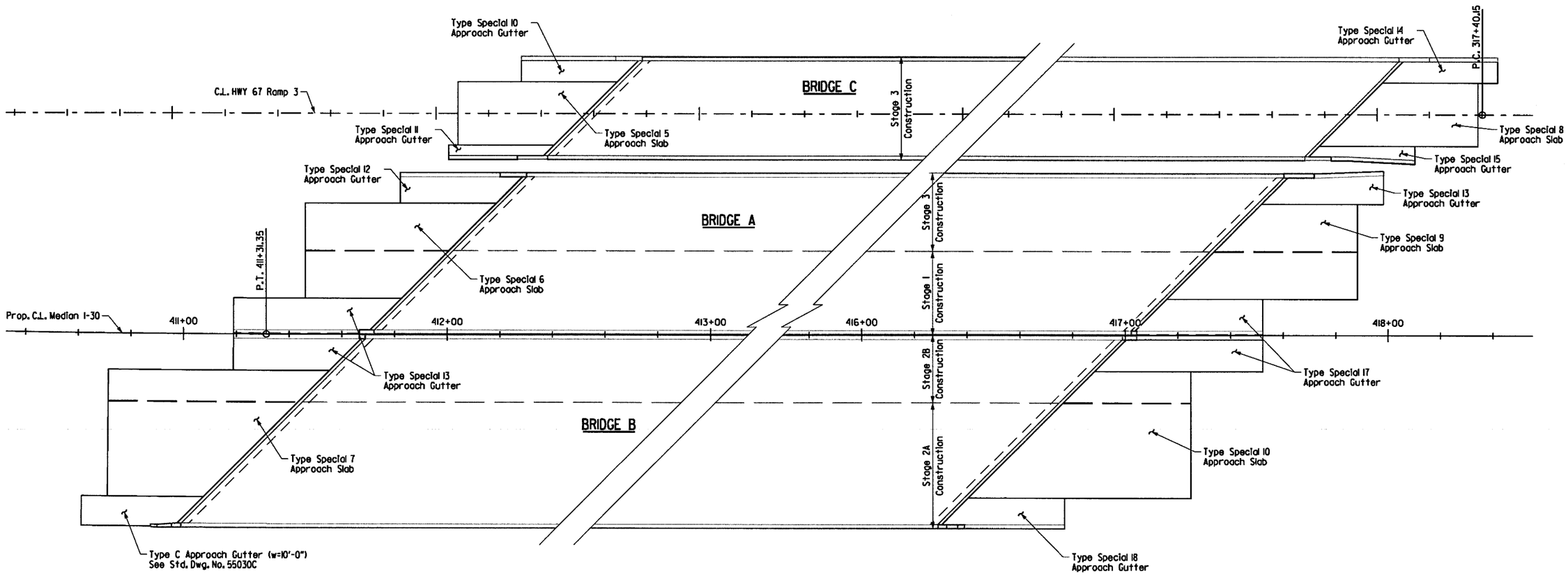
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1019	1465
				1	A, B&C7412 APP. GUTTER & SLAB			59844

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



PLAN OF APPROACH GUTTERS AND SLABS

LAYOUT OF APPROACH GUTTERS & SLABS
BRIDGES OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	4/20/2015		

BRIDGE NO. A, B&C7412 DRAWING NO. 59844

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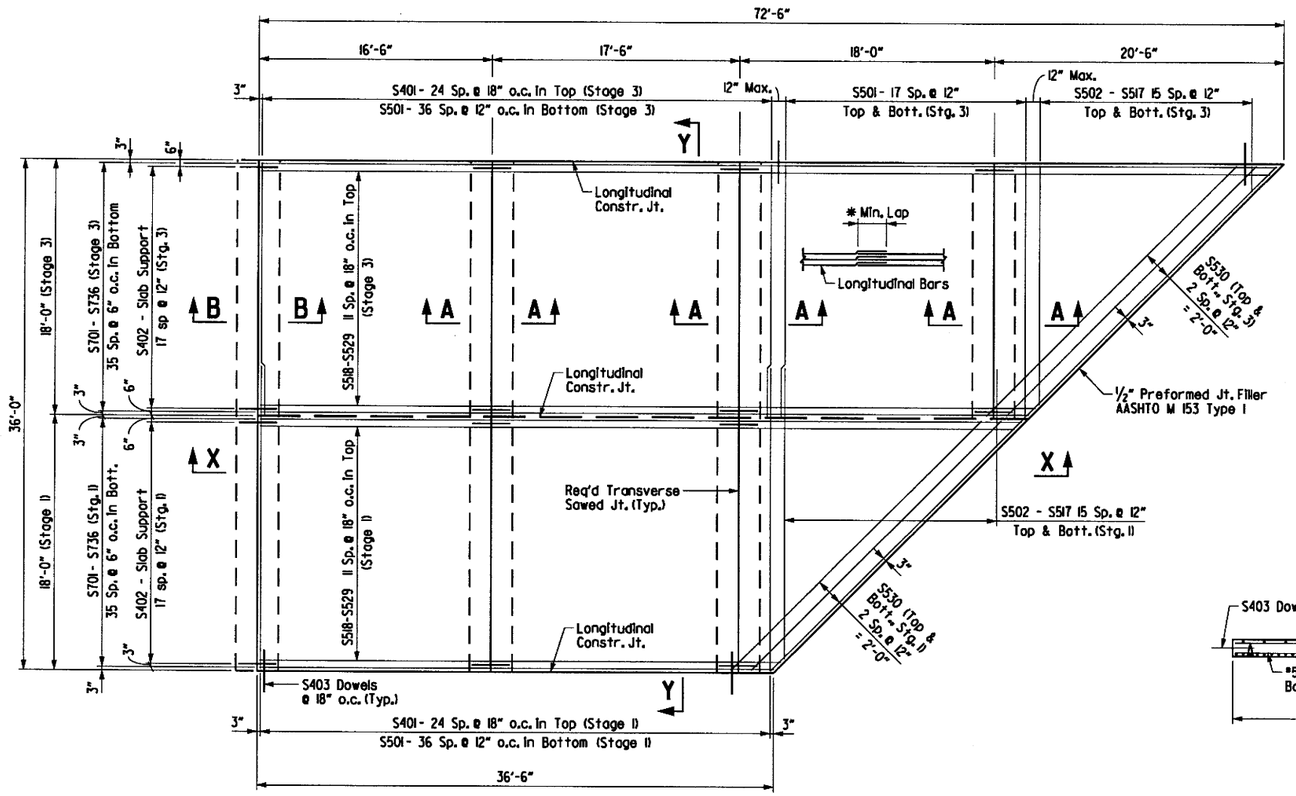
				6	ARK.			
				JOB NO.		CA0601	1020	1465
				(1) A7412		APPROACH SLAB 6		59845

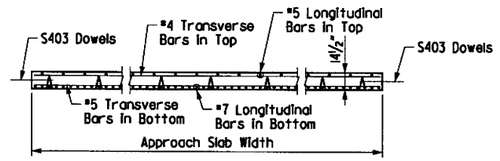
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2013



PLAN - APPROACH SLAB SPECIAL 6

SCALE: 3/16" = 1'-0"



SECTION Y-Y

N.T.S.

STAGE 1 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	19'-10"	Str.
S402	54	2'-8"	Str.
S403	23	3'-0"	Str.
S501	37	20'-10"	Str.
S502 to S517	2 Ea.	20'-0" to 5'-0"	Str.
S518 to S529	1 Ea.	53'-4" to 36'-10"	Str.
S530	6	28'-5"	Str.
S701 to S736	1 Ea.	53'-10" to 36'-4"	Str.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	17'-8"	Str.
S402	72	2'-8"	Str.
S403	23	3'-0"	Str.
S404	4	17'-8"	Str.
S501	55	17'-8"	Str.
S502 to S517	2 Ea.	16'-10" to 1'-10"	Str.
S518 to S529	2 Ea.	37'-2" to 28'-11"	Str.
S530	6	25'-2"	Str.
S701 to S736	2 Ea.	37'-8" to 28'-11"	Str.

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
13782	113.52

* NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

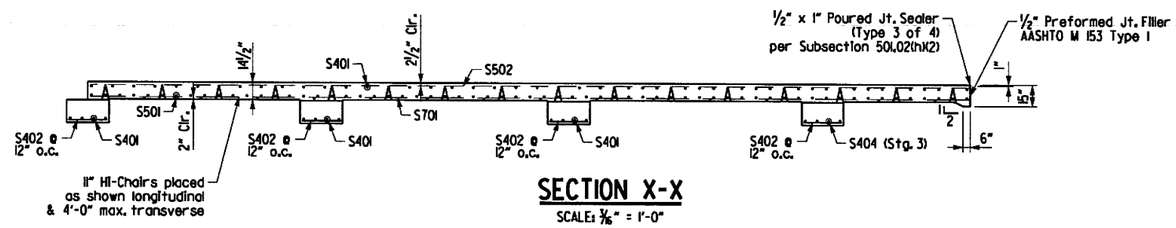
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

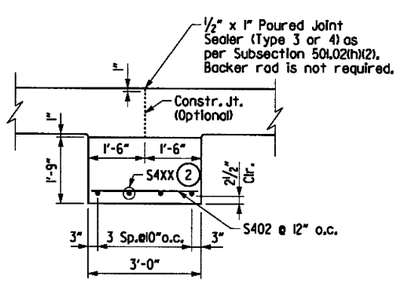
Approach Slabs will be measured and paid for in accordance with Section 504.



SECTION X-X

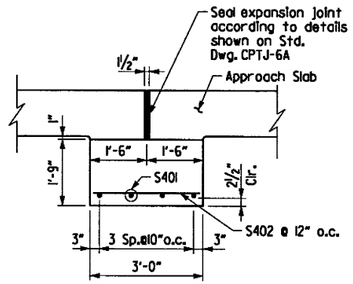
SCALE: 3/16" = 1'-0"

(2) See SECTION X-X for Bar Type.



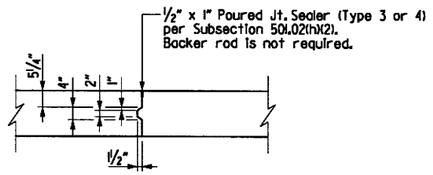
SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION B-B

SCALE: 1/2" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: 1/2" = 1'-0"

DETAILS OF TYPE SPECIAL 6 APPROACH SLAB I-30 BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/10/2016	FILENAME:	bca0601a3.dsi
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	3/6/2015		

BRIDGE NO. A7412 DRAWING NO. 59845

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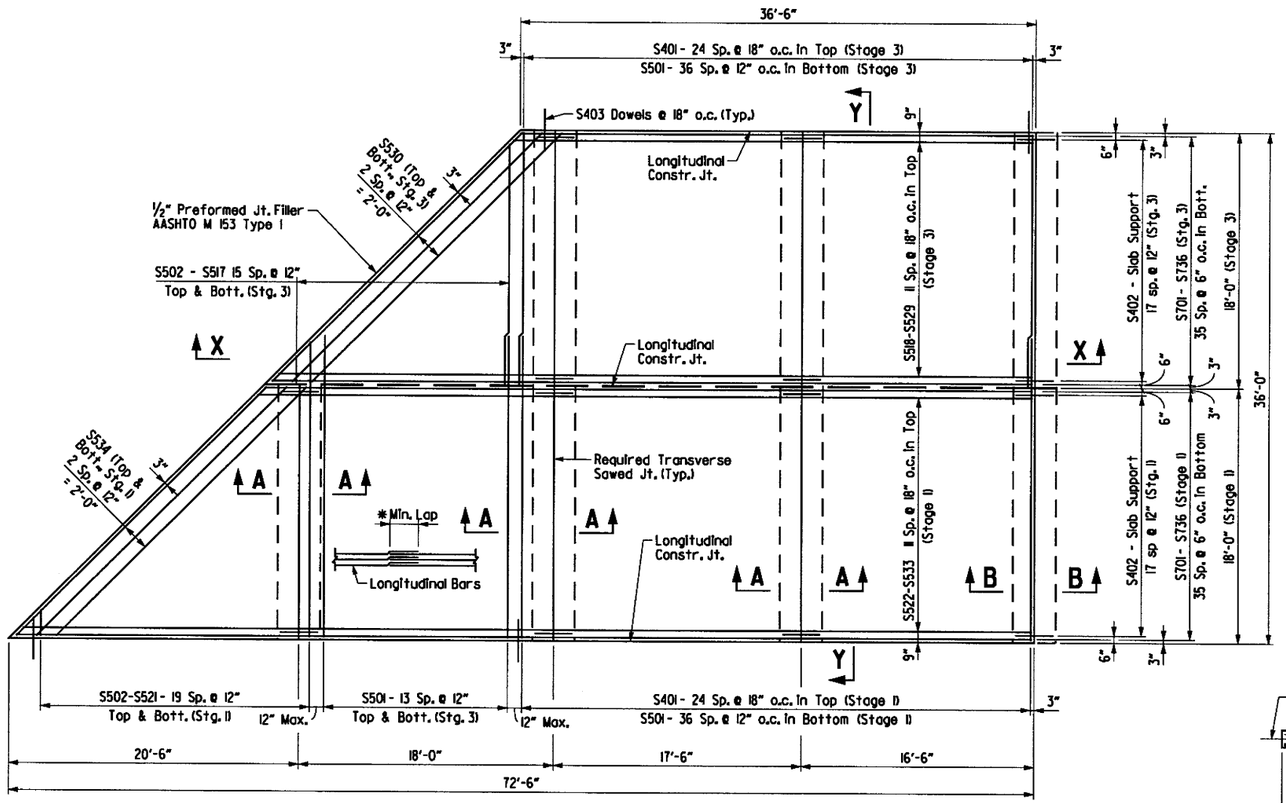
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1021	1465
(1) A7412		APPROACH SLAB 9		59846

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN - APPROACH SLAB SPECIAL 9

SCALE: 3/16" = 1'-0"

STAGE 1 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	19'-10"	Str.
S402	72	2'-8"	Str.
S403	23	3'-0"	Str.
S404	4	4'-0"	Str.
S501	51	20'-10"	Str.
S502 to S521	2 Ea.	1'-10" to 20'-10"	Str.
S522 to S533	2 Ea.	28'-11" to 37'-2"	Str.
S534	6	28'-2"	Str.
S701 to S736	2 Ea.	28'-11" to 37'-8"	Str.

STAGE 3 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	17'-10"	Str.
S402	54	2'-8"	Str.
S403	23	3'-0"	Str.
S501	37	17'-10"	Str.
S502 to S517	2 Ea.	2'-0" to 17'-0"	Str.
S518 to S529	1 Ea.	36'-10" to 53'-4"	Str.
S530	6	24'-11"	Str.
S701 to S736	1 Ea.	36'-4" to 53'-10"	Str.

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
13787	113.52

*NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

*4 Bars = 2'-0"
*5 Bars = 3'-0"
*7 Bars = 3'-6"

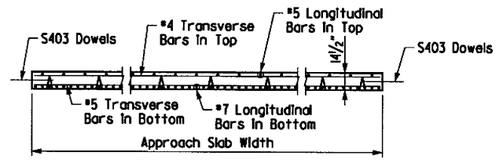
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

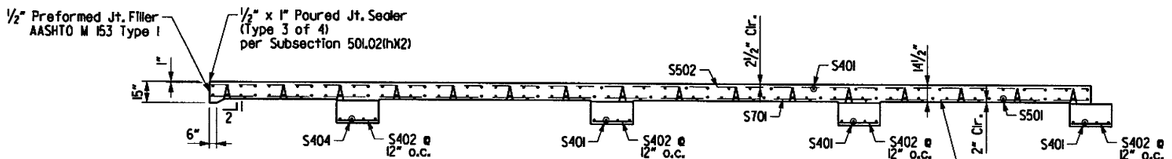
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.



SECTION Y-Y

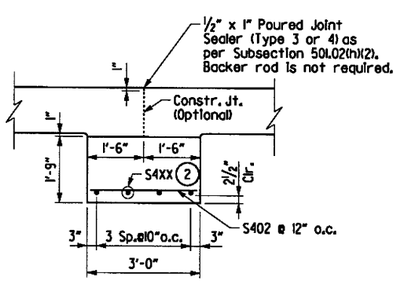
N.T.S.



SECTION X-X

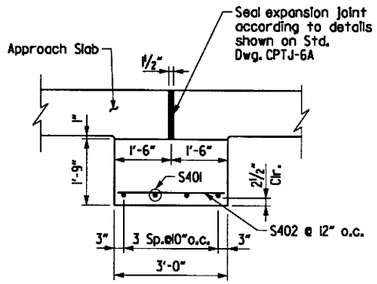
SCALE: 3/16" = 1'-0"

(2) See SECTION X-X for Bar Type.



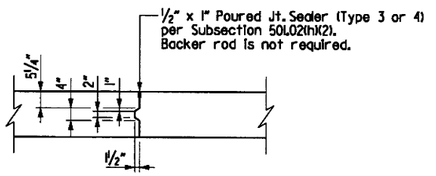
SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 9
APPROACH SLAB
I-30 BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/10/2016	FILENAME:	bca0601a3_as2
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	3/6/2015		

BRIDGE NO. A7412 DRAWING NO. 59846

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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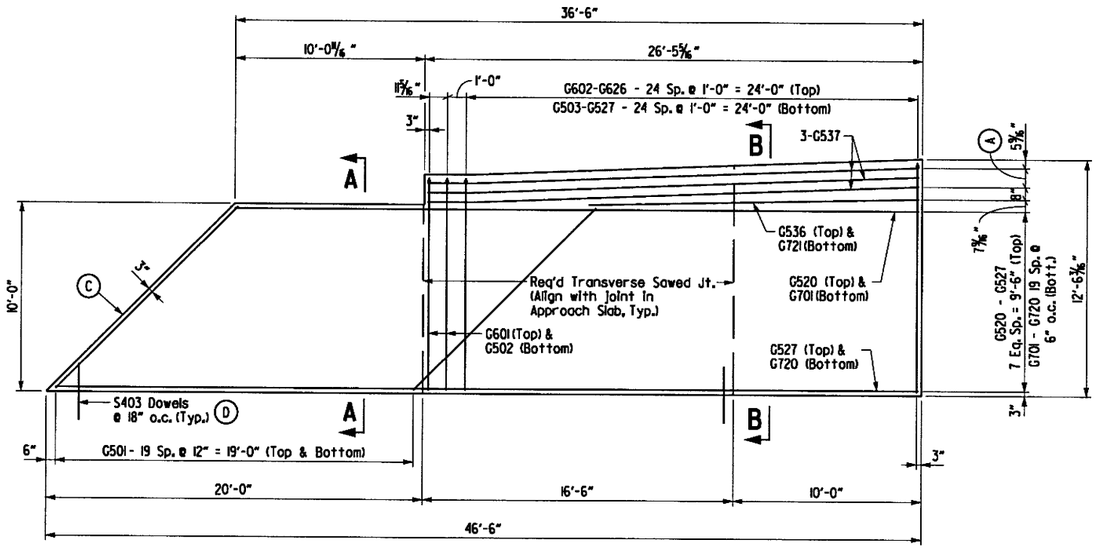
				JOB NO.		CA0601	1022	1465
				(1) A7412		APPROACH GUTTER 16		59847

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



APPROACH GUTTER TYPE 16 PLAN
SCALE: 1/4" = 1'-0"

(A) G529 - 2 Spaces @ 6" = 1'-0" (Bottom)

(C) 1/2" Preformed Jt. Filler AASHTO M 153 Type I and 1/2" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

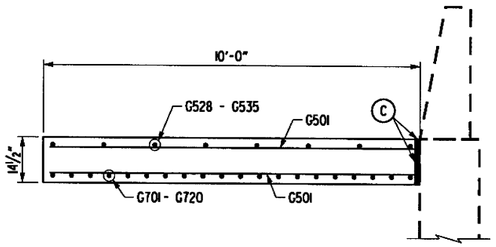
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

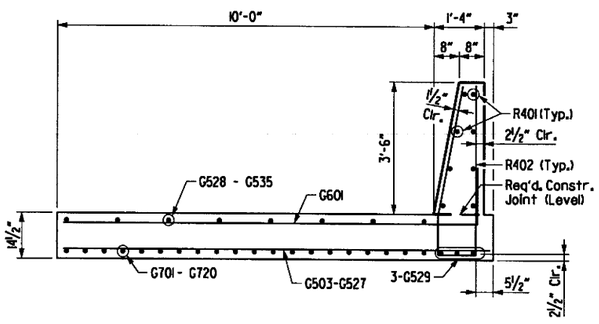
Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST - ONE TYPE 16 SPECIAL APPROACH GUTTER

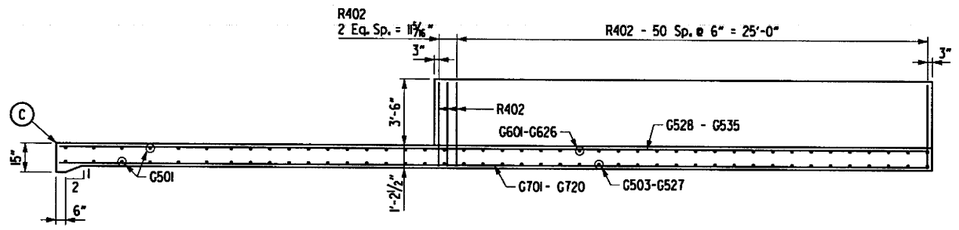
Mark	No. Req'd.	Length	Pin Dia.
G501	20	13'-8"	Str.
G502	2	11'-3"	Str.
G503 to G527	1 Ea.	11'-2" to 12'-2"	Str.
G528 to G535	1 Ea.	36'-4" to 45'-10"	Str.
G536	1	19'-0"	Str.
G537	3	26'-2"	Str.
G701 to G720	1 Ea.	36'-4" to 45'-10"	Str.
G721	1	19'-0"	Str.
G601	2	12'-2"	4 1/2"
G602 to G626	1 Ea.	12'-2" to 13'-2"	Str.
R401	8	1'-0"	Str.
R402	53	9'-9"	2"



SECTION A-A
SCALE: 1/2" = 1'-0"



SECTION B-B
SCALE: 1/2" = 1'-0"



ELEVATION
SCALE: 1/4" = 1'-0"

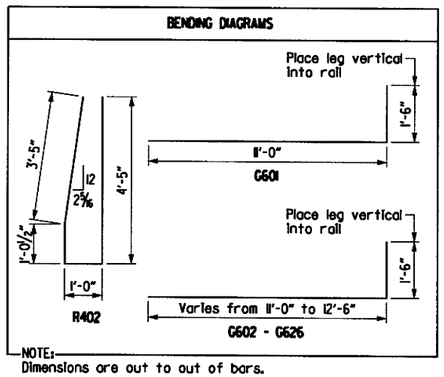


TABLE OF QUANTITIES
For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
3638	24.39

DETAILS OF TYPE SPECIAL 16 APPROACH GUTTER I-30 BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/25/2016
CHECKED BY: STS DATE: 6/8/2016
DESIGNED BY: KH DATE: 4/20/2015
FILENAME: bca0601a3_as3
SCALE: AS SHOWN

BRIDGE NO. A7412
DRAWING NO. 59847

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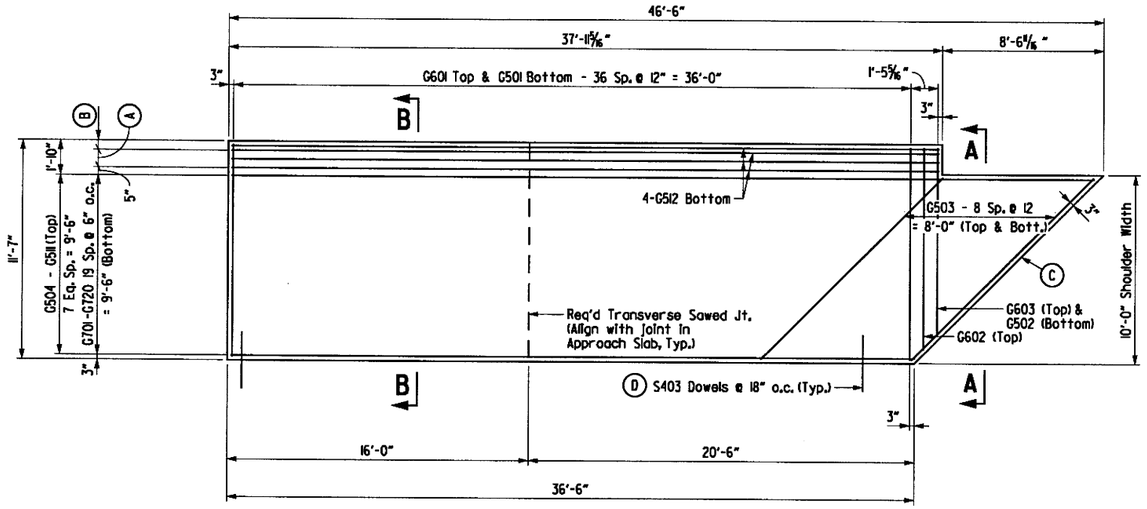
Jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1023	1465
				(1) A7412		APPROACH GUTTER 12		59848

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



APPROACH GUTTER TYPE 12 PLAN
SCALE: 1/4" = 1'-0"

(A) G512 - 2 Sp. @ 5½" = 11" (Bottom)

(B) G512 - 2 Sp. @ 3" = 6" (Bottom)

(C) ½" Preformed Jt. Filler AASHTO M 153 Type I and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

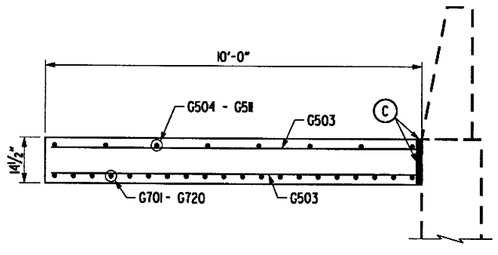
General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

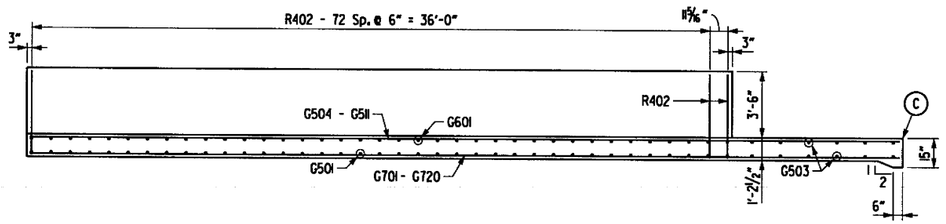
Approach Gutters will be measured and paid for in accordance with Section 504.



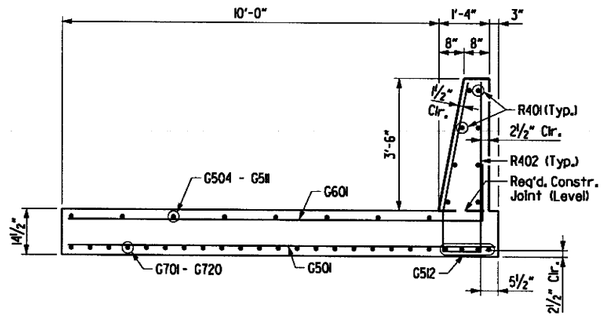
SECTION A-A
SCALE: ½" = 1'-0"

BAR LIST - ONE TYPE 12 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	37	11'-3"	Str.
G502	1	10'-0"	Str.
G503	18	13'-8"	Str.
G504 to G511	1 Ea.	36'-4" to 45'-10"	Str.
G512	4	37'-7"	Str.
G701 to G720	1 Ea.	36'-4" to 45'-10"	Str.
G601	37	12'-2"	4 ½"
G602	1	11'-7"	4 ½"
G603	1	10'-10"	4 ½"
R401	8	37'-5"	Str.
R402	74	9'-9"	2"



ELEVATION
SCALE: 1/4" = 1'-0"



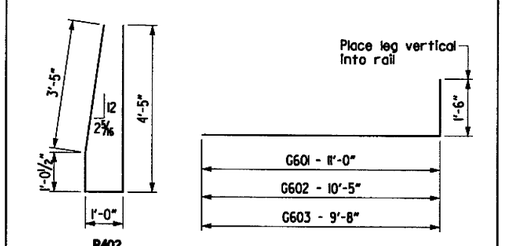
SECTION B-B
SCALE: ½" = 1'-0"

TABLE OF QUANTITIES
For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
4271	26.19

BENDING DIAGRAMS

NOTE:
Dimensions are out to out of bars.



DETAILS OF TYPE
SPECIAL 12 APPROACH GUTTER
I-30 BRIDGE A OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/25/2016
CHECKED BY: STS DATE: 6/8/2016
DESIGNED BY: KH DATE: 4/20/2015
FILENAME: bca0601a3_as4
SCALE: AS SHOWN

BRIDGE NO. A7412 DRAWING NO. 59848

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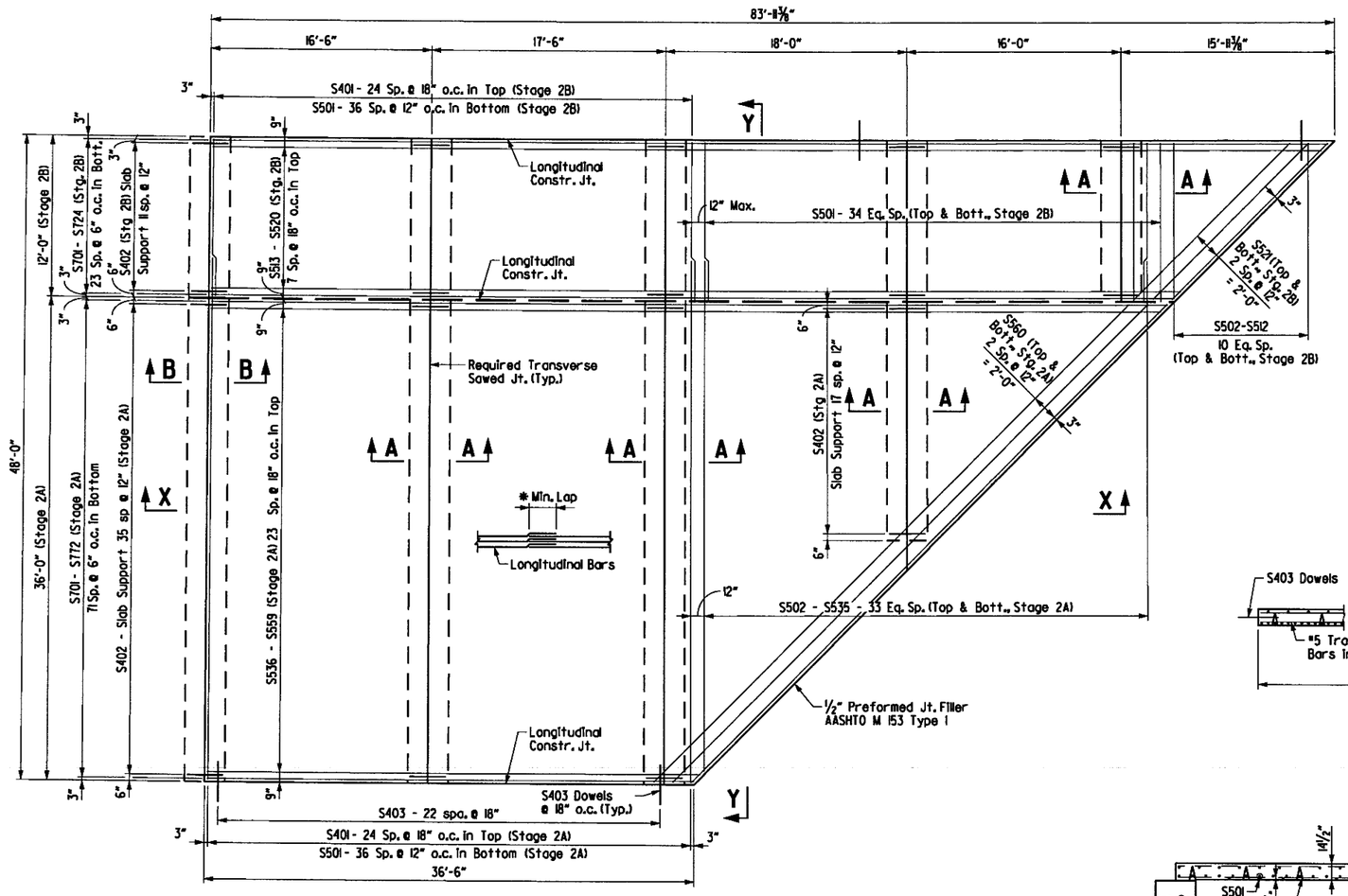
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

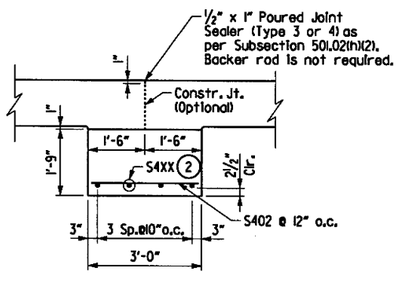
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1024	1465
(1) B7412		APPROACH SLAB 7		59849



PLAN - APPROACH SLAB SPECIAL 7

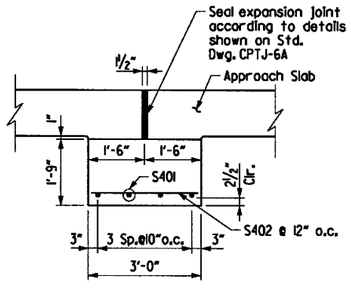
SCALE: 3/16" = 1'-0"

(2) See SECTION X-X for Bar Type.



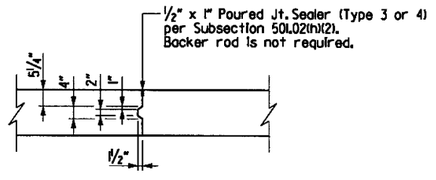
SECTION A-A

SCALE: ½" = 1'-0"



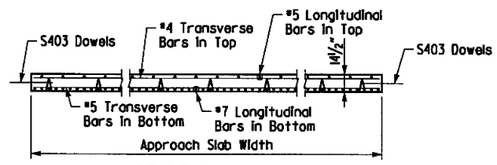
SECTION B-B

SCALE: ½" = 1'-0"



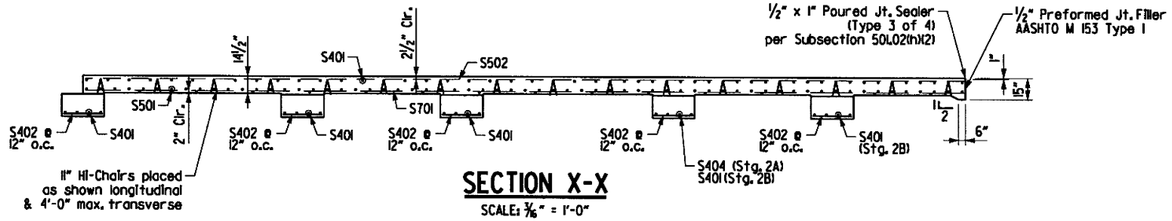
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"



SECTION Y-Y

N.T.S.



SECTION X-X

SCALE: 3/16" = 1'-0"

STAGE 2A BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	37'-10"	Str.
S402	126	2'-8"	Str.
S403	23	3'-0"	Str.
S404	4	19'-6"	Str.
S501	37	38'-10"	Str.
S502 to S535	2 Ea.	38'-0" to 4'-10"	Str.
S536 to S559	2 Ea.	36'-11" to 19'-11"	Str.
S560	6	53'-7"	Str.
S701 to S772	2 Ea.	37'-5" to 18'-8"	Str.

STAGE 2B BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	45	11'-8"	Str.
S402	60	2'-8"	Str.
S403	23	3'-0"	Str.
S501	107	11'-8"	Str.
S502 to S512	2 Ea.	11'-7" to 1'-8"	Str.
S513 to S520	2 Ea.	42'-11" to 37'-8"	Str.
S521	6	16'-6"	Str.
S701 to S724	2 Ea.	43'-5" to 37'-8"	Str.

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
20904	167.24

*NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

*4 Bars = 2'-0"
*5 Bars = 3'-0"
*7 Bars = 3'-6"

General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

DETAILS OF TYPE SPECIAL 7
APPROACH SLAB
I-30 BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/25/2016	FILENAME:	bca060ib3_asi
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	4/20/2015		

BRIDGE NO. B7412 DRAWING NO. 59849

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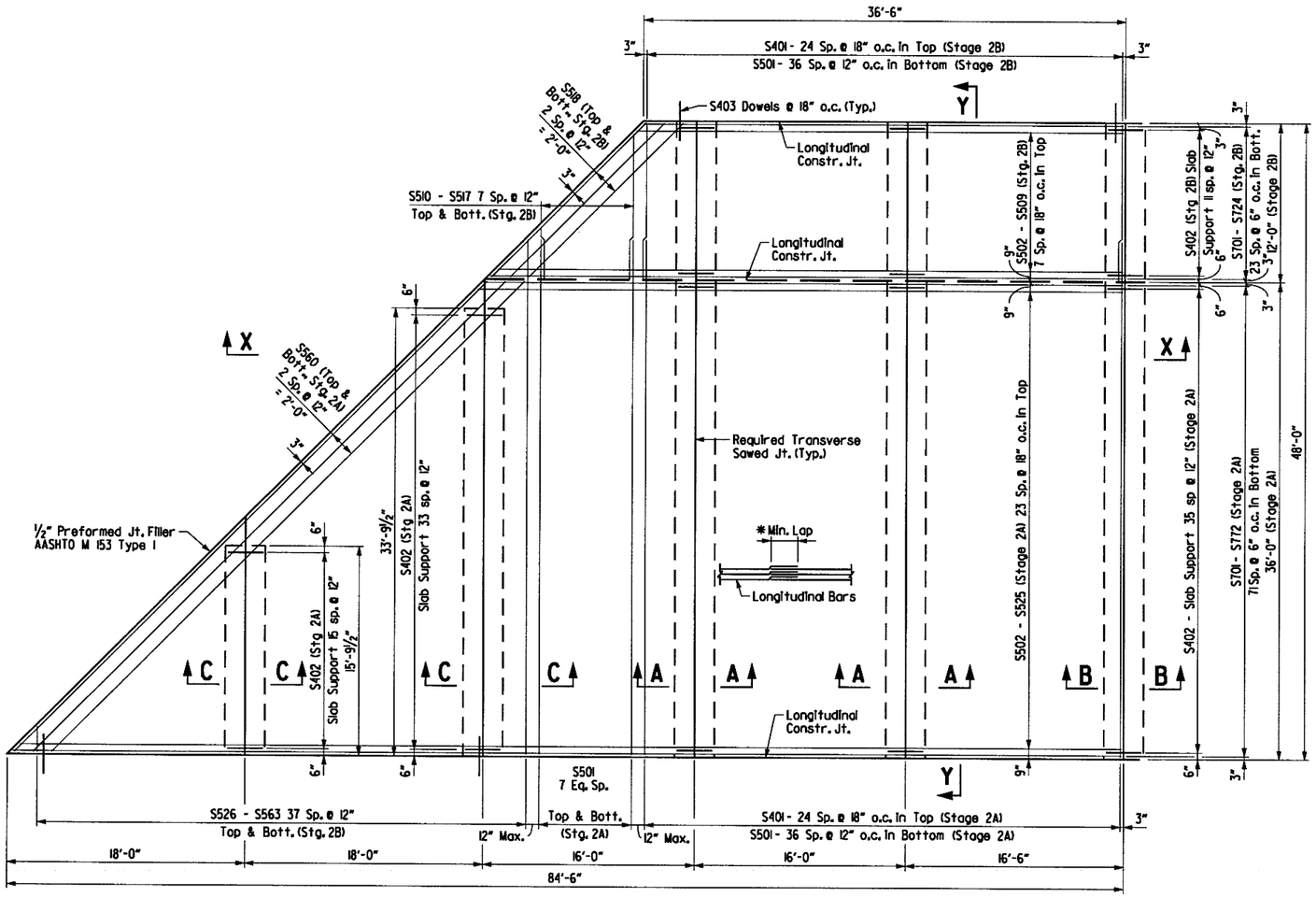
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1025	1465
(1) B7412		APPROACH SLAB 10		59850

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018



PLAN - APPROACH SLAB SPECIAL 10

SCALE: 3/16" = 1'-0"

STAGE 2A BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	37'-10"	Str.
S402	158	2'-8"	Str.
S403	23	3'-0"	Str.
S404	4	33'-6"	Str.
S405	4	15'-6"	Str.
S501	53	38'-10"	Str.
S502 to S525	2 Ea.	25'-11" to 43'-2"	Str.
S526 to S563	2 Ea.	1'-11" to 38'-9"	Str.
S560	6	53'-8"	Str.
S701 to S772	2 Ea.	26'-0" to 43'-9"	Str.

STAGE 2B BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S401	37	11'-10"	Str.
S402	36	2'-8"	Str.
S403	23	3'-0"	Str.
S501	37	11'-10"	Str.
S502 to S509	2 Ea.	36'-10" to 47'-4"	Str.
S510 to S517	2 Ea.	3'-11" to 11'-0"	Str.
S518	6	16'-9"	Str.
S701 to S724	1 Ea.	36'-4" to 47'-11"	Str.

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
21325	169.46

*NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

*4 Bars = 2'-0"
*5 Bars = 3'-0"
*7 Bars = 3'-6"

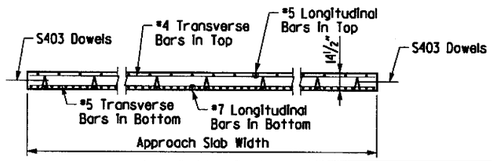
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

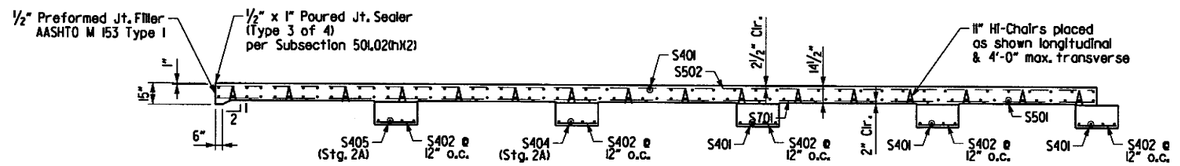
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.



SECTION Y-Y

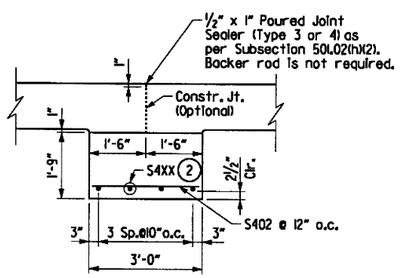
N.T.S.



SECTION X-X

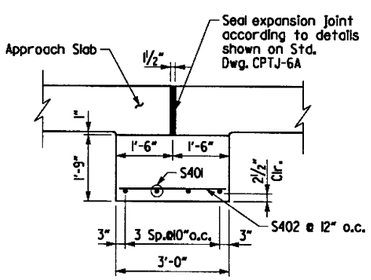
SCALE: 3/16" = 1'-0"

(2) See SECTION X-X for Bar Type.



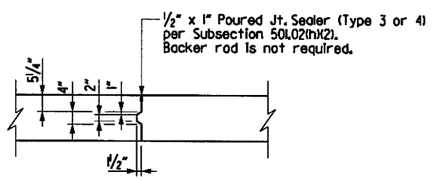
SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 10
APPROACH SLAB
I-30 BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/25/2016	FILENAME:	bca0601b3_as2
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	4/20/2015		

BRIDGE NO. B7412 DRAWING NO. 59850

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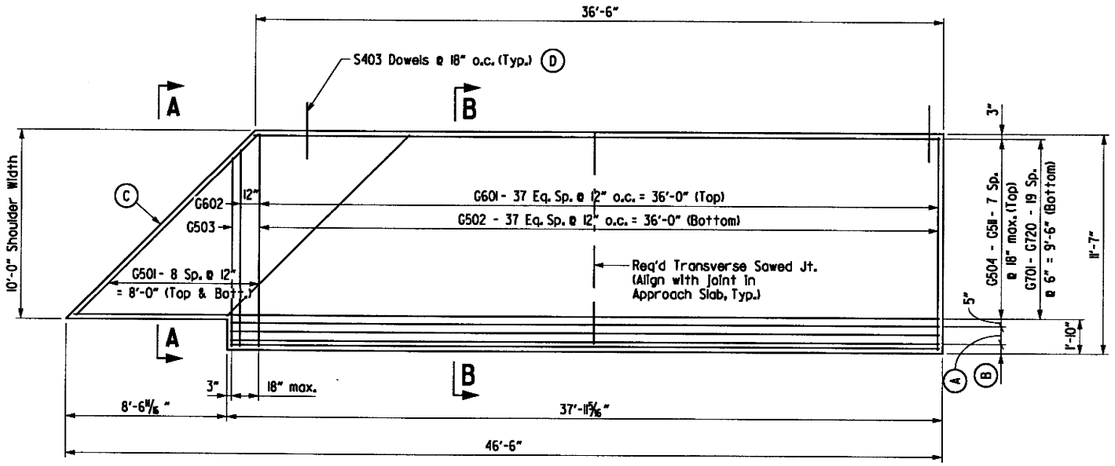
jharrell

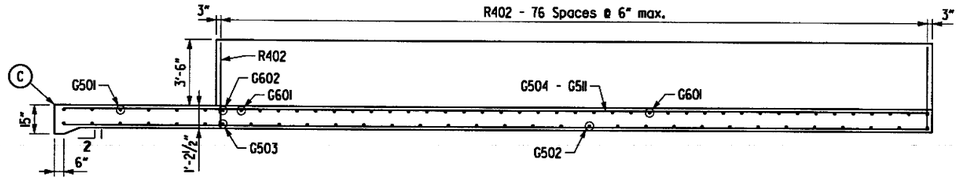
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1026	1465
				(1) B7412		APPROACH GUTTER 18		59851

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



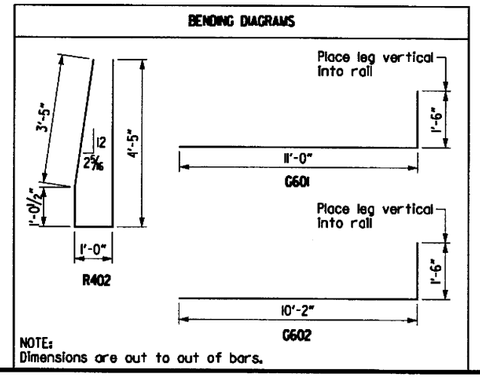
APPROACH GUTTER TYPE 18 PLAN

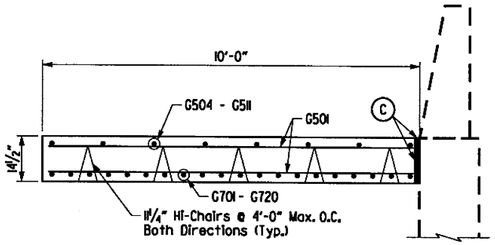
SCALE: 1/4" = 1'-0"



ELEVATION

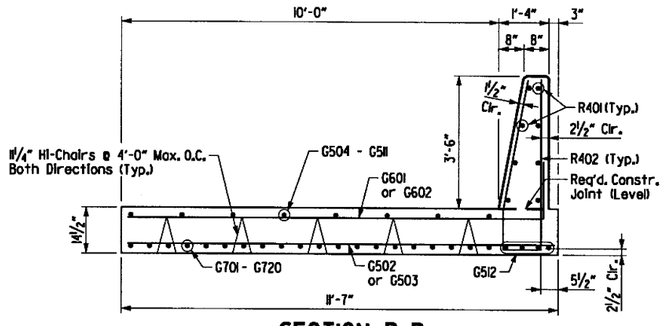
SCALE: 1/4" = 1'-0"





SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION B-B

SCALE: 1/2" = 1'-0"

(A) G512 - 2 Sp. @ 5 1/2" = 11" (Bottom)

(B) G512 - 2 Sp. @ 3" = 6" (Bottom)

(C) 1/2" Preformed Jt. Filler AASHTO M 153 Type I and 1/2" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

BAR LIST - ONE TYPE 18 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	18	13'-8"	Str.
G502	38	11'-3"	Str.
G503	1	10'-0"	Str.
G504 to G511	1 Ea.	36'-5" to 45'-11"	Str.
G512	4	37'-7"	Str.
G701 to G720	1 Ea.	36'-5" to 45'-11"	Str.
G601	38	12'-6"	4 1/2"
G602	1	11'-8"	4 1/2"
R401	8	37'-7"	Str.
R402	77	9'-9"	2"

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
4329	26.19

DETAILS OF TYPE
SPECIAL 18 APPROACH GUTTER
I-30 BRIDGE B OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 4/25/2016
CHECKED BY: STS DATE: 6/8/2016
DESIGNED BY: KH DATE: 4/20/2015
FILENAME: bca0601b3_as3
SCALE: AS SHOWN

BRIDGE NO. B7412 DRAWING NO. 59851

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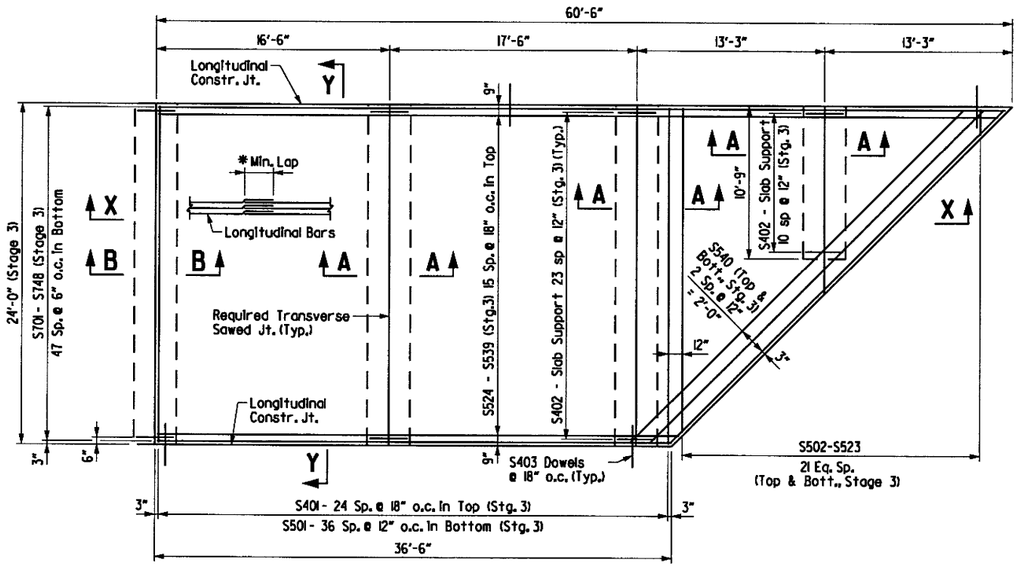
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1027	1465
				① C7412		APPROACH SLAB 5&8		59852

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



PLAN - APPROACH SLAB SPECIAL 5

SCALE: 3/16" = 1'-0"

General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. U.S. 67 Ramp 3.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

APPROACH SLAB BAR LIST

(Two required)

Mark	No. Req'd.	Length	Pin Dia.
S401	37	23'-8"	Str.
S402	83	2'-8"	Str.
S403	46	3'-0"	Str.
S404	4	10'-5"	Str.
S501	37	23'-8"	Str.
S502 to S523	2 Ea.	22'-10" to 1'-10"	Str.
S524 to S539	1 Ea.	59'-4" to 36'-10"	Str.
S540	6	33'-3"	Str.
S701 to S748	1 Ea.	59'-10" to 36'-4"	Str.

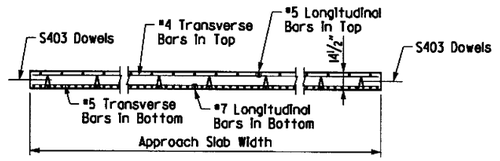
TABLE OF QUANTITIES

For Information Only
(Includes both Approach Slabs)

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
15710	136.32

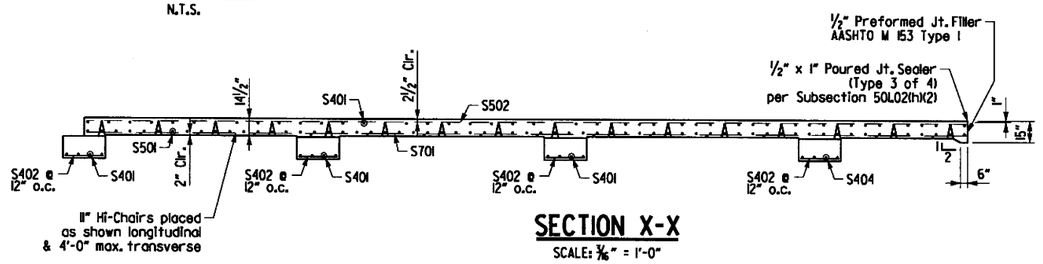
*NOTE:
Minimum Lap Lengths for Longitudinal Bars are as follows:

*4 Bars = 2'-0"
*5 Bars = 3'-0"
*7 Bars = 3'-6"



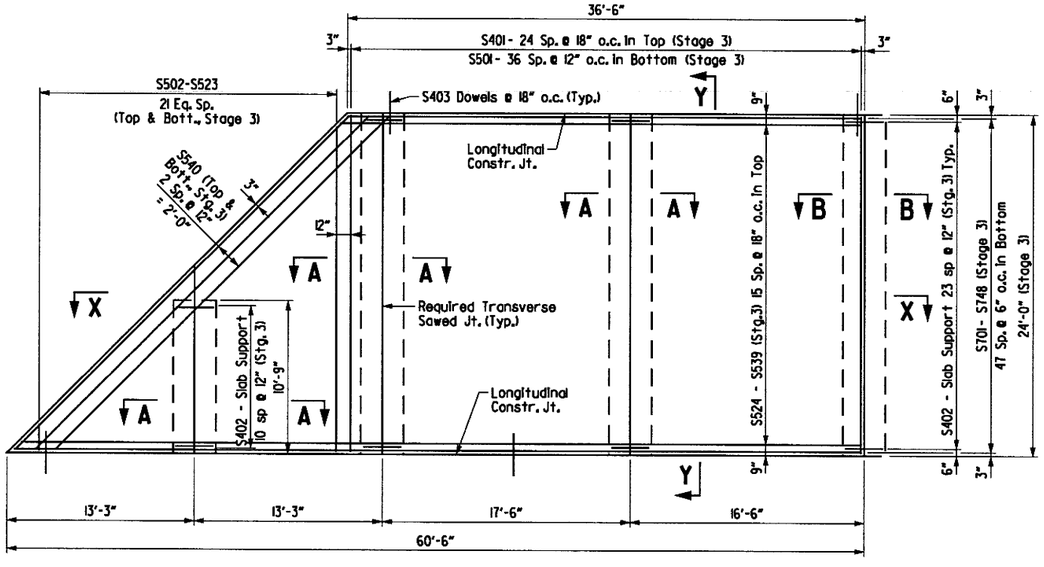
SECTION Y-Y

N.T.S.



SECTION X-X

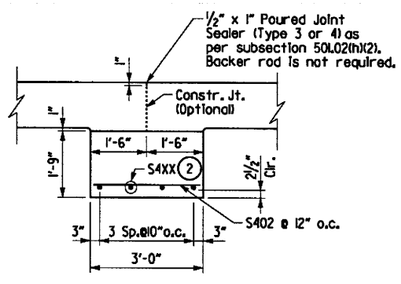
SCALE: 3/16" = 1'-0"



PLAN - APPROACH SLAB SPECIAL 8

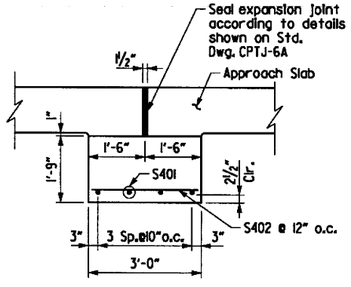
SCALE: 3/16" = 1'-0"

② See SECTION X-X for Bar Type.



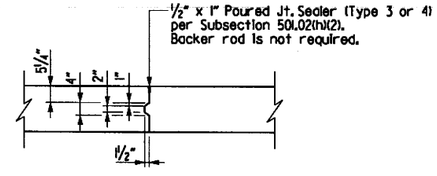
SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE
SPECIAL 5 & 8 APPROACH SLABS
I-30 BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/10/2016	FILENAME:	bca060ic3_asl
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	3/6/2015		

BRIDGE NO. C7412 DRAWING NO. 59852

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Jharrell

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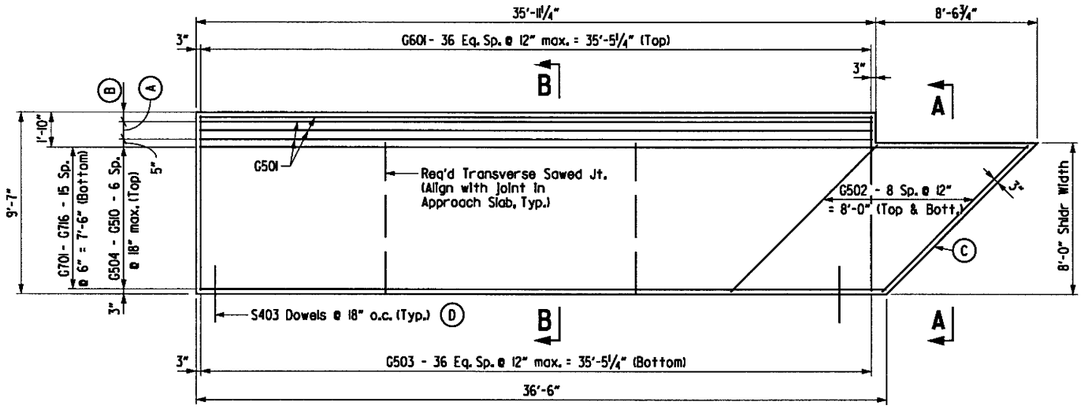
6/21/2018
jharrell

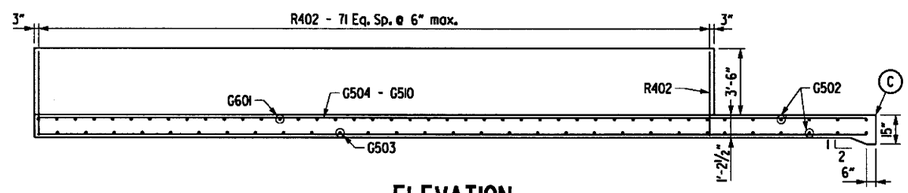
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1028	1465
				(1) C7412		APPROACH GUTTER 10&11		59853

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018



APPROACH GUTTER TYPE 10 PLAN

SCALE: ¼" = 1'-0"



ELEVATION

SCALE: ¼" = 1'-0"

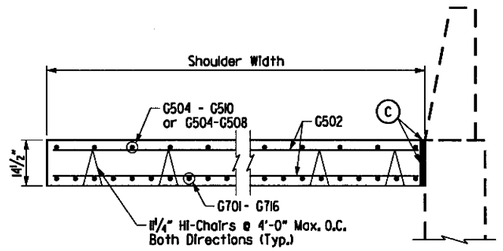
(A) G501 - 2 Sp. @ 5½" = 11" (Bottom)

(B) G501 - 2 Sp. @ 3" = 6" (Bottom)

(C) ½" Preformed Jt. Filler AASHTO M 153 Type I and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

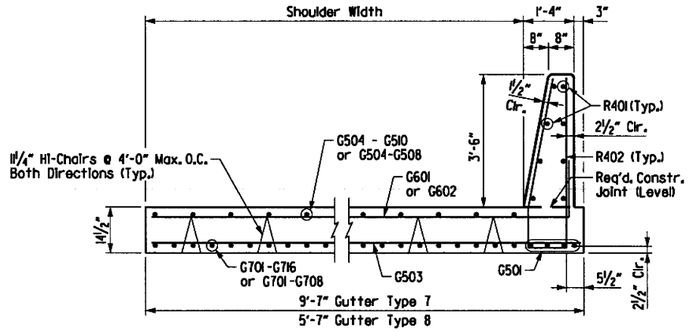
(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".



SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"

BAR LIST - ONE TYPE 10 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	4	35'-7"	Str.
G502	18	1'-0"	Str.
G503	37	9'-3"	Str.
G504 to G510	1 Eq.	43'-10" to 36'-4"	Str.
G701 to G716	1 Eq.	43'-10" to 36'-4"	Str.
G601	37	10'-6"	4½"
R401	8	35'-7"	Str.
R402	72	9'-9"	2"

BAR LIST - ONE TYPE 11 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	4	25'-8"	Str.
G502	28	5'-4"	Str.
G503	27	5'-3"	Str.
G504 to G508	1 Eq.	39'-5" to 35'-11"	Str.
G701 to G708	1 Eq.	39'-5" to 35'-11"	Str.
G602	27	6'-6"	4½"
R401	8	25'-8"	Str.
R402	52	9'-9"	2"

TABLE OF QUANTITIES

For Information Only

Gutter	Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
10	3559	21.72
11	1961	12.03

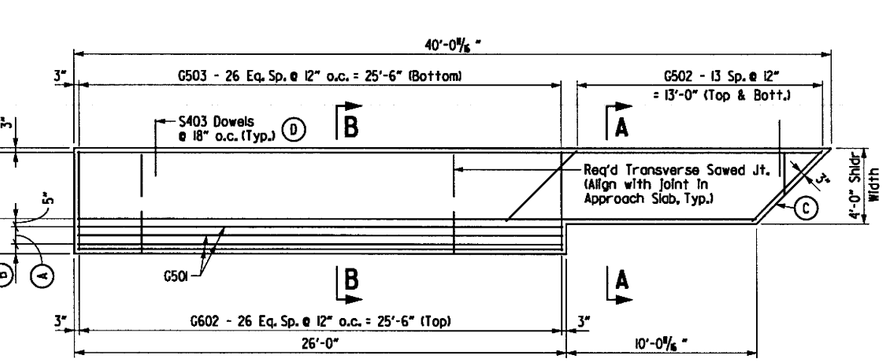
General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

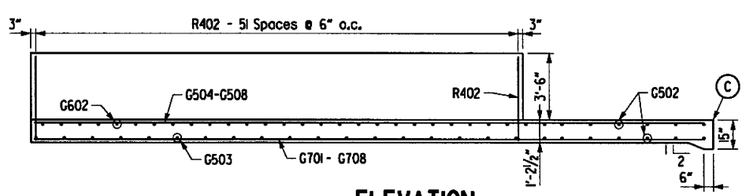
All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.



APPROACH GUTTER TYPE 11 PLAN

SCALE: ¼" = 1'-0"

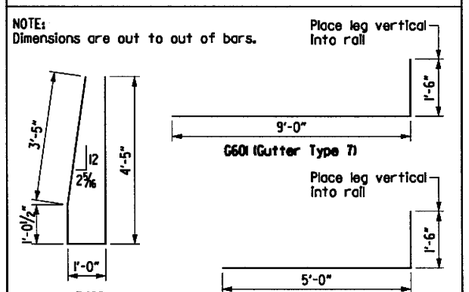


ELEVATION

SCALE: ¼" = 1'-0"

BENDING DIAGRAMS

NOTE: Dimensions are out to out of bars.



DETAILS OF TYPE
SPECIAL 10 & 11 APPROACH GUTTERS
I-30 BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/10/2016	FILENAME:	bco0601c3_as2
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	3/6/2015		

BRIDGE NO. C7412 DRAWING NO. 59853

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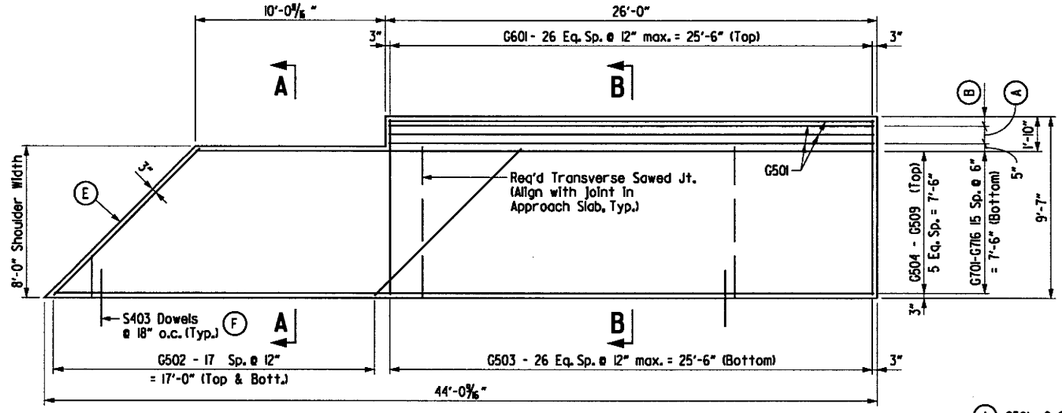
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

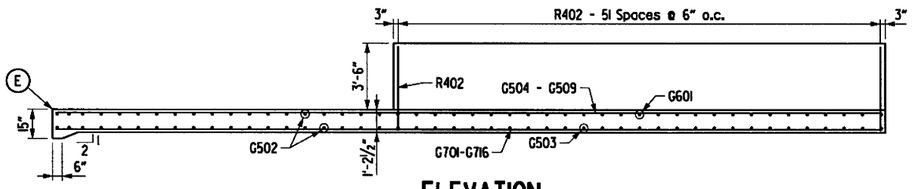
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1029	1465
(1) C7412	APPROACH GUTTER 14&15			59854

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



APPROACH GUTTER TYPE 14 PLAN

SCALE: 1/4" = 1'-0"



ELEVATION

SCALE: 1/4" = 1'-0"

(A) G501 - 2 Sp. @ 5 1/2" = 11" (Bottom)

(B) G501 - 2 Sp. @ 3" = 6" (Bottom)

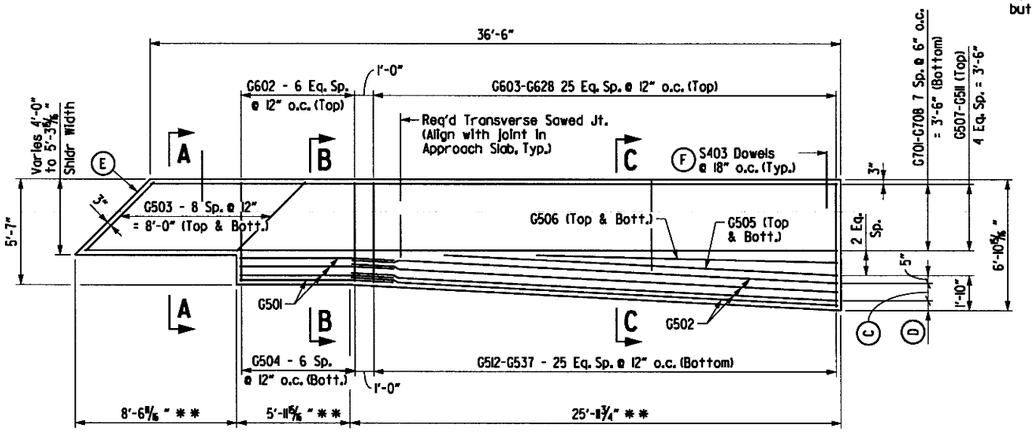
(C) G502 lapped with G501 - 2 Sp. @ 5 1/2" = 11" (Bottom)

(D) G502 lapped with G501 - 2 Sp. @ 3" = 6" (Bottom)

(E) 1/2" Preformed Jt. Filler AASHTO M 153 Type I and 1/2" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

(F) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

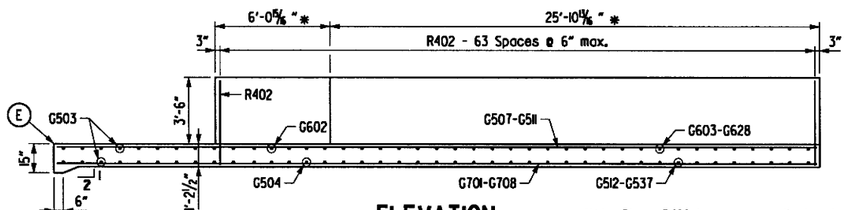


APPROACH GUTTER TYPE 15 PLAN

SCALE: 1/4" = 1'-0"

* Measured along Gutterline

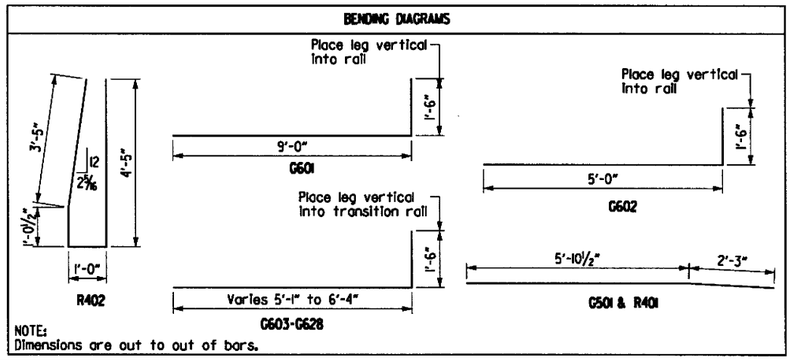
* * Measured along longitudinal edge of Approach Gutter

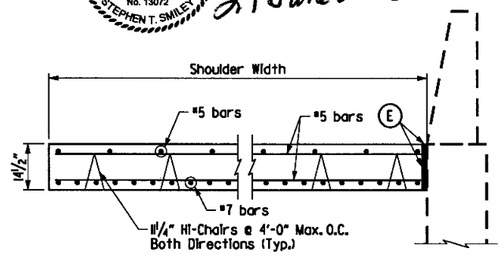


ELEVATION

SCALE: 1/4" = 1'-0"

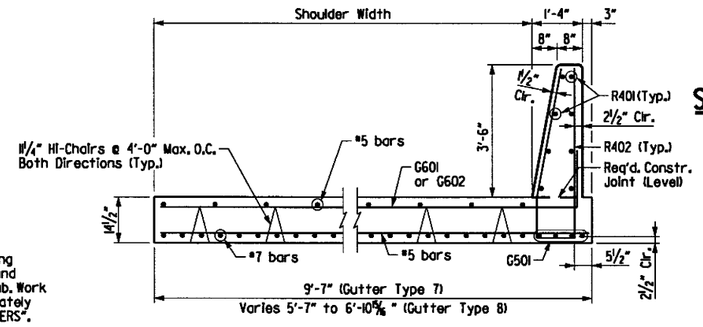
Note: Place R402 bars perpendicular to gutterline.





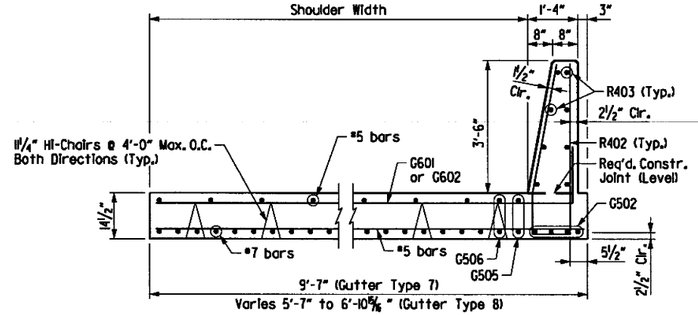
SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION B-B

SCALE: 1/2" = 1'-0"



SECTION C-C

SCALE: 1/2" = 1'-0"

BAR LIST - ONE TYPE 14 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	4	25'-8"	Str.
G502	36	11'-0"	Str.
G503	27	9'-3"	Str.
G504 to G509	1 Ea.	35'-11" to 43'-5"	Str.
G701 to G716	1 Ea.	35'-11" to 43'-5"	Str.
G601	27	10'-6"	4 1/2"
R401	8	25'-8"	Str.
R402	52	9'-9"	2"

BAR LIST - ONE TYPE 15 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	4	8'-11"	Str.
G502	4	25'-10"	Str.
G503	18	5'-2"	Str.
G504	7	5'-3"	Str.
G505	2	20'-10"	Str.
G506	2	15'-11"	Str.
G507 to G511	1 Ea.	36'-4" to 39'-10"	Str.
G512 to G537	1 Ea.	5'-4" to 6'-7"	Str.
G701 to G708	1 Ea.	36'-4" to 39'-10"	Str.
G602	7	6'-6"	4 1/2"
G603 to G628	1 Ea.	6'-7" to 7'-10"	Str.
R401	8	7'-11"	Str.
R402	64	9'-9"	2"
R403	8	25'-10"	Str.

TABLE OF QUANTITIES

For Information Only

Gutter	Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
14	3225	19.56
15	2285	14.07

DETAILS OF TYPE SPECIAL 14 & 15 APPROACH GUTTERS I-30 BRIDGE C OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/25/2016	FILENAME:	bca0601c3.as3
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	4/20/2015		

BRIDGE NO. C7412 DRAWING NO. 59854

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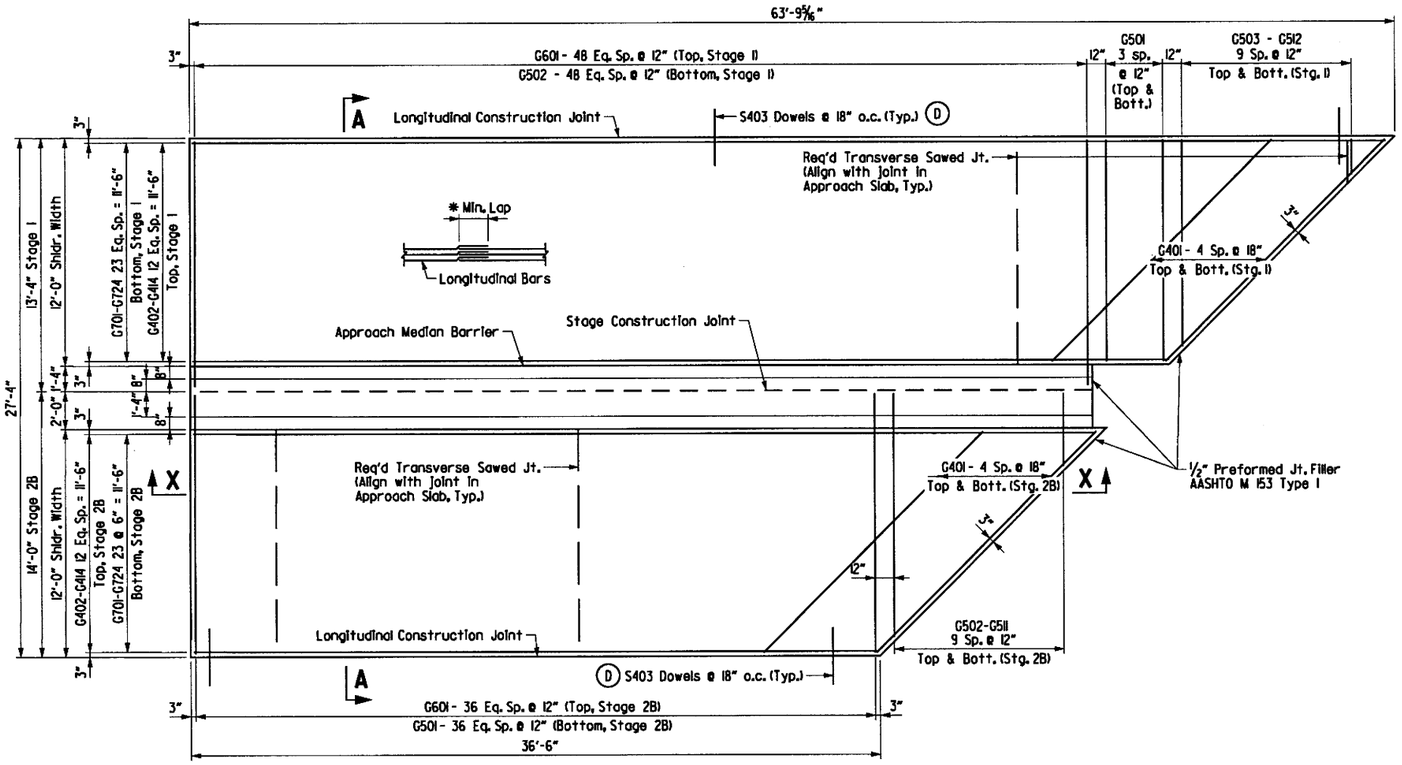
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1030	1465
(1) A, B&C7412	APPROACH GUTTER 13			59855

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018



PLAN - APPROACH GUTTER SPECIAL 13

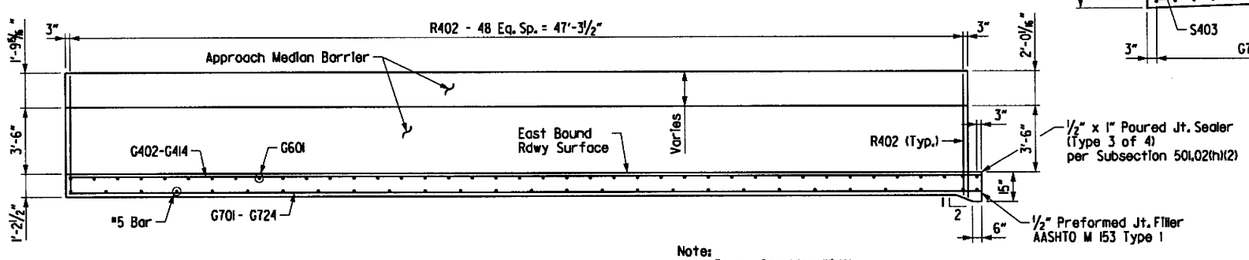
SCALE: 1/4" = 1'-0"

* NOTE:
Minimum Lap Lengths for Longitudinal Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"

(D) Prior to pouring concrete for Approach Median Barrier and Approach Slab, place S403 Dowels into Approach Slab using 18" embedment.

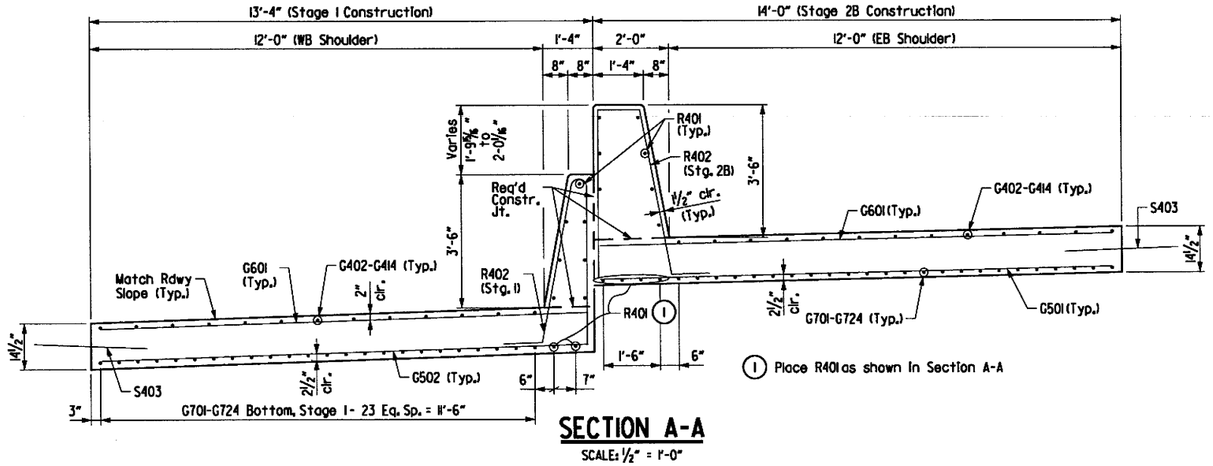
As an alternate to using cast-in-place dowels during Approach Slab construction, dowels may be drilled and grouted 18" into the previously cured Approach Slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".



VIEW X-X

SCALE: 1/4" = 1'-0"

Note:
West Bound Shoulder Width is not shown for clarity.



(1) Place R401 as shown in Section A-A

SECTION A-A

SCALE: ½" = 1'-0"

General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

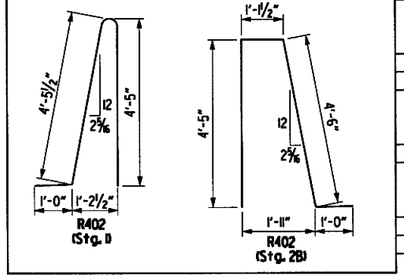
TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
10658	158.66

BENDING DIAGRAMS

NOTE: Dimensions are out to out of bars.



BAR LIST - STAGE 1

Mark	No. Req'd.	Length	Pin Dia.
G401	10	16'-6"	Str.
G402 to G414	2 Ea.	32'-7" to 26'-10"	Str.
G501	8	11'-8"	Str.
G502	33	12'-11"	Str.
G503 to G512	2 Ea.	10'-10" to 1'-10"	Str.
G601	49	12'-11"	Str.
G701 to G724	2 Ea.	33'-4" to 27'-7"	Str.
R401	18	24'-8"	Str.
R402	49	9'-11"	3 3/4"

BAR LIST - STAGE 2B

Mark	No. Req'd.	Length	Pin Dia.
G401	10	16'-6"	Str.
G402 to G414	2 Ea.	24'-10" to 19'-1"	Str.
G501	37	13'-8"	Str.
G502 to G511	2 Ea.	12'-10" to 3'-10"	Str.
G601	37	13'-8"	Str.
G701 to G724	1 Ea.	47'-9" to 36'-3"	Str.
R401	22	24'-8"	Str.
R402	49	10'-11"	3 3/4"

DETAILS OF TYPE SPECIAL 13 APPROACH GUTTER I-30 BRIDGES OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	4/25/2016	FILENAME:	bca0601m3.cas2
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	4/20/2015		

BRIDGE NO. A, B&C7412 DRAWING NO. 59855

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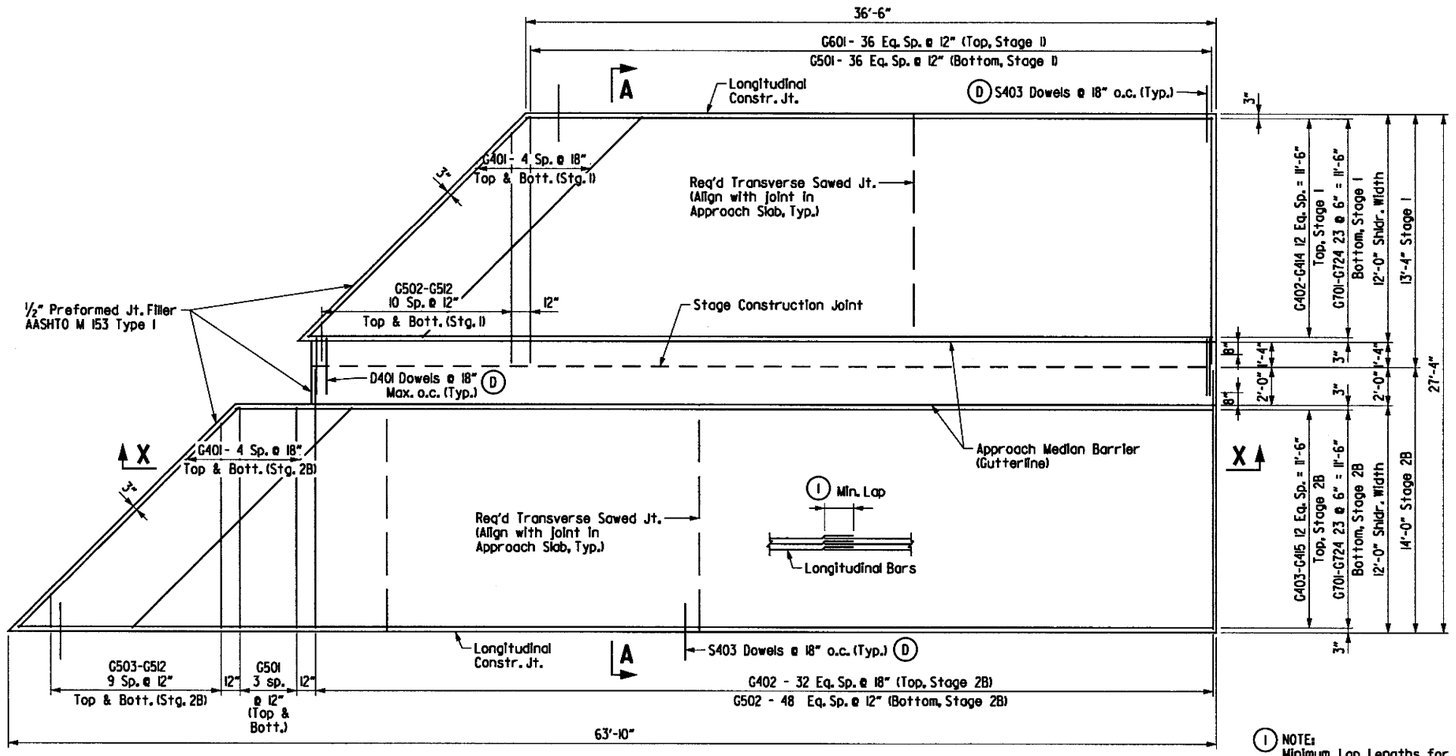
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1031	1465
				(1) A, B&C7412 APPROACH GUTTER 17				59856

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 July 2018



PLAN - APPROACH GUTTER SPECIAL 17

SCALE: 1/4" = 1'-0"

BAR LIST - STAGE 1

Mark	No. Req'd.	Length	Pin Dia.
G401	10	16'-6"	Str.
G402 to G414	2 Ea.	19'-2" to 24'-11"	Str.
G501	37	13'-0"	Str.
G502 to G512	2 Ea.	2'-1" to 12'-2"	Str.
G601	37	13'-0"	Str.
G701 to G724	1 Ea.	36'-4" to 47'-10"	Str.
R401	6	47'-4"	Str.
R402	49	10'-5"	3 3/4"
D401	32	3'-0"	Str.

BAR LIST - STAGE 2B

Mark	No. Req'd.	Length	Pin Dia.
G401	10	16'-6"	Str.
G402	33	13'-8"	Str.
G403 to G415	2 Ea.	32'-7" to 26'-10"	Str.
G501	8	11'-8"	Str.
G502	49	13'-8"	Str.
G503 to G512	2 Ea.	1'-10" to 10'-10"	Str.
G701 to G724	1 Ea.	63'-2" to 51'-8"	Str.
R401	8	47'-4"	Str.
R402	49	6'-6"	2"

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
9580	131.89

General Notes:

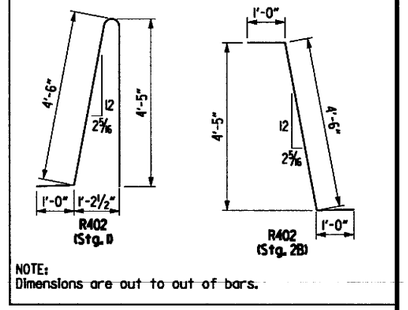
All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

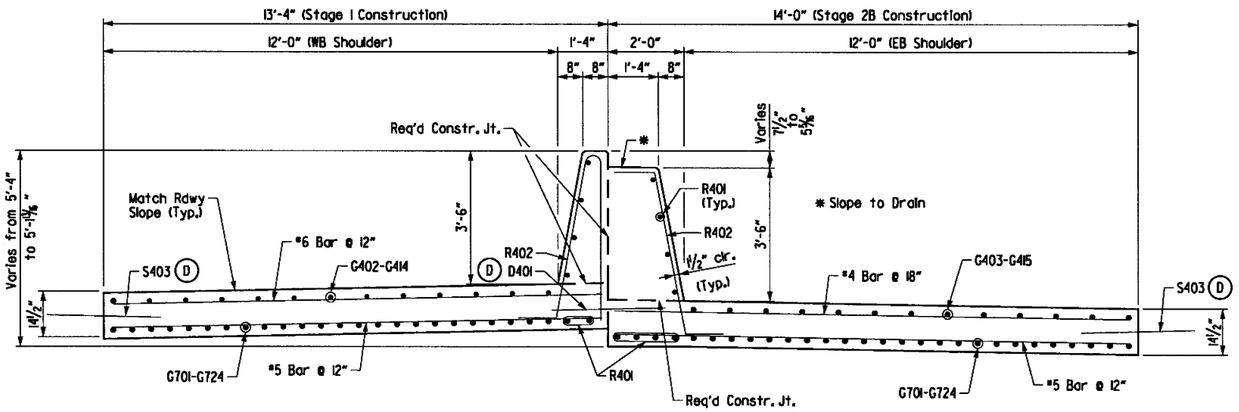
All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

BENDING DIAGRAMS

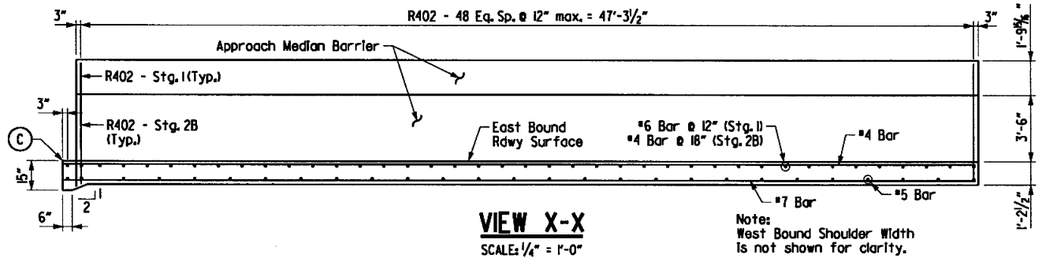


NOTE:
Dimensions are out to out of bars.



SECTION A-A

SCALE: 1/2" = 1'-0"



VIEW X-X

SCALE: 1/4" = 1'-0"

Note:
West Bound Shoulder Width is not shown for clarity.

(1) NOTE:
Minimum Lap Lengths for Longitudinal Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"

(C) ½" Preformed Jt. Filler AASHTO M 153 Type 1 and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

(D) Prior to pouring concrete for Approach Median Barrier and Approach Slab, place D401 Dowels into Approach Median Barrier and S403 Dowels into Approach Slab using 18" embedment.

As an alternate to using cast-in-place dowels during Approach Median Barrier or Approach Slab construction, dowels may be drilled and grouted 18" into the previously cured Approach Median Barrier or Approach Slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

DETAILS OF TYPE SPECIAL 17 APPROACH GUTTER I-30 BRIDGES OVER SALINE RIVER RELIEF

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	4/20/2015		

BRIDGE NO. A, B&C7412 DRAWING NO. 59856

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8/8/2018
jharrell

For R/W Data, See Roadway Plans

See key-plan Dwg. No. 59908 for location and type of approach slabs and approach gutters.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JESSE D. HARRELL
No. 18381
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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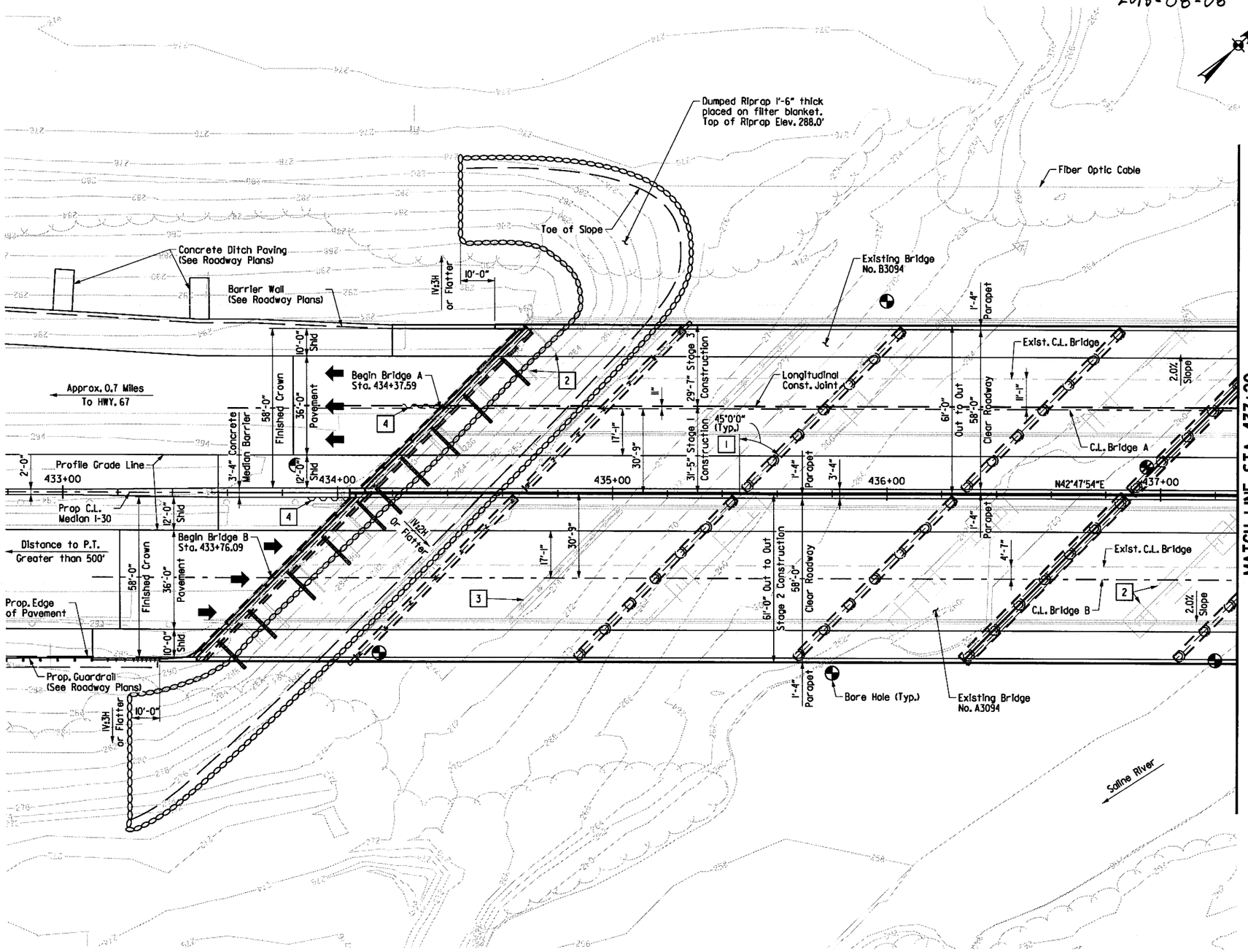
				JOB NO.		CA0601	1032	1465
				(1) A&B7413		BRIDGE LAYOUT		59857



PLAN

Notes:
1. C.L. Bridges and PGLs are parallel to C.L. Median I-30.
2. All longitudinal edges of deck and approaches are parallel to C.L. Median I-30.

The proposed bridges are positioned to avoid interference with the existing substructures. The Contractor shall verify the location of the existing substructures before constructing the new substructures. Any adjustments required to fit the proposed bridge shall be submitted to the Engineer for approval.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

[1] Skew Angle is measured from a line perpendicular to the C.L. Bridge to C.L. of Joint or Bent.

[2] Existing foundations, Typ.

[3] Existing substructures, Typ.

[4] Shoring is required during construction. See Project Bridge General Notes regarding Shoring on Dwg. No. 59691

SHEET 1 OF 9
LAYOUT OF I-30 BRIDGES
OVER SALINE RIVER
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca0601d_ll
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7413 DRAWING NO. 59857

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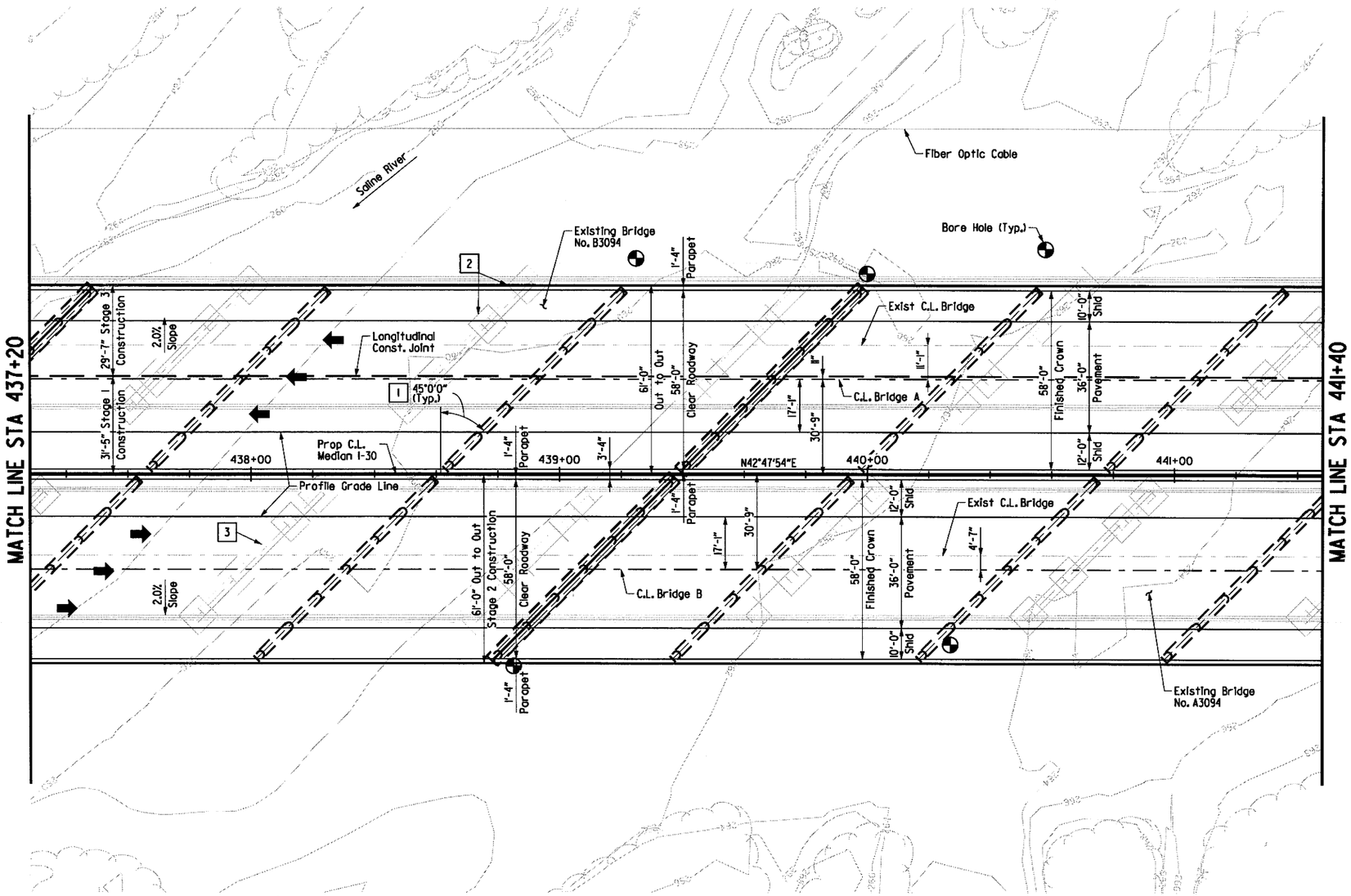
For R/W Data, See Roadway Plans

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1033	1465
				(1) A&B7413		BRIDGE LAYOUT		59858

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JESSE D. HARRELL
No. 18381
2018-08-08



PLAN

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1 Skew Angle is measured from a line perpendicular to the C.L. Bridge to C.L. of Joint or Bent.

2 Existing foundations, Typ.

3 Existing substructures, Typ.

SHEET 2 OF 9
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY: STS DATE: 10/1/2014
DESIGNED BY: JH DATE: 9/1/2014
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BRIDGE NO. A&B7413 DRAWING NO. 59858

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For R/W Data, See Roadway Plans

See key-plan Dwg. No. 59908 for location and type of approach slabs and approach gutters.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0601	1034	1465
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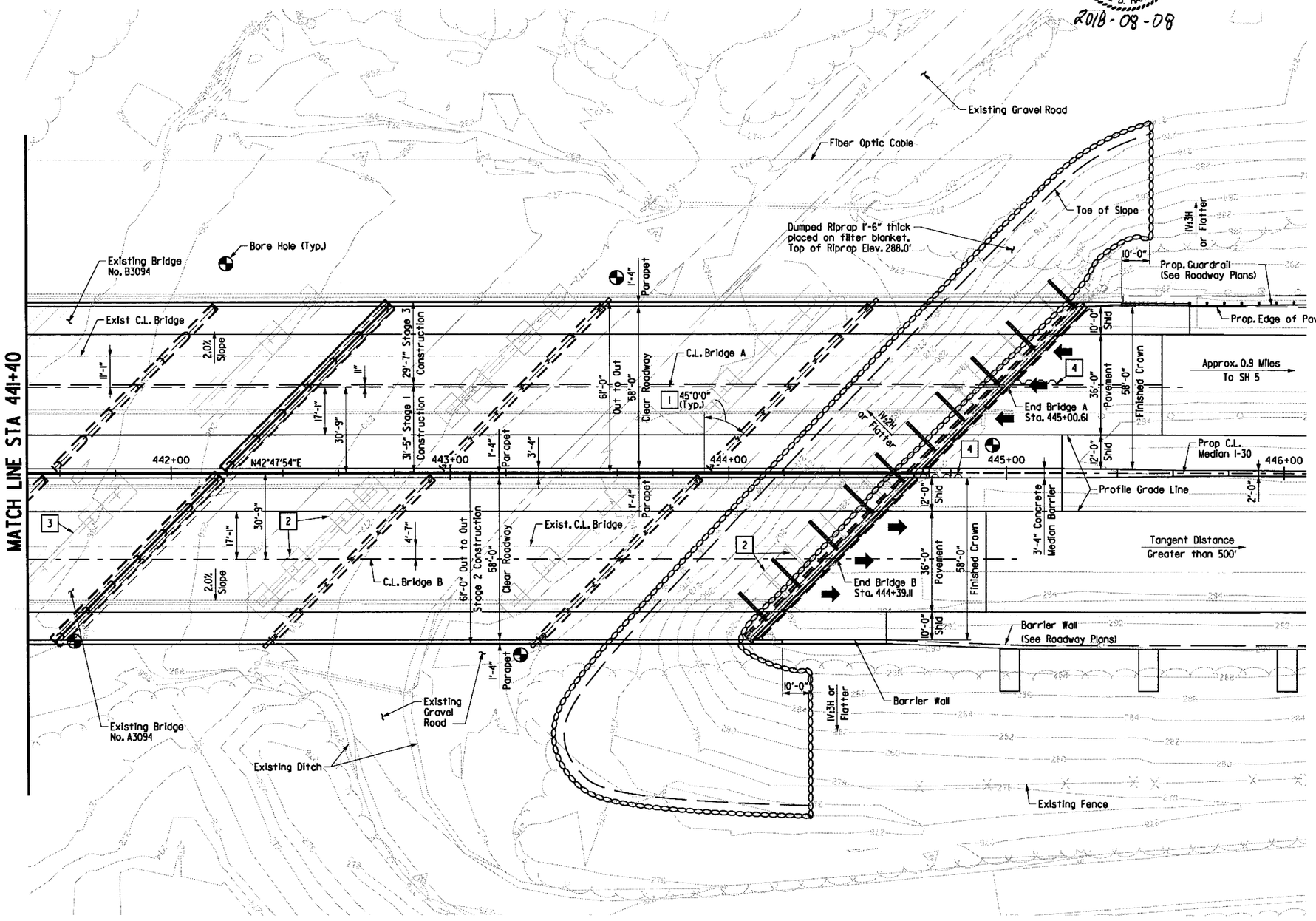

PLAN

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1. Skew Angle is measured from a line perpendicular to the C.L. Bridge to C.L. of Joint.
2. Existing foundations, Typ.
3. Existing substructures, Typ.
4. Shoring is required during construction. See Project Bridge General Notes regarding Shoring on Dwg. No. 59691

SHEET 3 OF 9
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7413 DRAWING NO. 59859

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				6	ARK.			
				JOB NO.		CA0601	1035	1465
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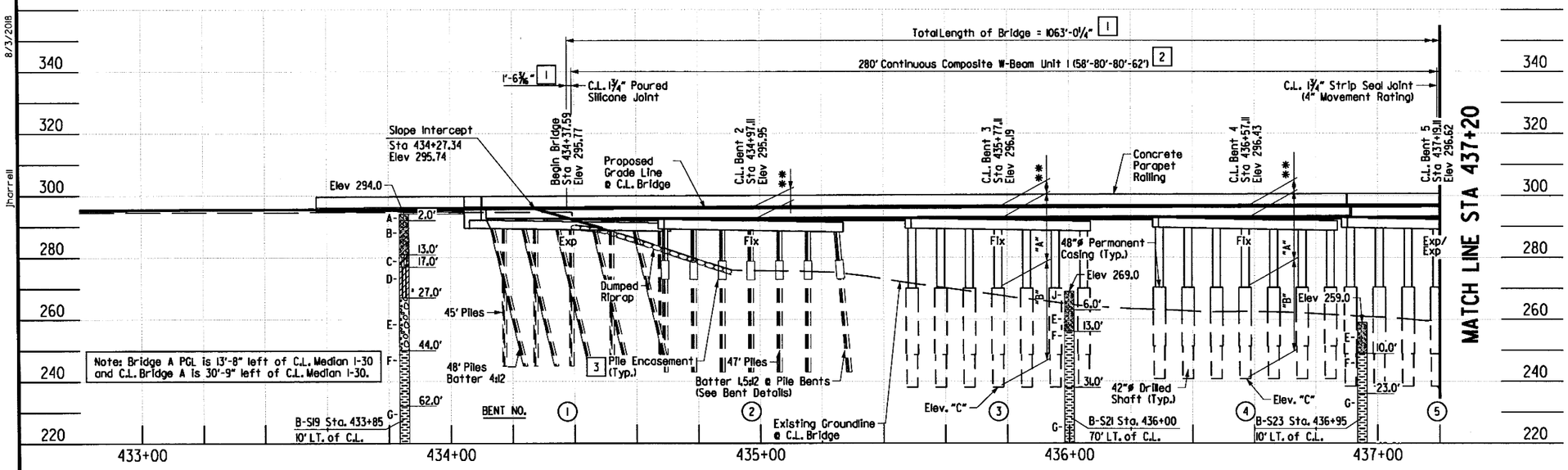
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley 7 Aug 2018

Elevations shown are along C.L. Bridge. Stationing is along C.L. Median I-30. Stations shown in Elevation View are determined by projection from C.L. Median I-30 to C.L. Bridge.



Note: Bridge A PGL is 13'-8" left of C.L. Median I-30 and C.L. Bridge A is 30'-9" left of C.L. Median I-30.

ELEVATION - BRIDGE A

* Top of Deck @ C.L. of Bridge to Low Beam

** Top of Deck @ C.L. Bent @ C.L. Bridge to Low Side Top of Cap, see Table of Variables Dwg. No. 59861

[1] Measured along C.L. Bridge

[2] Measured along C.L. Median I-30

[3] See corresponding Bent Details for Top of Pile Encasement elevation.

HYDRAULIC DATA

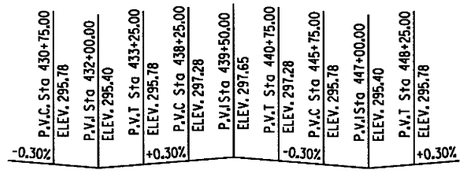
FLOOD DESCRIPTION	FREQUENCY	TOTAL DISCHARGE (1)	DISCHARGE (2)	NATURAL WATER SURFACE ELEVATION (3)	WATER SURFACE ELEV. WITH BACKWATER
	YEARS	CFS	CFS	FEET	FEET
DESIGN	Q50	93,000	79,757	284.25	285.23
BASE	Q100	104,500	88,261	285.63	286.68
EXTREME	Q500	130,100	107,518	287.80	289.07
OVERTOPPING	>Q500	>Q500	>Q500	>Q500	>Q500

1. Discharge includes water through Saline River and Saline River Relief Channels.

2. Discharge includes water through Saline River Channel.

3. Unconstricted water surface elevation without structure or roadway aproaches.

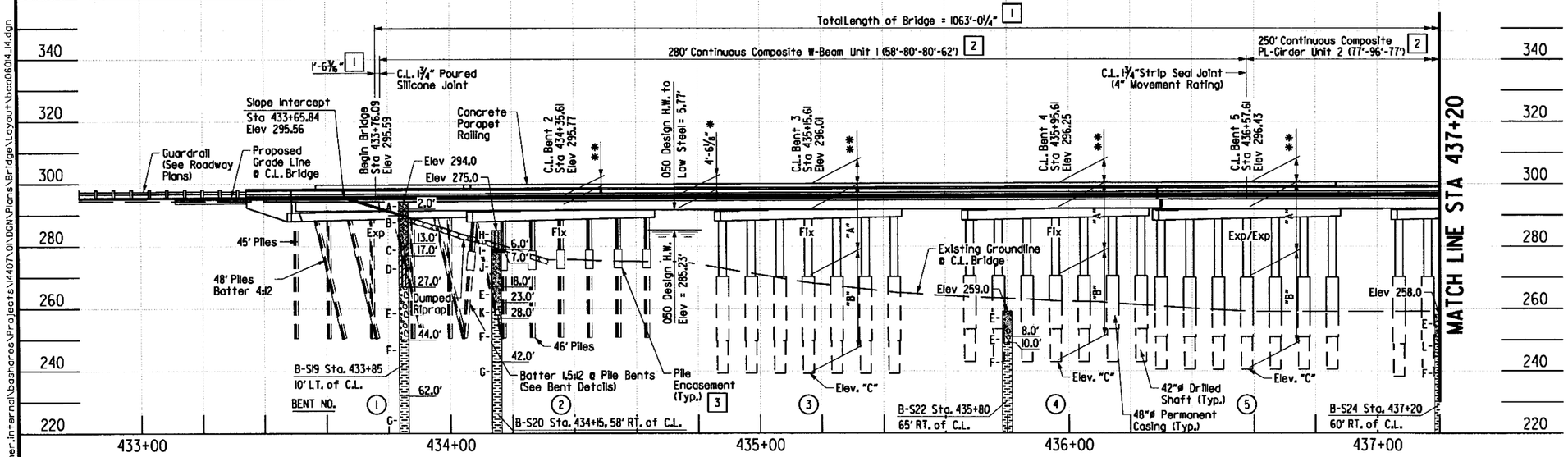
Q100 Backwater elevation for existing structure = 286.68 feet.
Proposed Low Bridge Chord Elev. = 291.00 feet.
Drainage Area = 569.0 sq. miles.
Historical H.W. Elev. = 288.0 feet (1927).
Ordinary H.W. Elev. = 273.43 feet.



VERTICAL CURVE DATA - BRIDGE A & B

(Along Either Profile Grade)

Note: Bridge B PGL is 13'-8" right of C.L. Median I-30 and C.L. Bridge B is 30'-9" right of C.L. Median I-30.



ELEVATION - BRIDGE B

SHEET 4 OF 9
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/15/2014
CHECKED BY: STS DATE: 10/1/2014
DESIGNED BY: JH DATE: 9/1/2014
FILENAME: bca06014_14
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BRIDGE NO. A&B7413 DRAWING NO. 59860

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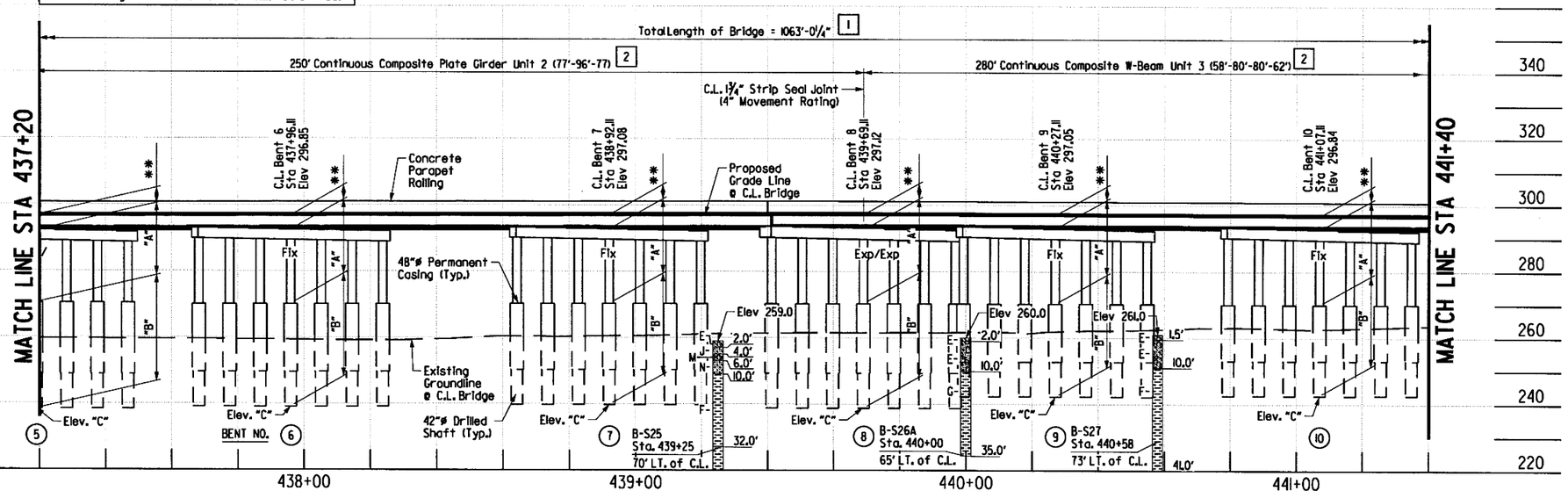
Elevations shown are along C.L. Bridge. Stationing is along C.L. Median I-30. Stations shown in Elevation View are determined by projection from C.L. Bridge to C.L. Median I-30.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1036	1465
				(1) A&B7413		BRIDGE LAYOUT		59861

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Aug 2018

Note: Bridge A PGL is 13'-8" left of C.L. Median I-30 and C.L. Bridge A is 30'-9" left of C.L. Median I-30.



ELEVATION - BRIDGE A

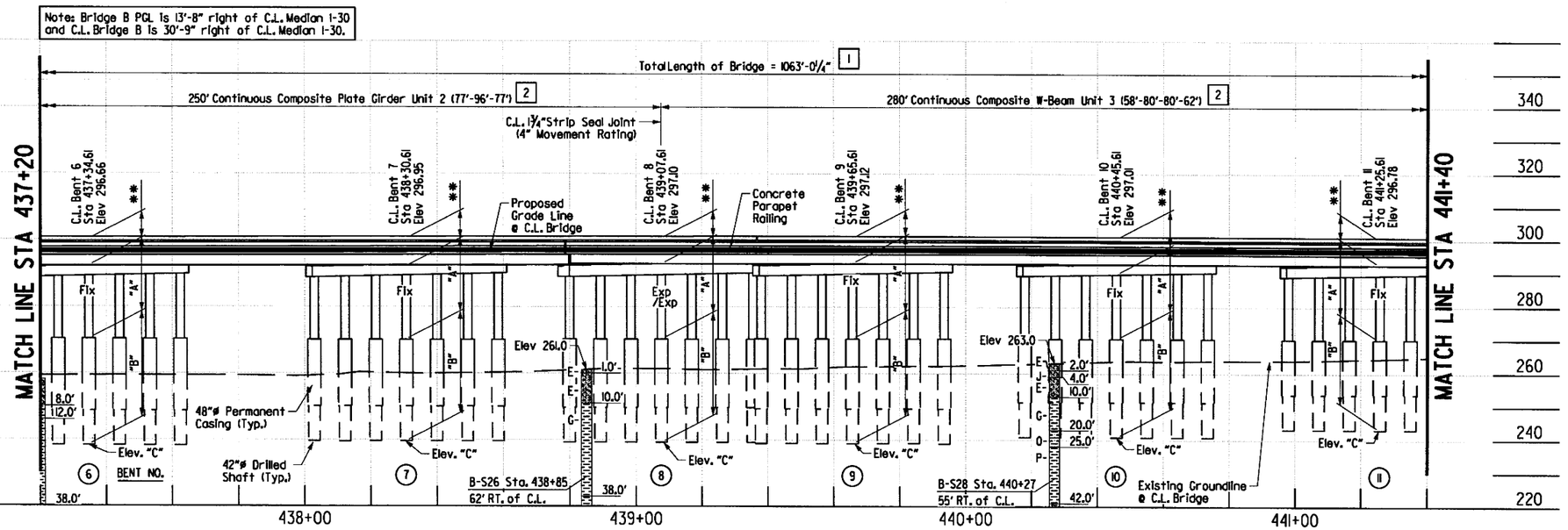
	WB Bridge A7413 - Table of Variables			
	**	"A"	"B"	"C"
Bent 2	4'-7 13/16"	-	-	-
Bent 3	4'-7 1/4"	21'-6"	26'-6"	243.58
Bent 4	4'-7 15/16"	21'-6"	32'-0"	238.28
Bent 5	4'-8 5/16"	21'-6"	32'-0"	238.37
Bent 6	4'-8 5/16"	22'-0"	32'-0"	238.10
Bent 7	4'-9 3/16"	22'-0"	30'-0"	240.28
Bent 8	4'-10 1/4"	22'-0"	30'-6"	239.76
Bent 9	4'-9 3/16"	22'-0"	30'-6"	239.75
Bent 10	4'-9 1/4"	22'-0"	27'-6"	242.57
Bent 11	4'-9 15/16"	21'-6"	27'-0"	243.28
Bent 12	4'-11 1/16"	21'-0"	25'-6"	244.99
Bent 13	4'-10 5/16"	-	-	-
Bent 14	4'-10 5/16"	-	-	-
"A"	Low side of Cap to Top of Drilled Shaft			
"B"	Drilled Shaft Length			
"C"	Tip of D.S. Elevation			

** Top of Deck @ C.L. Bent @ C.L. Bridge to Low Side Top of Cap

[1] Measured along C.L. Bridge

[2] Measured along C.L. Median I-30

Note: Bridge B PGL is 13'-8" right of C.L. Median I-30 and C.L. Bridge B is 30'-9" right of C.L. Median I-30.



ELEVATION - BRIDGE B

	EB Bridge B7413 - Table of Variables			
	**	"A"	"B"	"C"
Bent 2	4'-9 13/16"	-	-	-
Bent 3	4'-9 1/4"	21'-0"	28'-0"	242.23
Bent 4	4'-9 15/16"	21'-0"	32'-0"	238.43
Bent 5	4'-10 5/16"	21'-6"	32'-0"	238.02
Bent 6	4'-10 5/16"	21'-6"	32'-0"	238.25
Bent 7	4'-10 5/16"	22'-0"	32'-0"	238.04
Bent 8	4'-10 1/2"	22'-0"	30'-0"	240.22
Bent 9	4'-8 13/16"	22'-0"	31'-0"	239.38
Bent 10	4'-7 5/16"	22'-0"	30'-6"	239.88
Bent 11	4'-7 15/16"	22'-0"	27'-6"	242.63
Bent 12	4'-9 1/16"	21'-6"	27'-6"	242.84
Bent 13	4'-8 5/16"	-	-	-
Bent 14	4'-8 5/16"	-	-	-
"A"	Low side of Cap to Top of Drilled Shaft			
"B"	Drilled Shaft Length			
"C"	Tip of D.S. Elevation			

SHEET 5 OF 9
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 9/15/2014
CHECKED BY: STS DATE: 10/1/2014
DESIGNED BY: JH DATE: 9/1/2014
FILENAME: bca06014_l5
SCALE: 1" = 20'

BRIDGE NO. A&B7413 DRAWING NO. 59861

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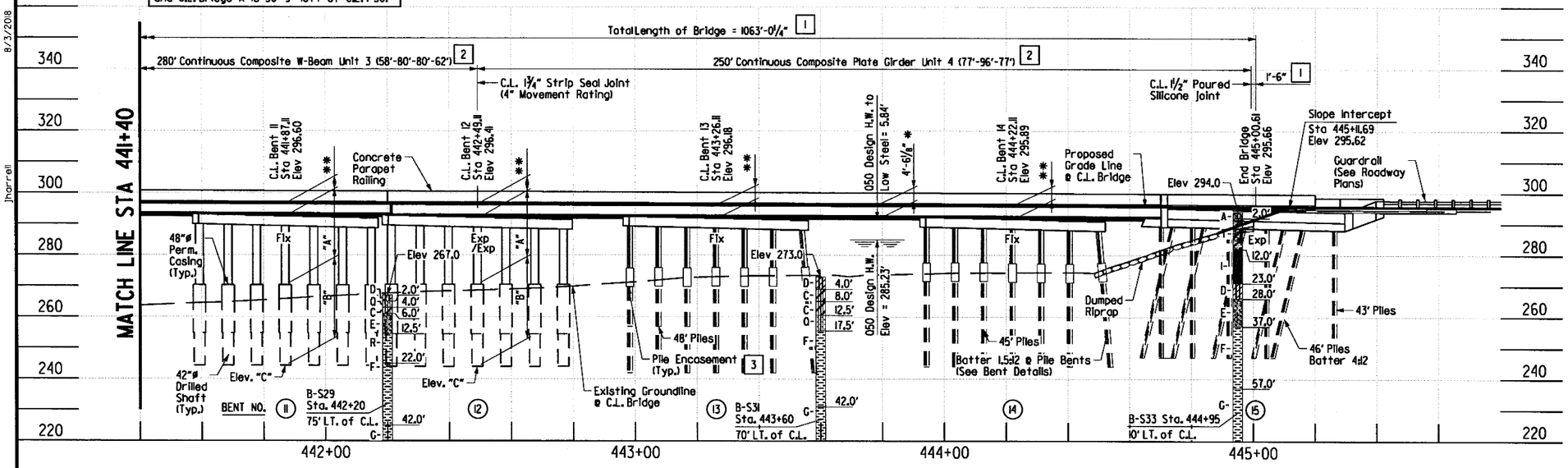
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1037	1465
				(1) A&B7413		BRIDGE LAYOUT		59862

Elevations shown are along C.L. Bridge. Stationing is along C.L. I-30. Stations shown in elevation are determined by projection from C.L. Bridge to C.L. I-30.

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

Note: Bridge A PGL is 13'-8" left of C.L. I-30 and C.L. Bridge A is 30'-9" left of C.L. I-30.



ELEVATION - BRIDGE A

* Top of Deck @ C.L. of Bridge to Low Beam

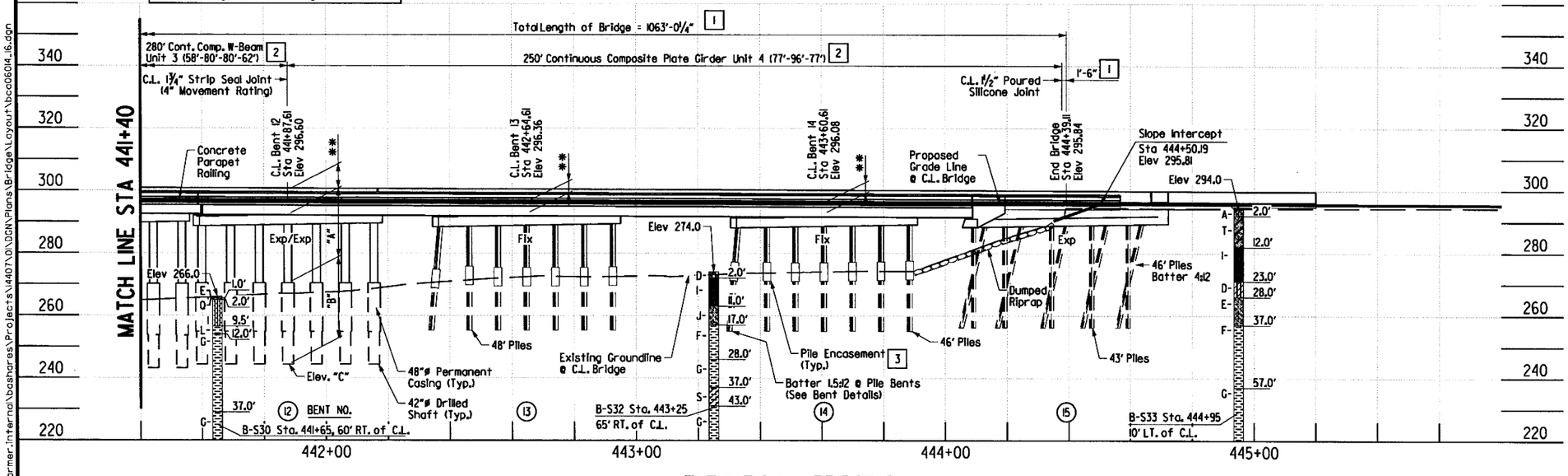
** Top of Deck @ C.L. Bent @ C.L. Bridge to Low Side Top of Cap, see Table of Variables Dwg. No. 59861

[1] Measured along C.L. Bridge

[2] Measured along C.L. Median I-30

[3] See corresponding Bent Details for Top of Pile Encasement elevation.

Note: Bridge B PGL is 13'-8" right of C.L. I-30 and C.L. Bridge B is 30'-9" right of C.L. I-30.



ELEVATION - BRIDGE B

SHEET 6 OF 9
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca0604_16
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 20'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7413 DRAWING NO. 59862

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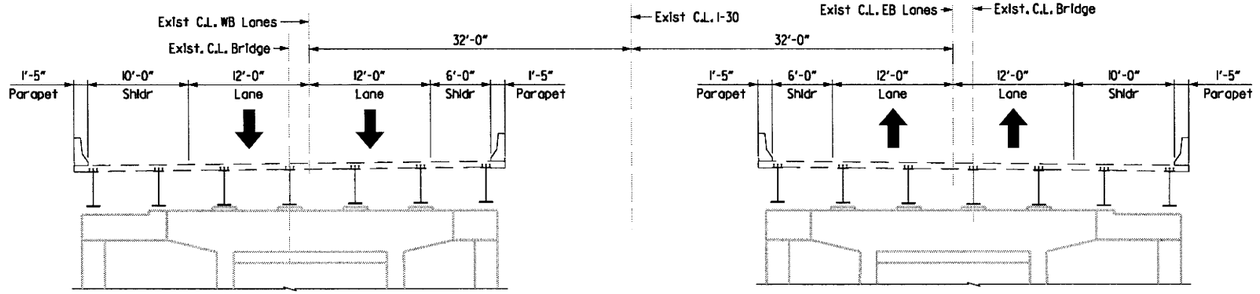
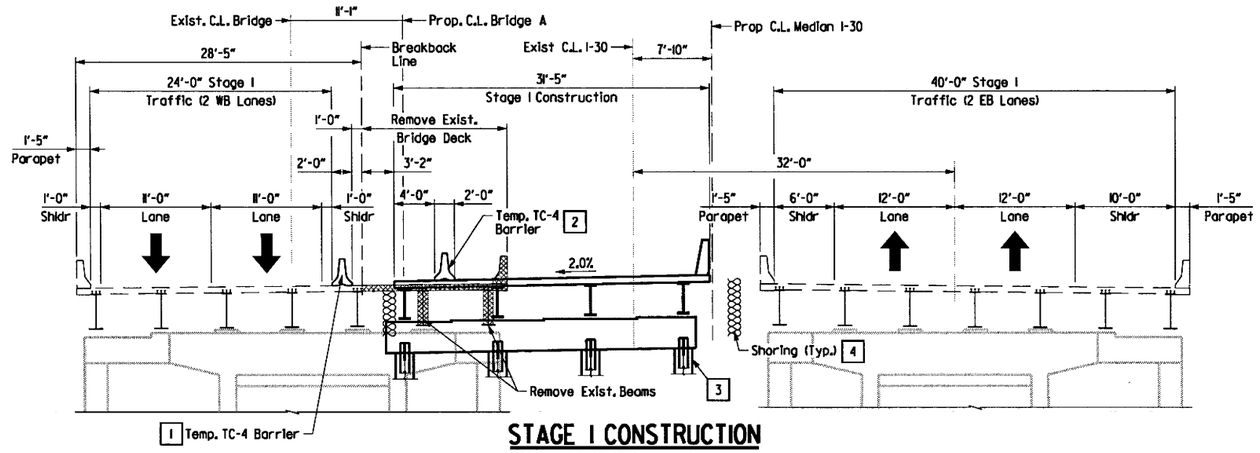


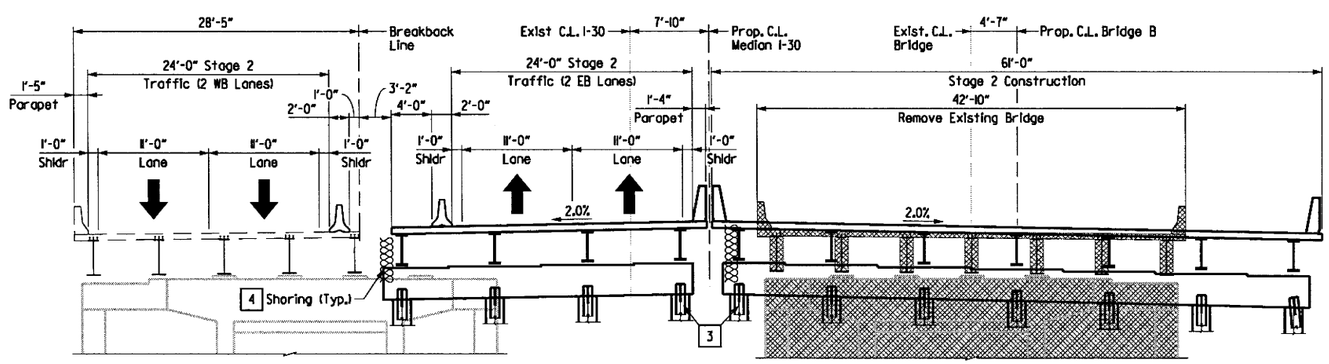
EXISTING CONSTRUCTION

(Looking Ahead)



STAGE 1 CONSTRUCTION

(RDWY. M.O.T. STAGE 2) - (Looking Ahead)



STAGE 2 CONSTRUCTION

(RDWY. M.O.T. STAGE 3) - (Looking Ahead)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1038	1465
				(1) A&B7413		BRIDGE LAYOUT		59863

STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08

Notes:
Details related to Maintenance of Traffic are shown on Bridge Plans for Information Only. For Maintenance of Traffic Plans and additional information, see Roadway Plans.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1 Connect to Deck (See Std. Dwg. No. TC-4)

2 Do not connect to Deck (See Std. Dwg. No. TC-4)

3 See Elevation View for substructure type for each bent.

4 Shoring is required during construction. See Project Bridge General Notes regarding Shoring on Dwg. No. 59691

SHEET 7 OF 9
LAYOUT OF I-30 BRIDGES OVER SALINE RIVER
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06014_17
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 7.5'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7413 DRAWING NO. 59863

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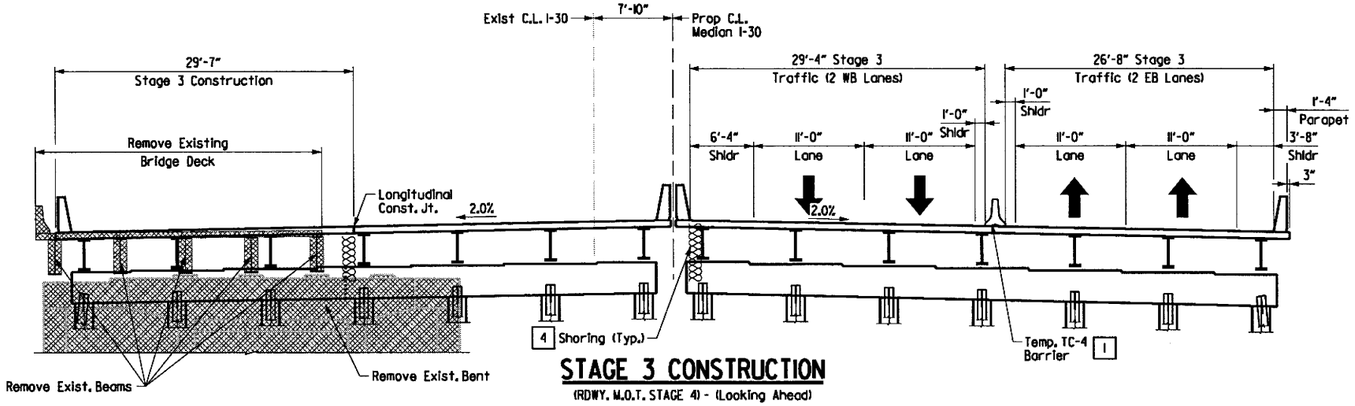
jharrell

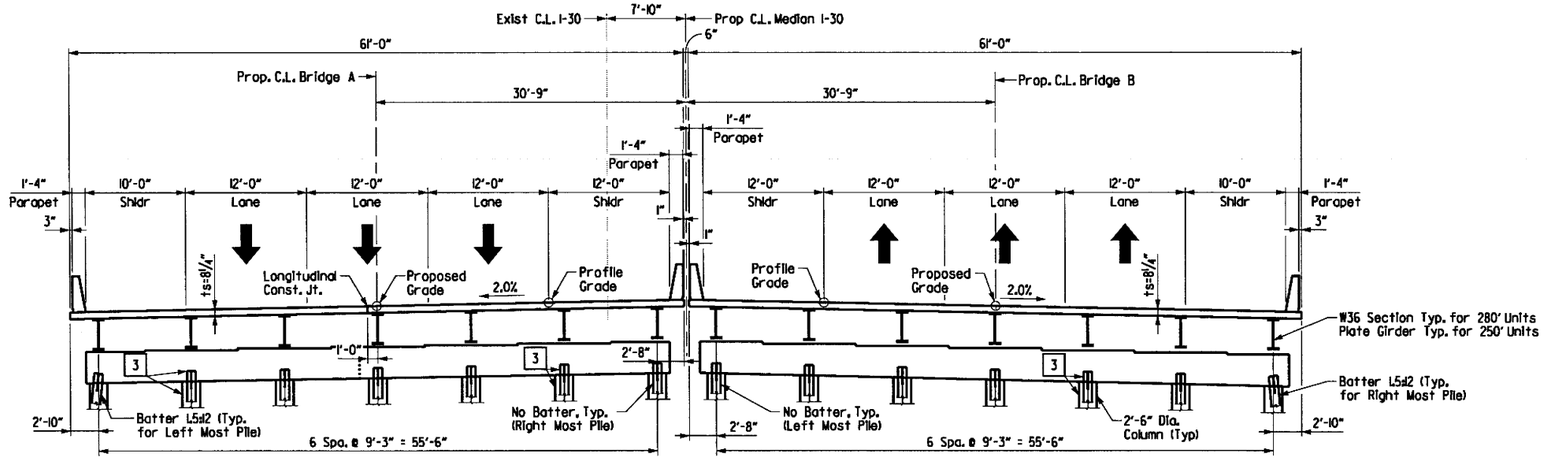
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1039	1465
				(1) A&B7413		BRIDGE LAYOUT		59864

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08



STAGE 3 CONSTRUCTION

(RDWY. W.O.T. STAGE 4) - (Looking Ahead)



COMPLETED CONSTRUCTION

(Looking Ahead)

Notes:
Details related to Maintenance of Traffic are shown on Bridge Plans for Information Only. For Maintenance of Traffic Plans and additional information, see Roadway Plans.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. W.O.T. enumeration with bridge stage construction enumeration.

1. Connect to Deck (See Std. Dwg. No. TC-4)
2. Do not connect to Deck (See Std. Dwg. No. TC-4)
3. See Elevation View for substructure type for each bent.
4. Shoring is required during construction. See Project Bridge General Notes regarding Shoring on Dwg. No. 59691

SHEET 8 OF 9
LAYOUT OF I-30 BRIDGES
OVER SALINE RIVER

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca06014_18
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	1" = 7.5'
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7413 DRAWING NO. 59864

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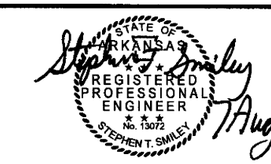
jharrell



7 Aug 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1040	1465
				(1) A&B7413		BRIDGE LAYOUT		59865

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 59691 . General notes specific to this bridge follow.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	59866-59871& 59885-59890
Intermediate Bents	59872-59876 & 59891-59895
280'-0"Comp. W-Beam Units 1&3	59877-59880 & 59896-59899
250'-0"Comp. Plate Girder Units 2&4	59881-59884 & 59896, 59901-59903
Elastomeric Bearings	59906
Steel Piling	55020
Type Special Approach Gutters (17-22)	59911, 59914-59916
Type Special Approach Slabs (11-14)	59909, 59910, 59912, 59913
Stage Construction	59863-59864
Dumped Riprap	55001
Steel Bridge Details	55007
Poured Silicone Joints	55008
Neoprene Strip Seal Joints	55009

STEEL PILING: Piling shall be HP 12x53 (Grade 50) for End Bents and HP 14x102 (Grade 50) for Intermediate Bents 2, 13, & 14 and paid for as "Steel Piling (HP 12x53)" and "Steel Piling (HP 14x102)" respectively per pile.

PREBORING: Preboring may be required to obtain the minimum pile penetration of 10', if required, preboring at bents shall take place after excavation to hard strata is complete and shall be to a minimum depth of X' into the hard strata material designated as shale on the boring legend. The size and depth of preboring, will be determined in the field by the Engineer. The Contractor shall be responsible for keeping the prebored holes free from debris prior to backfilling which may require the use of temporary casings or other methods. After driving is completed, the prebored hole shall be backfilled with Class S Concrete to the top of rock and the remaining length of prebored holes shall be backfilled with material specified in Subsection 805.08 or other approved material, unless otherwise noted, to completely fill voids. The cost of preboring, temporary casings, and backfill will not be paid for directly but will be considered subsidiary to the Item "PREBORING".

DRILLED SHAFTS: Foundations for Intermediate Bents 3-12 shall consist of Drilled Shafts. All Drilled Shafts shall be founded into competent material designated as shale on the boring legend to the minimum rock penetrations and tip elevations shown in the plans. No adjustments in Plan Tip Elevation shall be made without prior approval from the Engineer. Methods of construction of the drilled shafts shall be in accordance with SP CA0601 "Drilled Shaft Foundations". Permanent casing shall be used for construction of the drilled shafts, such as to prevent caving, to exclude groundwater, or to provide shoring, and shall not extend below top of rock. The Contractor must obtain approval from the Engineer for any deviation from this requirement.

Drilled shaft reinforcing shall be secured in place before concrete placement. Concrete and reinforcing steel in drilled shafts, including column dowels, will not be paid for directly but will be included in the unit prices of the drilled shaft items.

For construction methods, materials, measurement and payment of drilled shafts, see Job CA0601 Special Provision "Drilled Shaft Foundations.

For additional information, see bridge layout and detail drawings.

CROSSHOLE SONIC LOGGING: Nondestructive testing shall be performed on specific drilled shafts in accordance with SP CA0601 "Nondestructive Testing of Drilled Shafts".

EXISTING BRIDGE: Existing Bridge Nos. A3094 and B3094 (log M4.38) are 1,063' long consisting of five composite W-Beam and nine Composite Plate Girder simple spans supported by substructures consisting of R.C. Int. Bents with multi-columns on spread footings and Pile Trestle and End Bents. The existing bridges are located in approximately the same location as the proposed bridge. Plans can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

REMOVAL AND SALVAGE: The new bridges are to be built in stages and existing Bridge Nos. A&B3094 shall be removed in accordance with Section 205. Stage removal of Bridge No. A3094 will be required for Stage 1 & 3 Construction. Stage removal of Bridge No. B3094 will be required for Stage 2 Construction. All material from the existing bridge shall become the property of the Contractor.

STRUCTURAL STEEL: Structural steel shall be AASHTO M270,Gr.50W unless otherwise noted and shall be paid for as "Structural Steel in Beam Spans (M270,Gr.50W)" & "Structural Steel in Plate Girder Spans (M270,Gr.50W)".

SILICONE JOINT DATA - for Std. Dwg. No. 55008

Bent No.(s)	"A" Width Perpendicular to Joint at 24 hour Average Temperature of:			Bumper Bar Size	"B"
	40°F	60°F	80°F		
1	1 5/16"	1 3/4"	1 3/16"	0 7/8"	2 1/8"
15	1 1/16"	1 1/2"	1 5/16"	0 3/4"	2"

STRIP SEAL JOINT DATA - for Std. Dwg. No. 55009

Bent No.(s)	Movement Rating (inch)	"A" Width Perpendicular to Joint at 24 hour Average Temperature of:			Bumper Bar Size	"B"	"C"
		40°F	60°F	80°F			
5, 8, & 12	4"	2 1/16"	1 3/4"	1 7/16"	0 1/2"	"A" + 1/2"	2 1/8"

BORING LEGEND:

A - Dense sand (fill)
B - Dense clayey fine sand (fill)
C - Stiff silty clay
D - Stiff clayey silt
E - Loose to dense sandy gravel
F - Moderately hard weathered shale
G - Moderately hard to hard shale
H - Medium dense fine sandy silt
I - Stiff fine sandy clay
J - Loose to dense fine to coarse sand
K - Moderately hard weathered shale, slightly clayey
L - Low hardness highly weathered shale
M - Loose clayey sand
N - Loose to medium dense fine to medium sand
O - Moderately hard siltstone with shale seams and layers
P - Moderately hard shale, calcareous
Q - Loose to medium dense silty fine sand
R - Moderately hard shale, slightly carbonaceous
S - Moderately hard clayey shale
T - Very stiff fine sandy clay (fill)

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

Sta. 433+85, 10' Lt (Boring S19)
0.5-1.5, N = 50/10"
2.5-3.5, N = 37
4.5-5.5, N = 25
6.5-7.5, N = 27
9-10, N = 32
14-15, N = 22
19-20, N = 19
24-25, N = 8
29-30, N = 13
34-35, N = 25
39-40, N = 24
49-50, N = 25/0"
54-55, N = 25/0"
59-60, N = 25/0"
64-65, N = 25/0"
69-70, N = 25/0"
74-75, N = 25/0"
79-80, N = 25/0"
84-85, N = 25/0"
89-90, N = 25/0"

Sta. 434+15, 58' Rt (Boring S20)
0.5-1.5, N = 26
2.5-3.5, N = 16
4.5-5.5, N = 17
6.5-7.5, N = 17
9-10, N = 16
14-15, N = 16
19-20, N = 29
24-25, N = 50/8"
29-30, N = 50/2"
34-35, N = 50/1"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 25/0"
74-75, N = 25/0"
79-80, N = 25/0"

Sta. 436+00, 70' Lt (Boring S21)
0.5-1.5, N = 16
2.5-3.5, N = 10
4.5-5.5, N = 30
6.5-7.5, N = 19
9-10, N = 22
14-15, N = 50/4"
19-20, N = 25/0"
24-25, N = 50/1"
29-30, N = 25/0"
34-35, N = 25/0"
39-40, N = 25/0"
44-45, N = 25/0"
49-50, N = 25/0"
54-55, N = 25/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 435+80, 65' Rt (Boring S22)
0.5-1.5, N = 11
14-15, N = 50/2"
19-20, N = 50/1"
24-25, N = 50/0"
29-30, N = 50/0"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
64-65, N = 50/0"
69-70, N = 25/0"
74-75, N = 25/0"
79-80, N = 25/0"

Sta. 436+95, 10' Lt (Boring S23)
0.5-1.5, N = 7
14-15, N = 50/3"
19-20, N = 50/1"
24-25, N = 50/0"
29-30, N = 50/0"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 437+20, 60' Rt (Boring S24)
0.5-1.5, N = 14
14-15, N = 50/3"
19-20, N = 50/1"
24-25, N = 50/0"
29-30, N = 50/0"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 439+25, 70' Lt (Boring S25)
0.5-1.5, N = 50/10"
2.5-3.5, N = 16
14-15, N = 50/2"
19-20, N = 50/2"
24-25, N = 50/0"
29-30, N = 50/0"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 438+25, 62' Rt (Boring S26)
0.5-1.5, N = 10
2.5-3.5, N = 14
4.5-5.5, N = 18
14-15, N = 50/1"
19-20, N = 50/1"
24-25, N = 50/0"
29-30, N = 50/0"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 440+00, 65' Lt (Boring S26A)
0.5-1.5, N = 10
2.5-3.5, N = 14
4.5-5.5, N = 18
14-15, N = 50/1"
19-20, N = 50/1"
24-25, N = 50/0"

Sta. 440+58, 73' Lt (Boring S27)
0.5-1.5, N = 50/8"
14-15, N = 50/2"
19-20, N = 50/1"
24-25, N = 50/0"
29-30, N = 50/0"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 440+27, 55' Rt (Boring S28)
0.5-1.5, N = 50/6"
2.5-3.5, N = 28
4.5-5.5, N = 50/7"
14-15, N = 50/3"
19-20, N = 50/1"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
49-50, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 442+20, 75' Lt (Boring S29)
0.5-1.5, N = 15
2.5-3.5, N = 14
4.5-5.5, N = 10
6.5-7.5, N = 26
9-10, N = 50/6"
14-15, N = 50/7"
19-20, N = 50/7"
24-25, N = 25/0"
29-30, N = 25/0"
34-35, N = 25/0"
39-40, N = 25/0"
44-45, N = 25/0"
49-50, N = 25/0"
54-55, N = 25/0"
59-60, N = 25/0"
64-65, N = 25/0"
69-70, N = 25/0"
74-75, N = 25/0"
79-80, N = 25/0"

Sta. 441+65, 60' Rt (Boring S30)
0.5-1.5, N = 7
2.5-3.5, N = 4
4.5-5.5, N = 3
6.5-7.5, N = 5
9-10, N = 29
14-15, N = 50/2"
19-20, N = 50/1"
24-25, N = 50/0"
29-30, N = 50/0"
34-35, N = 50/0"
39-40, N = 50/0"
44-45, N = 50/0"
54-55, N = 50/0"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

Sta. 443+60, 70' Lt (Boring S31)
0.5-1.5, N = 33
2.5-3.5, N = 28
4.5-5.5, N = 15
6.5-7.5, N = 10
9-10, N = 17
14-15, N = 16
19-20, N = 50/2"
24-25, N = 50/2"
29-30, N = 25/0"
34-35, N = 50/0"
39-40, N = 25/0"
44-45, N = 25/0"
49-50, N = 25/0"
59-60, N = 25/0"
64-65, N = 25/0"
69-70, N = 25/0"
74-75, N = 25/0"
79-80, N = 25/0"

Sta. 443+25, 65' Rt (Boring S32)
0.5-1.5, N = 50/4"
2.5-3.5, N = 39
4.5-5.5, N = 24
6.5-7.5, N = 21
9-10, N = 50/9"
14-15, N = 20
19-20, N = 50/7"
24-25, N = 50/1"
29-30, N = 25/0"
34-35, N = 25/0"
39-40, N = 50/5"
44-45, N = 50/0"
49-50, N = 25/0"
54-55, N = 25/0"
59-60, N = 25/0"

Sta. 444+95, 10' Lt (Boring S33)
0.5-1.5, N =50/10"
2.5-3.5, N = 18
4.5-5.5, N = 23
6.5-7.5, N = 14
9-10, N = 18
14-15, N = 18
19-20, N = 7
24-25, N = 10
29-30, N = 20
34-35, N = 16
39-40, N = 50/3"
44-45, N = 50/2"
49-50, N = 50/0"
54-55, N = 50/8"
59-60, N = 50/0"
64-65, N = 50/0"
69-70, N = 50/0"
74-75, N = 50/0"
79-80, N = 50/0"

SHEET 9 OF 9
LAYOUT OF I-30 BRIDGES
OVER SALINE RIVER

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/15/2014	FILENAME:	bca0601d_19
CHECKED BY:	STS	DATE:	10/1/2014	SCALE:	N/A
DESIGNED BY:	JH	DATE:	9/1/2014		

BRIDGE NO. A&B7413 DRAWING NO. 59865

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1041	1465

(1) A7413 **BENT DETAILS** 59866

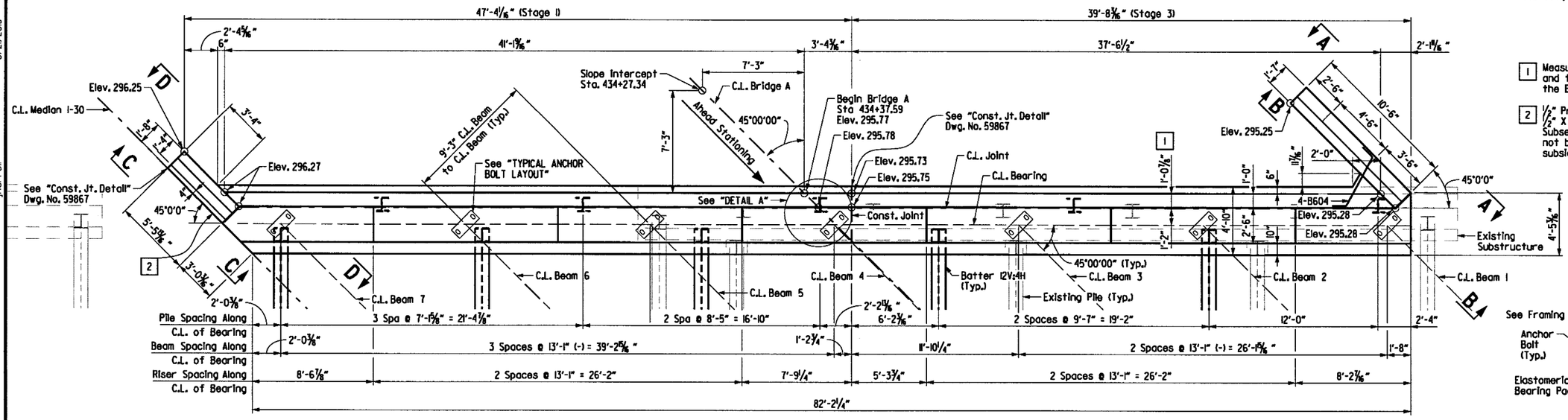
STATE OF ARKANSAS — REGISTERED PROFESSIONAL ENGINEER — No. 13072 — STEPHEN T. SMILEY

21 June 2018

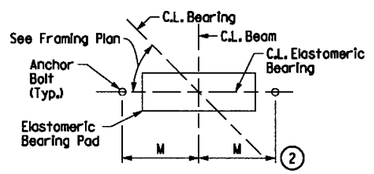
For Project Bridge General Notes, see Dwg. No. 59691

1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

2 ½" Preformed Jt. Filler (AASHTO M 153, Type II and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".

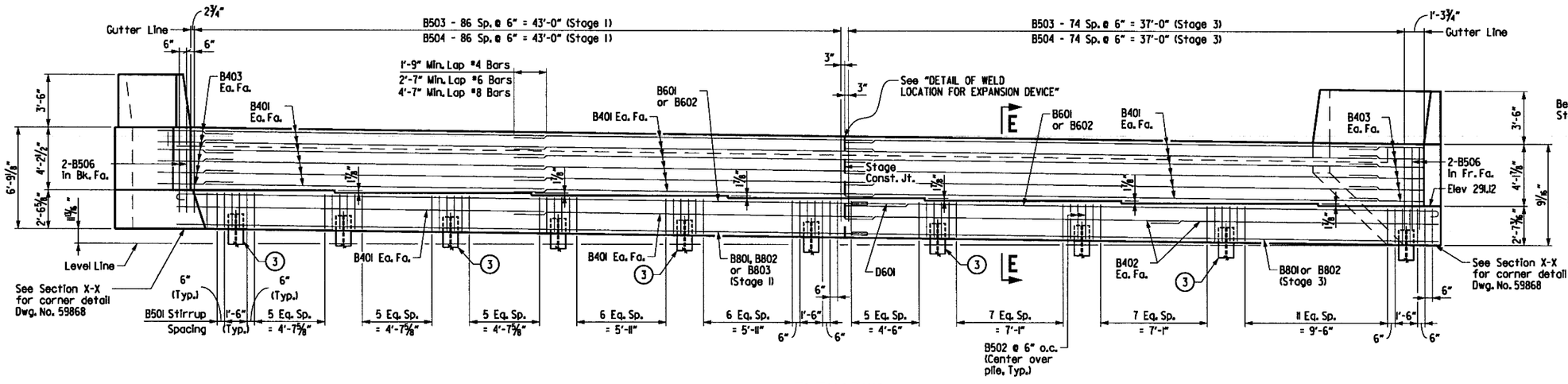


PLAN
SCALE: 1/4" = 1'-0"

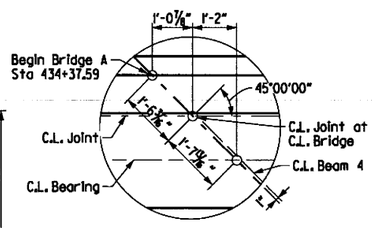


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906

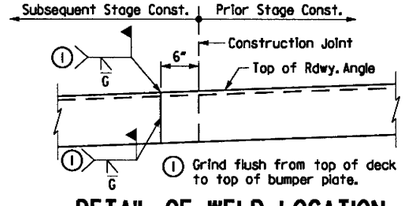


ELEVATION
(Looking Back)
SCALE: 1/4" = 1'-0"



DETAIL A
SCALE: 1/2" = 1'-0"

(3) Batter Piles



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE
No Scale

SHEET 1 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca0601a4_bii
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59866

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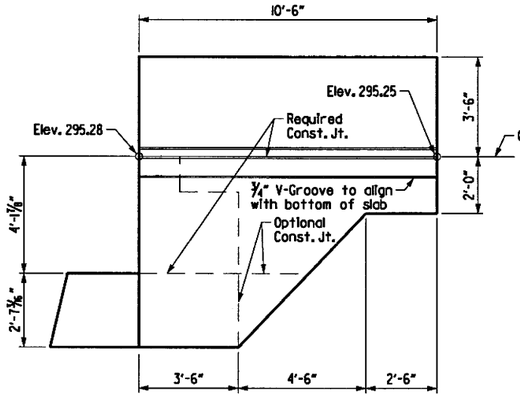
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1042	1465
				(1) A7413		BENT DETAILS		59867

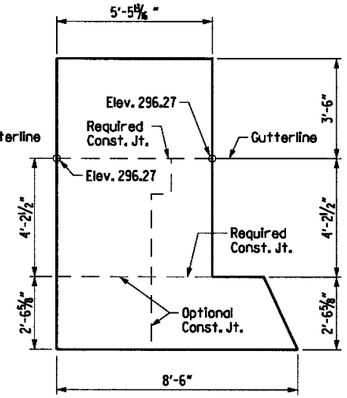
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 Jun 2018



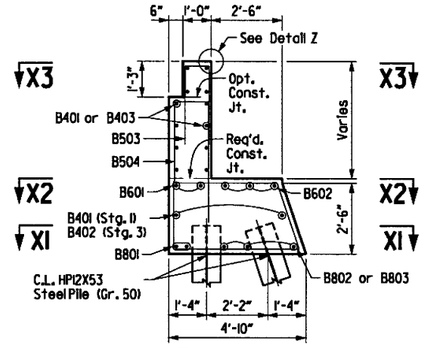
VIEW A-A (STAGE 3)

SCALE: ⅜" = 1'-0"



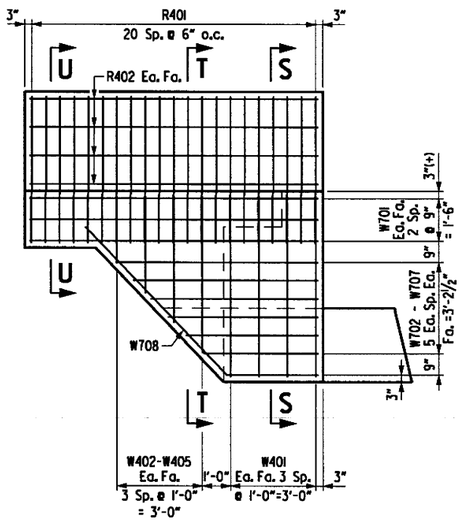
VIEW C-C (STAGE 1)

SCALE: ⅜" = 1'-0"



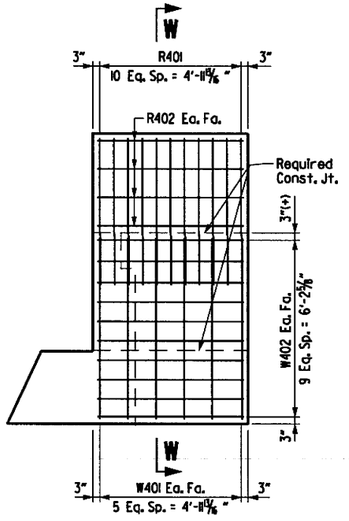
SECTION E-E

SCALE: ⅜" = 1'-0"



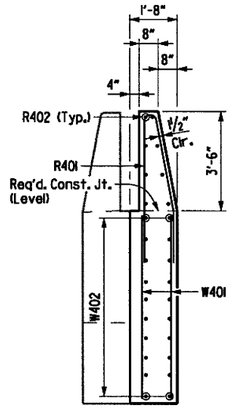
VIEW B-B (STAGE 3)

SCALE: ⅜" = 1'-0"



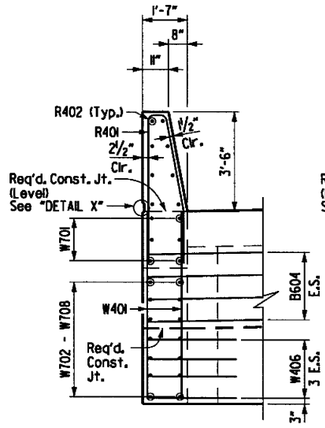
VIEW D-D (STAGE 1)

SCALE: ⅜" = 1'-0"



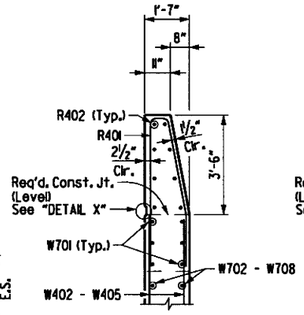
SECTION W-W

SCALE: ⅜" = 1'-0"



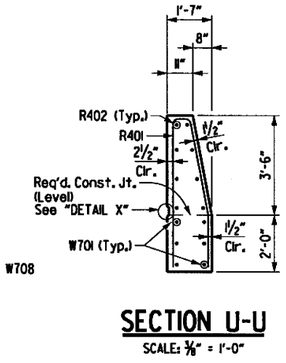
SECTION S-S

SCALE: ⅜" = 1'-0"



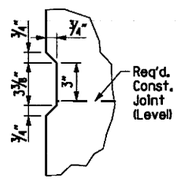
SECTION T-T

SCALE: ⅜" = 1'-0"



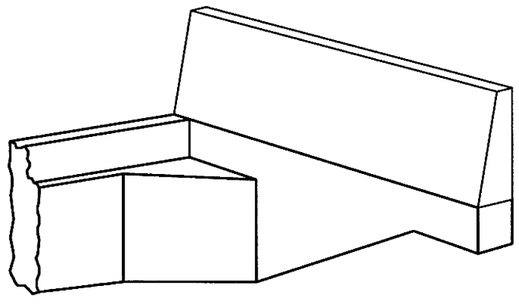
SECTION U-U

SCALE: ⅜" = 1'-0"



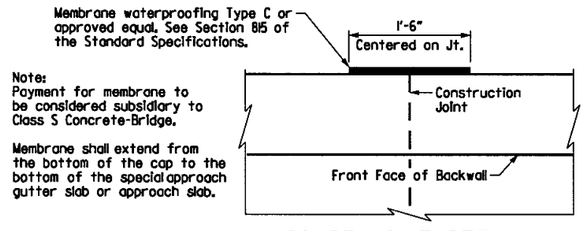
DETAIL X

No Scale



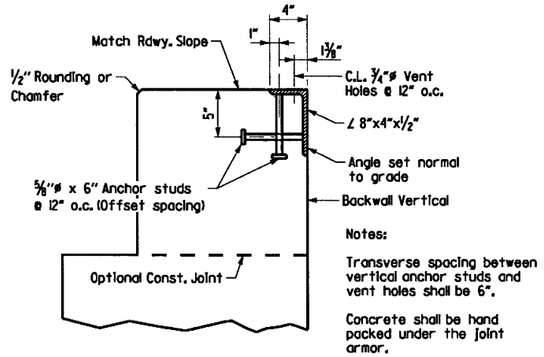
THREE DIMENSIONAL VIEW OF WING & RAIL

No Scale



CONST. JOINT DETAIL

No Scale



DETAIL Z

SCALE: 1½" = 1'-0"

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

SHEET 2 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca0601a4_bl2
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59867

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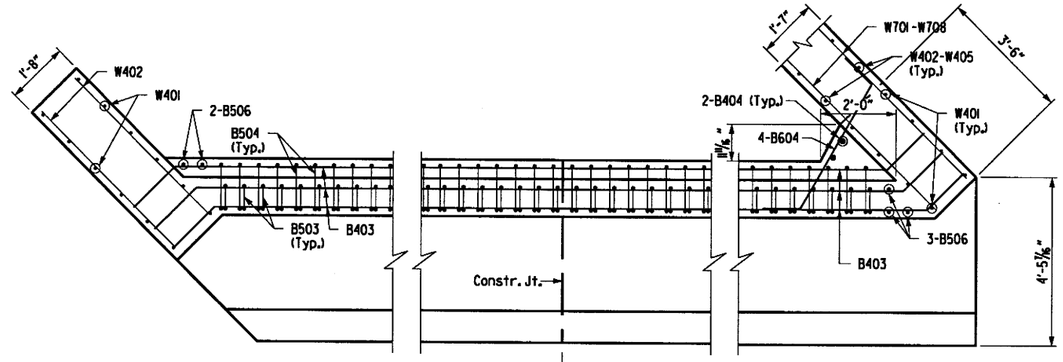
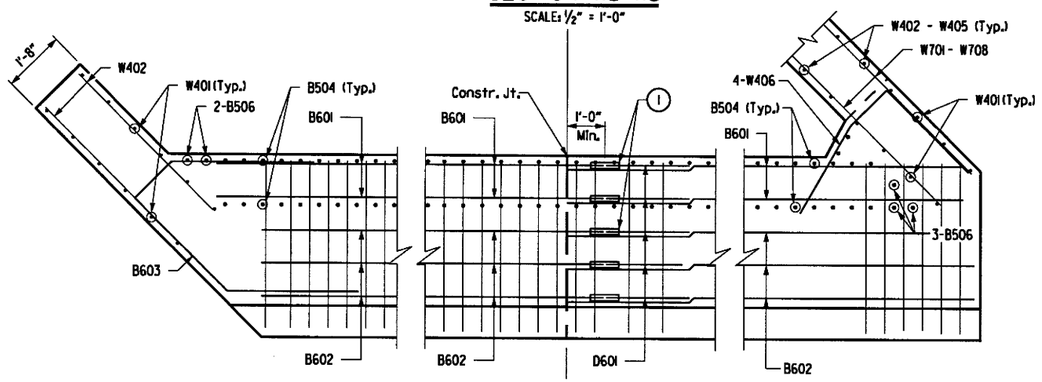
jharrell



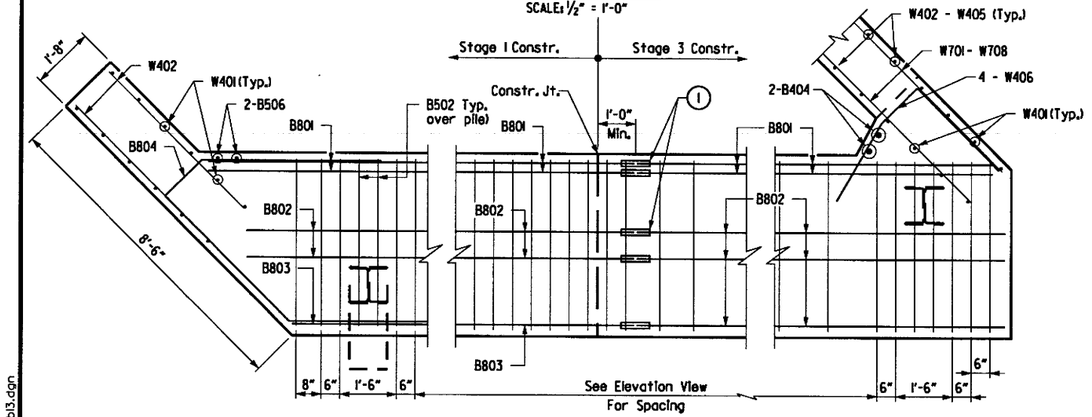
SECTION X3-X3

SCALE: ½" = 1'-0"



SECTION X2-X2

SCALE: ½" = 1'-0"



SECTION XI-XI

SCALE: ½" = 1'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1043	1465
(1) A7413		BENT DETAILS		59868

BAR LIST - STAGE 1

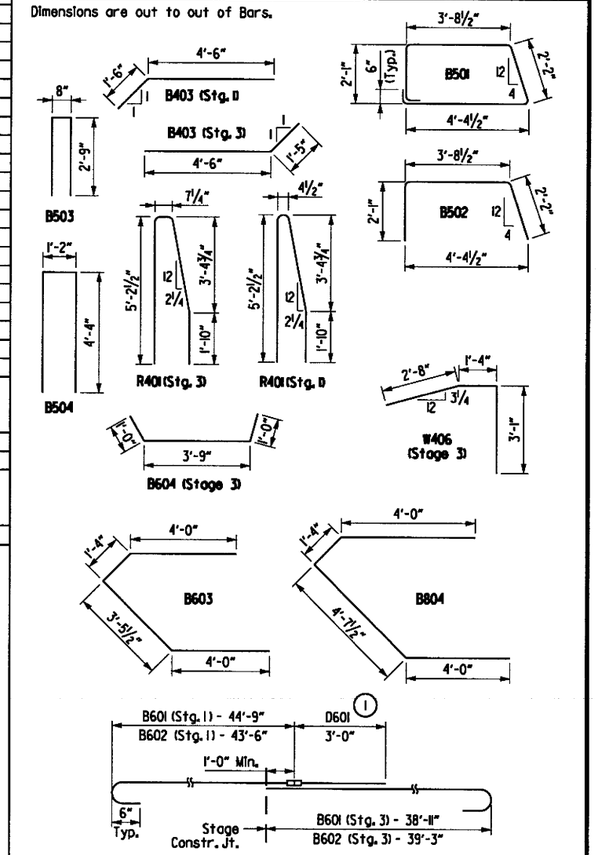
MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	28	24'-3"	Str.
B403	12	6'-0"	3"
B501	48	12'-10"	2 ½"
B502	12	7'-9"	2 ½"
B503	87	6'-3"	2 ½"
B504	87	9'-10"	2 ½"
B505	1	12'-5"	2 ½"
B506	2	5'-6"	Str.
B601	2	45'-5"	4 ½"
B602	3	44'-3"	4 ½"
B603	1	12'-9"	4 ½"
B801	2	45'-9"	Str.
B802	2	44'-9"	Str.
B803	1	43'-7"	Str.
B804	1	13'-11"	6"
Wing Wall			
R401	11	10'-9"	3 ¾"
R402	8	5'-2"	Str.
W401	12	6'-6"	Str.
W402	20	5'-2"	Str.

BAR LIST - STAGE 3

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	12	37'-1"	Str.
B402	4	20'-9"	Str.
B403	12	5'-11"	3"
B404	2	5'-1"	Str.
B501	43	12'-10"	2 ½"
B502	8	7'-9"	2 ½"
B503	75	6'-3"	2 ½"
B504	75	9'-10"	2 ½"
B506	3	5'-6"	Str.
B601	2	39'-8"	4 ½"
B602	3	39'-11"	4 ½"
B604	4	5'-9"	4 ½"
B801	2	38'-2"	Str.
B802	3	38'-6"	Str.
D601	5	3'-0"	Str.
Wing Wall			
R401	21	10'-11"	3"
R402	8	10'-2"	Str.
W401	8	6'-7"	Str.
W402 to W405	2 Ea	2'-5" to 5'-7"	Str.
W406	4	7'-2"	3"
W701	6	10'-2"	Str.
W702 to W707	2 Ea	7'-1 ½" to 4'-0 ½"	Str.
W708	2	10'-9"	5 ¼"

Bending Diagrams

Dimensions are out to out of Bars.



NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)" or "Structural Steel in Plate Girder Spans (M270, Gr. 50W)", as applicable. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

(1) 2'-7" Min. Lap #6 Bars (Typ.)
4'-7" Min. Lap #8 Bars (Typ.)

The Contractor shall splice bars B601-B602 (Stg. 1) with D601, and bars B801-B803 (Stg. 1) with B801-B802 (Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with bars B601-B602 (Stg. 3).

Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

(2) Measured along front face of backwall.

SHEET 3 OF 3
DETAILS OF END BENT 1
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca0601a4_bl3
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59868

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1044	1465
(1) A7413		BENT DETAILS		59869

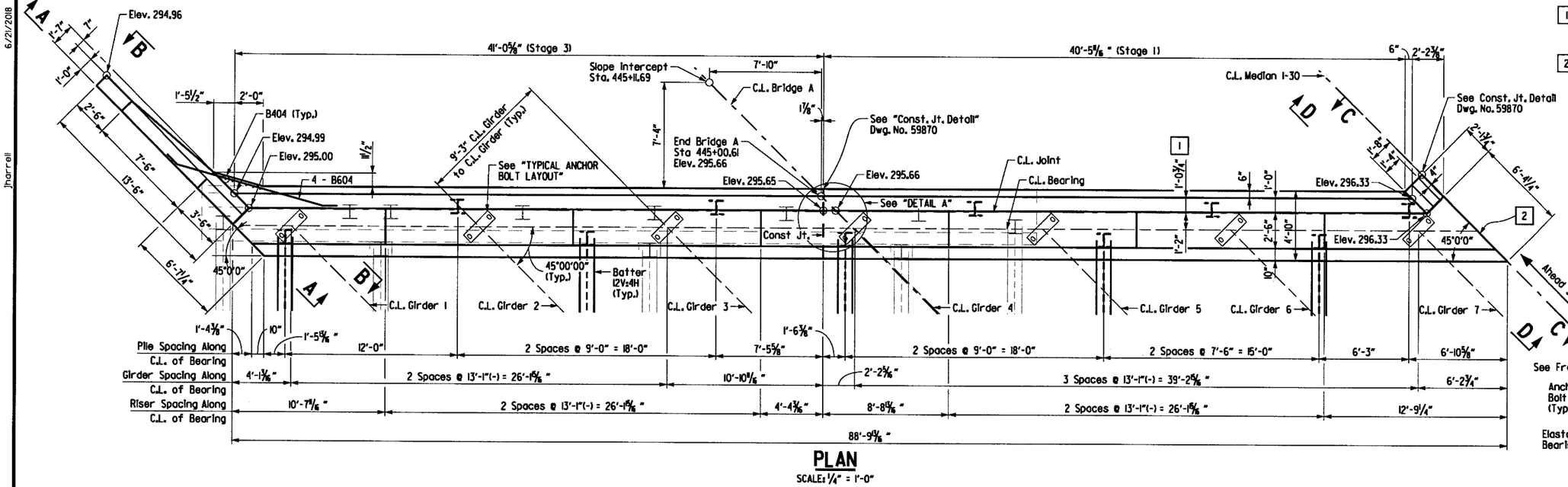
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley
21 June 2018

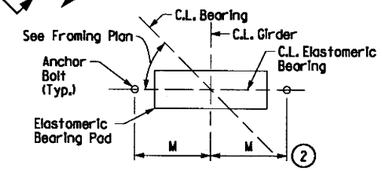
For Project Bridge General Notes, see Dwg. No. 59691

[1] Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

[2] ½" Preformed Jt. Filler (AASHTO M 153, Type II and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".

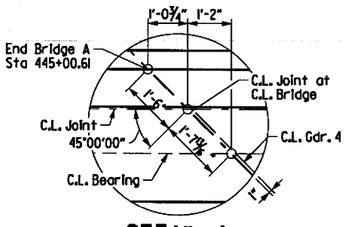


PLAN
SCALE: ¼" = 1'-0"

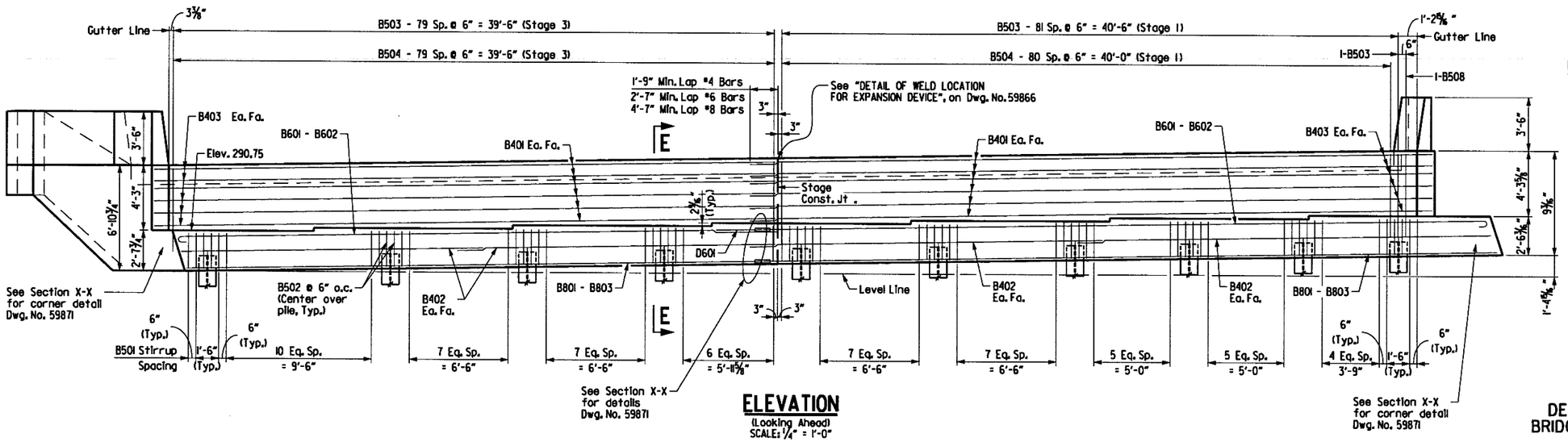


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906



DETAIL A
SCALE: ½" = 1'-0"



ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 15
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca0601a4_bt51
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO.

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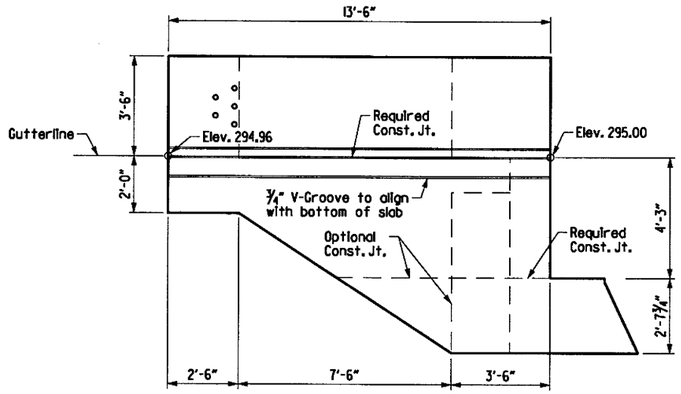
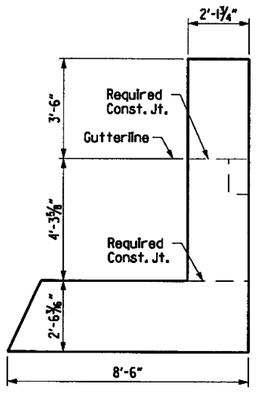
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1045	1465
				(1) A7413		BENT DETAILS		59870

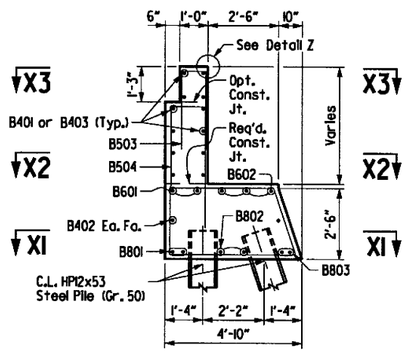
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



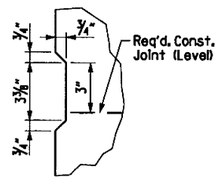
VIEW A-A (Stg. 3)
SCALE: ⅜" = 1'-0"



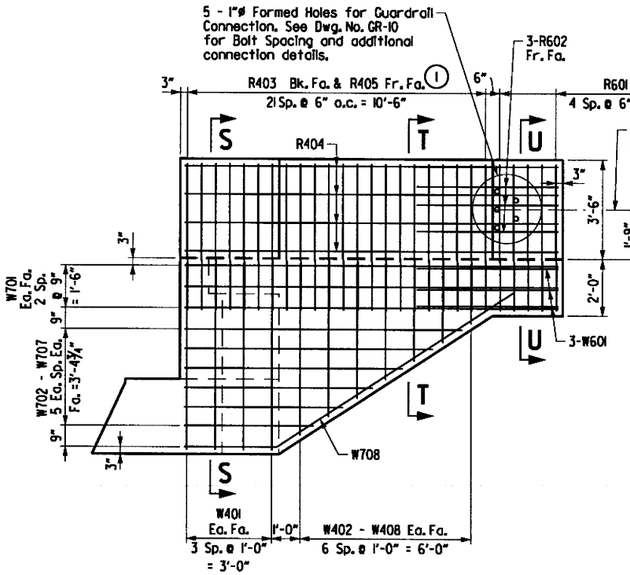
VIEW C-C (Stg. 1)
SCALE: ⅜" = 1'-0"



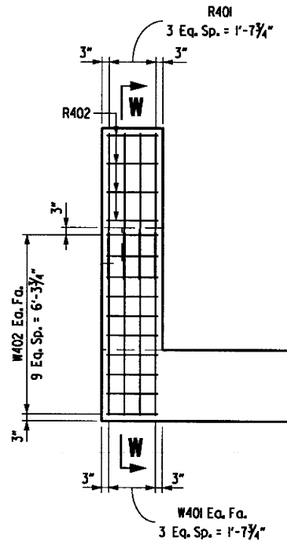
SECTION E-E
SCALE: ⅜" = 1'-0"



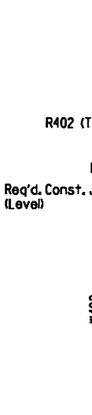
DETAIL X
No Scale



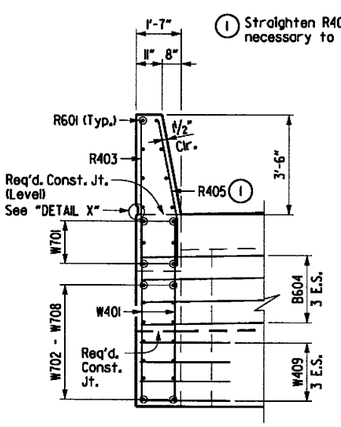
VIEW B-B (Stg. 3)
SCALE: ⅜" = 1'-0"



VIEW D-D (Stg. 1)
SCALE: ⅜" = 1'-0"

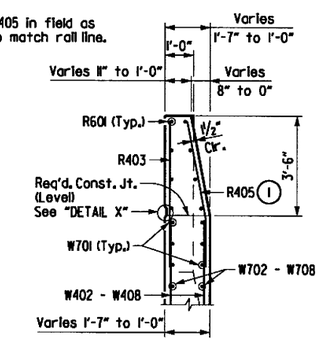


SECTION W-W
SCALE: ⅜" = 1'-0"

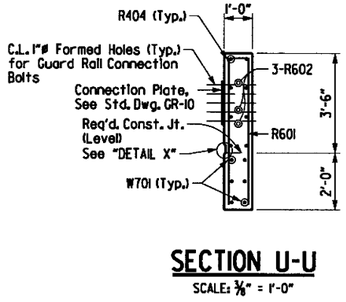


(1) Straighten R405 in field as necessary to match rail line.

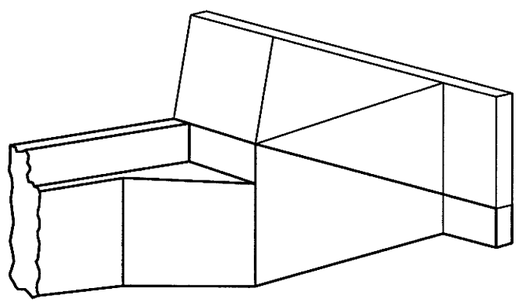
SECTION S-S
SCALE: ⅜" = 1'-0"



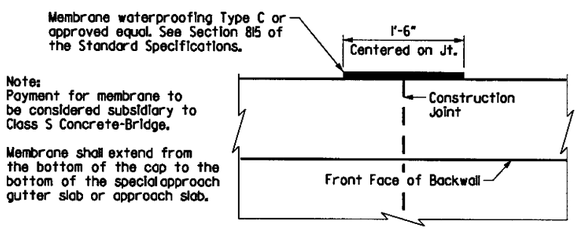
SECTION T-T
SCALE: ⅜" = 1'-0"



SECTION U-U
SCALE: ⅜" = 1'-0"



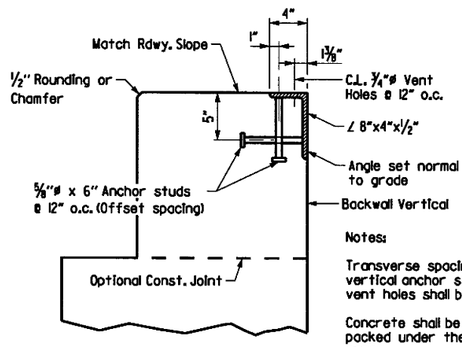
THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale



Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

CONST. JOINT DETAIL
No Scale



Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

DETAIL Z
SCALE: 1½" = 1'-0"

SHEET 2 OF 3
DETAILS OF END BENT 15
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca0601a4_bl52
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59870

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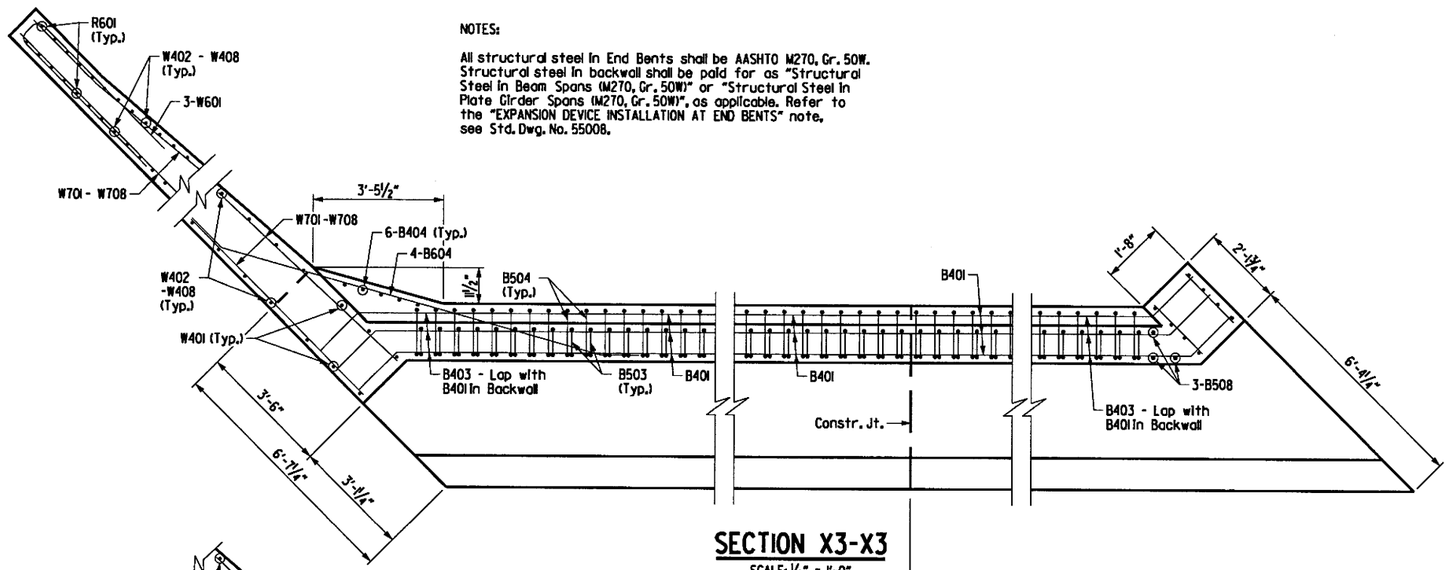
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1046	1465
				(1) A7413		BENT DETAILS		59871

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018

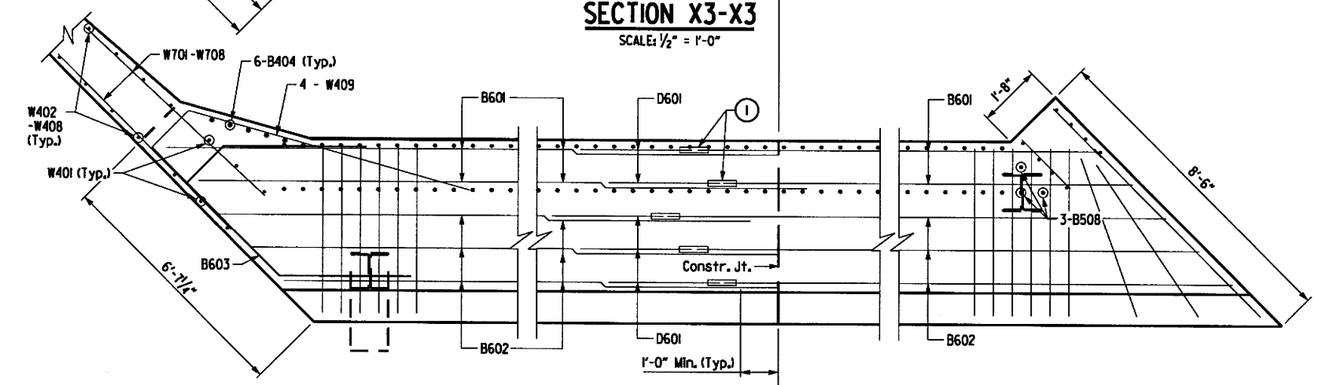
NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)" or "Structural Steel in Plate Girder Spans (M270, Gr. 50W)", as applicable. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.



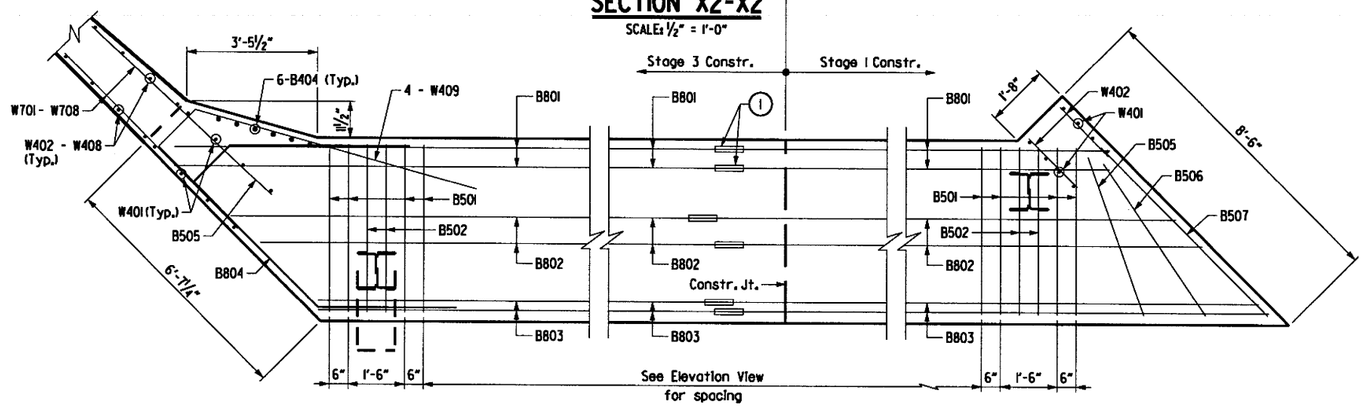
SECTION X3-X3

SCALE: ½" = 1'-0"



SECTION X2-X2

SCALE: ½" = 1'-0"



SECTION X1-X1

SCALE: ½" = 1'-0"

(1) 2'-7" Min. Lap #6 Bars (Typ.),

The Contractor shall splice bars B601-B602 (Stg. 1) with D601, and bars B801-B803 (Stg. 1) with B801-B803 (Stg. 3) by using Mechanical Couplers (Threaded Type) in accordance with Subsection 804.07. Dowels D601 shall lap with Bars B601 & B602 (Stg. 3).

Mechanical Couplers (Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

BAR LIST - STAGE 1

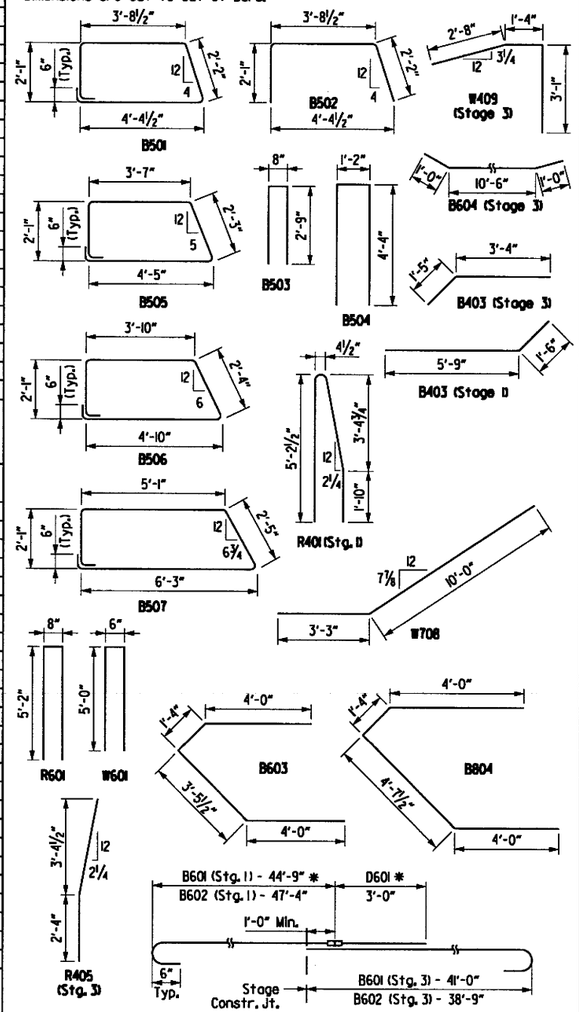
MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	12	40'-0"	Str.
B402	4	24'-9"	Str.
B403	12	7'-3"	3"
B501	46	12'-10"	2 ½"
B502	12	7'-9"	2 ½"
B503	82	6'-3"	2 ½"
B504	81	9'-10"	2 ½"
B505	1	13'-7"	2 ½"
B506	1	14'-10"	2 ½"
B507	1	16'-9"	2 ½"
B508	3	5'-8"	Str.
B601	2	45'-5"	4 ½"
B602	3	48'-0"	4 ½"
B801	2	44'-0"	Str.
B802	2	46'-4"	Str.
B803	2	48'-3"	Str.
Wing Wall			
R401	4	10'-9"	3 ¾"
R402	8	1'-10"	Str.
W401	8	6'-6"	Str.
W402	20	1'-10"	Str.

BAR LIST - STAGE 3

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	12	40'-0"	Str.
B402	4	21'-5"	Str.
B403	12	4'-9"	3"
B404	6	5'-3"	2"
B501	43	12'-10"	2 ½"
B502	8	7'-9"	2 ½"
B503	80	6'-3"	2 ½"
B504	80	9'-10"	2 ½"
B601	2	41'-8"	4 ½"
B602	3	39'-5"	4 ½"
B603	1	12'-10"	4 ½"
B604	4	12'-6"	4 ½"
B801	2	41'-8"	Str.
B802	2	39'-9"	Str.
B803	2	37'-11"	Str.
B804	1	1'-0"	6"
D601	5	3'-0"	Str.
Wing Wall			
R403	22	5'-3"	Str.
R404	8	13'-2"	Str.
R405	22	5'-3"	3"
R601	5	10'-9"	4 ½"
R602	3	5'-0"	Str.
W401	8	6'-8"	Str.
W402 to W408	2 Ea.	6'-1" to 2'-2"	Str.
W409	4	12'-2"	Str.
W601	3	10'-5"	4 ½"
W701	6	13'-2"	Str.
W702 to W707	2 Ea.	9'-10" to 4'-7"	Str.
W708	2	13'-3"	5 ¼"

Bending Diagrams

Dimensions are out to out of Bars.



SHEET 3 OF 3
DETAILS OF END BENT 15
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	STS	DATE:	12/11/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59871

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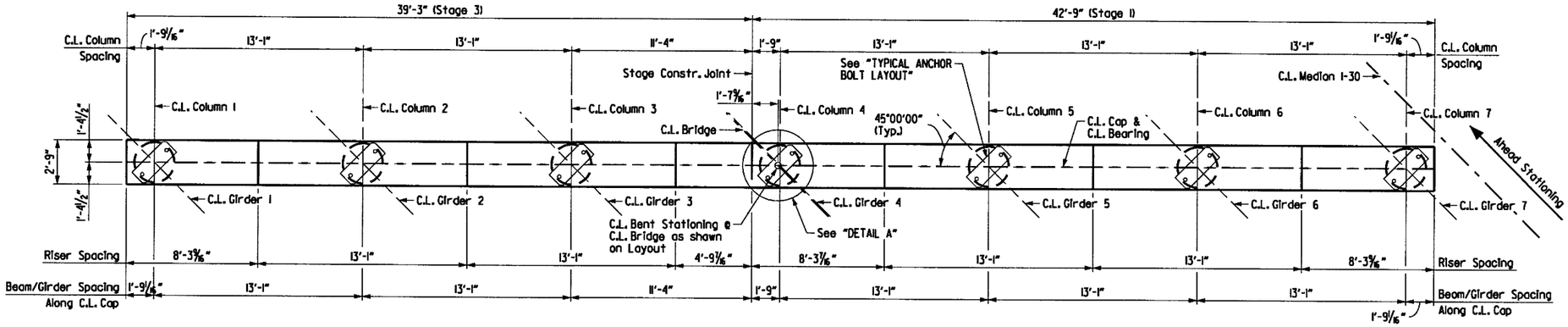
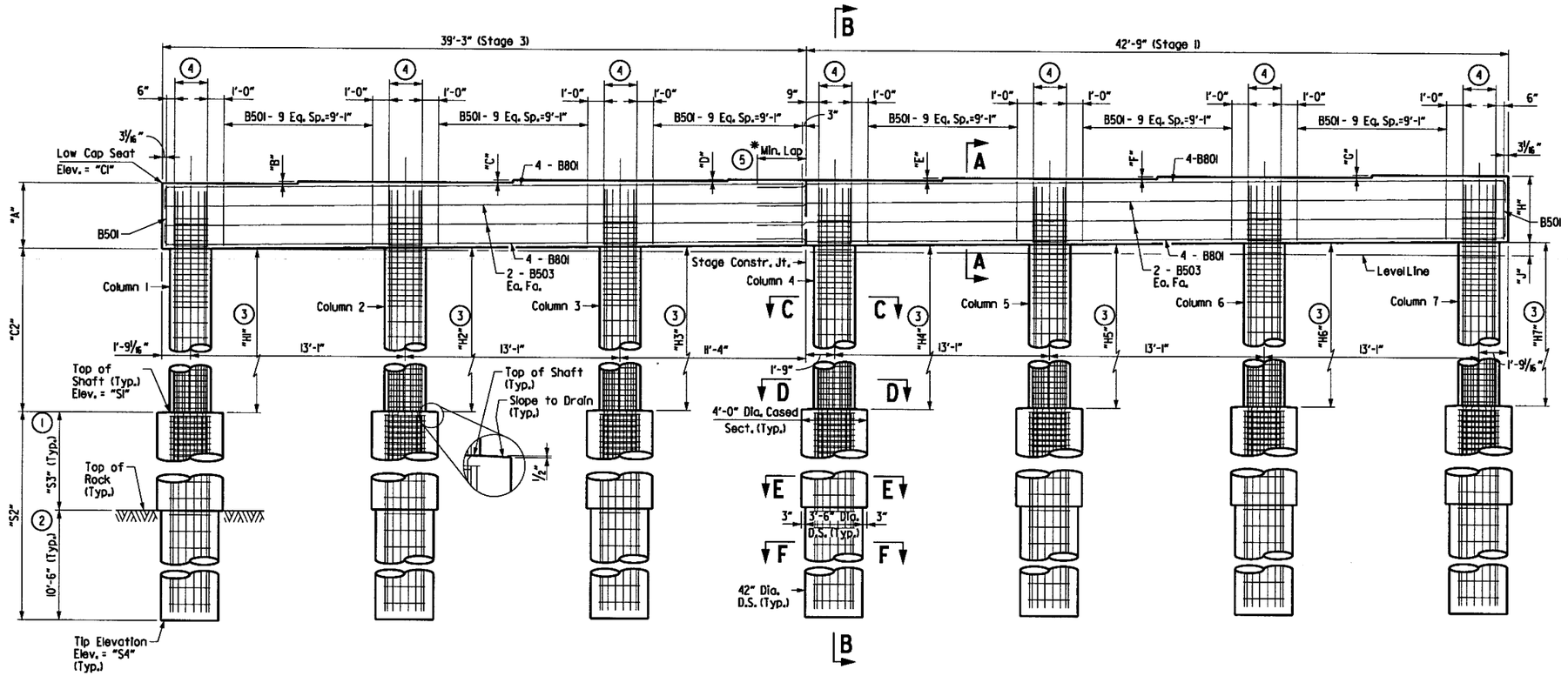
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1047	1465
				A7413		BENT DETAILS		59872

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

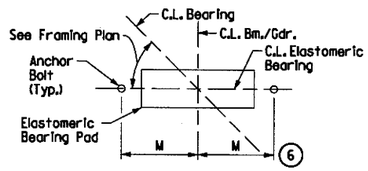
Stephen T. Smiley 21 June 2018



PLAN
SCALE: 1/4" = 1'-0"

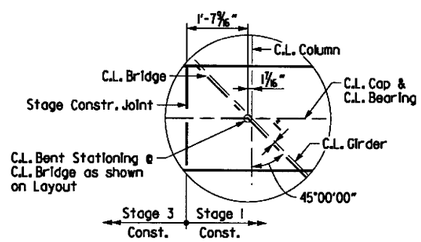


ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(6) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906



DETAIL A
SCALE: 1/2" = 1'-0"

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. of Column.

(4) B502 - 2 Spaces @ 1'-0" = 2'-0"

(5) The Contractor may elect to use Mechanical Couplers (Threaded Type) in place of lap splicing of longitudinal cap bars. If couplers are used for Bars B801 (Stg. 1), they shall be spliced with Dowels D801 (Stg. 3). Dowels shall lap with B801 (Stg. 3). Mechanical Couplers shall be in accordance with Subsection 804.07.

Mechanical Couplers (Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers & Dowels D801 shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

* Min. Laps are as follows:

#5 Bars = 2'-2"
#8 Bars = 5'-0"

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENTS 3, 4, 6, 7, 9, 10 & 11 BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca0601a4_b3i
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59872

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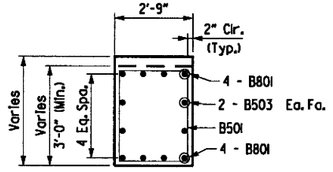
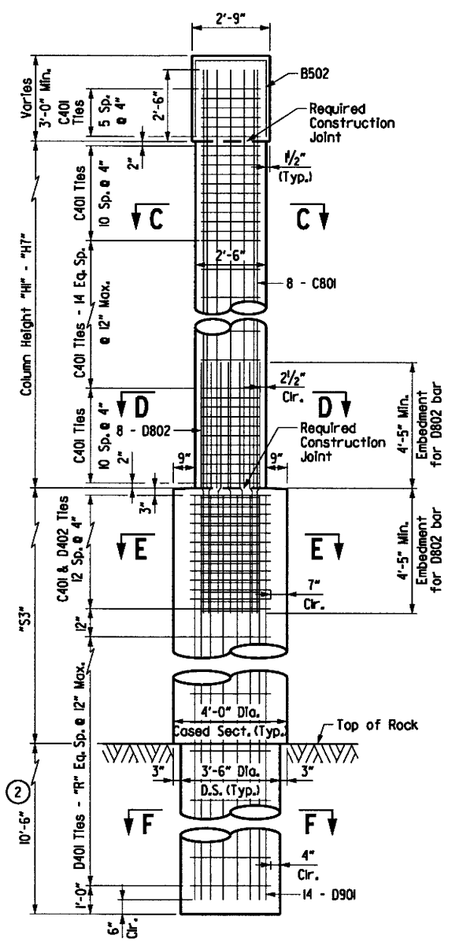
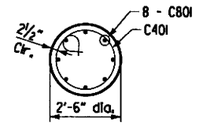


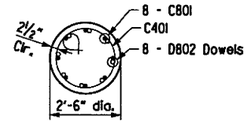
SECTION A-A



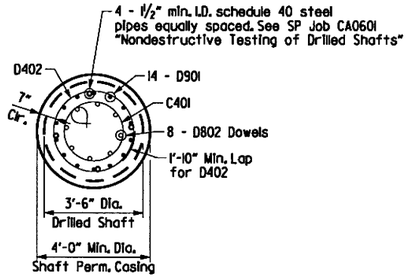
SECTION B-B



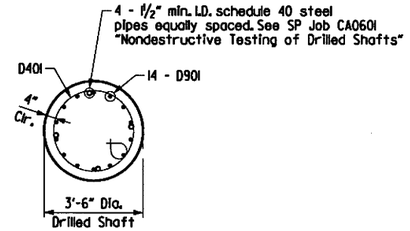
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

1. Permanent casing will be required, lengths shown are for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA060I "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from the Engineer.
2. Minimum penetration into competent rock below permanent casing.
3. Bars D40I, D402, D90I, & Dowels D802 are Non-pay items, Subsidiary to SP Job No. CA060I "Drilled Shaft Foundations".
4. The Contractor may elect to use Mechanical Couplers (Threaded Type) in place of lap splicing of longitudinal cap bars. If couplers are used for Bars B80I (Stg. 1), they shall be spliced with Dowels D80I (Stg. 3). Dowels shall lap with B80I (Stg. 3). Mechanical Couplers shall be in accordance with Subsection 804.07.

   Mechanical Couplers (Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

   The cost of Mechanical Couplers & Dowels D80I shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".
5. 4 sets of 8 C80I bars (Stage 1) with length "L" = "H2" + 2'-6" See "COLUMN AND SHAFT VARIABLES" for "H4" through "H7"
6. 3 sets of 8 C80I bars (Stage 3) with length "L" = "H2" + 2'-6" See "COLUMN AND SHAFT VARIABLES" for "H1" through "H3"

* Min. Laps are as follows:

*5 Bars = 2'-2"
*8 Bars = 5'-0"

BAR LIST - STAGE 1

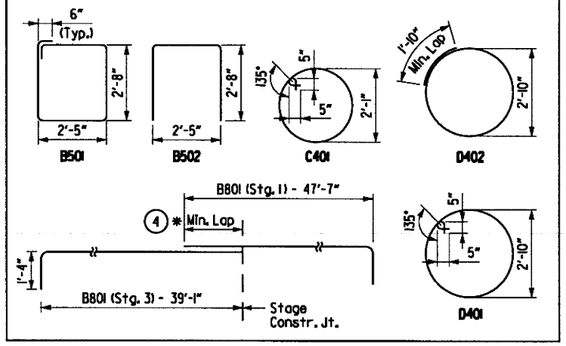
	MARK	NO. REQ'D.	LENGTH	P.D.
	Cap per Bent			
	B50I	31	10'-9"	2 ½"
	B502	12	7'-7"	2 ½"
	B503	4	44'-9"	Str.
	B80I	8	48'-9"	6"
	Columns per Bent			
	C40I	216	7'-8"	3"
(5)	C80I	4 Sets of 8	"L"	Str.
(3)	Shafts per Bent			
	D40I	"P1"	10'-0"	3"
	D402	52	10'-8"	3"
	D90I	56	"0"	Str.
	D802	32	9'-4"	Str.

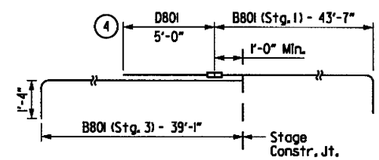
BAR LIST - STAGE 3

	MARK	NO. REQ'D.	LENGTH	P.D.
	Cap per Bent			
	B50I	31	10'-9"	2 ½"
	B502	9	7'-7"	2 ½"
	B503	4	39'-1"	Str.
	B80I	8	40'-3"	6"
(4)	D80I	8	5'-0"	Str.
	Columns per Bent			
	C40I	162	7'-8"	3"
(6)	C80I	3 Sets of 8	"L"	Str.
(3)	Shafts per Bent			
	D40I	"P3"	10'-0"	3"
	D402	39	10'-8"	3"
	D90I	42	"0"	Str.
	D802	24	9'-4"	Str.

Bending Diagrams

Dimensions are out to out of Bars.





ALTERNATE SPLICE DETAIL

NO SCALE

CAP VARIABLES

Bent	"C1"	"C2"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"
3	29.58	18'-4"	3'-2"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-0 3/4"	1'-0 9/16"
4	29.78	18'-4"	3'-2"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-0 3/4"	1'-0 9/16"
6	292.10	18'-10"	3'-2"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-0 3/4"	1'-0 9/16"
7	292.28	18'-10"	3'-2"	2 1/8"	2 1/8"	2 1/16"	2 1/16"	2"	2"	3'-0 15/16"	1'-1 5/8"
9	292.25	18'-10"	3'-2"	2 1/2"	2 7/16"	2 7/16"	2 7/16"	2 7/16"	2 7/16"	3'-0 15/16"	1'-3 5/8"
10	292.07	18'-10"	3'-2"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	3'-0 15/16"	1'-4 3/8"
11	29.78	18'-4"	3'-2"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	3'-1"	1'-4 5/16"

COLUMN AND SHAFT VARIABLES

Bent	Column Heights							Drilled Shaft Variables			
	"H1"	"H2"	"H3"	"H4"	"H5"	"H6"	"H7"	"S1"	"S2"	"S3"	"S4"
3	18'-4 1/4"	18'-6 1/4"	18'-8 5/16"	18'-10 5/16"	19'-0 5/16"	19'-2 5/16"	19'-4 5/16"	270.08	26'-6"	16'-0"	243.58
4	18'-4 1/4"	18'-6 1/4"	18'-8 5/16"	18'-10 5/16"	19'-0 5/16"	19'-2 5/16"	19'-4 5/16"	270.28	32'-0"	21'-6"	238.28
6	18'-10 1/4"	19'-0 1/4"	19'-2 5/16"	19'-4 5/16"	19'-6 5/16"	19'-8 5/16"	19'-10 5/16"	270.10	32'-0"	21'-6"	238.10
7	18'-10 5/16"	19'-0 7/16"	19'-2 5/8"	19'-4 15/16"	19'-7"	19'-9 1/8"	19'-11 5/16"	270.28	30'-0"	19'-6"	240.28
9	18'-10 5/16"	19'-0 5/16"	19'-3 5/16"	19'-5 15/16"	19'-8 5/16"	19'-10 15/16"	20'-1 5/16"	270.25	30'-6"	20'-0"	239.75
10	18'-10 3/16"	19'-0 5/16"	19'-3 5/16"	19'-6 3/16"	19'-8 15/16"	19'-11 3/16"	20'-2"	270.07	27'-6"	17'-0"	242.57
11	18'-4 3/16"	18'-6 5/16"	18'-9 5/16"	19'-0 3/16"	19'-2 3/4"	19'-5 3/16"	19'-8"	270.28	27'-0"	16'-6"	243.28

SHAFT REINFORCING VARIABLES

Bent	Drilled Shaft Reinforcing			
	"P1"	"P3"	"0"	"R"
3	116	87	25'-9"	28
4	140	105	31'-3"	34
6	140	105	31'-3"	34
7	132	99	29'-3"	32
9	132	99	29'-9"	32
10	120	90	26'-9"	29
11	120	90	26'-3"	29

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA060I	1048	1465
				(1) A7413		BENT DETAILS		59873

SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENTS 3, 4, 6, 7, 9, 10 & 11 BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca060I04_b32
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	3/8" = 1'-0"
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59873

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1049	1465
				A7413		BENT DETAILS		59874

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2018

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

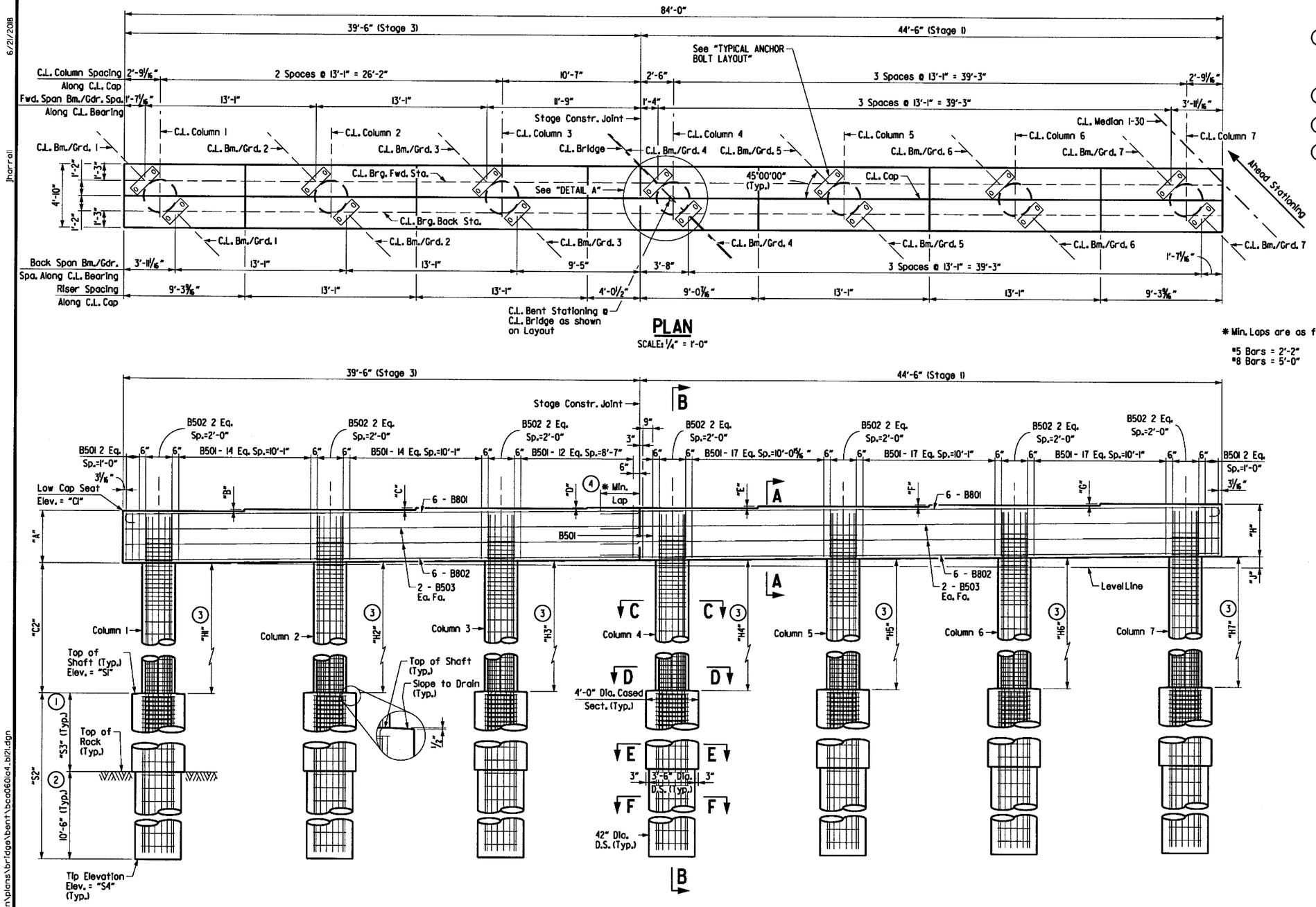
(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. of Column.

(4) The Contractor may elect to use Mechanical Couplers (Threaded Type) in place of lap splicing of longitudinal cap bars. If couplers are used for Bars B801 (Stg. 1), they shall be spliced with Dowels D801 (Stg. 3). Dowels shall lap with B801 (Stg. 3). Mechanical Couplers shall be in accordance with Subsection 804.07.

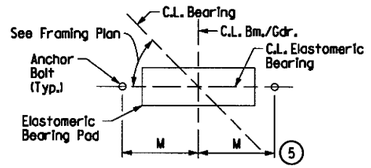
Mechanical Couplers (Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers & Dowels D801 shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".



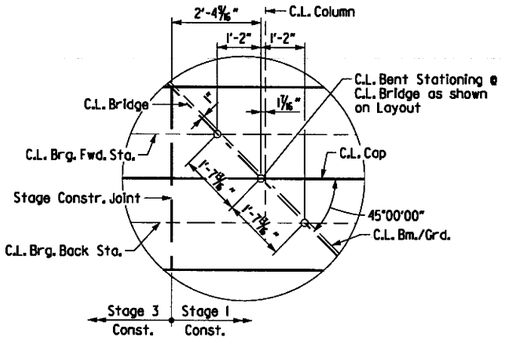
PLAN
SCALE: 1/4" = 1'-0"

* Min. Laps are as follows:
#5 Bars = 2'-2"
#8 Bars = 5'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(5) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906



DETAIL A
SCALE: 1/2" = 1'-0"

ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENTS 5, 8 & 12
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca060la4_bl2l
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59874

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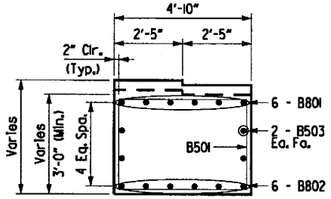
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1050	1465
				① A7413		BENT DETAILS		59875

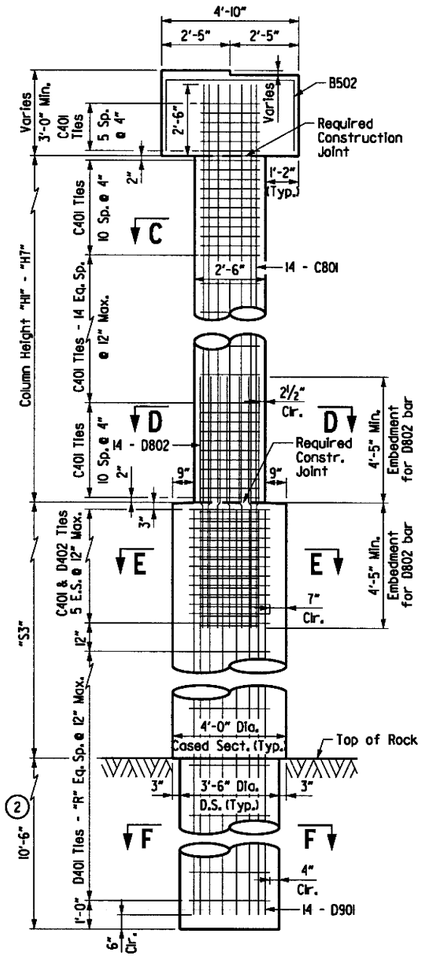
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



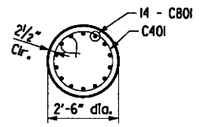
SECTION A-A

(Bent 5 shown; Bent 8 and Bent 12 similar)
SCALE: 3/8" = 1'-0"

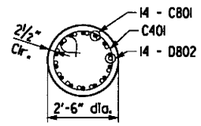


SECTION B-B

(Bent 5 shown; Bent 8 and Bent 12 similar)
SCALE: 3/8" = 1'-0"



SECTION C-C



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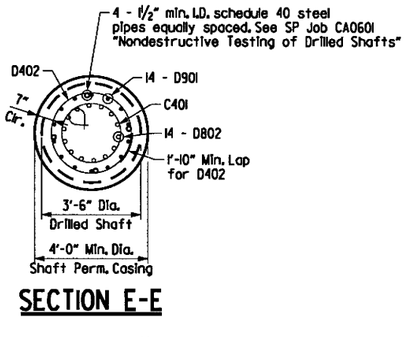
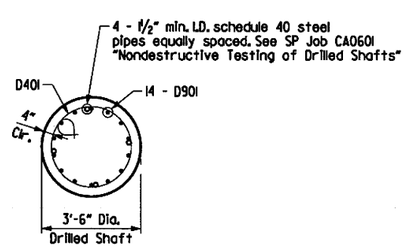


SECTION E-E



SECTION F-F

BAR LIST - STAGE 1

	MARK	NO. REQ'D.	LENGTH	P.D.
	Cap Per Bent			
	B501	59	14'-10"	2 ½"
	B502	12	9'-8"	2 ½"
	B503	4	45'-5"	Str.
	B801	6	50'-3"	6"
	B802	6	49'-4"	Str.
	Columns per Bent			
	C401	216	7'-8"	3"
⑤	C801	4 sets of 14	"L"	Str.
③	Shafts per Bent			
	D401	"P1"	10'-0"	3"
	D402	52	10'-8"	3"
	D901	56	"0"	Str.
	D802	56	9'-4"	Str.

BAR LIST - STAGE 3

	MARK	NO. REQ'D.	LENGTH	P.D.
	Cap Per Bent			
	B501	46	14'-10"	2 ½"
	B502	9	9'-8"	2 ½"
	B503	4	39'-4"	Str.
	B801	6	40'-3"	6"
	B802	6	39'-4"	Str.
④	D801	6	5'-0"	Str.
	Columns per Bent			
	C401	162	7'-8"	3"
⑥	C801	3 sets of 14	"L"	Str.
③	Shafts per Bent			
	D401	"P3"	10'-0"	3"
	D402	39	10'-8"	3"
	D901	42	"0"	Str.
	D802	42	9'-4"	Str.

① Permanent casing will be required, lengths shown are for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0601 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from the Engineer.

② Minimum penetration into competent rock below permanent casing.

③ Bars D401, D402, D901, & Dowels D802 are Non-pay Items. Subsidiary to SP Job No. CA0601 "Drilled Shaft Foundations".

④ The Contractor may elect to use Mechanical Couplers (Threaded Type) in place of lap splicing of longitudinal cap bars. If couplers are used for Bars B801 (Stg. 1), they shall be spliced with Dowels D801 (Stg. 3). Dowels shall lap with B801 (Stg. 3). Mechanical Couplers shall be in accordance with Subsection 804.07.

Mechanical Couplers (Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

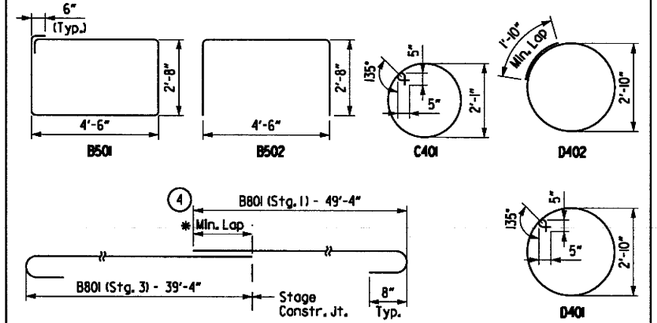
The cost of Mechanical Couplers & Dowels D801 shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

⑤ 4 sets of 14 C801 bars (Stage 1) with length "L" = "H2" + 2'-6" See "COLUMN AND SHAFT VARIABLES" for "H4" through "H7"

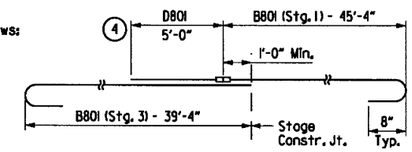
⑥ 3 sets of 14 C801 bars (Stage 3) with length "L" = "H2" + 2'-6" See "COLUMN AND SHAFT VARIABLES" for "H1" through "H3"

Bending Diagrams

Dimensions are out to out of Bars.



* Min. Laps are as follows:
*5 Bars = 2'-2"
*8 Bars = 5'-0"



ALTERNATE SPLICE DETAIL

NO SCALE

CAP VARIABLES

Bent		"C1"	"C2"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"
5	Back Span	291.95	18'-4"	3'-3"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-1 1/2"	1'-0 7/8"
	Fwd. Span	291.87		3'-2"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-0 7/8"	1'-0 7/8"
8	Back Span	292.26	18'-10"	3'-2"	2 5/16"	2 5/16"	2 1/4"	2 1/4"	2 1/4"	2 3/16"	3'-0 7/8"	1'-2 9/16"
	Fwd. Span	292.35		3'-3 1/16"	2 5/16"	2 5/16"	2 5/16"	2 1/4"	2 1/4"	2 3/16"	3'-2 1/16"	1'-2 9/16"
12	Back Span	291.59	17'-10"	3'-3 1/4"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	3'-1 15/16"	1'-4 3/4"
	Fwd. Span	291.49		3'-2"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	3'-0 5/16"	1'-4 3/4"

COLUMN AND SHAFT VARIABLES

Bent	Column Heights							Drilled Shaft Variables			
	"H1"	"H2"	"H3"	"H4"	"H5"	"H6"	"H7"	"S1"	"S2"	"S3"	"S4"
5	18'-4 1/4"	18'-6 1/4"	18'-8 1/4"	18'-10 1/4"	19'-0 1/4"	19'-2 1/4"	19'-4 1/4"	19'-2 1/4"	32'-0"	21'-6"	238.37
8	18'-10 9/16"	19'-1"	19'-3 1/4"	19'-5 5/16"	19'-7 7/8"	19'-10 1/8"	20'-0 7/16"	19'-10 1/8"	30'-6"	20'-0"	239.76
12	17'-10 5/16"	18'-0 5/16"	18'-3 5/16"	18'-6 1/8"	18'-8 3/4"	18'-11 3/16"	19'-2"	18'-11 3/16"	25'-6"	15'-0"	244.99

SHAFT REINFORCING VARIABLES

Bent	Drilled Shaft Reinforcing			
	"P1"	"P3"	"O"	"R"
5	140	105	31'-3"	34
8	132	99	29'-9"	32
12	112	84	24'-9"	27

SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENT 5, 8 & 12
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca0601o4_bl22
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	3/8" = 1'-0"
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59875

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

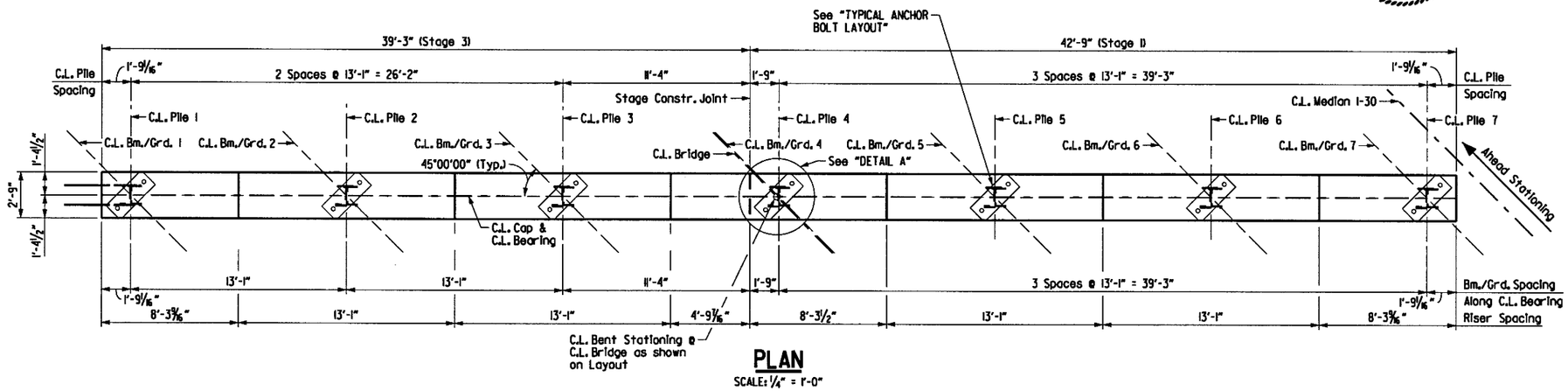
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1051	1465

(1) A7413 **BENT DETAILS** 59876

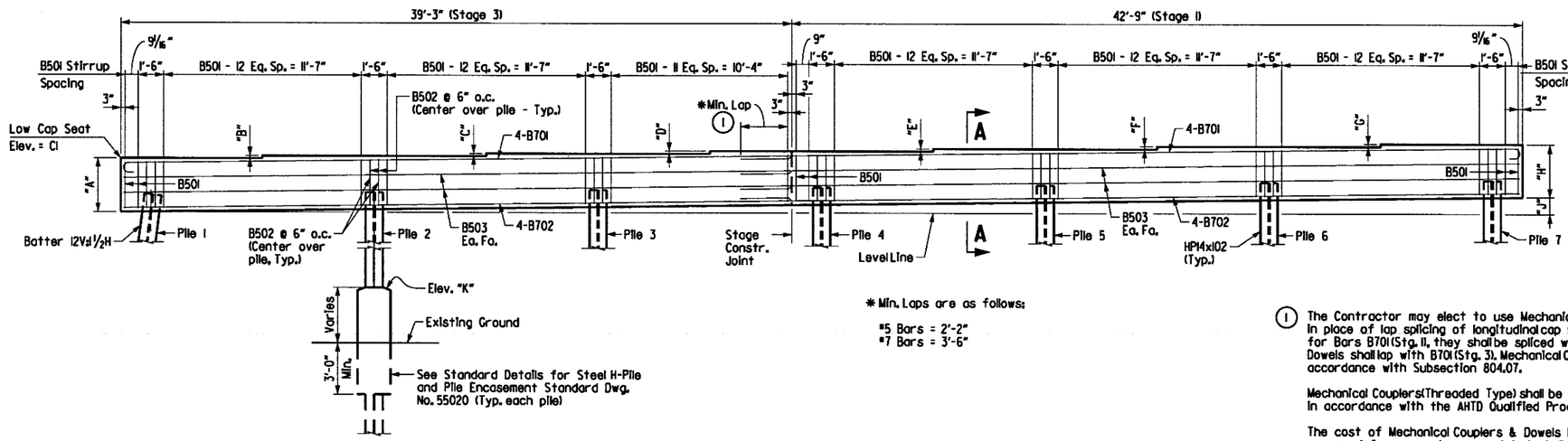
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

For Project Bridge General Notes, See Dwg. No. 59691

See Standard Details for Steel H-Pile and Pile Encasement Standard, Std. Dwg. No. 55020



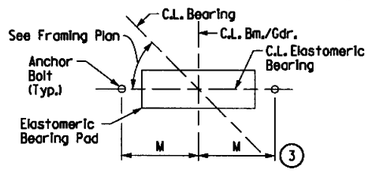
PLAN
SCALE: 1/4" = 1'-0"



ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"

* Min. Laps are as follows:

#5 Bars = 2'-2"
#7 Bars = 3'-6"

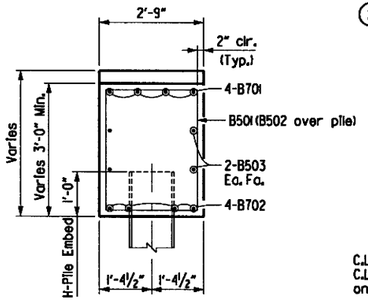


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(3) For details and dimension M of Elastomeric Bearing see Dwg. No. 59909-5991

CAP VARIABLES

Bent	"CI"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"
2	291.30	3'-2"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-0 3/4"	1'-0 5/8"	279.5
13	291.27	3'-2"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	3'-1"	1'-4 3/8"	276.5
14	290.98	3'-2"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	3'-1"	1'-4"	278.0



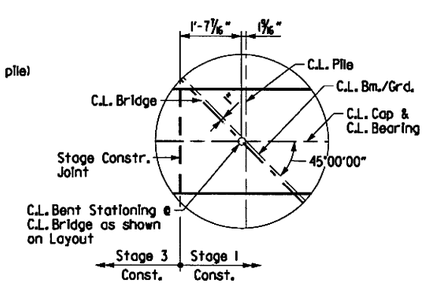
SECTION A-A
SCALE: 1/2" = 1'-0"

(1) The Contractor may elect to use Mechanical Couplers(Threaded Type) in place of lap splicing of longitudinal cap bars. If couplers are used for Bars B701(Stg. 1), they shall be spliced with Dowels D701(Stg. 3). Dowels shall lap with B701(Stg. 3). Mechanical Couplers shall be in accordance with Subsection 804.07.

Mechanical Couplers(Threaded Type) shall be an approved type in accordance with the AHTD Qualified Product List (QPL).

The cost of Mechanical Couplers & Dowels D701 shall not be measured for separate payment but shall be considered subsidiary to the item "REINFORCING STEEL-BRIDGE (GRADE 60)".

(2) Non-Pay Item



DETAIL A
SCALE: 1/2" = 1'-0"

BAR LIST - STAGE 1

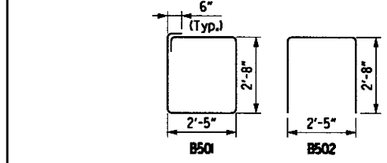
MARK	NO. REQ'D.	LENGTH	P.D.
B501	43	10'-9"	2 1/2"
B502	8	7'-7"	2 1/2"
B503	4	44'-10"	Str.
B701	4	47'-0"	5 1/4"
B702	4	46'-2"	Str.

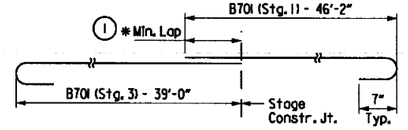
BAR LIST - STAGE 3

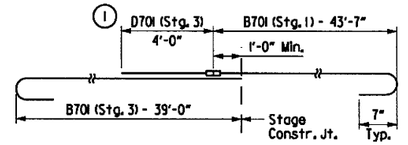
MARK	NO. REQ'D.	LENGTH	P.D.
B501	40	10'-9"	2 1/2"
B502	6	7'-7"	2 1/2"
B503	4	39'-0"	Str.
B701	4	39'-10"	5 1/4"
B702	4	39'-0"	Str.
(1)(2) D701	4	4'-0"	Str.

Bending Diagrams

Dimensions are out to out of Bars.







ALTERNATE SPLICE DETAIL
NO SCALE

DETAILS OF INTERMEDIATE BENTS 2, 13 & 14 BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	11/19/2015	FILENAME:	bca060la4_bi3l
CHECKED BY:	STS	DATE:	12/31/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	11/18/2015		

BRIDGE NO. A7413 DRAWING NO. 59876

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1052	1465
				1 A7413		SPAN DETAILS		59877

STATE OF ARKANSAS
STEPHEN T. SMILEY
REGISTERED PROFESSIONAL ENGINEER
No. 13072
21 June 2018

STAGE 1 BAR LIST

Mark	No. Req'd. (Unit 1)	No. Req'd. (Unit 3)	Length	Pin Dia.
S401E	168	168	37'-3"	Str.
S500E	227	227	34'-9"	Str.
S501E	226	226	35'-3"	3"
S502E	235	235	58'-7"	Str.
S503E	227	227	34'-9"	Str.
S504E to S557E	2 Ea.	2 Ea.	6'-4" to 34'-9"	Str.
S558E to S5106E	2 Ea.	2 Ea.	7'-1" to 33'-1"	Str.
S5107E	4	4	47'-2"	3 3/4"
S5108E	18	18	7'-3"	3 3/4"
S5109E	24	24	7'-6"	3 3/4"
S601E	252	252	14'-10"	6"
S602E	114	114	60'-0"	Str.
T401E	31	-	4'-5"	2"
T402E	31	62	4'-9"	2"
T601E	8	8	46'-1"	Str.
T701E	30	30	11'-1"	Str.
P501E	524	524	5'-8"	3 3/4"
P401E	84	84	5'-6"	Str.
P402E	524	524	6'-11"	3 3/4"
P404E	11	11	11'-7"	Str.
P405E	55	55	14'-8"	Str.
P406E	33	33	15'-4"	Str.
P407E	11	11	15'-7"	Str.
P408E	66	66	15'-8"	Str.
P409E	22	22	16'-8"	Str.

STAGE 3 BAR LIST

Mark	No. Req'd. (Unit 1)	No. Req'd. (Unit 3)	Length	Pin Dia.
S401E	160	160	37'-3"	Str.
S500E	233	233	29'-5"	Str.
S501E	232	232	30'-2"	3"
S502E	230	230	58'-7"	Str.
S503E	233	233	29'-5"	Str.
S504E to S547E	2 Ea.	2 Ea.	4'-4" to 27'-7"	Str.
S548E to S589E	2 Ea.	2 Ea.	6'-6" to 28'-8"	Str.
S590E	4	4	40'-10"	3 3/4"
S591E	18	18	7'-5"	3 3/4"
S601E	252	252	14'-10"	6"
S602E	105	105	60'-0"	Str.
T401E	29	-	4'-5"	2"
T402E	29	58	4'-9"	2"
T601E	8	8	39'-2"	Str.
T701E	20	20	11'-1"	Str.
T702E	10	10	9'-8"	Str.
P501E	447	447	5'-8"	3 3/4"
P401E	84	84	5'-6"	Str.
P402E	447	447	6'-11"	3 3/4"
P403E	80	80	7'-11"	3 3/4"
P404E	11	11	11'-7"	Str.
P405E	55	55	14'-8"	Str.
P406E	33	33	15'-4"	Str.
P407E	11	11	15'-7"	Str.
P408E	66	66	15'-8"	Str.
P409E	22	22	16'-8"	Str.

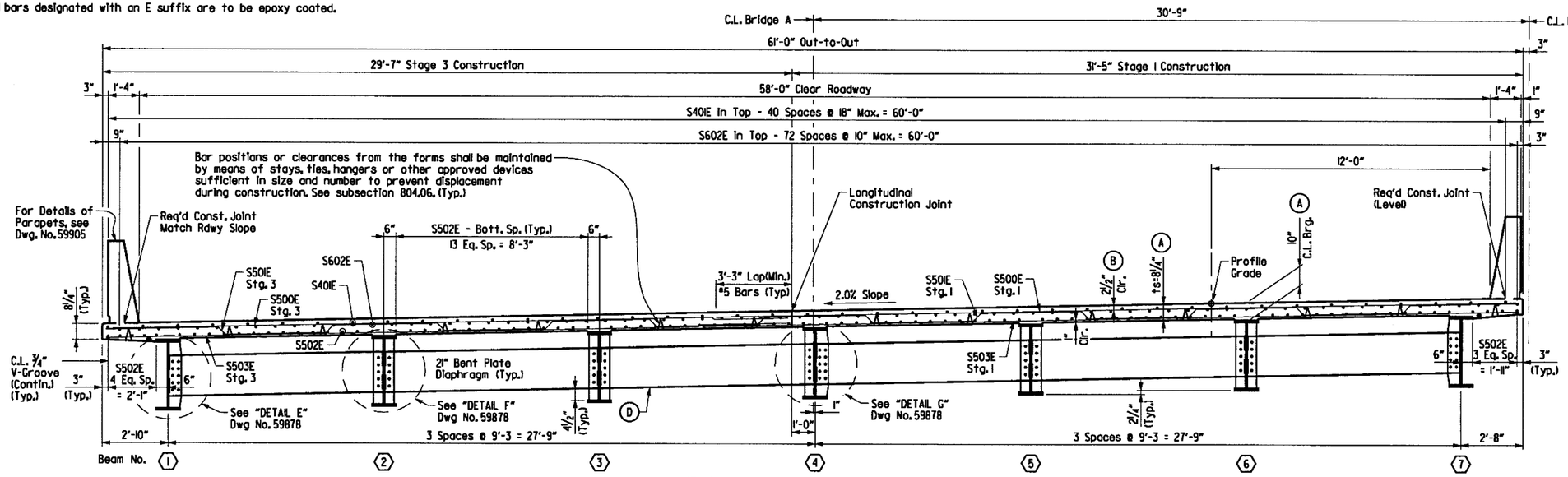
NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

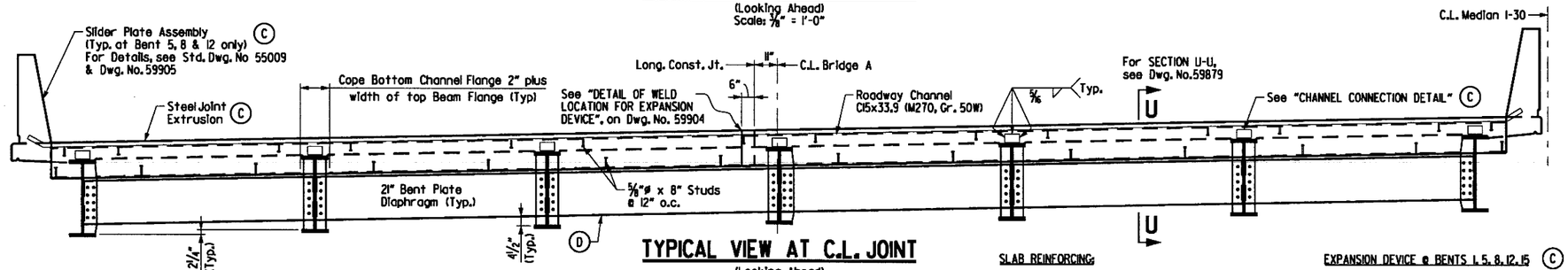
Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.



TYPICAL ROADWAY SECTION

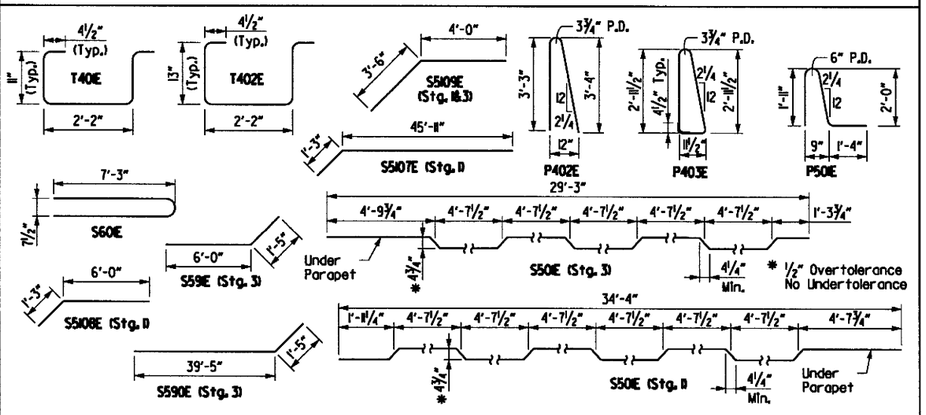
(Looking Ahead)
Scale: ⅞" = 1'-0"



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅞" = 1'-0"

Bending Diagrams
(Dimensions are out to out of bars)



SLAB REINFORCING:

Transverse:
S500E @ 13" Centers (Top)
S601E @ 13" Centers (Top Overhang)
S501E @ 13" Centers (Bent up over beam)
S503E @ 13" Centers (Bottom)

Longitudinal:
S401E @ 18" Centers (Top Temperature)
S602E @ 10" Centers (Placed in Top as shown over Int. Supports)
S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1, 5, 8, 12, 15 (C)

Roadway Channel C15x33.9 (M270, Gr. 50W)
Conn. ∠s 8"x4x½" (End Bents) or
Split C15x33.9 (Bents 5,8,12)
Detail Device ⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - ⅛" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is ¼" from bottom reinforcing steel; Maximum = top flange thickness plus 2⅛".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Bents 5, 8 & 12. For Joint Data Tables, see Dwg. No. 59865

For "LONGITUDINAL CONSTRUCTION JOINT" detail, see Std. Dwg. No. 55007

(D) Diaphragms between girders 3 & 4 shall be installed with bolts loose when girders are erected in Stage 2. Bolts shall be fully tightened immediately after placing slab in Stage 2.

Alternatively, the holes in the connection plate of one side of these diaphragms may be field drilled after placing slab in Stage 2.

SHEET 1 OF 4
DETAILS OF 280' CONTINUOUS COMPOSITE W-BEAM UNIT 1 & 3 BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/18/2015	FILENAME:	bca0601a4_sll
CHECKED BY:	STS	DATE:	10/8/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	9/16/2015		

BRIDGE NO. A7413 DRAWING NO. 59877

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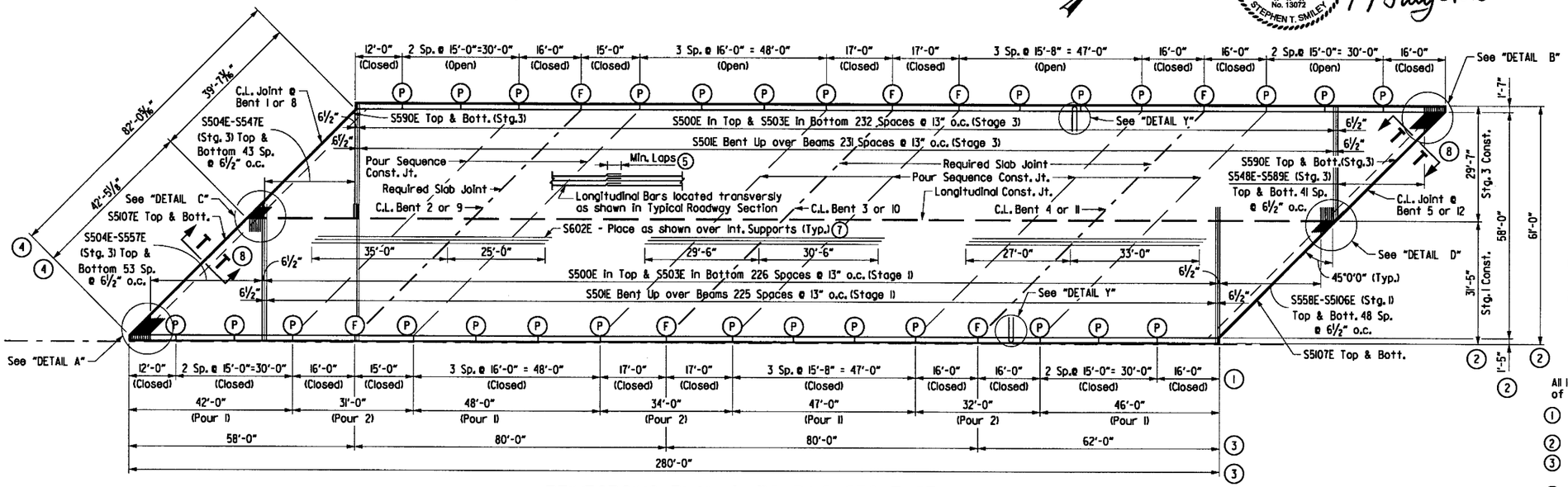
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1053	1465
				(1) A7413		SPAN DETAILS		59878

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, "LONGITUDINAL CONSTRUCTION JOINT" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

For each stage of construction, pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min. Laps for splices applicable to longitudinal and transverse reinforcing are as follows:
- #4 bars = 2'-7"
- #5 bars = 3'-3"
- #6 bars = 3'-10"

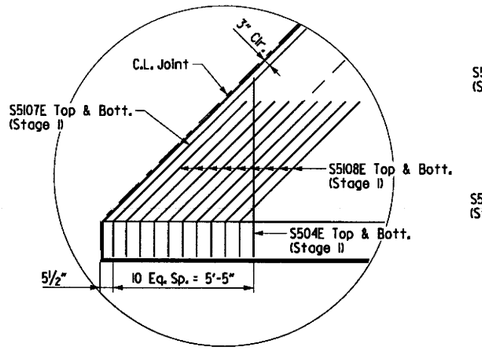
(6) Spaced equally between every other top transervse bar as shown.

(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59877

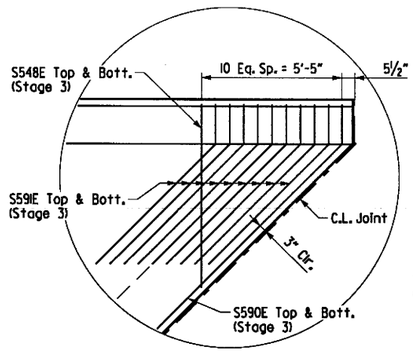
(8) For Section T-T, see Dwg. No. 59904

(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59905

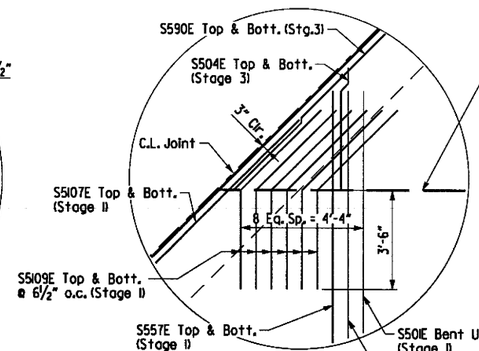
(F) C.L. Full Depth Parapet Joint (¼" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59905



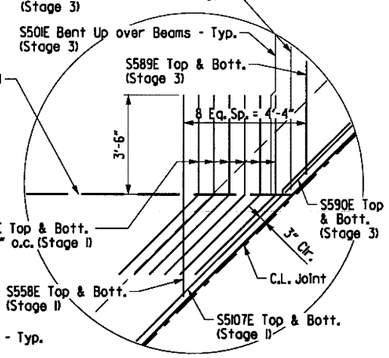
DETAIL A
No Scale



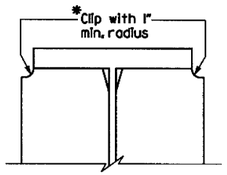
DETAIL B
No Scale



DETAIL C
No Scale

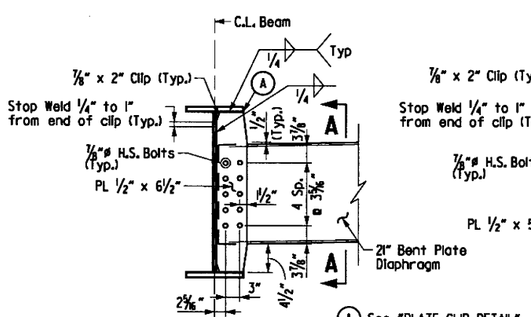


DETAIL D
No Scale

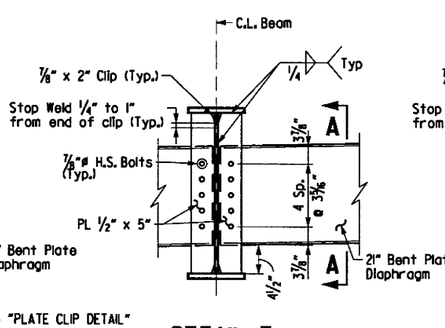


* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

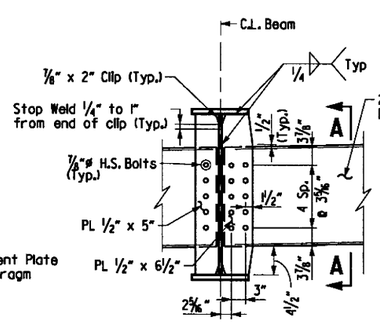
PLATE CLIP DETAIL
Not to Scale



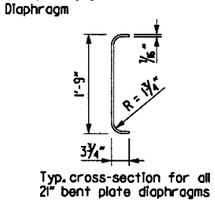
DETAIL E
SCALE: ¾" = 1'-0"



DETAIL F
SCALE: ¾" = 1'-0"

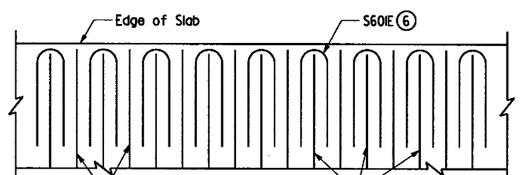


DETAIL G
SCALE: ¾" = 1'-0"



Typ. cross-section for all 21" bent plate diaphragms

SECTION A-A
SCALE: ¾" = 1'-0"



DETAIL Y
No Scale

SHEET 2 OF 4
DETAILS OF 280' CONTINUOUS COMPOSITE W-BEAM UNIT 1 & 3 BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

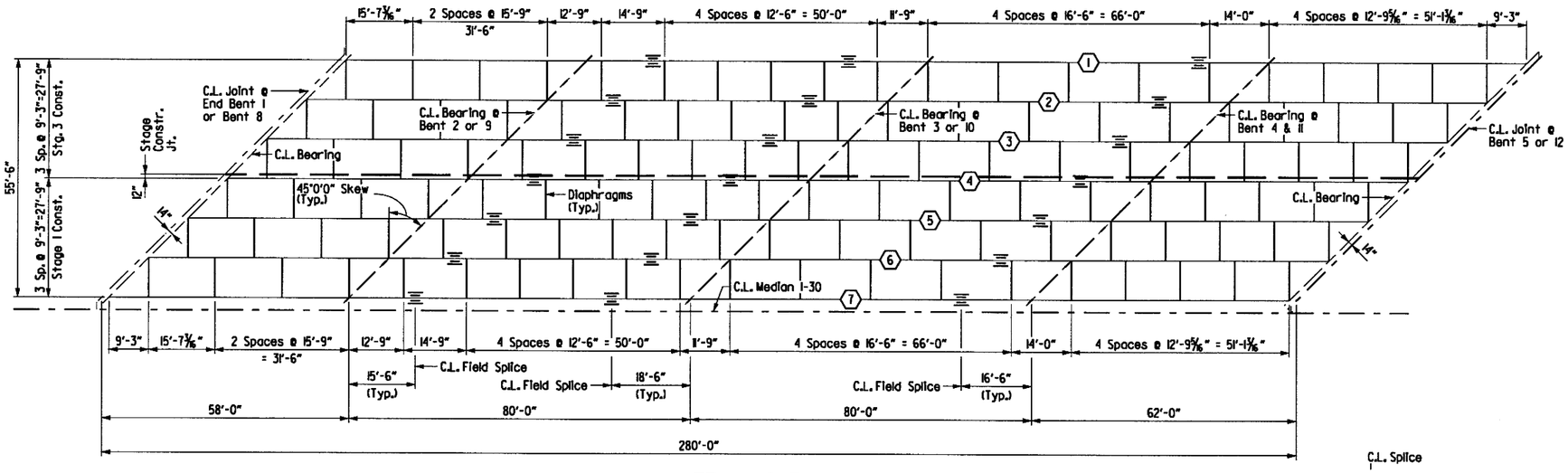
DRAWN BY:	AKH	DATE:	9/18/2015	FILENAME:	bca060la4.sil2
CHECKED BY:	STS	DATE:	10/8/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	9/16/2015		

BRIDGE NO. A7413 DRAWING NO. 59878

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1054	1465
				(1) A7413		SPAN DETAILS		59879

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



FRAMING PLAN

SCALE: 1/16" = 1'-0"

NOTES:

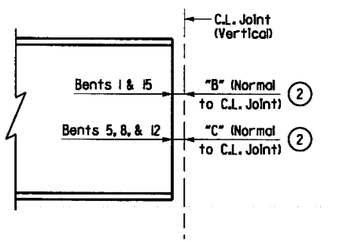
For "WELD TABLE" and "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007.

Stud Shear Connectors shall be 7/8" dia. x 5"; use 3 studs per row.

(X) Beam Number

(1) T denotes portions of the flange that may always or may sometimes be in tension.

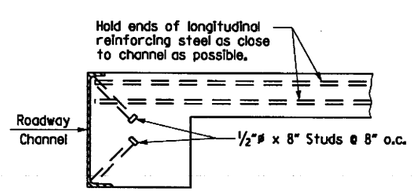
(2) Fabricate end of top and bottom flanges horizontally parallel to C.L. Joint.



TYPICAL BM./GDR. END DETAIL

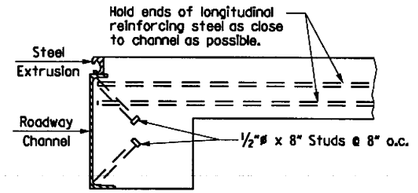
Not to Scale

For dimension "B" & "C", see Dwg. No. 59865



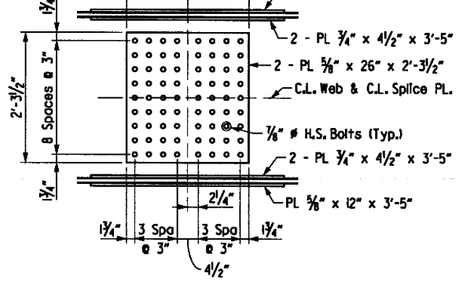
Note: As an alternate to 5/8"ø studs, 1/2"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

END BENTS 1 & 9



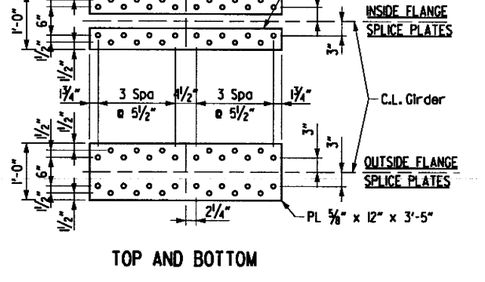
Note: As an alternate to 5/8"ø studs, 1/2"ø x 8" studs spaced as shown may be used. Use weight of 5/8"ø stud as basis of measurement of structural steel in anchors.

BENTS 5, 8, & 12



WEB SPLICE DETAIL

SCALE: 3/4" = 1'-0"



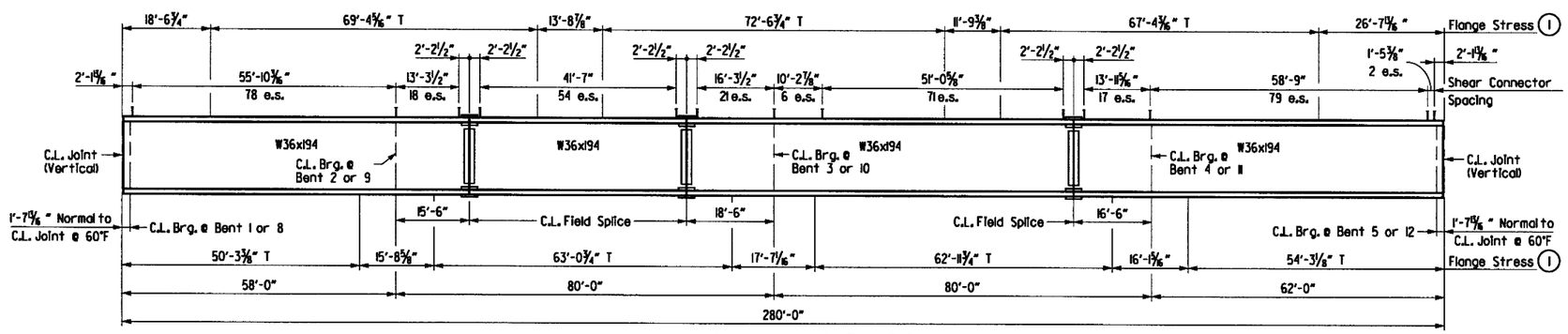
TOP AND BOTTOM

FLANGE SPLICE DETAIL

SCALE: 3/4" = 1'-0"

SECTION U-U

No Scale



TYPICAL BEAM ELEVATION

SCALE: 1" = 15' Horiz.

SHEET 3 OF 4
DETAILS OF 280' CONTINUOUS COMPOSITE W-BEAM UNIT 1 & 3 BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/18/2015	FILENAME:	bca0601a4_sl3
CHECKED BY:	STS	DATE:	10/8/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	9/16/2015		

BRIDGE NO. A7413 DRAWING NO. 59879

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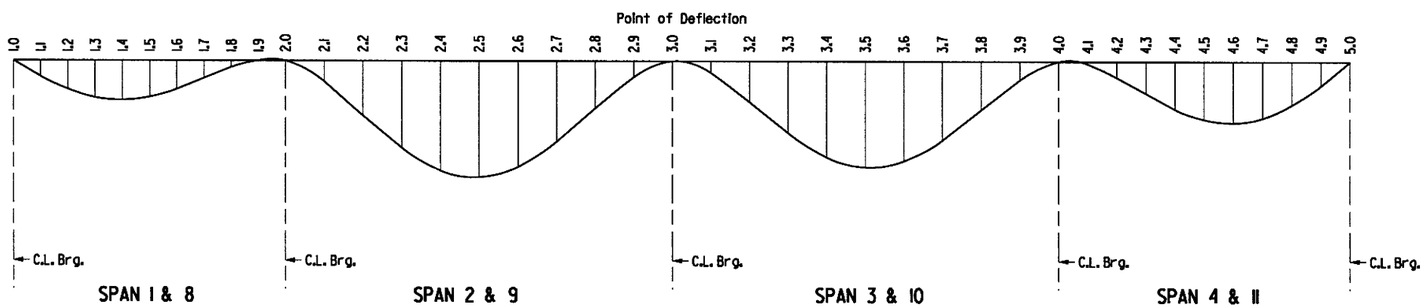
TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)																				
		Structural Steel							Structural Steel + Slab							Structural Steel + Slab + Parapets						
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7
	L0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1 & 8	L1	0.019	0.018	0.018	0.018	0.018	0.019	0.018	0.094	0.107	0.106	0.106	0.106	0.108	0.088	0.102	0.114	0.112	0.107	0.112	0.115	0.096
	L2	0.032	0.033	0.033	0.033	0.033	0.033	0.031	0.16	0.19	0.189	0.189	0.189	0.19	0.152	0.173	0.203	0.2	0.19	0.2	0.203	0.166
	L3	0.04	0.042	0.042	0.042	0.042	0.042	0.039	0.199	0.245	0.244	0.244	0.244	0.245	0.192	0.215	0.262	0.259	0.246	0.258	0.262	0.21
	L4	0.042	0.045	0.044	0.044	0.044	0.045	0.043	0.21	0.261	0.259	0.259	0.259	0.262	0.209	0.227	0.279	0.275	0.26	0.274	0.28	0.228
	L5	0.039	0.041	0.041	0.041	0.041	0.041	0.04	0.194	0.241	0.24	0.239	0.239	0.242	0.198	0.21	0.257	0.255	0.24	0.253	0.259	0.216
	L6	0.031	0.032	0.031	0.031	0.031	0.032	0.033	0.157	0.189	0.187	0.186	0.186	0.19	0.16	0.17	0.202	0.2	0.186	0.197	0.203	0.175
	L7	0.021	0.019	0.019	0.019	0.019	0.019	0.019	0.108	0.116	0.114	0.114	0.114	0.117	0.095	0.117	0.124	0.122	0.113	0.121	0.125	0.104
	L8	0.008	0.006	0.006	0.006	0.006	0.006	0.01	0.041	0.043	0.042	0.042	0.041	0.044	0.051	0.044	0.046	0.046	0.04	0.044	0.047	0.056
	L9	0	-0.001	-0.001	-0.001	-0.001	-0.001	0.004	0.001	-0.002	-0.002	-0.002	-0.003	-0.001	0.022	0.001	-0.002	-0.001	-0.003	-0.003	-0.001	0.024
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2 & 9	2.1	0.023	0.026	0.026	0.026	0.026	0.026	0.023	0.111	0.137	0.139	0.139	0.14	0.137	0.11	0.121	0.146	0.145	0.144	0.147	0.146	0.119
	2.2	0.062	0.067	0.068	0.068	0.068	0.067	0.061	0.298	0.361	0.367	0.367	0.368	0.36	0.289	0.324	0.384	0.384	0.378	0.387	0.383	0.314
	2.3	0.098	0.106	0.107	0.107	0.107	0.106	0.097	0.475	0.573	0.581	0.581	0.582	0.572	0.461	0.516	0.61	0.609	0.598	0.612	0.609	0.501
	2.4	0.126	0.134	0.135	0.135	0.135	0.134	0.125	0.609	0.722	0.733	0.732	0.733	0.722	0.593	0.661	0.768	0.77	0.753	0.77	0.768	0.645
	2.5	0.133	0.142	0.143	0.143	0.143	0.142	0.134	0.642	0.764	0.776	0.775	0.776	0.765	0.636	0.697	0.813	0.815	0.797	0.815	0.814	0.692
	2.6	0.122	0.129	0.13	0.13	0.13	0.129	0.122	0.588	0.693	0.705	0.705	0.705	0.695	0.579	0.638	0.738	0.742	0.725	0.74	0.739	0.63
	2.7	0.093	0.099	0.1	0.1	0.1	0.099	0.094	0.445	0.526	0.536	0.536	0.536	0.529	0.446	0.482	0.56	0.565	0.551	0.562	0.563	0.486
	2.8	0.057	0.058	0.059	0.059	0.059	0.059	0.055	0.271	0.307	0.314	0.314	0.314	0.31	0.26	0.293	0.327	0.331	0.323	0.328	0.33	0.284
	2.9	0.021	0.02	0.021	0.021	0.021	0.021	0.022	0.097	0.103	0.107	0.107	0.107	0.106	0.102	0.105	0.11	0.113	0.11	0.111	0.113	0.112
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3 & 10	3.1	0.009	0.013	0.012	0.012	0.012	0.012	0.012	0.048	0.081	0.078	0.078	0.078	0.079	0.063	0.053	0.087	0.082	0.079	0.083	0.085	0.068
	3.2	0.044	0.046	0.045	0.045	0.045	0.045	0.039	0.224	0.275	0.272	0.272	0.272	0.272	0.196	0.244	0.294	0.286	0.277	0.288	0.291	0.213
	3.3	0.073	0.081	0.081	0.081	0.081	0.081	0.076	0.369	0.479	0.478	0.478	0.478	0.477	0.377	0.402	0.511	0.503	0.487	0.506	0.509	0.41
	3.4	0.104	0.109	0.109	0.109	0.109	0.109	0.102	0.522	0.639	0.639	0.638	0.639	0.637	0.503	0.568	0.682	0.673	0.651	0.675	0.68	0.547
	3.5	0.115	0.12	0.12	0.12	0.12	0.12	0.114	0.576	0.703	0.704	0.703	0.704	0.702	0.563	0.626	0.75	0.742	0.717	0.742	0.749	0.613
	3.6	0.109	0.113	0.113	0.113	0.113	0.113	0.11	0.546	0.661	0.662	0.661	0.662	0.661	0.542	0.593	0.705	0.698	0.675	0.697	0.705	0.59
	3.7	0.089	0.089	0.089	0.089	0.089	0.089	0.087	0.445	0.523	0.524	0.523	0.524	0.523	0.429	0.483	0.558	0.553	0.534	0.551	0.558	0.468
	3.8	0.054	0.054	0.054	0.054	0.054	0.054	0.057	0.272	0.32	0.321	0.321	0.321	0.321	0.281	0.295	0.341	0.339	0.328	0.337	0.343	0.307
	3.9	0.024	0.02	0.02	0.02	0.02	0.021	0.024	0.12	0.122	0.122	0.122	0.122	0.124	0.118	0.13	0.13	0.129	0.124	0.128	0.132	0.129
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4 & 11	4.1	0.003	0.004	0.004	0.004	0.004	0.004	0.003	0.012	0.016	0.016	0.016	0.016	0.015	0.012	0.013	0.017	0.016	0.016	0.017	0.016	0.013
	4.2	0.019	0.02	0.021	0.021	0.021	0.02	0.017	0.087	0.105	0.106	0.106	0.106	0.104	0.078	0.095	0.112	0.111	0.108	0.113	0.111	0.084
	4.3	0.035	0.04	0.04	0.04	0.04	0.04	0.034	0.165	0.211	0.212	0.212	0.212	0.209	0.16	0.18	0.225	0.222	0.216	0.224	0.222	0.173
	4.4	0.054	0.059	0.059	0.059	0.059	0.059	0.054	0.257	0.315	0.317	0.317	0.317	0.313	0.253	0.28	0.336	0.333	0.323	0.335	0.333	0.274
	4.5	0.066	0.071	0.071	0.071	0.071	0.071	0.064	0.316	0.382	0.384	0.384	0.384	0.381	0.304	0.344	0.407	0.404	0.392	0.405	0.406	0.329
	4.6	0.07	0.075	0.075	0.075	0.075	0.075	0.07	0.335	0.405	0.407	0.407	0.408	0.404	0.331	0.365	0.431	0.428	0.415	0.43	0.43	0.359
	4.7	0.065	0.069	0.069	0.069	0.069	0.068	0.064	0.312	0.373	0.375	0.375	0.375	0.371	0.303	0.34	0.397	0.395	0.383	0.395	0.395	0.329
	4.8	0.05	0.053	0.053	0.053	0.053	0.052	0.049	0.241	0.286	0.288	0.288	0.288	0.284	0.234	0.262	0.305	0.303	0.294	0.303	0.302	0.254
	4.9	0.028	0.029	0.029	0.029	0.029	0.029	0.028	0.134	0.158	0.159	0.159	0.159	0.157	0.134	0.146	0.168	0.168	0.162	0.167	0.167	0.146
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1055	1465
(1) A7413		SPAN DETAILS		59880

NOTES:

For "SCREED RAIL SUPPORT FOR PLATE GIRDERS" detail, see Std. Dwg. No. 55007.

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 4 OF 4
DETAILS OF 280' CONTINUOUS
COMPOSITE W-BEAM UNIT 1 & 3
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2016	FILENAME:	bca0601a4_sl4
CHECKED BY:	STS	DATE:	7/20/2016	SCALE:	NONE
DESIGNED BY:	JH	DATE:	7/13/2016		

BRIDGE NO. A7413 DRAWING NO. 59880

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1056	1465

(1) A7413 **SPAN DETAILS** 59881

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

NOTES:

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

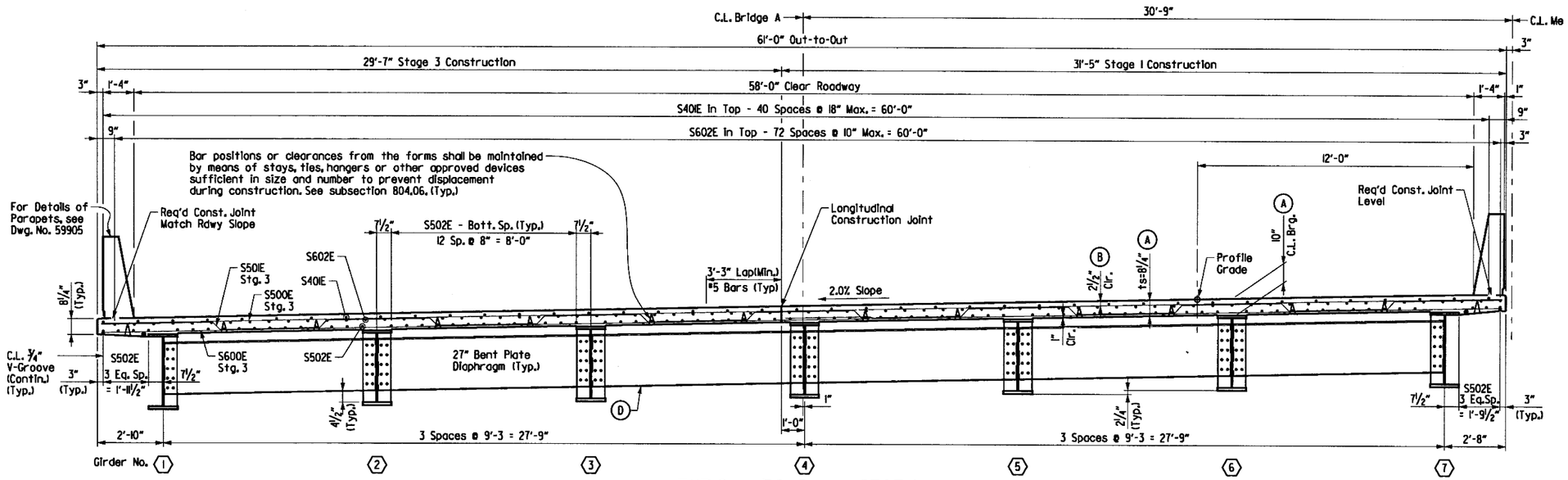
All bars designated with an E suffix are to be epoxy coated.

STAGE 1 BAR LIST

Mark	No. Req'd. (Unit 2)	No. Req'd. (Unit 4)	Length	Pin Dia.
S401E	147	147	37'-11"	Str.
S500E	199	199	34'-9"	Str.
S501E	198	198	35'-3"	3"
S502E	220	220	52'-7"	Str.
S503E	199	199	34'-9"	Str.
S504E to S558E	2 Ea.	2 Ea.	5'-7" to 34'-9"	Str.
S559E to S5107E	2 Ea.	2 Ea.	7'-10" to 33'-3"	Str.
S5108E	4	4	47'-2"	3 3/4"
S5109E	18	18	7'-3"	3 3/4"
S5110E	24	24	7'-6"	3 3/4"
S601E	224	224	14'-10"	6"
S602E	114	114	60'-0"	Str.
T401E	29	-	4'-5"	2"
T402E	29	58	4'-9"	2"
T601E	8	8	39'-2"	Str.
T701E	20	20	11'-1"	Str.
P501E	472	472	5'-8"	3 3/4"
P401E	84	84	5'-6"	Str.
P402E	472	472	6'-11"	3 3/4"
P404E	44	44	9'-8"	Str.
P405E	44	44	11'-8"	Str.
P406E	22	22	12'-7"	Str.
P407E	44	44	12'-8"	Str.
P408E	66	66	13'-5"	Str.

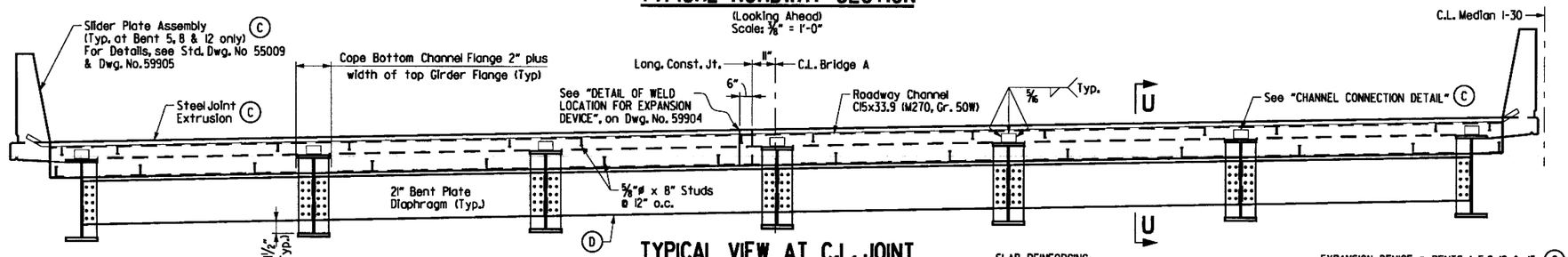
STAGE 3 BAR LIST

Mark	No. Req'd. (Unit 2)	No. Req'd. (Unit 4)	Length	Pin Dia.
S401E	140	140	37'-11"	Str.
S500E	205	205	29'-5"	Str.
S501E	204	204	30'-2"	3"
S502E	210	210	52'-7"	Str.
S503E	205	205	29'-5"	Str.
S504E to S548E	2 Ea.	2 Ea.	5'-0" to 27'-9"	Str.
S549E to S59E	2 Ea.	2 Ea.	6'-1" to 28'-10"	Str.
S592E	4	4	40'-10"	3 3/4"
S593E	18	18	7'-5"	3 3/4"
S601E	224	224	14'-10"	6"
S602E	105	105	60'-0"	Str.
T401E	29	-	4'-5"	2"
T402E	29	58	4'-9"	2"
T601E	8	8	39'-2"	Str.
T701E	20	20	11'-1"	Str.
T702E	10	10	9'-8"	Str.
P501E	370	370	5'-8"	3 3/4"
P401E	84	84	5'-6"	Str.
P402E	370	370	6'-11"	3 3/4"
P403E	112	112	7'-11"	3 3/4"
P404E	44	44	9'-8"	Str.
P405E	44	44	11'-8"	Str.
P406E	22	22	12'-7"	Str.
P407E	44	44	12'-8"	Str.
P408E	66	66	13'-5"	Str.



TYPICAL ROADWAY SECTION

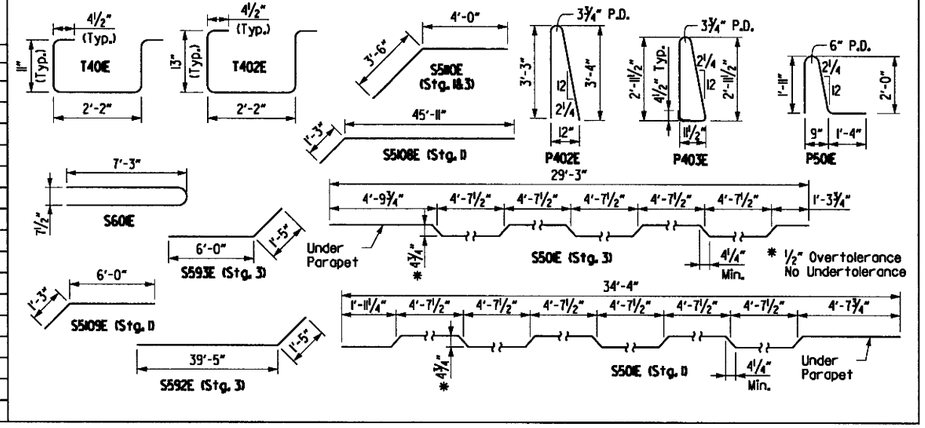
(Looking Ahead)
Scale: 3/8" = 1'-0"



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: 3/8" = 1'-0"

Bending Diagrams
(Dimensions are out to out of bars)



(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is 1/4" from bottom reinforcing steel; Maximum = top flange thickness plus 2 1/8".

(B) Tolerance: Minus = 1/4". Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Bents 5, 8 & 12. For Joint Data Tables, see Dwg. No. 59865

For "LONGITUDINAL CONSTRUCTION JOINT" detail, see Std. Dwg. No. 55007

(D) Diaphragms between girders 3 & 4 shall be installed with bolts loose when girders are erected in Stage 2. Bolts shall be fully tightened immediately after placing slab in Stage 2.

Alternatively, the holes in the connection plate of one side of these diaphragms may be field drilled after placing slab in Stage 2.

SLAB REINFORCING:

Transverse:
- S500E @ 13" Centers (Top)
- S601E @ 13" Centers (Top Overhang)
- S501E @ 13" Centers (Bent up over girder)
- S503E @ 13" Centers (Bottom)

Longitudinal:
- S401E @ 18" Centers (Top Temperature)
- S602E @ 10" Centers (Placed in Top as shown over Int. Supports)
- S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1, 5, 8 12 & 15 (C)

Neoprene Strip Seal with Steel Extrusion
Roadway Channel C15x33.9 (M270, Gr. 50W)
Conn. L's 8"x4x1/2" (End Bents)
or Split C15x33.9 (Bents 5,8,12)
Detail Device 1/8" high and provide 1/4" shims using 1- 1/8" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device, See Std. Dwg. No. 55009

SHEET 1 OF 4
DETAILS OF 250' CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/18/2015	FILENAME:	bca0601d4_s21
CHECKED BY:	STS	DATE:	10/8/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	9/16/2015		

BRIDGE NO. A7413 DRAWING NO. 59881

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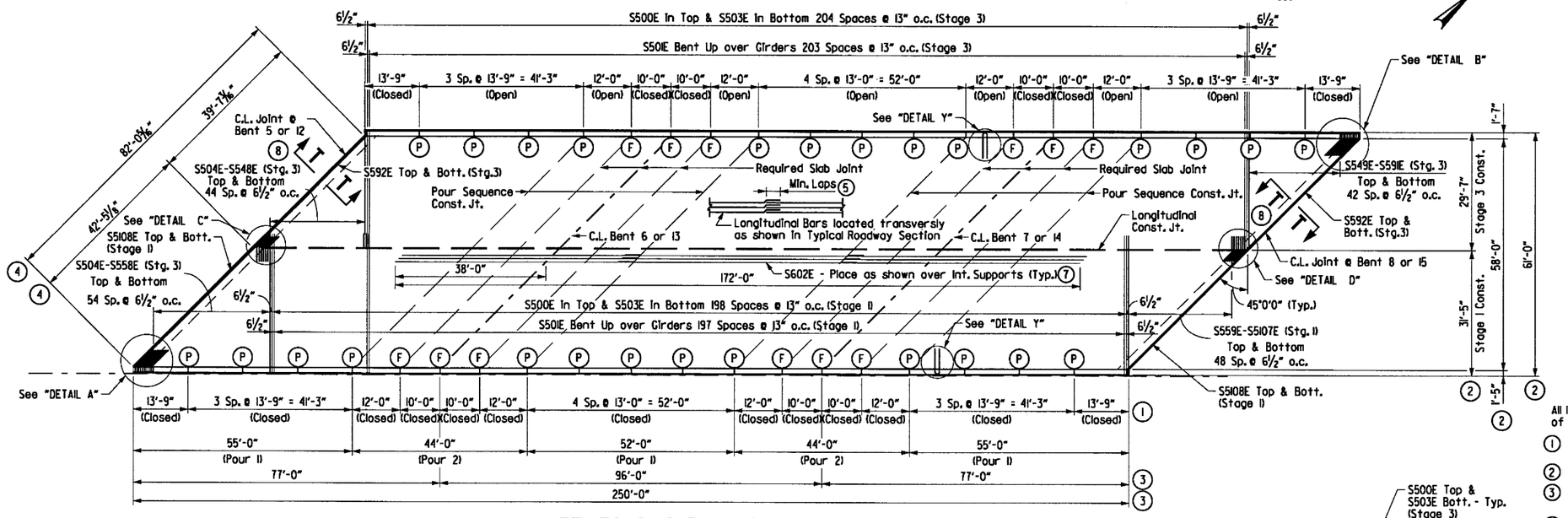
7/19/2018 3:20:40 PM jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1057	1465
				(1) A7413		SPAN DETAILS		59882

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, "LONGITUDINAL CONSTRUCTION JOINT" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

For each stage of construction, pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min. Laps for splices applicable to longitudinal and transverse reinforcing are as follows:
- #4 bars = 2'-7"
- #5 bars = 3'-3"
- #6 bars = 3'-10"

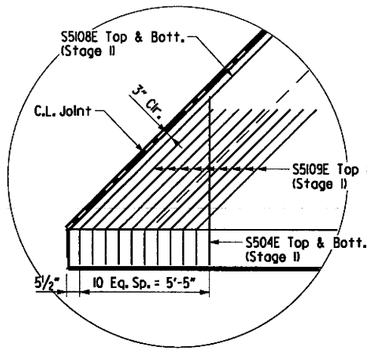
(6) Spaced equally between every other top transervse bar as shown.

(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59881

(8) For Section T-T, see Dwg. No. 59904

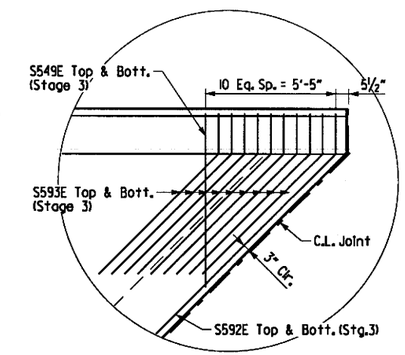
(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.), Stop 1'-6" from top of slab. See Dwg. No. 59905

(F) C.L. Full Depth Parapet Joint (¼" to 1" max.), Stop 4" from top of slab. See Dwg. No. 59905



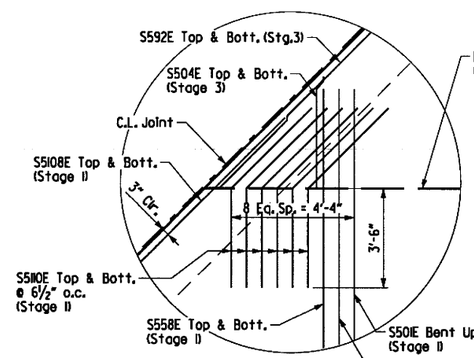
DETAIL A

No Scale



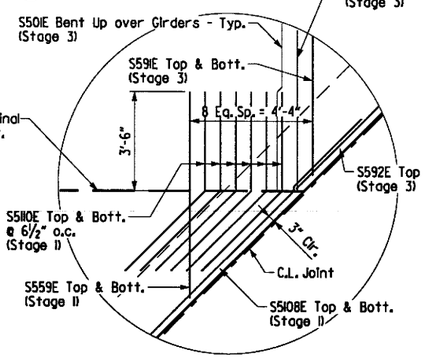
DETAIL B

No Scale



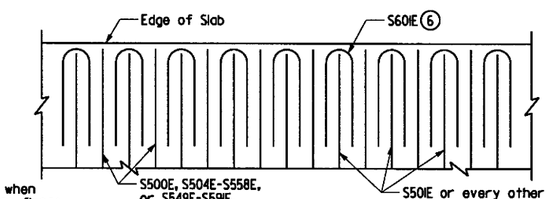
DETAIL C

No Scale



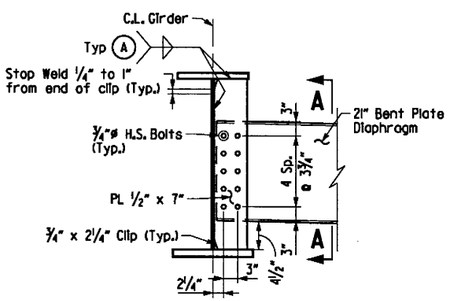
DETAIL D

No Scale



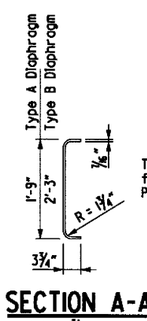
DETAIL Y

No Scale



DIAPHRAGM CONNECTION TYPE A

SCALE: ¾" = 1'-0"

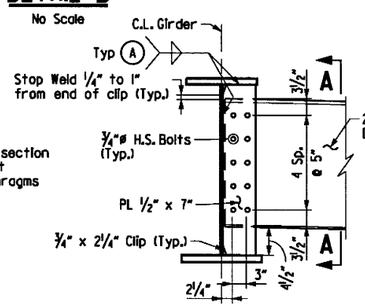


Typ. cross-section for All Bent Plate Diaphragms

SECTION A-A

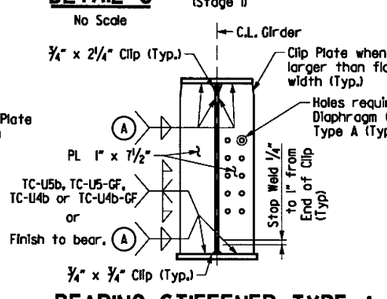
SCALE: ¾" = 1'-0"

(A) See "WELD TABLE" for minimum weld size, Std. Dwg. No. 55007



DIAPHRAGM CONNECTION TYPE B

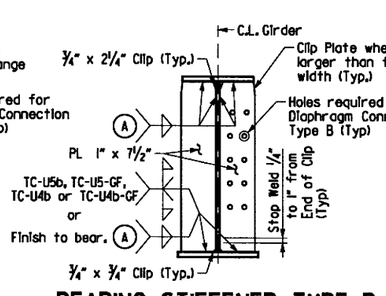
SCALE: ¾" = 1'-0"



BEARING STIFFENER TYPE A

SCALE: ¾" = 1'-0"

Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.



BEARING STIFFENER TYPE B

SCALE: ¾" = 1'-0"

Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.

SHEET 2 OF 4
DETAILS OF 250' CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4 BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/18/2015	FILENAME: bca0601a4_s22
CHECKED BY:	STS	DATE:	10/8/2015	SCALE: AS SHOWN
DESIGNED BY:	KH	DATE:	9/16/2015	

BRIDGE NO. A7413 DRAWING NO. 59882

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1058	1465
				(1) A7413		SPAN DETAILS		59883

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

NOTES:

For "SHEAR CONNECTOR DETAIL", "DETAILS OF WELDED SPLICES FOR PLATE GIRDERS", and "WELD TABLE", see Std. Dwg. No. 55007.

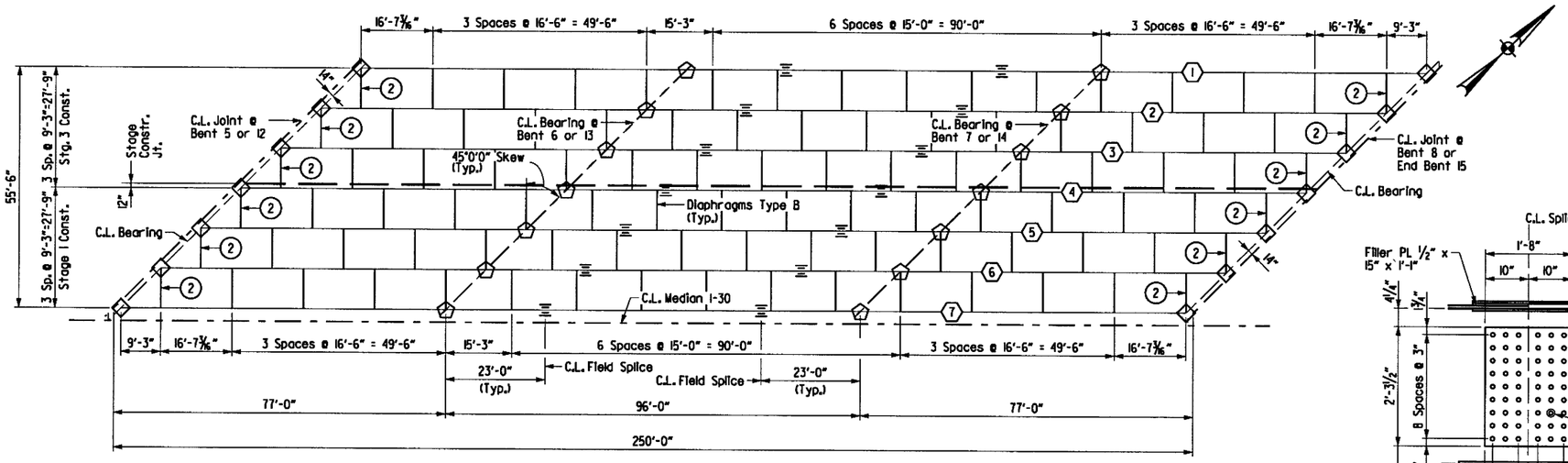
Stud Shear Connectors shall be 7/8" dia. x 5"; use 3 studs per row.

(X) Girder Number

(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Diaphragm Type A

(3) Fabricate end of top and bottom flanges horizontally parallel to C.L. Joint.

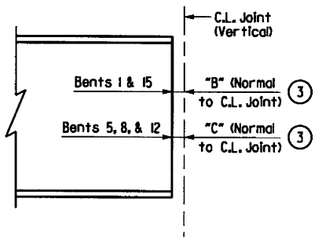


FRAMING PLAN

SCALE: 1/16" = 1'-0"

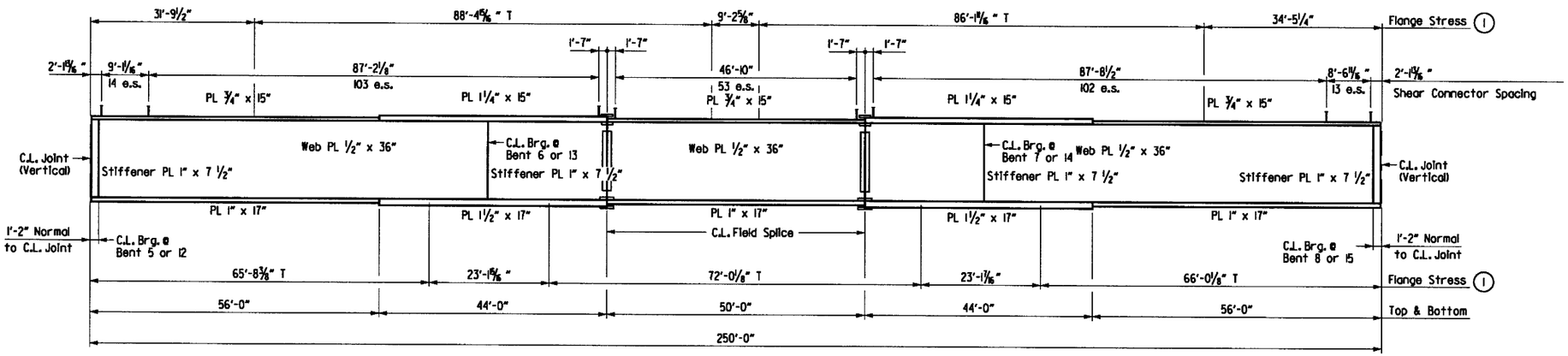
◇ Bearing Stiffener Type A

⬠ Bearing Stiffener Type B



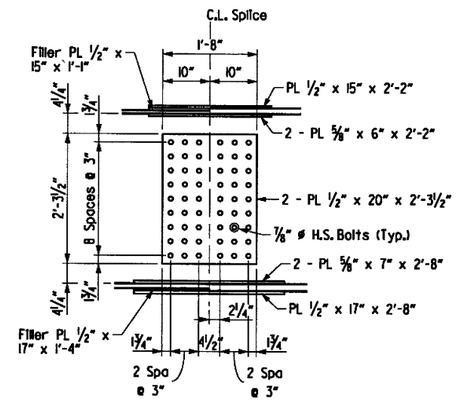
TYPICAL BM./GDR. END DETAIL

Not to Scale
For dimension "B" & "C", see Dwg. No. 59865



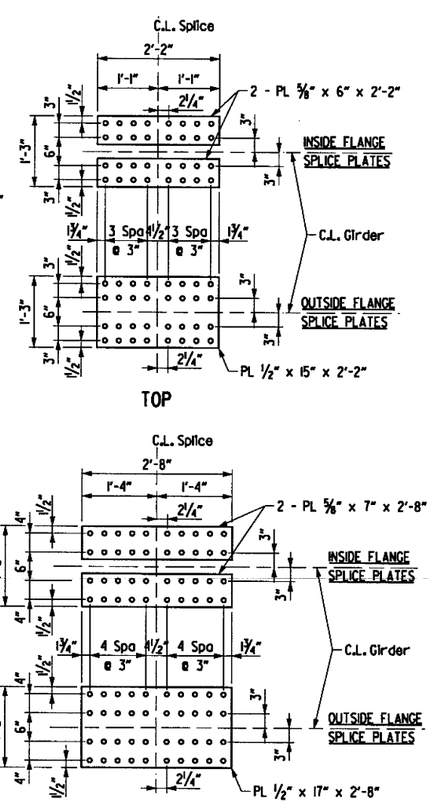
TYPICAL GIRDER ELEVATION

SCALE: 1" = 12.5" Horiz.



WEB SPLICE DETAIL

SCALE: 3/4" = 1'-0"



FLANGE SPLICE DETAIL

SCALE: 3/4" = 1'-0"

SHEET 3 OF 4
DETAILS OF 250' CONTINUOUS
COMPOSITE PLATE GIRDER UNITS 2 & 4
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	9/18/2015	FILENAME:	bca0601a4_s23
CHECKED BY:	STS	DATE:	10/8/2015	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	9/16/2015		

BRIDGE NO. A7413 DRAWING NO. 59883

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1059	1465
				(1) A7413		SPAN DETAILS		59884

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley 21 June 2018

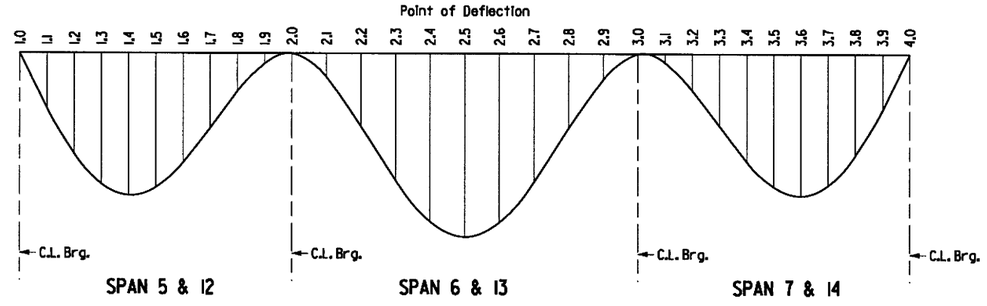
NOTES:

For "SCREED RAIL SUPPORT FOR PLATE GIRDERS" detail, see Std. Dwg. No. 55007.

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Girder from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)																				
		Structural Steel							Structural Steel + Slab							Structural Steel + Slab + Parapets						
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 5 & 12	1.1	0.056	0.056	0.056	0.056	0.056	0.056	0.054	0.322	0.37	0.371	0.37	0.371	0.37	0.303	0.35	0.394	0.391	0.38	0.391	0.395	0.331
	1.2	0.097	0.102	0.102	0.102	0.102	0.102	0.095	0.558	0.67	0.672	0.672	0.672	0.672	0.536	0.607	0.714	0.708	0.69	0.708	0.717	0.587
	1.3	0.122	0.132	0.132	0.132	0.132	0.132	0.124	0.707	0.87	0.873	0.872	0.873	0.873	0.701	0.769	0.928	0.92	0.895	0.92	0.931	0.767
	1.4	0.133	0.142	0.142	0.142	0.142	0.143	0.136	0.77	0.944	0.947	0.946	0.947	0.948	0.771	0.837	1.007	0.999	0.971	0.997	1.011	0.845
	1.5	0.127	0.133	0.133	0.133	0.133	0.134	0.127	0.738	0.889	0.892	0.892	0.892	0.894	0.728	0.802	0.949	0.942	0.915	0.939	0.954	0.799
	1.6	0.103	0.107	0.107	0.107	0.107	0.108	0.105	0.605	0.724	0.727	0.726	0.726	0.729	0.603	0.657	0.773	0.769	0.745	0.764	0.778	0.662
	1.7	0.069	0.071	0.072	0.072	0.072	0.072	0.073	0.414	0.493	0.496	0.495	0.495	0.498	0.429	0.45	0.527	0.526	0.507	0.52	0.532	0.472
	1.8	0.038	0.034	0.034	0.034	0.034	0.035	0.035	0.233	0.25	0.25	0.25	0.25	0.253	0.214	0.253	0.268	0.266	0.256	0.262	0.271	0.237
	1.9	0.007	0.008	0.008	0.008	0.008	0.008	0.014	0.052	0.068	0.068	0.068	0.068	0.069	0.089	0.056	0.073	0.073	0.069	0.071	0.074	0.099
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 6 & 13	2.1	0.028	0.031	0.031	0.031	0.031	0.03	0.026	0.13	0.158	0.158	0.158	0.159	0.155	0.117	0.144	0.169	0.166	0.164	0.169	0.166	0.127
	2.2	0.082	0.089	0.089	0.089	0.089	0.089	0.078	0.402	0.487	0.489	0.489	0.49	0.484	0.374	0.443	0.521	0.514	0.506	0.519	0.518	0.409
	2.3	0.137	0.151	0.151	0.151	0.151	0.15	0.137	0.685	0.843	0.848	0.847	0.849	0.839	0.671	0.752	0.901	0.892	0.876	0.898	0.897	0.734
	2.4	0.184	0.197	0.198	0.198	0.198	0.197	0.179	0.928	1.115	1.123	1.122	1.123	1.113	0.888	1.017	1.191	1.182	1.16	1.185	1.19	0.972
	2.5	0.198	0.214	0.215	0.214	0.215	0.214	0.199	1.003	1.214	1.224	1.221	1.224	1.214	0.993	1.097	1.297	1.29	1.262	1.29	1.297	1.088
	2.6	0.184	0.197	0.198	0.198	0.198	0.197	0.185	0.929	1.116	1.125	1.124	1.125	1.117	0.918	1.015	1.193	1.188	1.162	1.185	1.194	1.007
	2.7	0.14	0.151	0.152	0.152	0.152	0.152	0.145	0.699	0.845	0.854	0.852	0.853	0.848	0.714	0.763	0.904	0.903	0.881	0.898	0.907	0.785
	2.8	0.085	0.09	0.09	0.09	0.09	0.09	0.086	0.418	0.488	0.493	0.493	0.493	0.491	0.413	0.456	0.522	0.523	0.51	0.518	0.525	0.455
	2.9	0.033	0.032	0.033	0.033	0.033	0.033	0.034	0.153	0.166	0.17	0.17	0.17	0.169	0.159	0.167	0.178	0.181	0.176	0.178	0.181	0.176
	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 7 & 14	3.1	0.005	0.007	0.006	0.006	0.006	0.006	0.006	0.041	0.062	0.06	0.06	0.06	0.06	0.044	0.046	0.066	0.062	0.061	0.064	0.064	0.047
	3.2	0.032	0.034	0.034	0.034	0.034	0.034	0.028	0.201	0.248	0.246	0.246	0.246	0.245	0.175	0.222	0.265	0.258	0.251	0.262	0.262	0.19
	3.3	0.063	0.07	0.07	0.07	0.07	0.07	0.063	0.379	0.486	0.484	0.484	0.484	0.482	0.37	0.417	0.519	0.508	0.496	0.513	0.515	0.402
	3.4	0.098	0.107	0.106	0.106	0.106	0.106	0.097	0.577	0.723	0.72	0.72	0.72	0.718	0.56	0.633	0.772	0.757	0.738	0.761	0.767	0.609
	3.5	0.124	0.133	0.132	0.132	0.132	0.132	0.12	0.722	0.888	0.886	0.886	0.887	0.883	0.688	0.791	0.947	0.932	0.909	0.936	0.942	0.749
	3.6	0.132	0.142	0.142	0.142	0.142	0.142	0.133	0.766	0.946	0.946	0.946	0.946	0.943	0.758	0.838	1.009	0.996	0.971	0.997	1.006	0.825
	3.7	0.125	0.132	0.132	0.132	0.132	0.132	0.123	0.724	0.875	0.875	0.875	0.875	0.872	0.699	0.791	0.933	0.922	0.898	0.922	0.93	0.761
	3.8	0.098	0.102	0.102	0.102	0.102	0.102	0.097	0.563	0.675	0.675	0.675	0.676	0.673	0.547	0.615	0.72	0.711	0.693	0.712	0.717	0.596
	3.9	0.053	0.056	0.056	0.056	0.056	0.056	0.056	0.307	0.37	0.371	0.371	0.371	0.37	0.316	0.335	0.394	0.391	0.381	0.39	0.394	0.344
	4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

SHEET 4 OF 4
DETAILS OF 280' CONTINUOUS
COMPOSITE PLATE GIRDER UNITS 2 & 4
BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 7/16/2016
CHECKED BY: STS DATE: 7/20/2016
DESIGNED BY: JH DATE: 7/13/2016
FILENAME: bca060ld4_s24
SCALE: NONE

BRIDGE NO. A7413 DRAWING NO. 59884

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1060	1465
(1) B7413	BENT DETAILS			59885

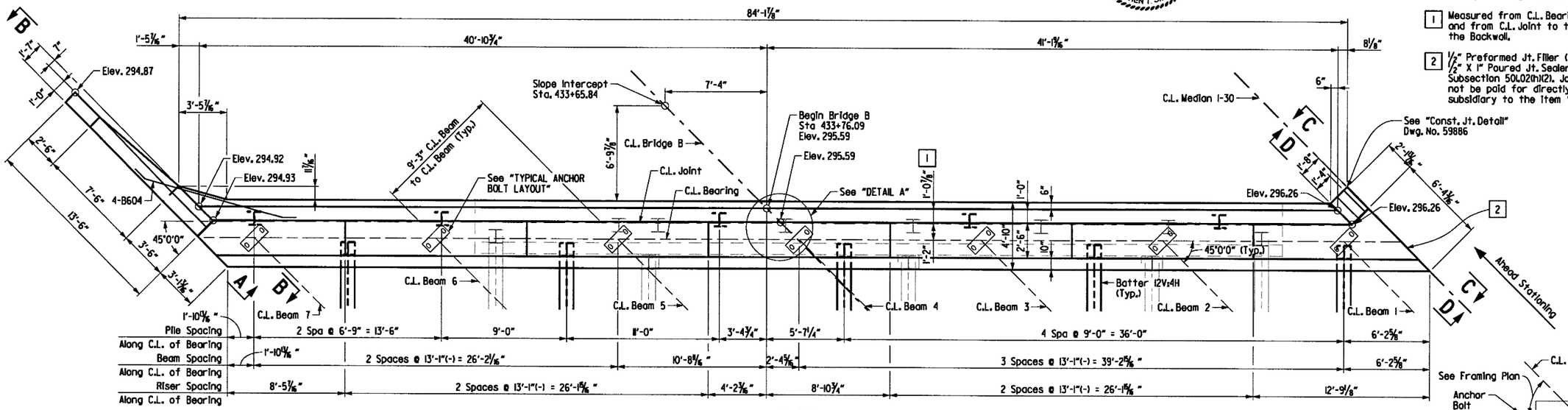
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

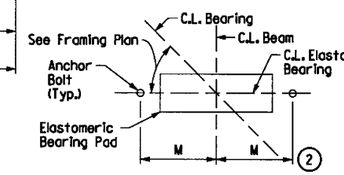
For Project Bridge General Notes, see Dwg. No. 59691

1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

2 ½" Preformed Jt. Filler (AASHTO M 153, Type II and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the item "CLASS S CONCRETE - BRIDGE".

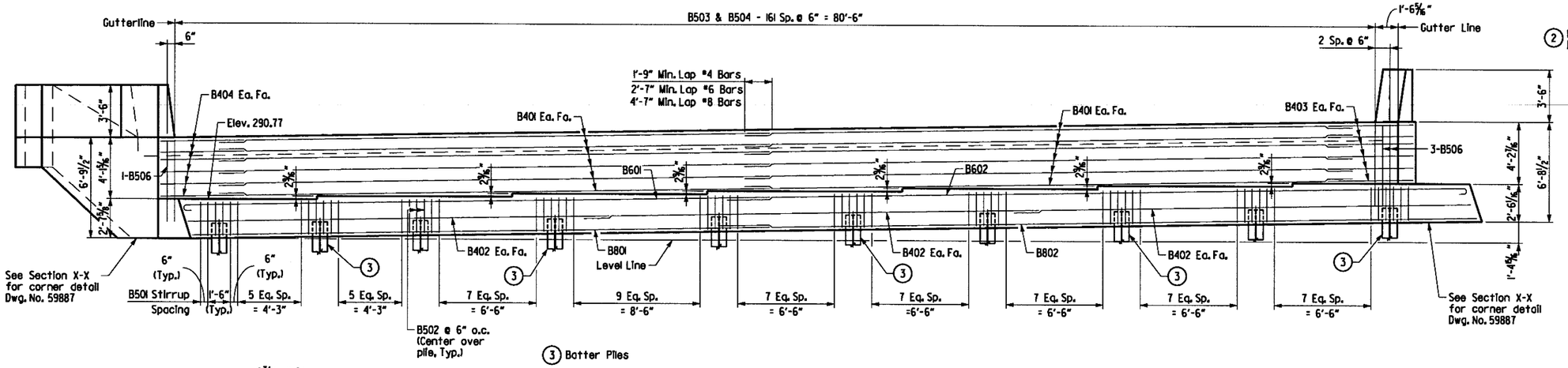


PLAN
SCALE: 1/4" = 1'-0"

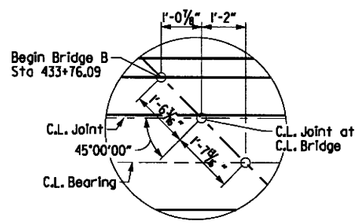


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906



ELEVATION
(Looking Back)
SCALE: 1/4" = 1'-0"



DETAIL A
SCALE: 1/2" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/12/2015	FILENAME:	bca0601b4_bil
CHECKED BY:	STS	DATE:	1/7/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/1/2015		

BRIDGE NO. B7413 DRAWING NO. 59885

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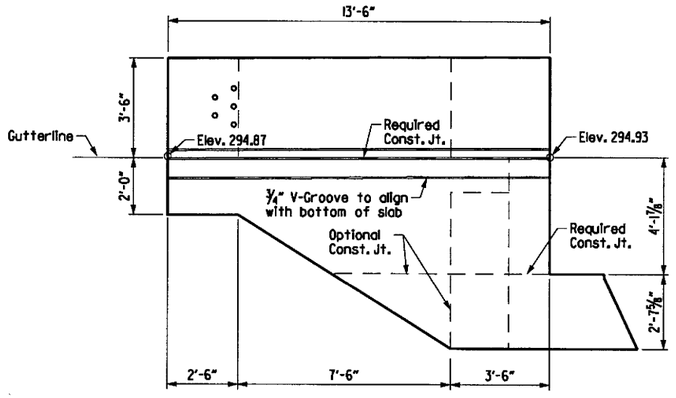
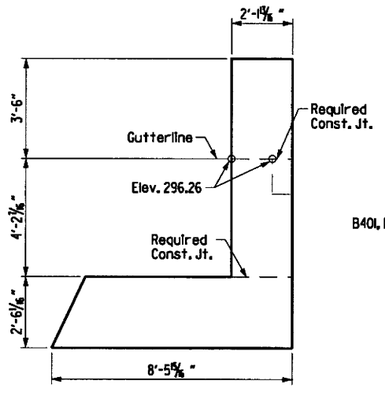
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1061	1465
				(1) B7413		BENT DETAILS		59886

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER STEPHEN T. SMILEY No. 13072

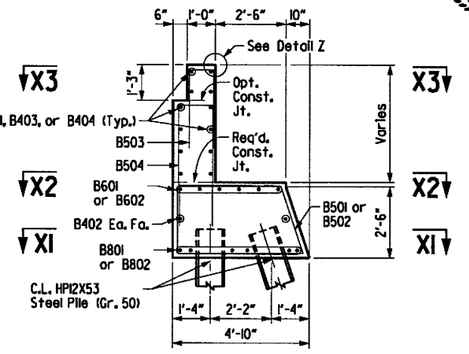
Stephen T. Smiley 21 June 2018



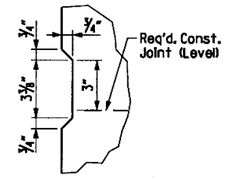
VIEW A-A
SCALE: ⅜" = 1'-0"



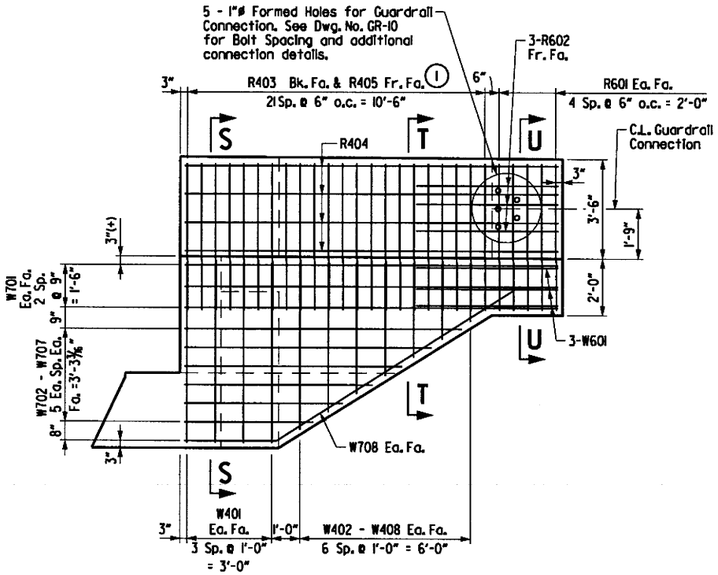
VIEW C-C
SCALE: ⅜" = 1'-0"



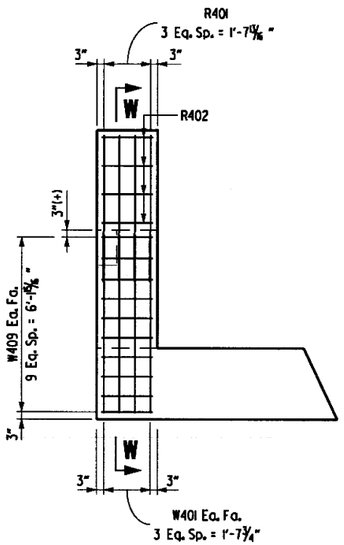
SECTION E-E
SCALE: ⅜" = 1'-0"



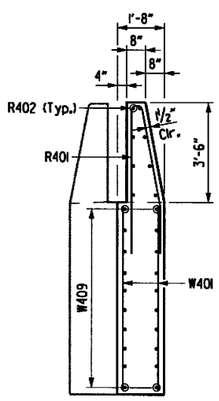
DETAIL X
No Scale



VIEW B-B
SCALE: ⅜" = 1'-0"

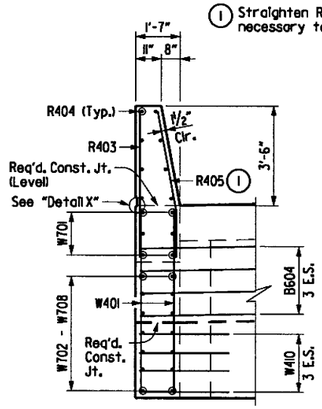


VIEW D-D
SCALE: ⅜" = 1'-0"

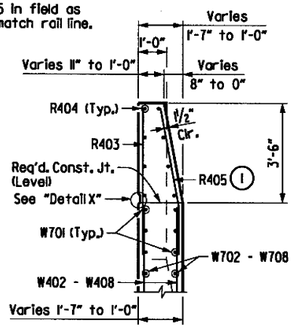


SECTION W-W
SCALE: ⅜" = 1'-0"

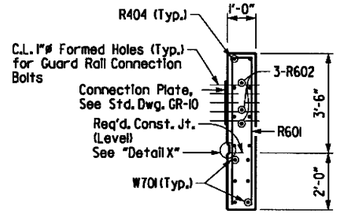
(1) Straighten R405 in field as necessary to match rail line.



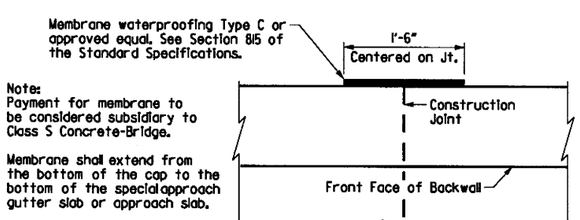
SECTION S-S
SCALE: ⅜" = 1'-0"



SECTION T-T
SCALE: ⅜" = 1'-0"



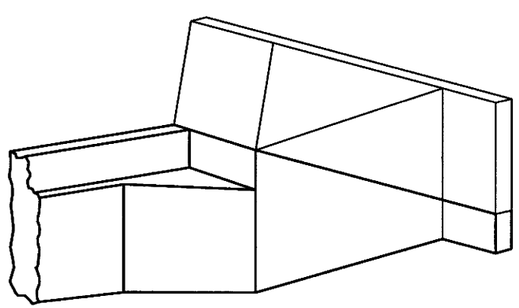
SECTION U-U
SCALE: ⅜" = 1'-0"



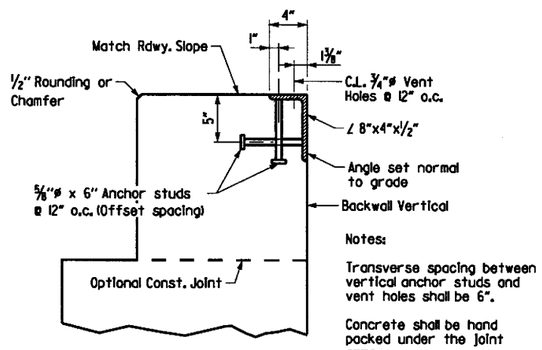
Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

CONST. JOINT DETAIL
No Scale



THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale



Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

DETAIL Z
SCALE: 1½" = 1'-0"

SHEET 2 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/12/2015
CHECKED BY: STS DATE: 1/7/2016
DESIGNED BY: DD DATE: 12/11/2015
FILENAME: bca0601b3_bt2
SCALE: AS SHOWN

BRIDGE NO. B7413 DRAWING NO. 59886

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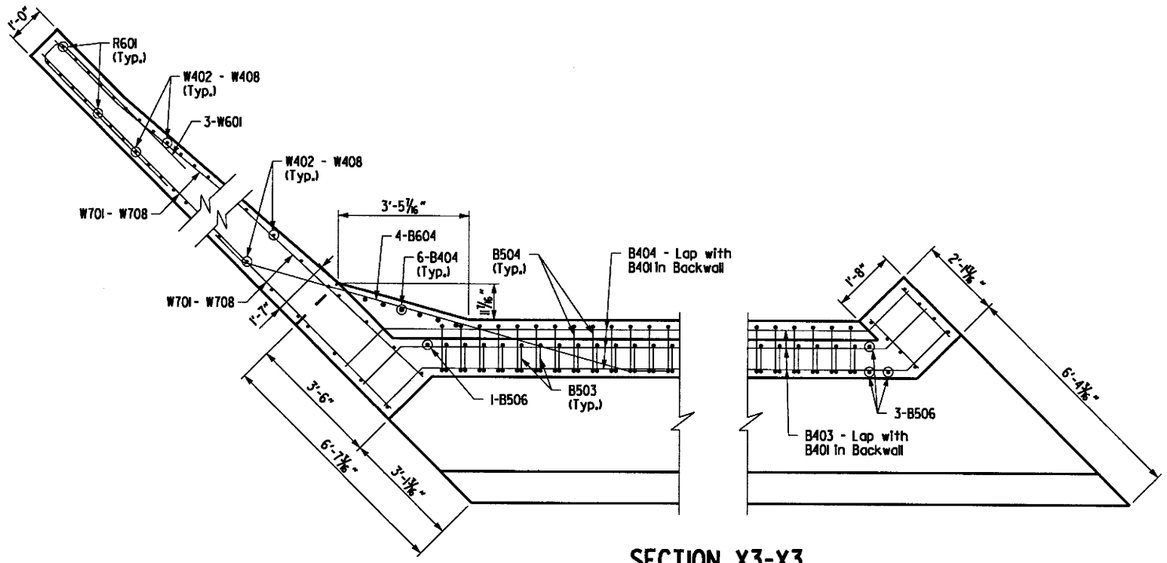
Jharrell

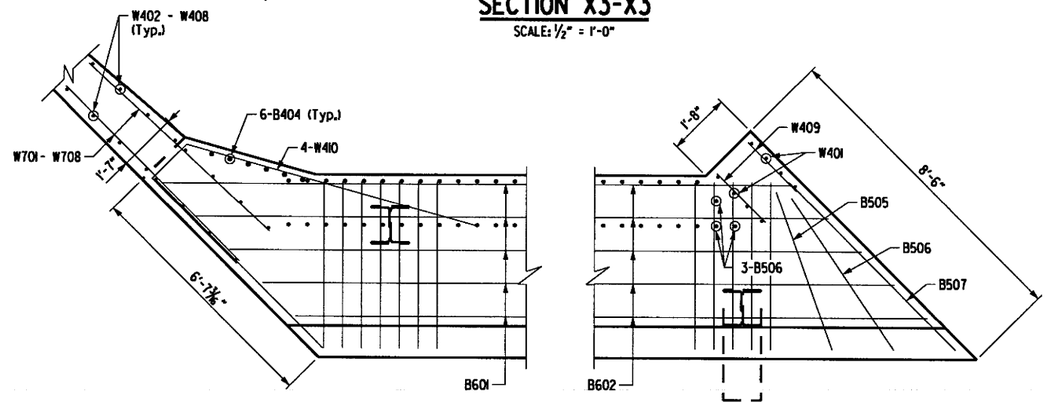
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1062	1465
				(1) B7413		BENT DETAILS		59887

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



SECTION X3-X3
SCALE: 1/2" = 1'-0"



SECTION X2-X2
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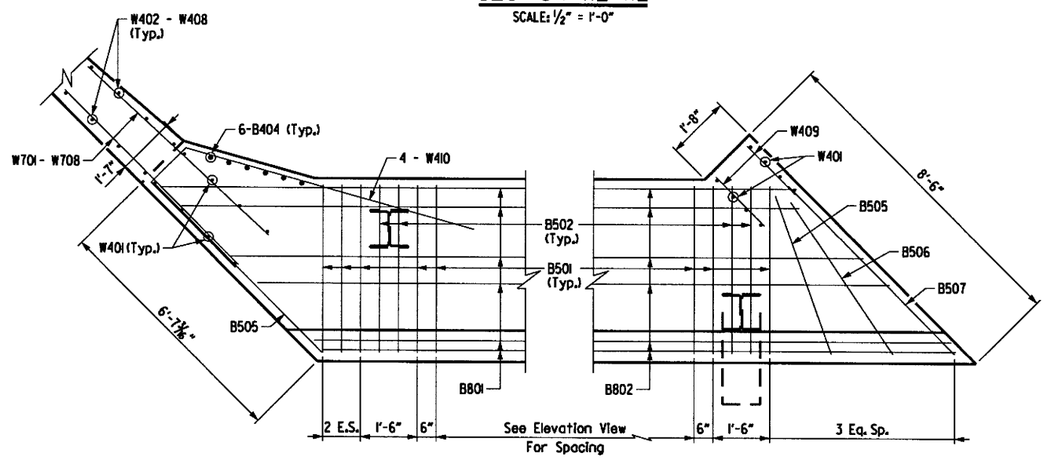


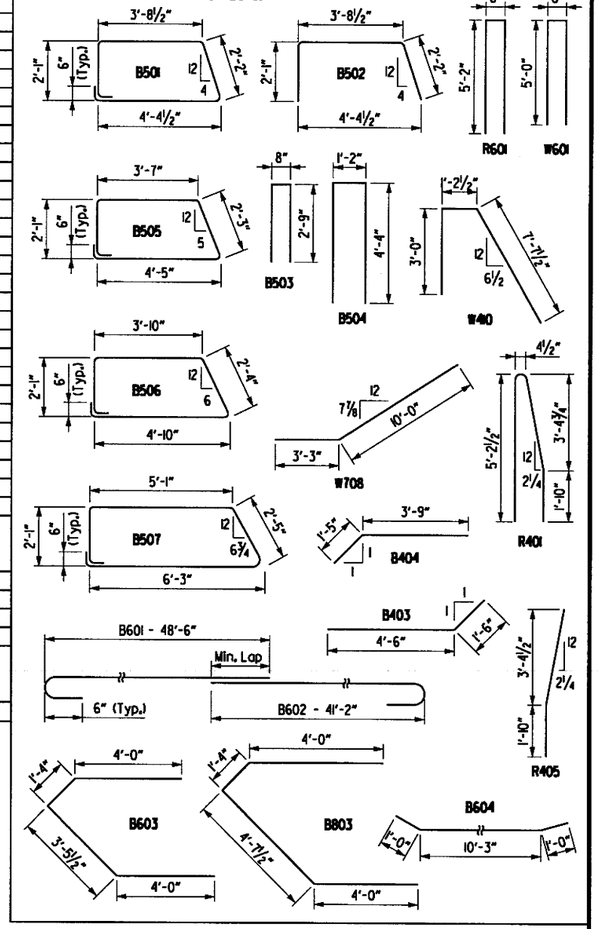
SECTION XI-XI
SCALE: 1/2" = 1'-0"

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	24	40'-0"	Str.
B402	6	29'-4"	Str.
B403	12	6'-0"	3"
B404	12	5'-3"	3"
B405	6	5'-1"	Str.
B501	92	12'-10"	2 1/2"
B502	20	7'-9"	2 1/2"
B503	162	6'-3"	2 1/2"
B504	162	9'-10"	2 1/2"
B506	4	5'-5"	2 1/2"
B601	6	40'-8"	4 1/2"
B602	6	49'-5"	4 1/2"
B603	1	12'-10"	4 1/2"
B604	4	12'-3"	4 1/2"
B801	6	40'-0"	Str.
B802	6	50'-6"	Str.
B803	1	14'-0"	6"
Wing Wall & Rail			
R401	4	10'-9"	Str.
R402	8	1'-10"	Str.
R403	22	5'-3"	Str.
R404	8	13'-2"	Str.
R403	22	5'-3"	3"
R601	5	10'-9"	4 1/2"
R602	3	5'-0"	Str.
W401	16	6'-5"	Str.
W402 to W408	2 Ea.	5'-11" to 2'-1"	Str.
W409	20	1'-10"	Str.
W410	4	10'-2"	3"
W601	3	10'-5"	4 1/2"
W701	6	13'-2"	Str.
W702 to W707	2 Ea.	9'-10" to 4'-7"	Str.
W708	2	13'-3"	5 1/4"

Bending Diagrams

Dimensions are out to out of Bars.



NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)" or "Structural Steel in Plate Girder Spans (M270, Gr. 50W)", as applicable. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 3 OF 3
DETAILS OF END BENT 1
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/12/2015	FILENAME:	bca0601b4_bl3
CHECKED BY:	STS	DATE:	1/7/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/11/2015		

BRIDGE NO. B7413 DRAWING NO. 59887

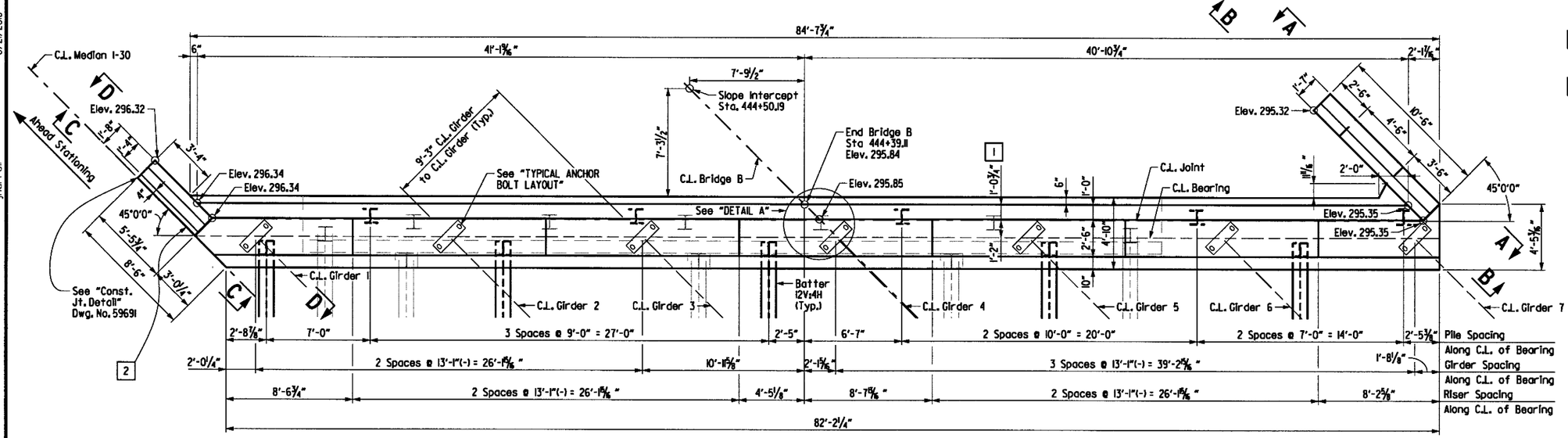
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1063	1465
				(1) B7413		BENT DETAILS		59888

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

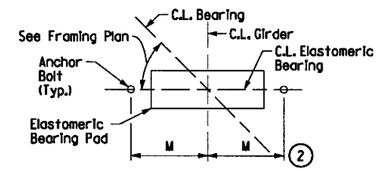
For Project Bridge General Notes, see Dwg. No. 59691

1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

2 ½" Preformed Jt. Filler (AASHTO M 153, Type II and ½" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2). Joint Filler and Sealer will not be paid for directly, but will be considered subsidiary to the Item "CLASS S CONCRETE - BRIDGE".

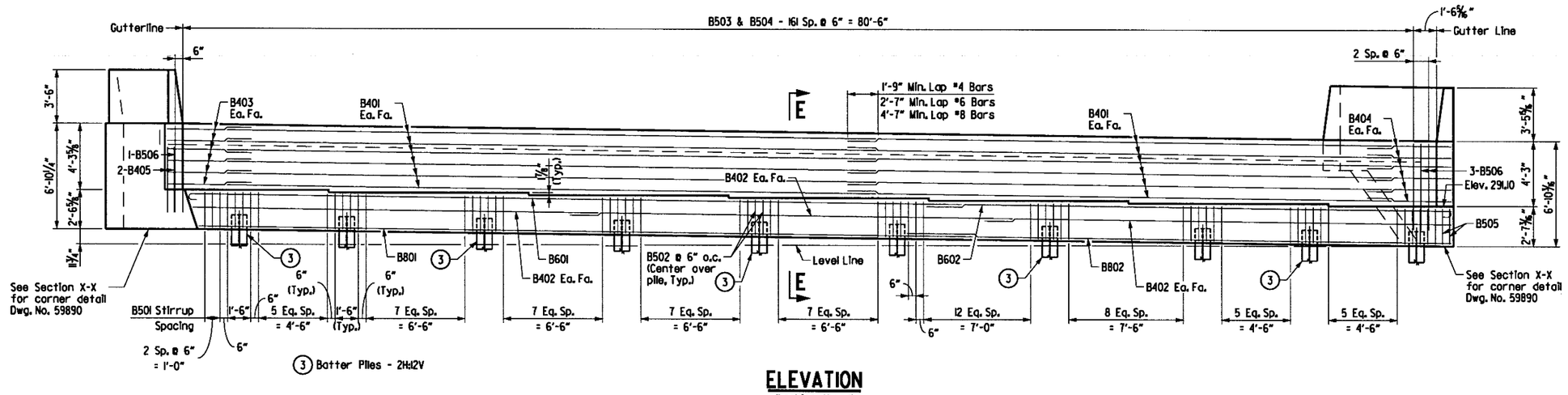


PLAN
SCALE: ¼" = 1'-0"

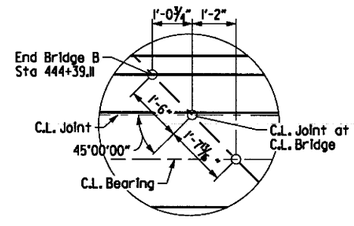


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906



ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"



DETAIL A
SCALE: ½" = 1'-0"

SHEET 1 OF 3
DETAILS OF END BENT 15
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/12/2015
CHECKED BY: STS DATE: 1/7/2016
DESIGNED BY: DD DATE: 12/11/2015
FILENAME: bco0601b4_b151
SCALE: AS SHOWN

BRIDGE NO. B7413 DRAWING NO. 59888

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Jharrell

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6/21/2018
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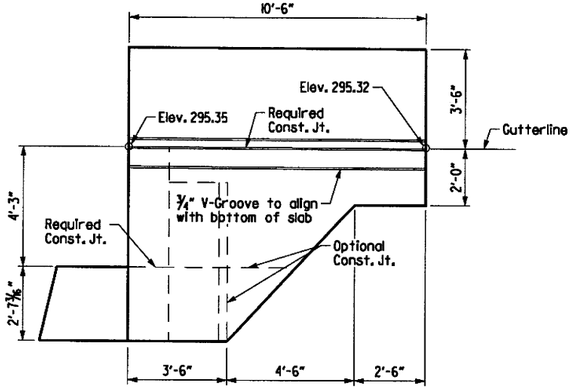
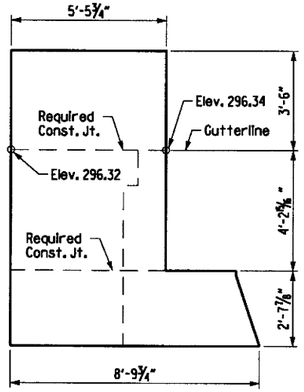
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1064	1465
				(1) B7413		BENT DETAILS		59833

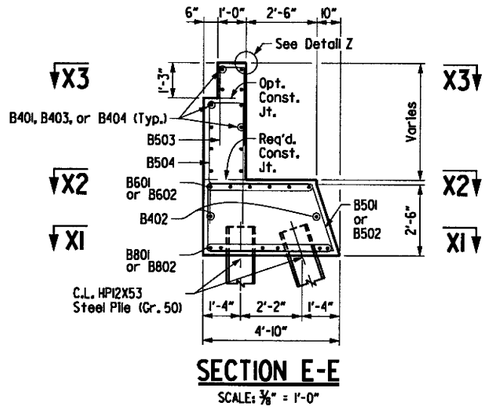
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley 21 June 2018



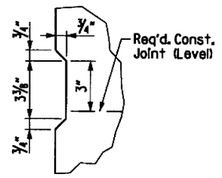
VIEW A-A
SCALE: 3/8" = 1'-0"



VIEW C-C
SCALE: 3/8" = 1'-0"



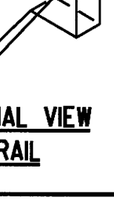
SECTION E-E
SCALE: 3/8" = 1'-0"



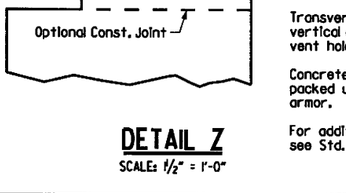
DETAIL X
No Scale

VIEW B-B
SCALE: 3/8" = 1'-0"

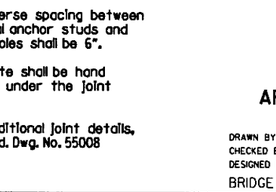
VIEW D-D
SCALE: 3/8" = 1'-0"



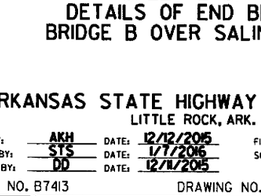
SECTION W-W
SCALE: 3/8" = 1'-0"



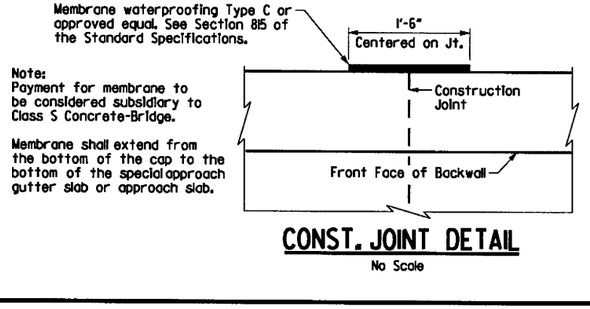
SECTION S-S
SCALE: 3/8" = 1'-0"



SECTION T-T
SCALE: 3/8" = 1'-0"



SECTION U-U
SCALE: 3/8" = 1'-0"



Note:
Payment for membrane to be considered subsidiary to Class S Concrete-Bridge.

Membrane shall extend from the bottom of the cap to the bottom of the special approach gutter slab or approach slab.

CONST. JOINT DETAIL
No Scale

THREE DIMENSIONAL VIEW OF WING & RAIL
No Scale

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008

DETAIL Z
SCALE: 1/2" = 1'-0"

SHEET 2 OF 3
DETAILS OF END BENT 15
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/12/2015	FILENAME:	bca0601b4_bt52
CHECKED BY:	STS	DATE:	1/7/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/11/2015		

BRIDGE NO. B7413 DRAWING NO. 59889

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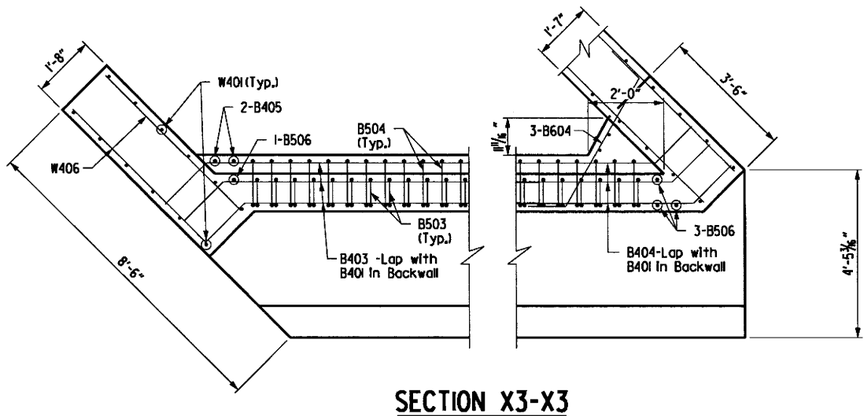
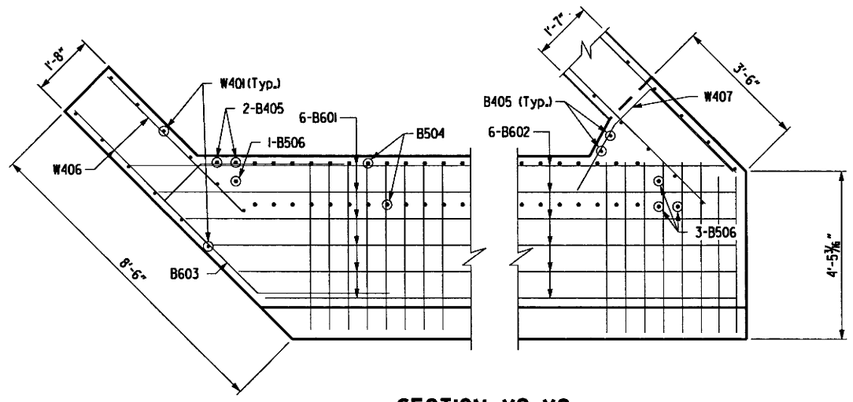


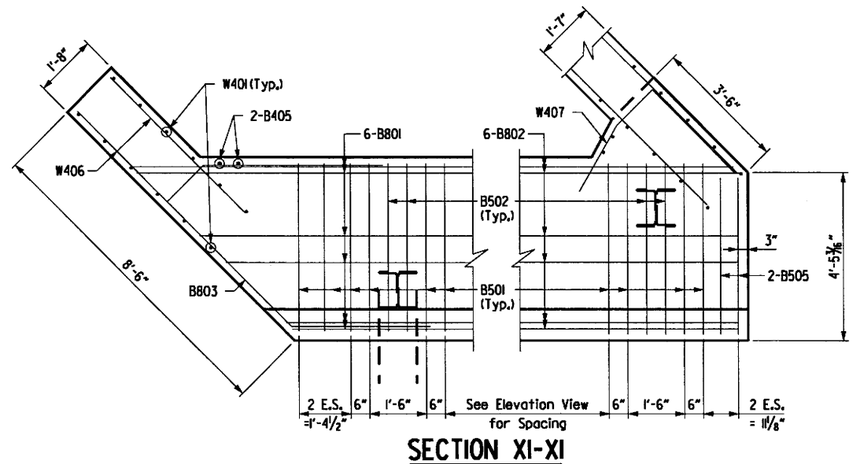
SECTION X3-X3

SCALE: ½" = 1'-0"



SECTION X2-X2

SCALE: ½" = 1'-0"



SECTION XI-XI

SCALE: ½" = 1'-0"

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 7Aug2018

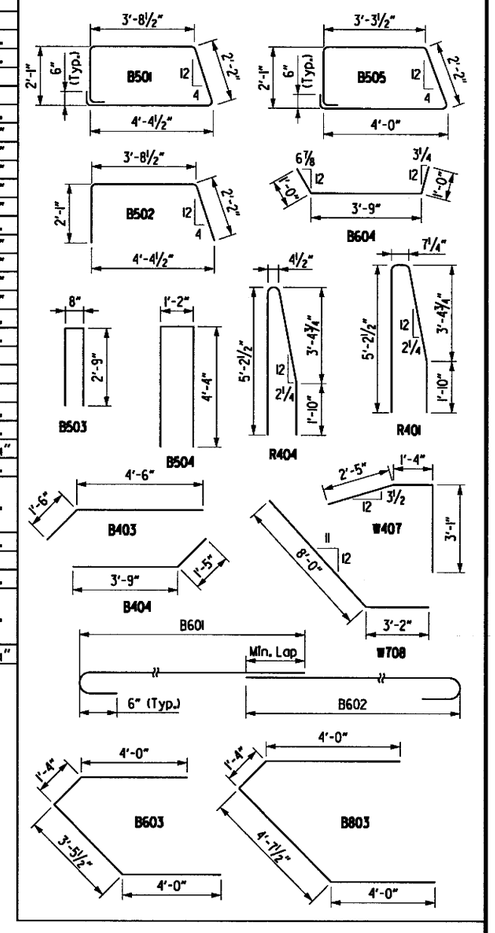
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1065	1465
				(1) B7413		BENT DETAILS		59890

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	24	40'-0"	Str.
B402	6	29'-0"	Str.
B403	12	6'-0"	3"
B404	12	5'-3"	3"
B405	4	5'-3"	Str.
B501	96	12'-10"	2 ½"
B502	20	7'-9"	2 ½"
B503	162	6'-3"	2 ½"
B504	162	9'-10"	2 ½"
B505	2	12'-1"	2 ½"
B506	4	5'-7"	Str.
B601	6	49'-8"	4 ½"
B602	6	40'-8"	4 ½"
B603	1	12'-10"	4 ½"
B604	3	5'-9"	4 ½"
B801	6	49'-0"	Str.
B802	6	41'-0"	Str.
B803	1	14'-0"	6"
Wing Wall			
R401	27	10'-11"	3"
R402	8	10'-2"	Str.
R403	8	5'-2"	Str.
R404	11	10'-9"	3 ¾"
W401	20	6'-8"	Str.
W402 to W405	2 Ea.	2'-7" to 5'-10"	Str.
W406	20	5'-2"	Str.
W407	4	6'-10"	3"
W701	6	10'-2"	Str.
W702 to W707	2 Ea.	7'-1" to 3'-11"	Str.
W708	2	11'-2"	5 ¼"

Bending Diagrams

Dimensions are out to out of Bars.



NOTES:

All structural steel in End Bents shall be AASHTO M270, Gr. 50W. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50W)" or "Structural Steel in Plate Girder Spans (M270, Gr. 50W)", as applicable. Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

SHEET 3 OF 3
DETAILS OF END BENT 15
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/12/2015	FILENAME:	bca0601b4_bl53
CHECKED BY:	STS	DATE:	1/7/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/11/2015		

BRIDGE NO. B7413 DRAWING NO. 59890

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1066	1465
				(1) B7413		BENT DETAILS		59891

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required, lengths shown are for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0601 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from the Engineer.

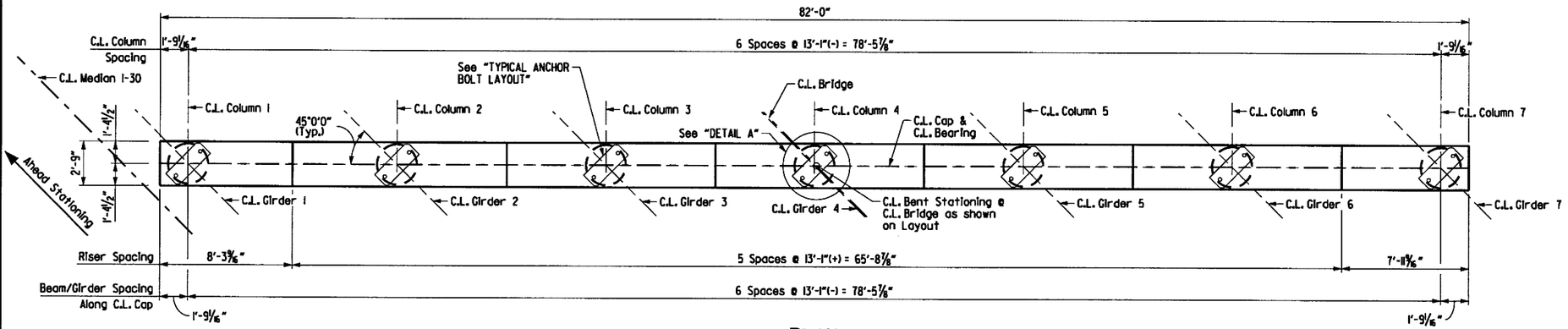
(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. of Column.

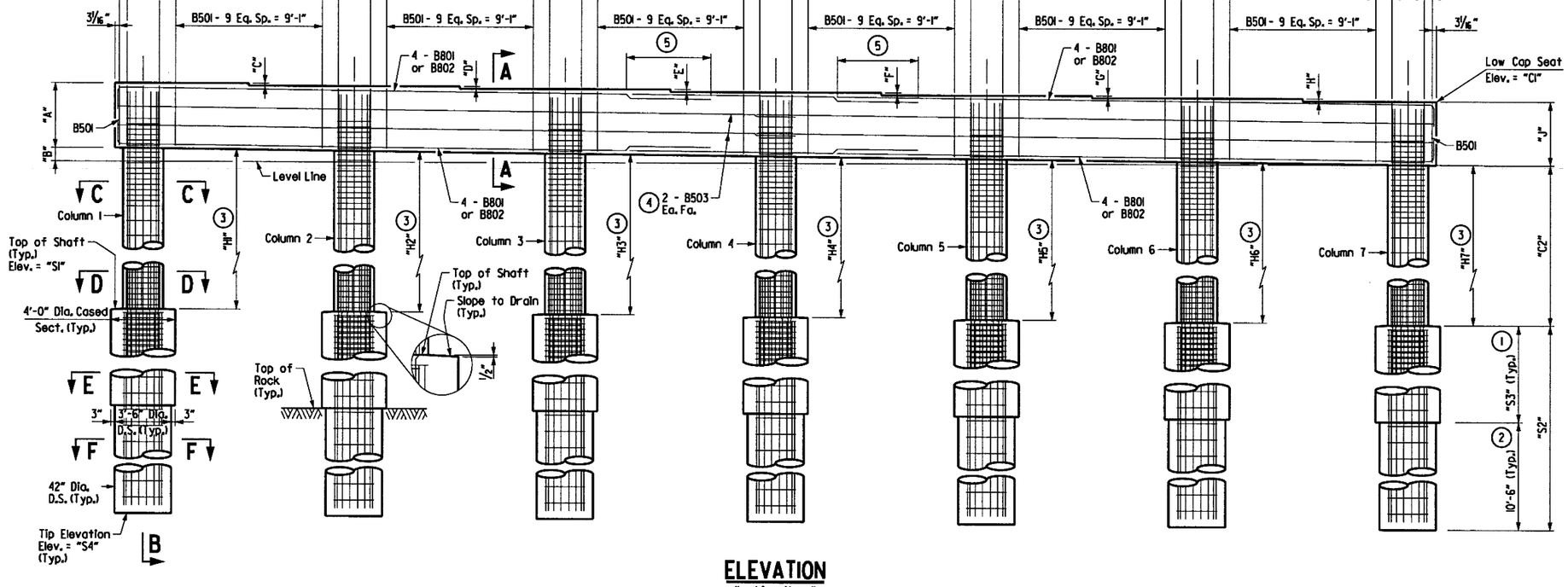
(4) B502 - 2 Spaces @ 1'-0" = 2'-0"

(5) 2'-5" Min. Lap #5 Bars
5'-0" Min. Lap #8 Bars

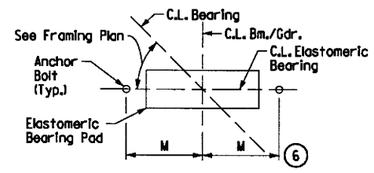
Lap Splice for #8 Bars At Center of Bay.
Splices Shall Also Alternate Between Bays Such That No Two Adjacent Bars Are Splice At The Same Location.
Lap Splice for #5 Bars at middle of Bents.
No Alternating lap splice required.



PLAN
SCALE: 1/4" = 1'-0"

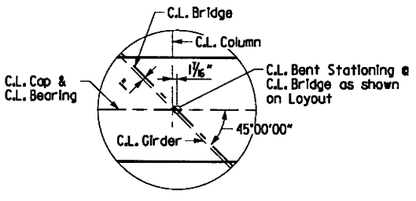


ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(6) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906



DETAIL A
SCALE: 1/2" = 1'-0"

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENTS 3, 4, 6, 7, 9, 10 & 11 BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/12/2015	FILENAME:	bca0601b4_b3i
CHECKED BY:	STS	DATE:	1/7/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/1/2015		

BRIDGE NO. B7413 DRAWING NO. 59891

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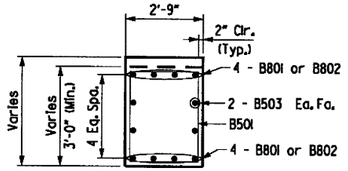
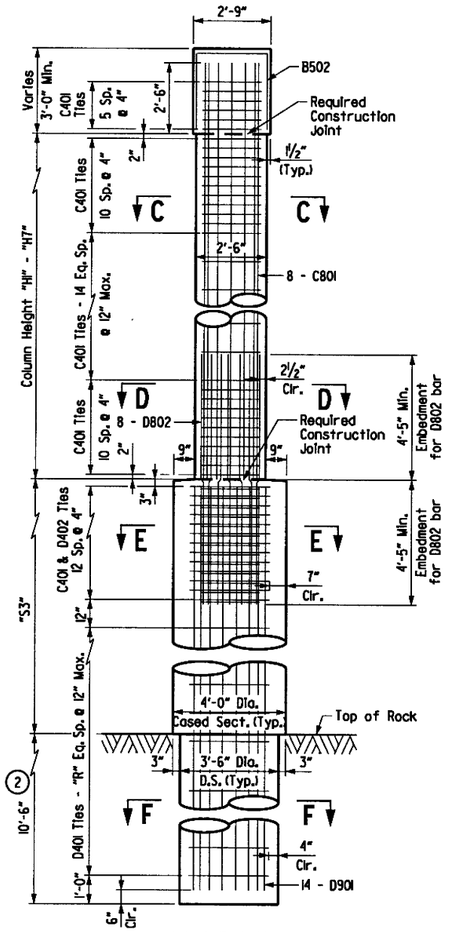
Jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1067	1465
				(1) B7413		BENT DETAILS		59892

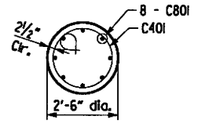
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
STEPHEN T. SMILEY
No. 13072
21 June 2018



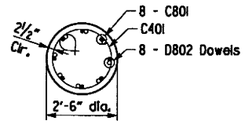
SECTION A-A
SCALE: 3/8" = 1'-0"



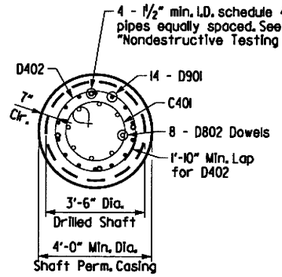
SECTION B-B
SCALE: 3/8" = 1'-0"



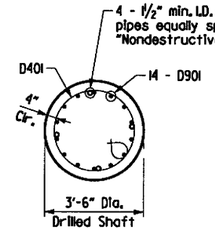
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

(1) Permanent casing will be required, lengths shown are for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0601 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from the Engineer.

(2) Minimum penetration into competent rock below permanent casing.

(3) Bars D40I, D402, D90I, & Dowels D802 are Non-pay Items, Subsidiary to SP Job No. CA0601 "Drilled Shaft Foundations".

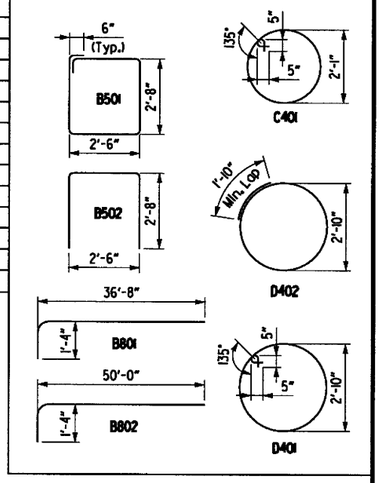
(4) 7 sets of 8 C80I bars with length "L" = "H2" + 2'-6" See "COLUMN AND SHAFT VARIABLES" for "HI" through "H7"

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap per Bent			
B50I	62	10'-9"	2 ½"
B502	21	7'-7"	2 ½"
B503	8	43'-1"	Str.
B80I	8	37'-10"	6"
B802	8	5'-2"	6"
Columns per Bent			
C40I	378	7'-8"	3"
(4) C80I	7 sets of 8	"L"	Str.
(3) Shafts per Bent			
D40I	"P"	10'-0"	3"
D402	91	10'-8"	3"
D90I	98	"Q"	Str.
D802	56	9'-4"	Str.

Bending Diagrams

Dimensions are out to out of Bars.



CAP VARIABLES

Bent	"CI"	"C2"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"
3	291.23	17'-10"	3'-1 1/16"	1'-4 1/4"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	3'-2"
4	291.43	17'-10"	3'-1 1/16"	1'-4 1/4"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	3'-2"
6	291.75	18'-4"	3'-1 1/16"	1'-4 1/4"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	3'-2"
7	292.04	18'-10"	3'-1 1/16"	1'-4 1/16"	2 ½"	2 ½"	2 ½"	2 3/16"	2 3/16"	2 3/16"	3'-2"
9	292.38	18'-10"	3'-0 15/16"	1'-2 1/8"	2 1/8"	2 1/8"	2 3/16"	2 3/16"	2 3/16"	2 1/4"	3'-2"
10	292.38	18'-10"	3'-0 7/8"	1'-0 15/16"	1 7/8"	1 15/16"	1 15/16"	2"	2"	2"	3'-2"
11	292.13	18'-10"	3'-0 3/4"	1'-0 3/16"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-2"

SHAFT REINFORCING VARIABLES

Bent	Drilled Shaft Reinforcing		
	"P"	"Q"	"R"
3	217	27'-3"	30
4	245	31'-3"	34
6	245	31'-3"	34
7	245	31'-3"	34
9	238	30'-3"	33
10	231	29'-9"	32
11	210	26'-9"	29

COLUMN AND SHAFT VARIABLES

Bent	Column Heights							Drilled Shaft Variables			
	"HI"	"H2"	"H3"	"H4"	"H5"	"H6"	"H7"	"SI"	"S2"	"S3"	"S4"
3	19'-1 7/8"	18'-11 5/16"	18'-8 3/4"	18'-6 1/8"	18'-3 9/16"	18'-0 5/16"	17'-10 3/8"	270.23	28'-0"	17'-6"	242.23
4	19'-1 7/8"	18'-11 5/16"	18'-8 3/4"	18'-6 1/8"	18'-3 9/16"	18'-0 5/16"	17'-10 3/8"	270.43	32'-0"	21'-6"	238.43
6	19'-7 7/8"	19'-5 5/16"	19'-2 3/4"	19'-0 1/8"	18'-9 9/16"	18'-6 5/16"	18'-4 3/8"	270.25	32'-0"	21'-6"	238.25
7	20'-1 3/4"	19'-11 3/16"	19'-8 5/8"	19'-6 1/16"	19'-3 1/2"	19'-0 5/16"	18'-10 3/8"	270.04	32'-0"	21'-6"	238.04
9	19'-11 7/8"	19'-9 5/16"	19'-7 3/4"	19'-5 1/16"	19'-2 9/16"	19'-0 3/16"	18'-10 5/16"	270.38	31'-0"	20'-6"	239.38
10	19'-10 11/16"	19'-8 5/16"	19'-6 3/16"	19'-4 1/2"	19'-2 7/16"	19'-0 3/16"	18'-10 1/4"	270.38	30'-6"	20'-0"	239.88
11	19'-10 5/16"	19'-8 5/16"	19'-6 5/16"	19'-4 5/16"	19'-2 5/16"	19'-0 1/4"	18'-10 1/4"	270.13	27'-6"	17'-0"	242.63

SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENTS 3, 4, 6, 7, 9, 10 & 11 BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/12/2015
CHECKED BY: STS DATE: 1/7/2016
DESIGNED BY: DD DATE: 12/11/2015
FILENAME: bca0601b4_b32
SCALE: AS SHOWN

BRIDGE NO. B7413 DRAWING NO. 59892

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1068	1465
B7413		BENT DETAILS		59893

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER STEPHEN T. SMILEY No. 13072

Stephen T. Smiley 21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"

(1) Permanent casing will be required, lengths shown are for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0601 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from the Engineer.

(2) Minimum penetration into competent rock below permanent casing.

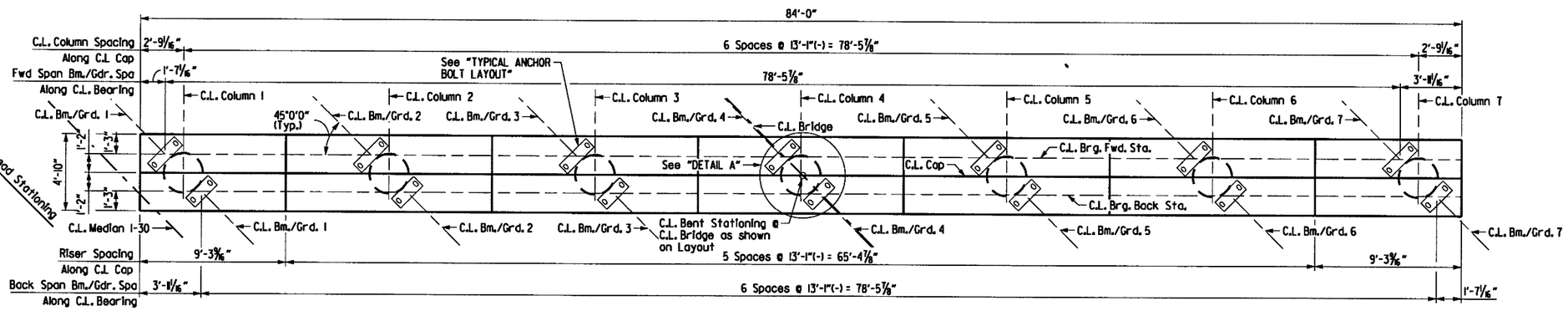
(3) B502 - 2 Spaces @ 10" = 1'-8"

(4) B501 - 2 Spaces @ 6" = 1'-0"

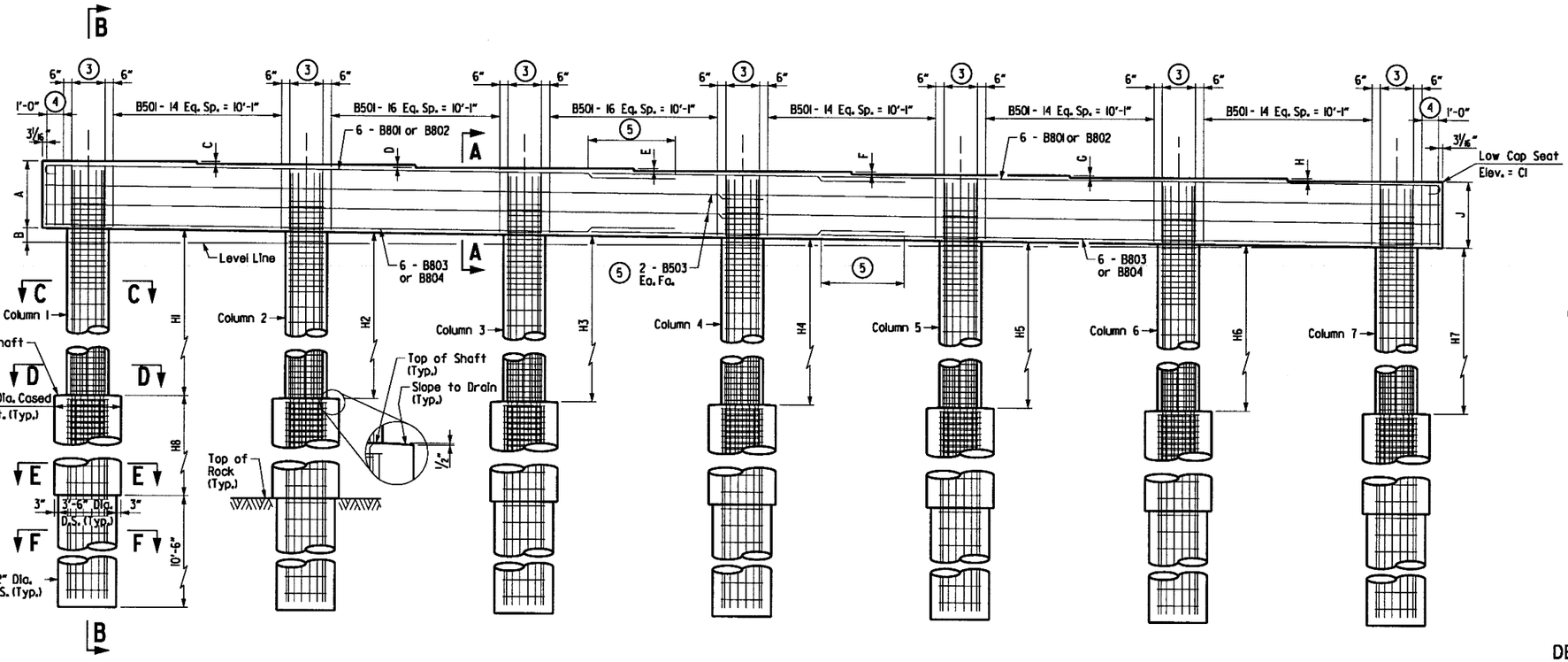
(5) 2'-5" Min. Lap #5 Bars
5'-0" Min. Lap #8 Bars

Lap Splice for #8 Bars at center of bay. Splice shall also alternate between bays such that no two adjacent bars are splice at the same location.

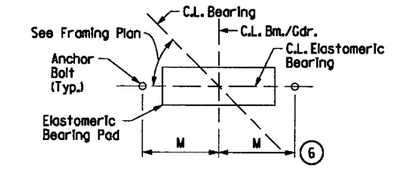
Lap Splice for #5 Bars at middle of bents. No alternating lap splice required.



PLAN
SCALE: ¼" = 1'-0"

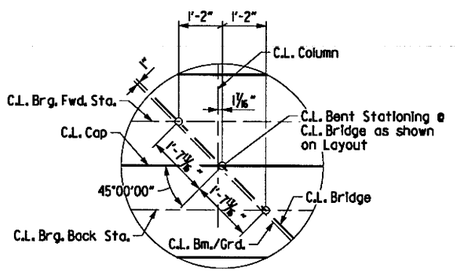


ELEVATION
(Looking Ahead)
SCALE: ¼" = 1'-0"



TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

(6) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906



DETAIL A
SCALE: ½" = 1'-0"

SHEET 1 OF 2
DETAILS OF INTERMEDIATE BENTS 5, 8 & 12
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/12/2015	FILENAME:	bca0601b4_b5l
CHECKED BY:	STS	DATE:	1/7/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/11/2015		

BRIDGE NO. B7413 DRAWING NO. 59893

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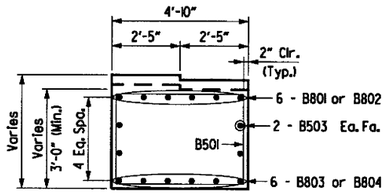
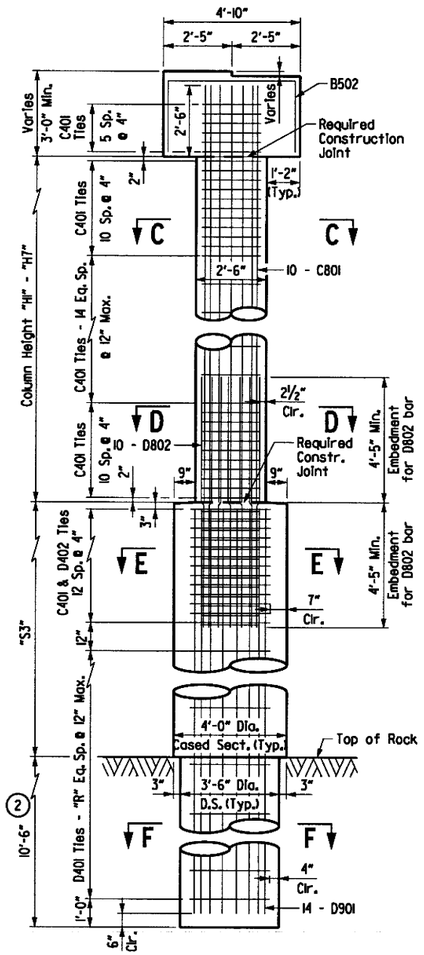
Jharrell



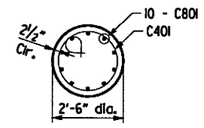
SECTION A-A

(Bent 5 shown; Bent 8 & 12 similar)
SCALE: 3/8" = 1'-0"

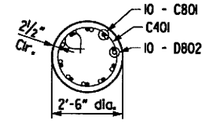


SECTION B-B

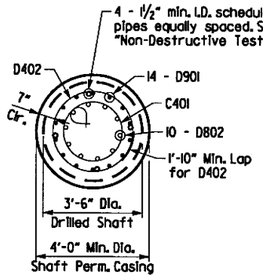
(Bent 5 shown; Bent 8 & 12 similar)
SCALE: 3/8" = 1'-0"



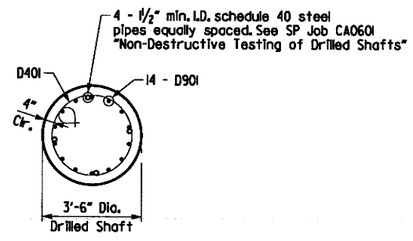
SECTION C-C



SECTION D-D

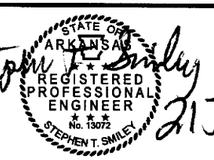


SECTION E-E



SECTION F-F

1. Permanent casing will be required, lengths shown are for estimating quantities only. Actual lengths are to be determined in the field. See SP Job CA0601 "Drilled Shaft Foundations". Permanent Casing shall not extend below top of competent rock without approval from the Engineer.
2. Minimum penetration into competent rock below permanent casing.
3. Bars D401, D402, D901, & Dowels D802 are Non-pay Items, Subsidiary to SP Job No. CA0601 "Drilled Shaft Foundations".
4. 7 sets of 10 C801 bars with length "L" = "H?" + 2'-6" See "COLUMN AND SHAFT VARIABLES" for "HI" through "H7"



21 June 2018

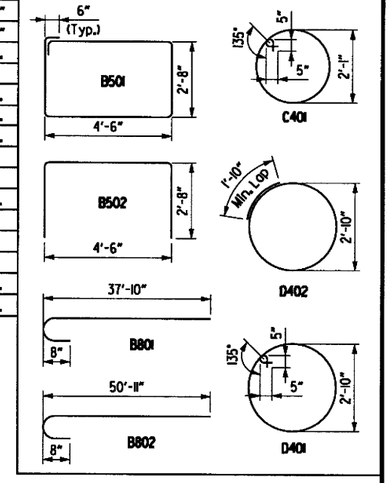
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1069	1465
				(1) B7413		BENT DETAILS		59894

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
Cap Bar Per Bent			
B501	100	14'-10"	2 ½"
B502	21	9'-8"	2 ½"
B503	8	43'-1"	Str.
B801	6	39'-5"	6"
B802	6	52'-6"	Str.
B803	6	37'-10"	Str.
B804	6	50'-11"	Str.
Columns per Bent			
C401	378	7'-8"	3"
(4) C801	7 sets of 10	"L"	Str.
(3) Shafts per Bent			
D401	"P"	10'-0"	3"
D402	91	10'-8"	3"
D901	98	"O"	Str.
D802	70	9'-4"	Str.

Bending Diagrams

Dimensions are out to out of Bars.



SHAFT REINFORCING VARIABLES

Bent	Drilled Shaft Reinforcing		
	"P"	"O"	"R"
5	245	31'-3"	34
8	231	29'-3"	32
12	210	26'-9"	29

CAP VARIABLES

Bent		"CI"	"C2"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"
5	Back Span	291.60	18'-3"	3'-2 1/16"	1'-5 1/4"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	3'-4"
	Fwd. Span	291.52		3'-1 1/16"	1'-5 1/4"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	2 3/16"	3'-3"
8	Back Span	292.22	18'-9"	3'-1"	1'-4"	2 1/4"	2 5/16"	2 5/16"	2 3/16"	2 3/16"	2 3/16"	3'-3"
	Fwd. Span	292.32		3'-2 3/16"	1'-4"	2 1/4"	2 5/16"	2 5/16"	2 5/16"	2 3/16"	2 3/16"	3'-4 3/16"
12	Back Span	291.94	18'-4"	3'-2 1/16"	1'-0 1/2"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	3'-3 1/4"
	Fwd. Span	291.84		3'-0 15/16"	1'-0 1/2"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	3'-2"

COLUMN AND SHAFT VARIABLES

Bent	Column Heights							Drilled Shaft Variables			
	"HI"	"H2"	"H3"	"H4"	"H5"	"H6"	"H7"	"SI"	"S2"	"S3"	"S4"
5	19'-7 5/16"	19'-5 1/4"	19'-2 3/16"	18'-11 7/8"	18'-9 3/16"	18'-6 1/2"	18'-3 13/16"	270.02	32'-0"	21'-6"	238.02
8	20'-0 1/4"	19'-9 3/4"	19'-7 1/4"	19'-4 13/16"	19'-2 5/16"	18'-11 13/16"	18'-9 5/16"	270.22	30'-0"	19'-6"	240.22
12	19'-4 1/4"	19'-2 5/16"	19'-0 3/16"	18'-10 7/16"	18'-8 1/2"	18'-6 1/2"	18'-4 9/16"	270.34	27'-6"	17'-0"	242.84

SHEET 2 OF 2
DETAILS OF INTERMEDIATE BENTS 5, 8 & 12
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/12/2015 FILENAME: bca0601b4_b52
CHECKED BY: STS DATE: 1/7/2016 SCALE: AS SHOWN
DESIGNED BY: DD DATE: 12/11/2015

BRIDGE NO. B7413 DRAWING NO. 59894

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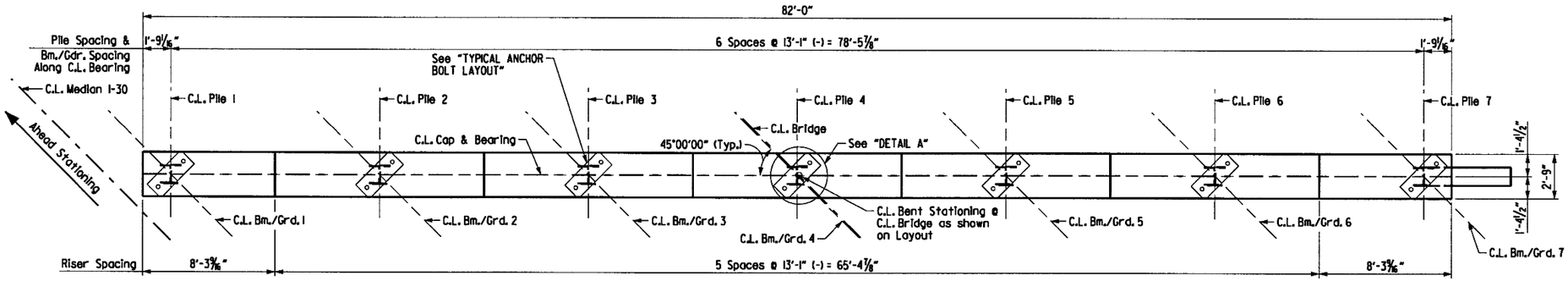
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1070	1465

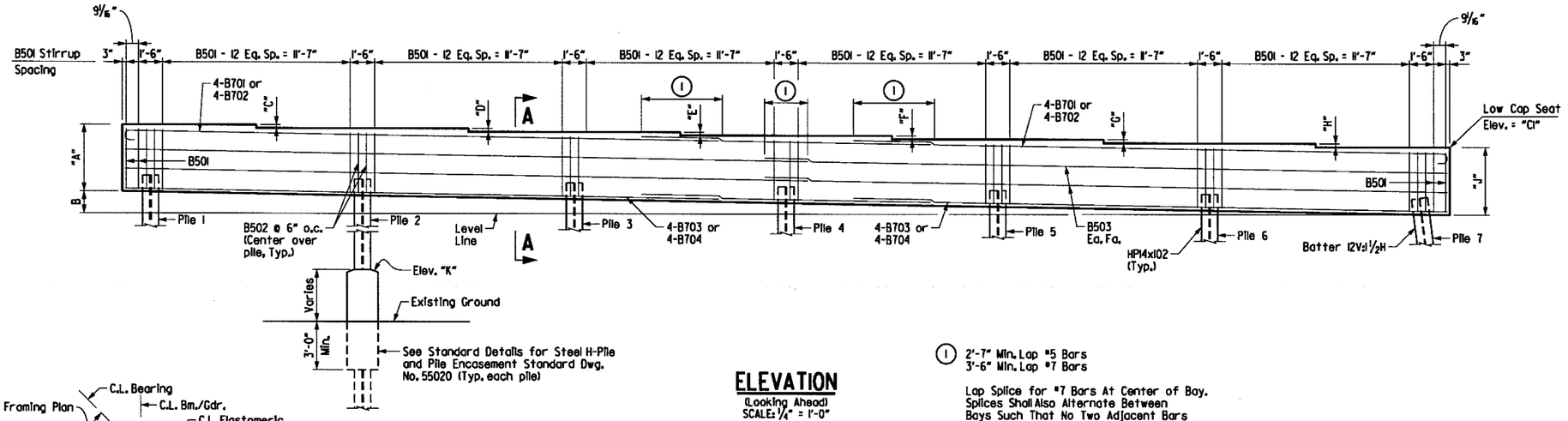
1 B7413 **BENT DETAILS** 59895

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
27 June 2018

For Project Bridge General Notes, see Dwg. No. 59691
Drilled shafts shall conform to SP Job CA0601 "Drilled Shaft Foundations"



PLAN
SCALE: 1/4" = 1'-0"



ELEVATION
(Looking Ahead)
SCALE: 1/4" = 1'-0"

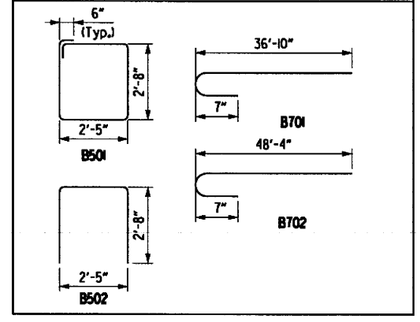
(1) 2'-7" Min. Lap #5 Bars
3'-6" Min. Lap #7 Bars

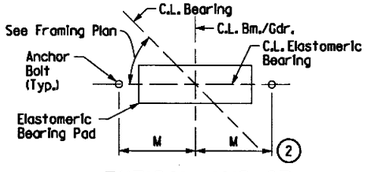
Lap Splice for #7 Bars At Center of Bay. Splices Shall Also Alternate Between Bays Such That No Two Adjacent Bars Are Splice At The Same Location.
Lap Splice for #5 Bars at middle of Bents. No Alternating lap splice required.

BAR LIST

MARK	NO. REQ'D.	LENGTH	P.D.
B501	82	10'-9"	2 1/2"
B502	14	7'-7"	2 1/2"
B503	8	42'-1"	Str.
B701	4	37'-9"	5 1/4"
B702	4	49'-3"	5 1/4"
B703	4	36'-11"	Str.
B704	4	48'-5"	Str.

Bending Diagrams



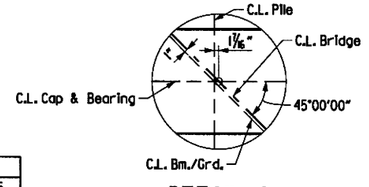


TYPICAL ANCHOR BOLT LAYOUT
No Scale - Looking Ahead

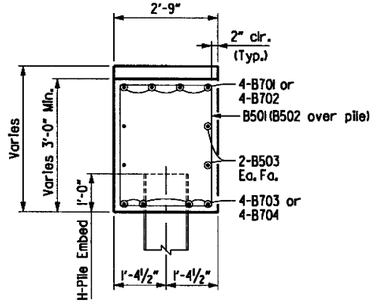
(2) For details and dimension M of Elastomeric Bearing see Dwg. No. 59906

TABLE OF VARIABLES

Bent	"C1"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"
2	290.95	3'-1 1/16"	1'-4 1/4"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	3'-2"	279.5
13	291.62	3'-0 3/4"	1'-0 9/16"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-2"	276.5
14	291.33	3'-0 3/4"	1'-0 9/16"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	1 7/8"	3'-2"	278.0



DETAIL A
SCALE: 1/2" = 1'-0"



SECTION A-A
SCALE: 1/2" = 1'-0"

DETAILS OF INTERMEDIATE BENTS 2, 13 & 14 BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/12/2015 FILENAME: bco0601b4_bi3i
CHECKED BY: STS DATE: 1/7/2016 SCALE: AS SHOWN
DESIGNED BY: DD DATE: 12/11/2015

BRIDGE NO. B7413 DRAWING NO. 59895

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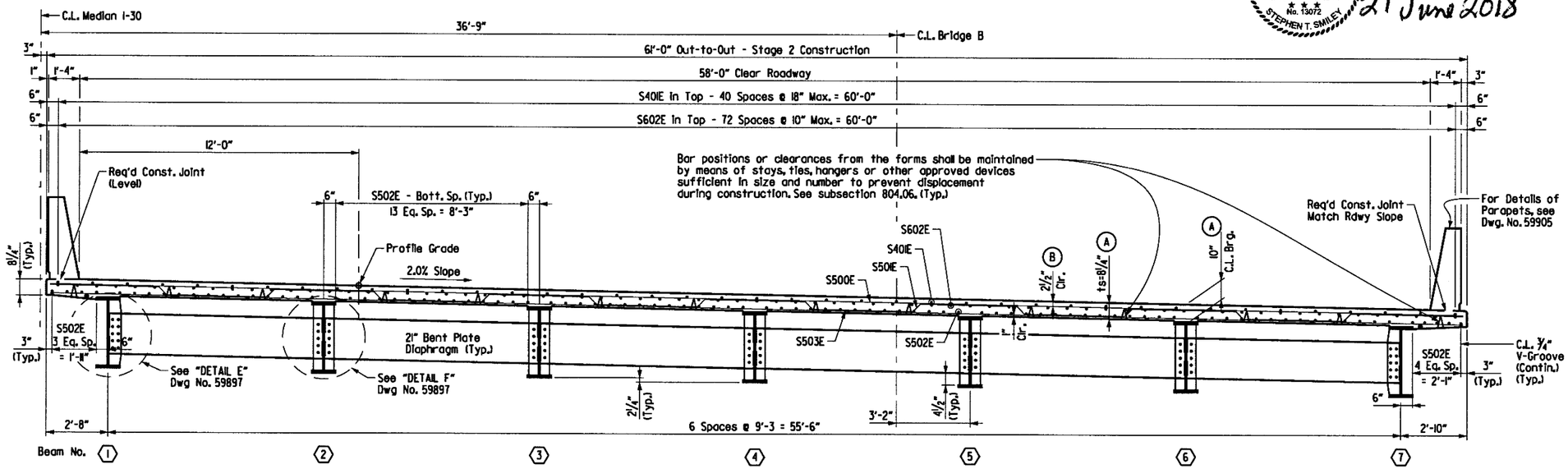
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

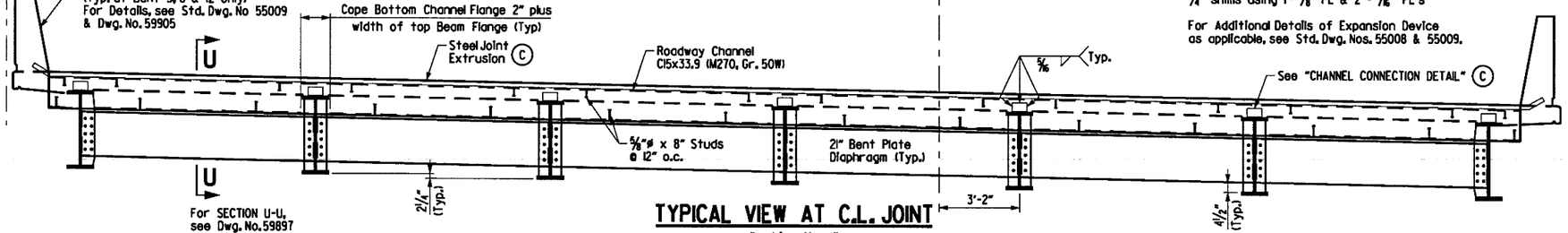
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1071	1465
(1) B7413		SPAN DETAILS		59896

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



TYPICAL ROADWAY SECTION

(Looking Ahead)
Scale: ⅜" = 1'-0"



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"

EXPANSION DEVICE @ BENTS 1, 5, 8, 12, 15 (C)

Roadway Channel C15x33.9 (M270, Gr. 50W)
Conn. ∠'s 8"x4"x½" (End Bents) or Split C15x33.9 (Bents 5,8,12)
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S501E. Payment will be based on the weight of bar S501E.

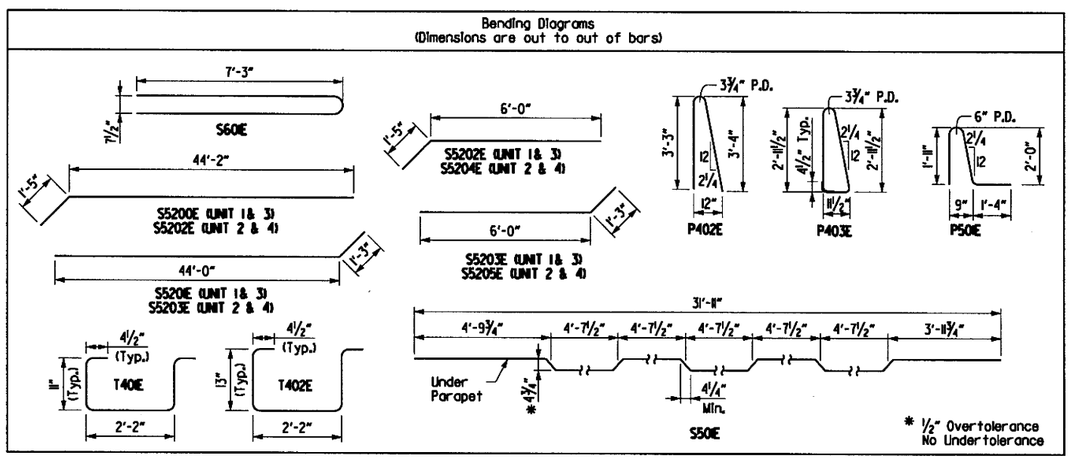
Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

BAR LIST

Mark	No. Req'd. (Unit 1)	No. Req'd. (Unit 3)	Length	Pin Dia.
S401E	328	328	37'-3"	Str.
S500E	410	410	32'-1"	Str.
S501E	408	408	32'-8"	3"
S502E	465	465	58'-7"	Str.
S503E	410	410	32'-1"	Str.
S504E to S510E	2 Ea.	2 Ea.	6'-6" to 59'-0"	Str.
S5102E to S5199E	2 Ea.	2 Ea.	6'-4" to 58'-7"	Str.
S5200E	4	4	45'-7"	3 ¾"
S5201E	4	4	45'-3"	3 ¾"
S5202E	18	18	7'-5"	3 ¾"
S5203E	18	18	7'-3"	3 ¾"
S601E	504	504	14'-10"	6"
S602E	219	219	60'-0"	Str.
T401E	64	-	4'-5"	2"
T402E	64	128	4'-9"	2"
T601E	16	16	42'-7"	Str.
T701E	60	60	11'-1"	Str.
P501E	447	447	5'-8"	3 ¾"
P401E	84	84	5'-6"	Str.
P402E	447	447	6'-11"	3 ¾"
P403E	80	80	7'-11"	3 ¾"
P404E	22	22	11'-7"	Str.
P405E	110	110	14'-8"	Str.
P406E	66	66	15'-4"	Str.
P407E	22	22	15'-7"	Str.
P408E	132	132	15'-8"	Str.
P409E	44	44	16'-8"	Str.

Bending Diagrams
(Dimensions are out to out of bars)



SLAB REINFORCING:

Transverse:
- S500E @ 13" Centers (Top)
- S601E @ 13" Centers (Top Overhang)
- S501E @ 13" Centers (Bent up over beam)
- S503E @ 13" Centers (Bottom)

Longitudinal:
- S401E @ 18" Centers (Top Temperature)
- S602E @ 10" Centers (Placed in Top as shown over Int. Supports)
- S502E @ place as shown (Bottom)

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is ¼" from bottom reinforcing steel. Maximum = top flange thickness plus 2⅞".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Bents 5, 8 & 12. For Joint Data Tables, see Dwg. No. 59865

For "LONGITUDINAL CONSTRUCTION JOINT" detail, see Std. Dwg. No. 55007

SHEET 1 OF 4
DETAILS OF 280' CONTINUOUS COMPOSITE W-BEAM UNITS 1 & 3
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/3/2015	FILENAME:	bco060lb4_sll
CHECKED BY:	STS	DATE:	1/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	10/2/2015		

BRIDGE NO. B7413 DRAWING NO. 59896

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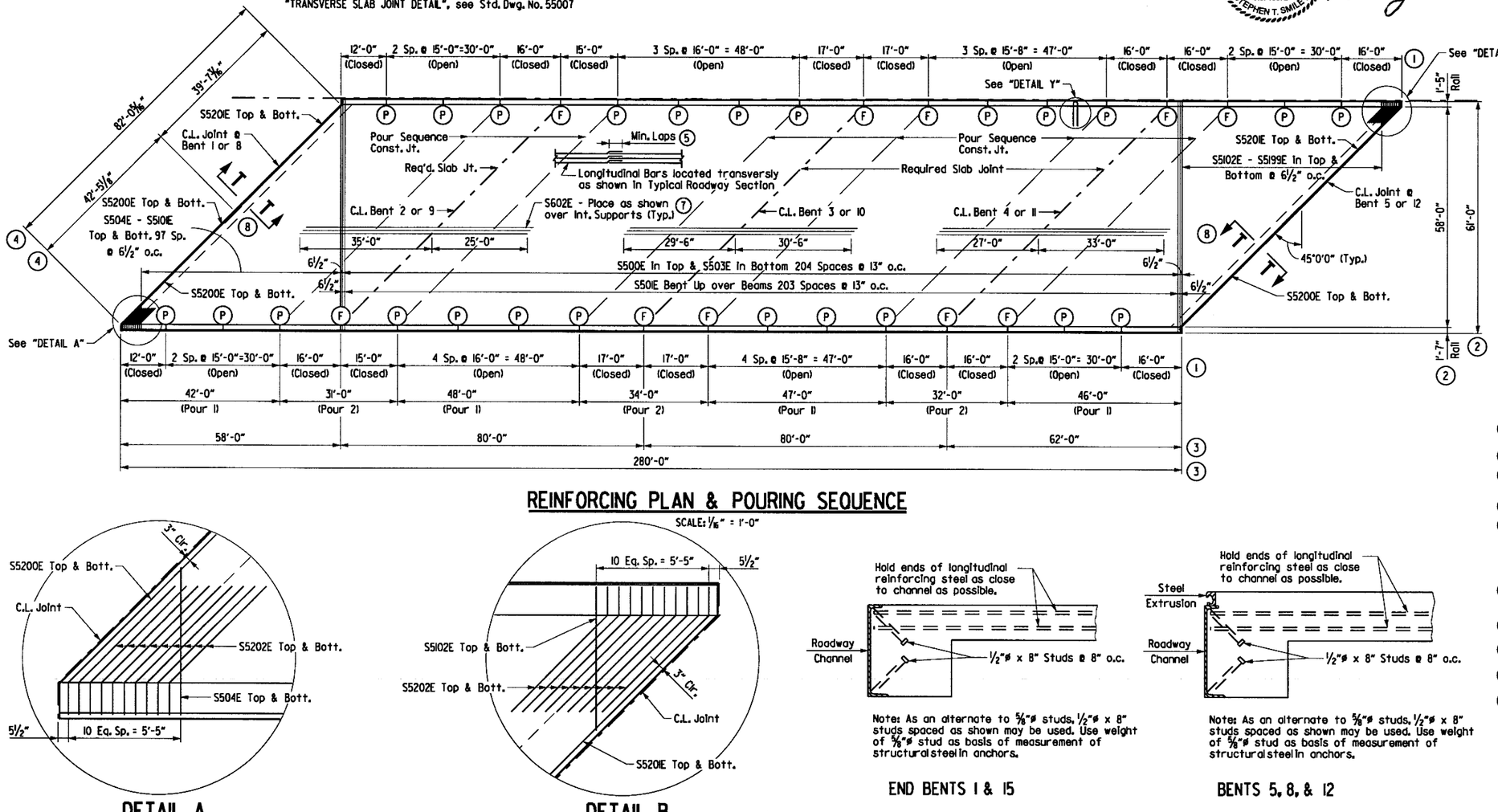
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1072	1465
				B7413		SPAN DETAILS		59897

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, "LONGITUDINAL CONSTRUCTION JOINT" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"

DETAIL A
No Scale

DETAIL B
No Scale

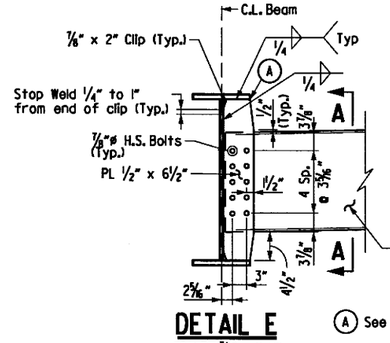
Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅞"ø stud as basis of measurement of structural steel in anchors.

END BENTS 1 & 15

Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅞"ø stud as basis of measurement of structural steel in anchors.

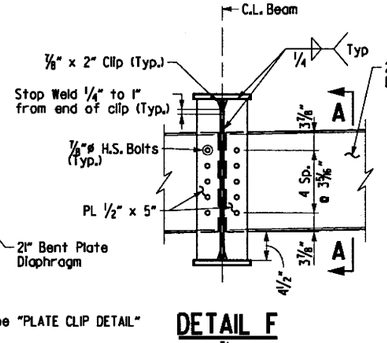
BENTS 5, 8, & 12

SECTION U-U
No Scale

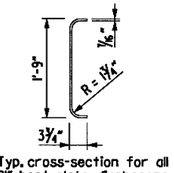


DETAIL E
SCALE: ¾" = 1'-0"

(A) See "PLATE CLIP DETAIL"

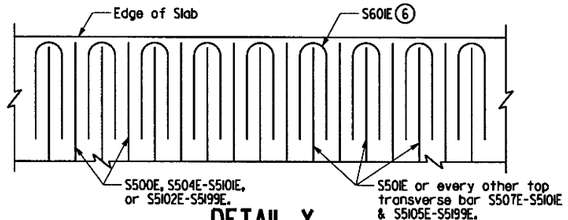


DETAIL F
SCALE: ¾" = 1'-0"



Typ. cross-section for all 21" bent plate diaphragms

SECTION A-A
SCALE: ¾" = 1'-0"



DETAIL Y
No Scale

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

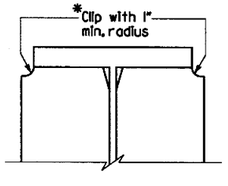
For each stage of construction, pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.
(2) Dimensions measured along horizontal control line.
(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.
(4) Dimensions measured along centerline of joint.
(5) Min. Laps for splices applicable to longitudinal and transverse reinforcing are as follows:
- #4 bars = 2'-7"
- #5 bars = 3'-3"
- #6 bars = 3'-10"

(6) Spaced equally between every other top transervse bar as shown.
(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59896
(8) For Section T-T, see Dwg. No. 59904
(P) C.L. Partial Depth Parapet Joint (¼" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59905
(F) C.L. Full Depth Parapet Joint (¼" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59905



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

PLATE CLIP DETAIL
Not to Scale

SHEET 2 OF 4
DETAILS OF 280' CONTINUOUS COMPOSITE W-BEAM UNIT 1 & 3 BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/3/2015	FILENAME:	bca0601b4_sl2
CHECKED BY:	STS	DATE:	1/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	10/2/2015		

BRIDGE NO. B7413 DRAWING NO. 59897

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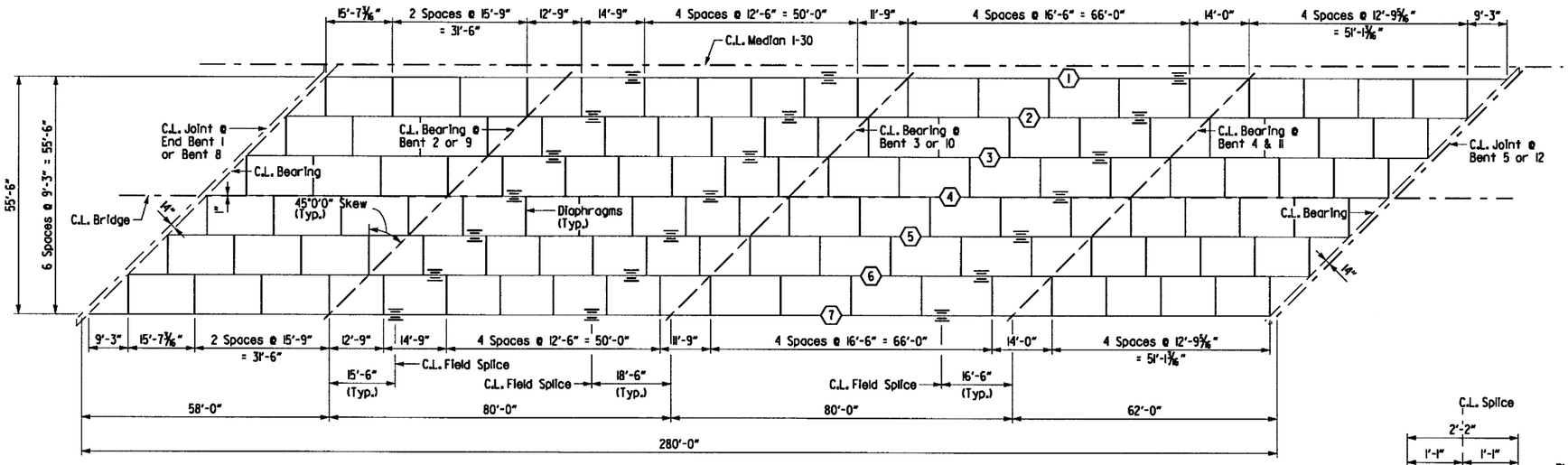
6/21/2018 1:23:38 PM jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1073	1465
				(1) B7413		SPAN DETAILS		59898

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley 21 June 2018



FRAMING PLAN

SCALE: 1/16" = 1'-0"

NOTES:

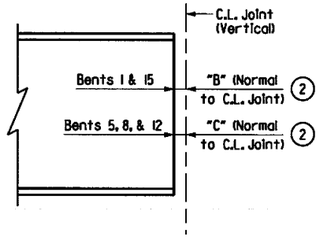
For "WELD TABLE" and "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007.

Stud Shear Connectors shall be 7/8" dia. x 5"; use 3 studs per row.

(X) Beam Number

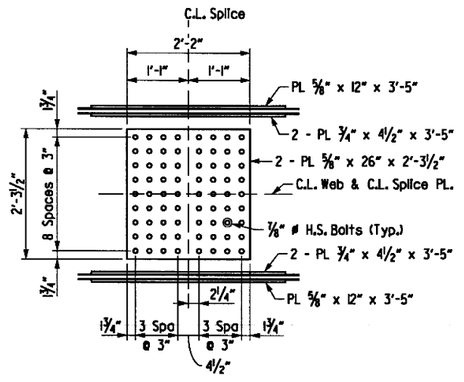
(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of top and bottom flanges horizontally parallel to C.L. Joint.



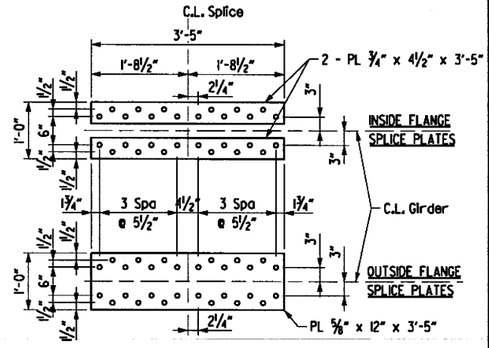
TYPICAL BM./GDR. END DETAIL

Not to Scale
For dimension "B" & "C", see Dwg. No. 59865



WEB SPLICE DETAIL

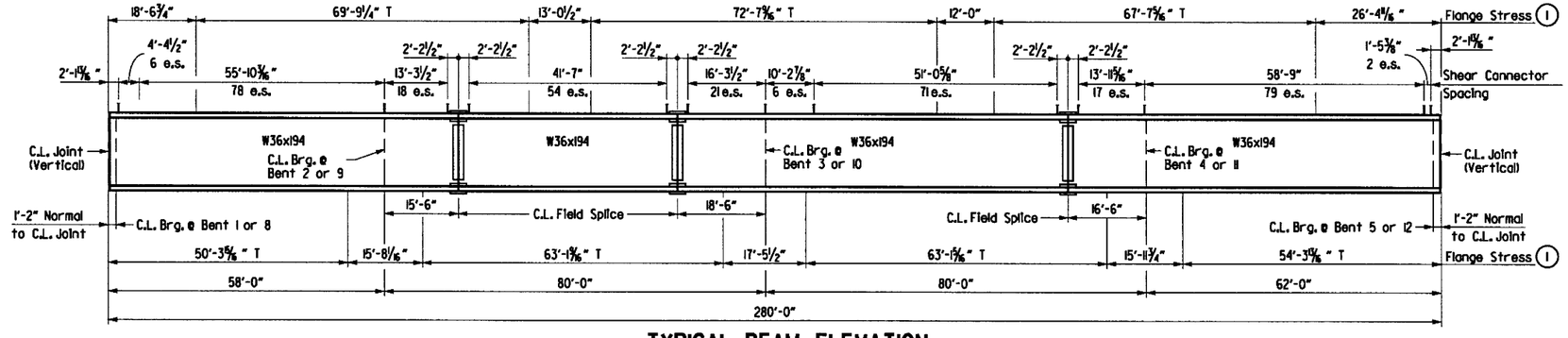
SCALE: 3/4" = 1'-0"



TOP AND BOTTOM

FLANGE SPLICE DETAIL

SCALE: 3/4" = 1'-0"



TYPICAL BEAM ELEVATION

SCALE: 1" = 15' Horiz.

SHEET 3 OF 4
DETAILS OF 280' CONTINUOUS COMPOSITE W-BEAM UNIT 1 & 3 BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/3/2015	FILENAME:	bco0601b4_sl3
CHECKED BY:	STS	DATE:	1/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	10/2/2015		

BRIDGE NO. B7413 DRAWING NO. 59898

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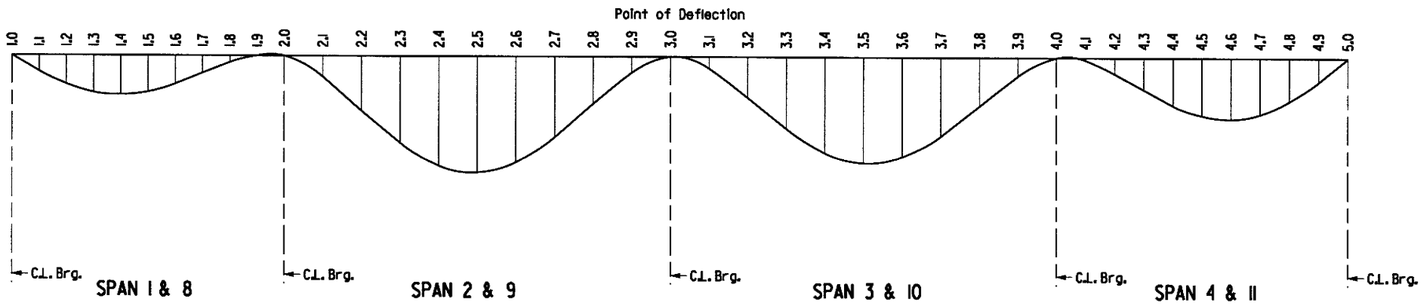
TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)																				
		Structural Steel							Structural Steel + Slab							Structural Steel + Slab + Parapets						
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1 & 8	1.1	0.019	0.018	0.018	0.018	0.018	0.019	0.018	0.092	0.107	0.106	0.106	0.106	0.108	0.09	0.1	0.114	0.112	0.107	0.112	0.115	0.098
	1.2	0.032	0.033	0.033	0.033	0.033	0.033	0.031	0.157	0.19	0.189	0.189	0.189	0.19	0.155	0.17	0.203	0.2	0.19	0.2	0.203	0.169
	1.3	0.04	0.042	0.042	0.042	0.042	0.042	0.039	0.196	0.245	0.244	0.244	0.244	0.245	0.196	0.213	0.262	0.259	0.246	0.258	0.262	0.214
	1.4	0.042	0.045	0.044	0.044	0.044	0.045	0.043	0.207	0.261	0.259	0.259	0.259	0.262	0.213	0.224	0.279	0.275	0.26	0.274	0.28	0.232
	1.5	0.039	0.041	0.041	0.041	0.041	0.041	0.04	0.191	0.241	0.24	0.239	0.239	0.242	0.201	0.207	0.257	0.255	0.24	0.253	0.259	0.219
	1.6	0.031	0.032	0.031	0.031	0.031	0.032	0.032	0.154	0.189	0.186	0.186	0.186	0.19	0.162	0.167	0.202	0.199	0.186	0.197	0.203	0.177
	1.7	0.021	0.019	0.019	0.019	0.019	0.019	0.019	0.106	0.116	0.114	0.114	0.114	0.117	0.097	0.115	0.124	0.122	0.113	0.121	0.125	0.106
	1.8	0.008	0.006	0.006	0.006	0.006	0.006	0.01	0.041	0.043	0.042	0.042	0.041	0.044	0.052	0.044	0.046	0.046	0.04	0.044	0.047	0.057
	1.9	0	-0.001	-0.001	-0.001	-0.001	-0.001	0.004	0.001	-0.002	-0.002	-0.002	-0.003	-0.001	0.022	0.001	-0.002	-0.001	-0.003	-0.003	-0.001	0.024
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2 & 9	2.1	0.023	0.026	0.026	0.026	0.026	0.026	0.023	0.109	0.137	0.139	0.139	0.139	0.137	0.112	0.119	0.146	0.145	0.144	0.146	0.146	0.121
	2.2	0.062	0.067	0.068	0.068	0.068	0.067	0.061	0.293	0.361	0.367	0.367	0.368	0.361	0.294	0.319	0.384	0.384	0.378	0.387	0.384	0.319
	2.3	0.098	0.106	0.107	0.107	0.107	0.106	0.097	0.467	0.572	0.582	0.581	0.582	0.572	0.468	0.508	0.609	0.61	0.598	0.612	0.608	0.508
	2.4	0.126	0.134	0.135	0.135	0.135	0.134	0.125	0.599	0.721	0.733	0.732	0.733	0.722	0.604	0.652	0.767	0.77	0.753	0.77	0.768	0.655
	2.5	0.133	0.142	0.143	0.143	0.143	0.142	0.134	0.631	0.763	0.776	0.775	0.776	0.765	0.646	0.686	0.812	0.815	0.797	0.815	0.814	0.702
	2.6	0.122	0.129	0.13	0.13	0.13	0.129	0.122	0.579	0.693	0.706	0.705	0.705	0.696	0.589	0.629	0.738	0.743	0.725	0.74	0.74	0.64
	2.7	0.093	0.099	0.1	0.1	0.1	0.099	0.094	0.438	0.526	0.537	0.536	0.536	0.529	0.453	0.475	0.56	0.566	0.551	0.562	0.563	0.493
	2.8	0.057	0.058	0.059	0.059	0.059	0.059	0.055	0.266	0.307	0.314	0.314	0.314	0.31	0.265	0.288	0.327	0.331	0.323	0.328	0.33	0.289
	2.9	0.021	0.02	0.021	0.021	0.021	0.021	0.022	0.096	0.103	0.107	0.107	0.107	0.106	0.104	0.104	0.11	0.113	0.11	0.111	0.113	0.113
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3 & 10	3.1	0.009	0.013	0.012	0.012	0.012	0.012	0.012	0.047	0.081	0.078	0.078	0.078	0.079	0.064	0.052	0.087	0.082	0.079	0.083	0.085	0.069
	3.2	0.044	0.046	0.045	0.045	0.045	0.045	0.039	0.22	0.275	0.272	0.272	0.272	0.272	0.199	0.24	0.294	0.286	0.277	0.288	0.29	0.216
	3.3	0.073	0.081	0.081	0.081	0.081	0.081	0.076	0.362	0.479	0.478	0.478	0.478	0.477	0.384	0.395	0.511	0.503	0.487	0.506	0.509	0.416
	3.4	0.104	0.109	0.109	0.109	0.109	0.109	0.102	0.513	0.639	0.639	0.638	0.639	0.637	0.512	0.559	0.682	0.673	0.651	0.675	0.68	0.556
	3.5	0.115	0.12	0.12	0.12	0.12	0.12	0.114	0.566	0.703	0.704	0.703	0.704	0.702	0.573	0.616	0.75	0.742	0.717	0.742	0.749	0.622
	3.6	0.109	0.113	0.113	0.113	0.113	0.113	0.11	0.536	0.661	0.662	0.661	0.662	0.661	0.552	0.583	0.705	0.698	0.675	0.697	0.705	0.6
	3.7	0.089	0.089	0.089	0.089	0.089	0.089	0.087	0.437	0.522	0.524	0.523	0.524	0.523	0.437	0.475	0.557	0.553	0.534	0.551	0.558	0.475
	3.8	0.054	0.054	0.054	0.054	0.054	0.054	0.057	0.268	0.32	0.321	0.321	0.321	0.321	0.286	0.291	0.341	0.339	0.328	0.337	0.343	0.311
	3.9	0.024	0.02	0.02	0.02	0.02	0.021	0.024	0.118	0.122	0.122	0.122	0.122	0.124	0.12	0.128	0.13	0.129	0.124	0.128	0.132	0.131
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4 & 11	4.1	0.003	0.004	0.004	0.004	0.004	0.004	0.003	0.012	0.016	0.016	0.016	0.016	0.015	0.012	0.013	0.017	0.016	0.016	0.017	0.016	0.013
	4.2	0.019	0.02	0.021	0.021	0.021	0.02	0.017	0.086	0.105	0.106	0.106	0.106	0.104	0.079	0.094	0.112	0.111	0.108	0.113	0.111	0.085
	4.3	0.035	0.04	0.04	0.04	0.04	0.04	0.034	0.163	0.211	0.212	0.212	0.212	0.209	0.163	0.178	0.225	0.222	0.216	0.224	0.222	0.176
	4.4	0.054	0.059	0.059	0.059	0.059	0.059	0.054	0.253	0.315	0.317	0.317	0.317	0.313	0.257	0.276	0.336	0.333	0.323	0.335	0.333	0.278
	4.5	0.066	0.071	0.071	0.071	0.071	0.071	0.064	0.31	0.382	0.384	0.384	0.384	0.381	0.309	0.338	0.407	0.404	0.392	0.405	0.406	0.334
	4.6	0.07	0.075	0.075	0.075	0.075	0.075	0.07	0.33	0.405	0.407	0.407	0.408	0.404	0.336	0.36	0.431	0.428	0.415	0.43	0.43	0.364
	4.7	0.065	0.069	0.069	0.069	0.069	0.068	0.064	0.307	0.373	0.375	0.375	0.375	0.371	0.308	0.335	0.397	0.395	0.383	0.395	0.395	0.334
	4.8	0.05	0.053	0.053	0.053	0.053	0.052	0.049	0.237	0.286	0.288	0.288	0.288	0.284	0.238	0.258	0.305	0.303	0.294	0.303	0.302	0.258
	4.9	0.028	0.029	0.029	0.029	0.029	0.029	0.028	0.132	0.158	0.159	0.159	0.159	0.158	0.137	0.144	0.168	0.168	0.162	0.167	0.168	0.148
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1074	1465
				(1) B7413		SPAN DETAILS		59899

NOTES:

For "SCREED RAIL SUPPORT FOR PLATE GIRDERS" detail, see Std. Dwg. No. 55007.

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 4 OF 4
DETAILS OF 280' CONTINUOUS
COMPOSITE W-BEAM UNIT 1 & 3
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	7/16/2016	FILENAME:	bcc0601b4_sl4
CHECKED BY:	STS	DATE:	7/20/2016	SCALE:	NONE
DESIGNED BY:	JH	DATE:	7/13/2016		

BRIDGE NO. B7413 DRAWING NO. 59899

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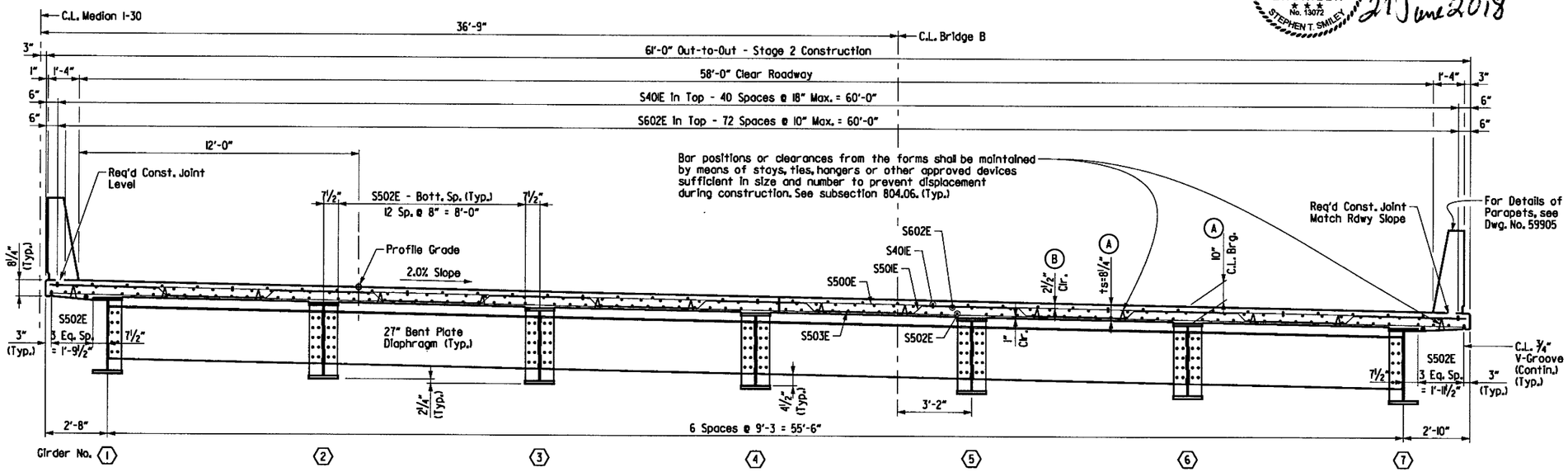
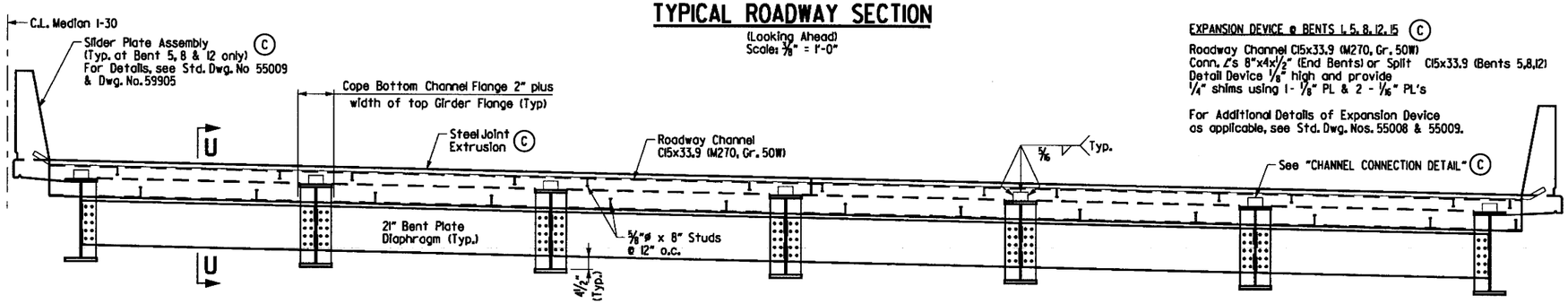
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1075	1465
				(1) B7413		SPAN DETAILS		59900

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



TYPICAL ROADWAY SECTION

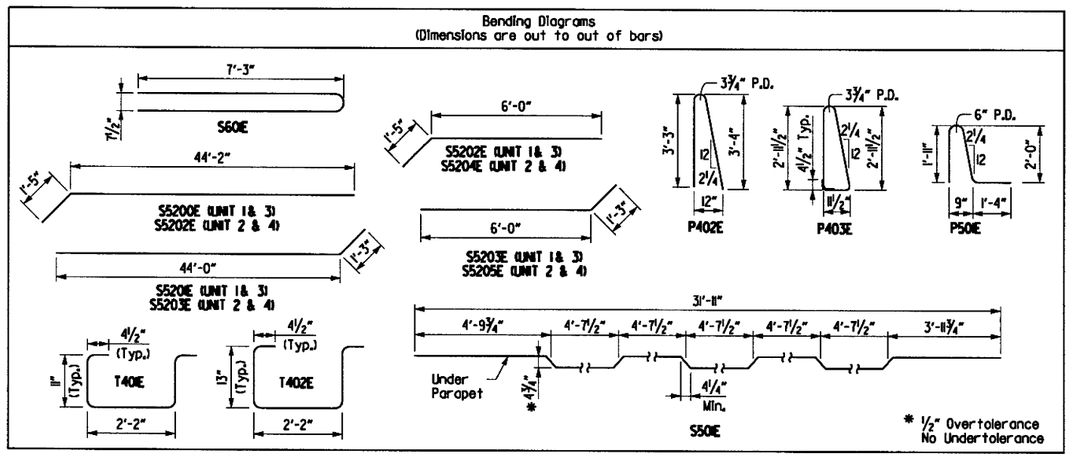
(Looking Ahead)
Scale: ⅜" = 1'-0"



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"

Bending Diagrams
(Dimensions are out to out of bars)



EXPANSION DEVICE @ BENTS 1, 5, 8, 12, 15 (C)

Roadway Channel C15x33.9 (M270, Gr. 50W)
Conn. ∠'s 8"x4"x½" (End Bents) or Split C15x33.9 (Bents 5,8,12)
Detail Device ⅛" high and provide ¼" shims using 1- ⅛" PL & 2 - 1/16" PL's

For Additional Details of Expansion Device as applicable, see Std. Dwg. Nos. 55008 & 55009.

SLAB REINFORCING:

Transverse:
- S500E @ 13" Centers (Top)
- S60IE @ 13" Centers (Top Overhang)
- S50IE @ 13" Centers (Bent up over beam)
- S503E @ 13" Centers (Bottom)

Longitudinal:
- S40IE @ 18" Centers (Top Temperature)
- S602E @ 10" Centers (Placed in Top as shown over Int. Supports)
- S502E @ place as shown (Bottom)

(A) See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is ¼" from bottom reinforcing steel; Maximum = top flange thickness plus 2⅞".

(B) Tolerance: Minus = ¼", Plus equal to amount of slab thickening used to meet thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007.

(C) Provide Poured Silicone Joints at End Bents and Neoprene Strip Seal Joints with Steel Extrusion at Bents 5, 8 & 12. For Joint Data Tables, see Dwg. No. 59865

For "LONGITUDINAL CONSTRUCTION JOINT" detail, see Std. Dwg. No. 55007

NOTES:

For Project Bridge General Notes, see Dwg. No. 59691

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S50IE. Payment will be based on the weight of bar S50IE.

Class I Protective Surface Treatment shall be applied to the Roadway Surface and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

BAR LIST

Mark	No. Req'd. (Unit 2)	No. Req'd. (Unit 4)	Length	Pin Dia.
S40IE	287	287	37'-11"	Str.
S500E	354	354	32'-1"	Str.
S50IE	352	352	32'-9"	3"
S502E	430	430	52'-7"	Str.
S503E	354	354	32'-1"	Str.
S504E to S5102E	2 Ea.	2 Ea.	6'-1" to 59'-2"	Str.
S5103E to S5201E	2 Ea.	2 Ea.	5'-11" to 58'-10"	Str.
S5202E	4	4	45'-7"	3 ¾"
S5203E	4	4	45'-3"	3 ¾"
S5204E	18	18	7'-5"	3 ¾"
S5205E	18	18	7'-3"	3 ¾"
S60IE	448	448	14'-10"	6"
S602E	219	219	60'-0"	Str.
T40IE	64	-	4'-5"	2"
T402E	64	128	4'-9"	2"
T60IE	16	16	42'-7"	Str.
T70IE	60	60	11'-1"	Str.
P50IE	370	370	5'-8"	3 ¾"
P40IE	84	84	5'-6"	Str.
P402E	370	370	6'-11"	3 ¾"
P403E	112	112	7'-11"	3 ¾"
P404E	88	88	9'-8"	Str.
P405E	88	88	11'-8"	Str.
P406E	44	44	12'-7"	Str.
P407E	88	88	12'-8"	Str.
P408E	132	132	13'-5"	Str.

SHEET 1 OF 4
DETAILS OF 250' CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/3/2015	FILENAME:	bca0601b4_s2l
CHECKED BY:	STS	DATE:	1/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	10/2/2015		

BRIDGE NO. B7413 DRAWING NO. 59900

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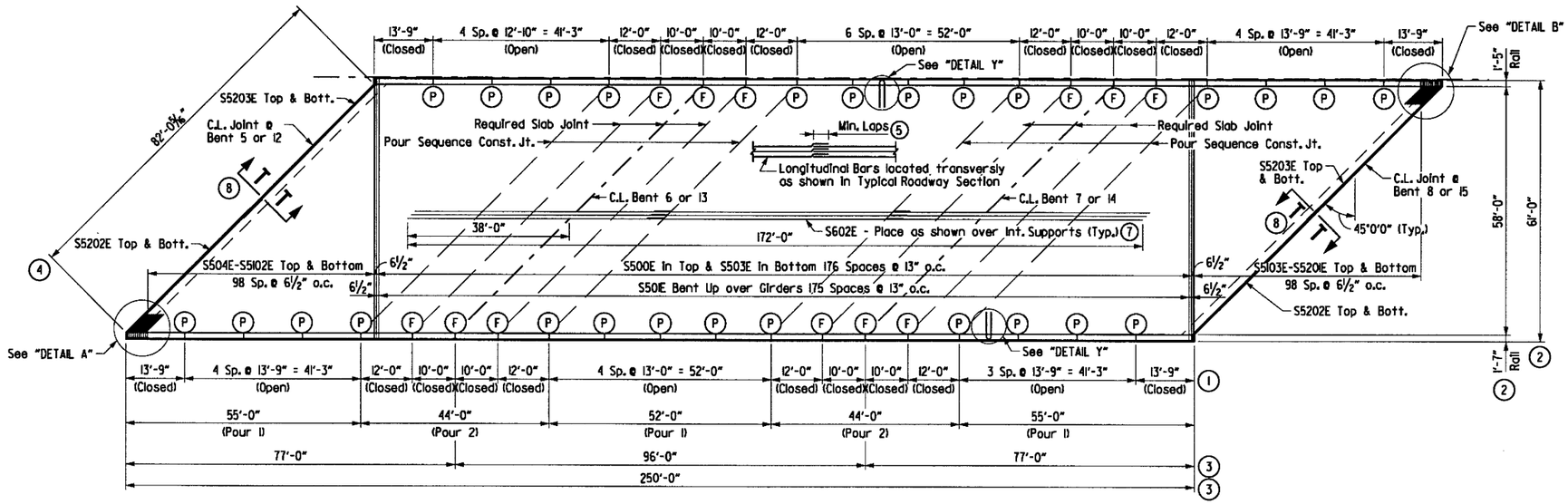
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1076	1465
				(1) B7413		SPAN DETAILS		59901

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
19 July 2018

For "CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW" detail, "LONGITUDINAL CONSTRUCTION JOINT" detail, and "TRANSVERSE SLAB JOINT DETAIL", see Std. Dwg. No. 55007



REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

For each stage of construction, pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min. Laps for splices applicable to longitudinal and transverse reinforcing are as follows:
- #4 bars = 2'-7"
- #5 bars = 3'-3"
- #6 bars = 3'-10"

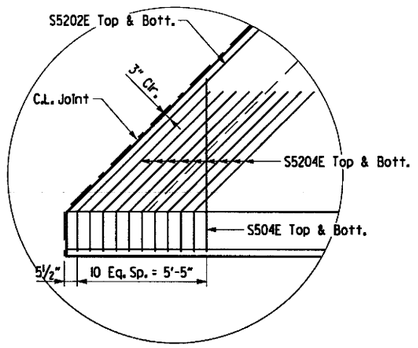
(6) Spaced equally between every other top transervse bar as shown.

(7) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59900

(8) For Section T-T, see Dwg. No. 59904

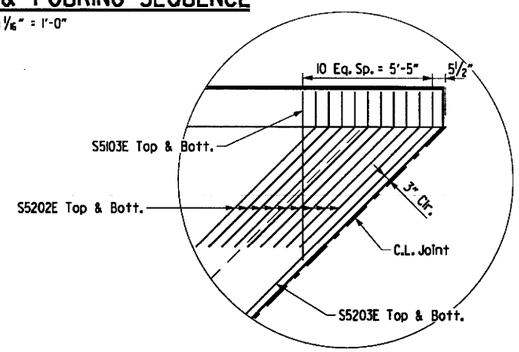
(P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab. See Dwg. No. 59905

(F) C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab. See Dwg. No. 59905



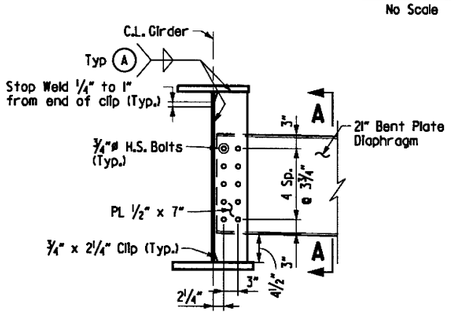
DETAIL A

No Scale



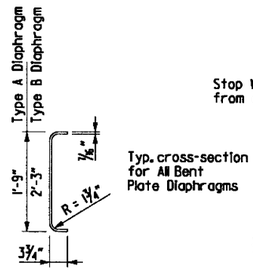
DETAIL B

No Scale



DIAPHRAGM CONNECTION TYPE A

SCALE: ¾" = 1'-0"

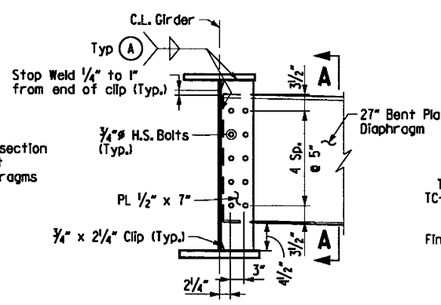


Typ. cross-section for All Bent Plate Diaphragms

SECTION A-A

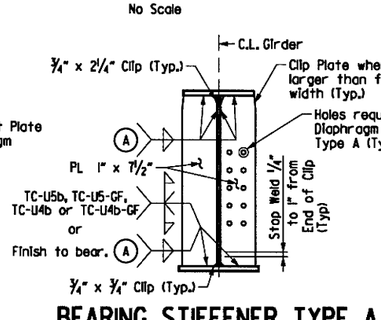
SCALE: ¾" = 1'-0"

(A) See "WELD TABLE" for minimum weld size, Std. Dwg. No. 55007



DIAPHRAGM CONNECTION TYPE B

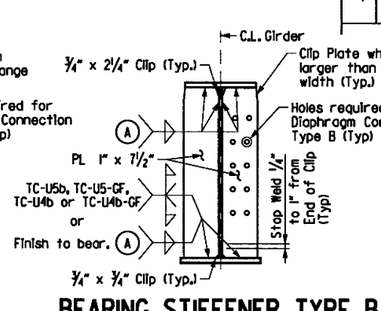
SCALE: ¾" = 1'-0"



BEARING STIFFENER TYPE A

SCALE: ¾" = 1'-0"

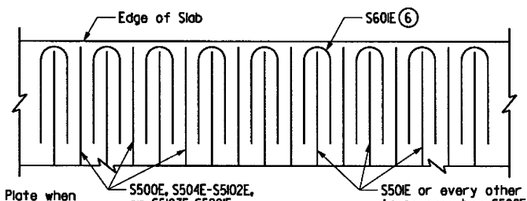
Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.



BEARING STIFFENER TYPE B

SCALE: ¾" = 1'-0"

Note:
Bearing stiffeners shall be fabricated to be plumb in its final position.



DETAIL Y

No Scale

SHEET 2 OF 4
DETAILS OF 250' CONTINUOUS COMPOSITE PLATE GIRDER UNITS 2 & 4
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/3/2015	FILENAME:	bca0601b4_s22
CHECKED BY:	STS	DATE:	1/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	10/2/2015		

BRIDGE NO. B7413 DRAWING NO. 59901

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1077	1465
				1 B7413		SPAN DETAILS		59902

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

NOTES:

For "SHEAR CONNECTOR DETAIL", "DETAILS OF WELDED SPLICES FOR LATE GIRDERS", and "WELD TABLE", see Std. Dwg. No. 55007.

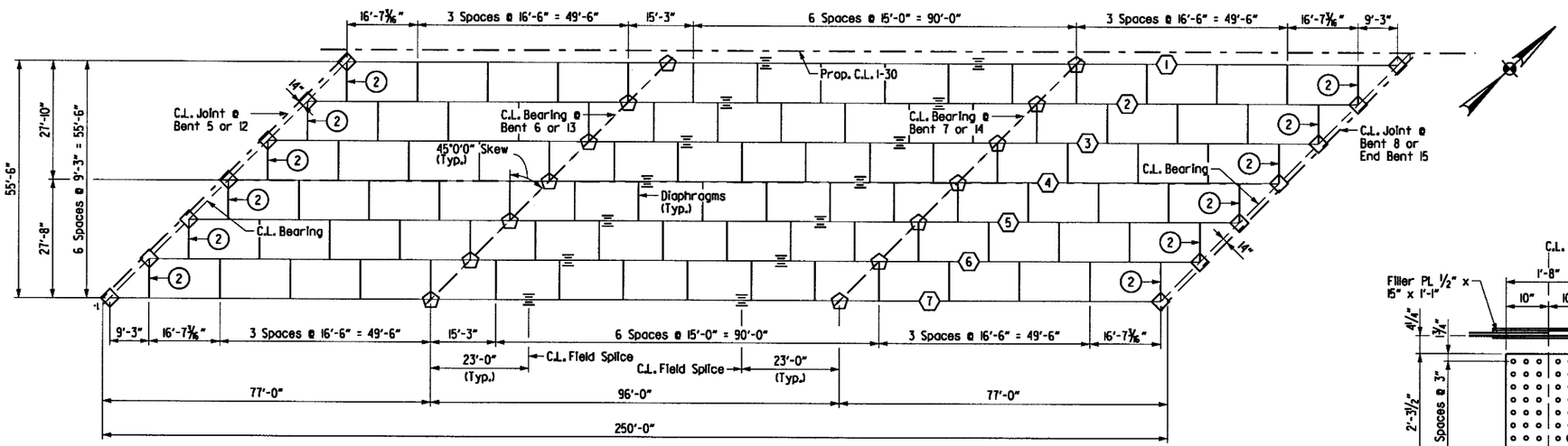
Stud Shear Connectors shall be 7/8" dia. x 5"; use 3 studs per row.

(X) Girder Number

(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Diaphragm Type A

(3) Fabricate end of top and bottom flanges horizontally parallel to C.L. Joint.

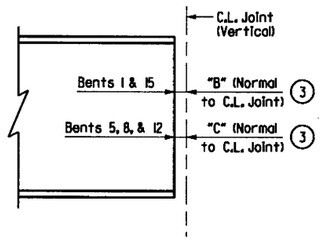


FRAMING PLAN

SCALE: 1/16" = 1'-0"

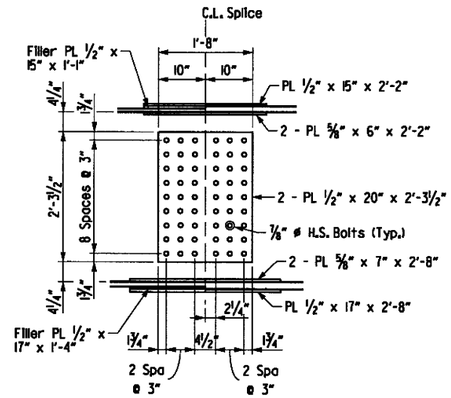
◇ Bearing Stiffener Type A

⬠ Bearing Stiffener Type B



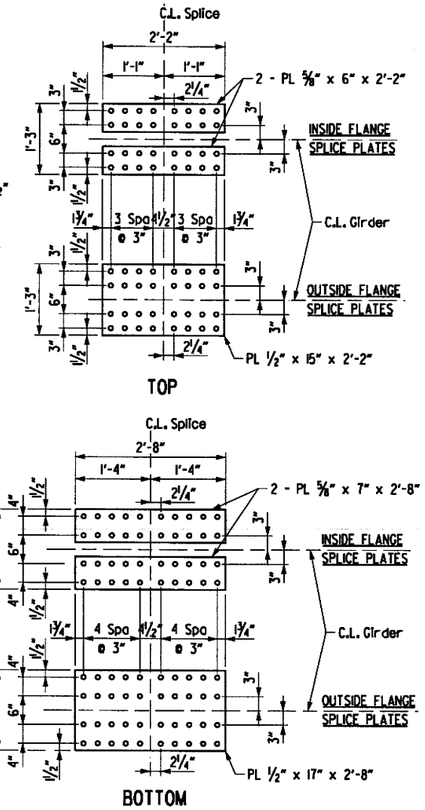
TYPICAL BM./GDR. END DETAIL

Not to Scale
For dimension "B" & "C", see Dwg. No. 59865



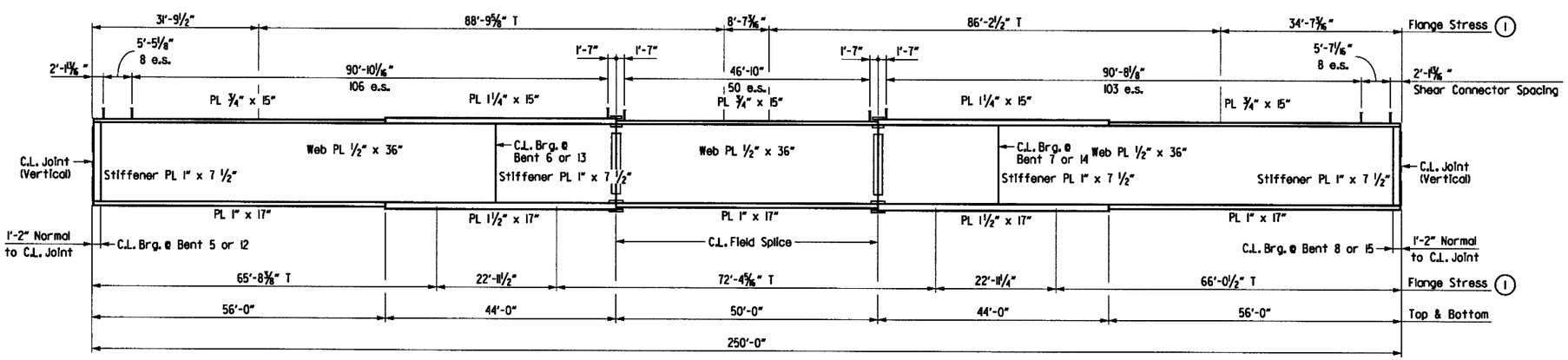
WEB SPLICE DETAIL

SCALE: 3/4" = 1'-0"



FLANGE SPLICE DETAIL

SCALE: 3/4" = 1'-0"



TYPICAL GIRDER ELEVATION

SCALE: 1" = 12.5' Horiz.

SHEET 3 OF 4
DETAILS OF 250' CONTINUOUS
COMPOSITE PLATE GIRDER UNITS 2 & 4
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/3/2015	FILENAME:	bca0601b4_s23
CHECKED BY:	STS	DATE:	1/15/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	10/2/2015		

BRIDGE NO. B7413 DRAWING NO. 59902

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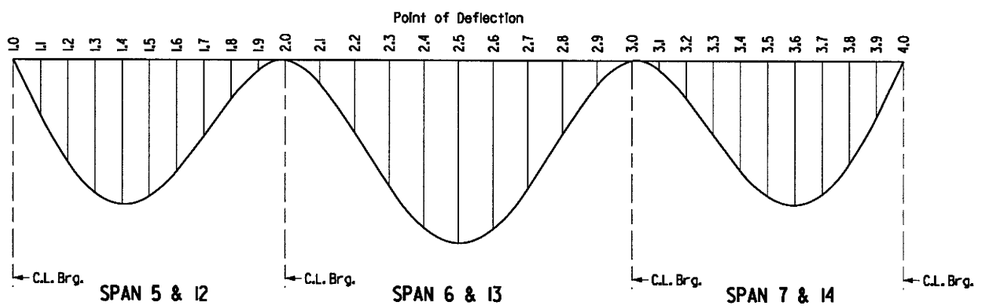
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1078	1465
				(1) B7413		SPAN DETAILS		59903

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)																						
		Structural Steel							Structural Steel + Slab							Structural Steel + Slab + Parapets						
		Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 5 & 12	1.1	0.057	0.057	0.057	0.057	0.057	0.057	0.054	0.324	0.377	0.378	0.378	0.378	0.377	0.315	0.35	0.4	0.396	0.387	0.397	0.4	0.341
	1.2	0.098	0.104	0.104	0.104	0.104	0.104	0.096	0.561	0.683	0.686	0.685	0.686	0.685	0.559	0.607	0.724	0.719	0.701	0.72	0.726	0.605
	1.3	0.124	0.135	0.135	0.135	0.135	0.135	0.126	0.711	0.887	0.891	0.89	0.891	0.89	0.732	0.769	0.941	0.935	0.911	0.934	0.944	0.793
	1.4	0.135	0.146	0.146	0.146	0.146	0.146	0.138	0.775	0.964	0.967	0.967	0.967	0.966	0.805	0.838	1.022	1.015	0.99	1.014	1.025	0.873
	1.5	0.129	0.137	0.138	0.138	0.138	0.138	0.13	0.743	0.909	0.913	0.913	0.913	0.913	0.762	0.803	0.964	0.959	0.935	0.957	0.969	0.827
	1.6	0.106	0.112	0.112	0.112	0.112	0.112	0.107	0.611	0.742	0.745	0.745	0.745	0.745	0.631	0.66	0.788	0.784	0.762	0.78	0.791	0.686
	1.7	0.072	0.075	0.076	0.076	0.076	0.076	0.076	0.419	0.506	0.509	0.509	0.509	0.51	0.451	0.453	0.537	0.536	0.521	0.533	0.542	0.491
	1.8	0.04	0.038	0.038	0.038	0.038	0.038	0.037	0.237	0.259	0.26	0.26	0.26	0.261	0.226	0.256	0.275	0.275	0.266	0.272	0.277	0.247
	1.9	0.008	0.009	0.009	0.009	0.009	0.01	0.015	0.055	0.07	0.071	0.071	0.071	0.073	0.095	0.059	0.074	0.075	0.072	0.074	0.077	0.104
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 6 & 13	2.1	0.027	0.028	0.028	0.028	0.028	0.028	0.023	0.131	0.158	0.159	0.158	0.159	0.157	0.109	0.144	0.169	0.167	0.162	0.169	0.168	0.118
	2.2	0.075	0.083	0.083	0.083	0.083	0.083	0.076	0.376	0.484	0.486	0.486	0.487	0.483	0.385	0.412	0.516	0.51	0.499	0.514	0.515	0.418
	2.3	0.134	0.142	0.142	0.142	0.142	0.142	0.126	0.683	0.841	0.845	0.844	0.845	0.84	0.651	0.746	0.896	0.887	0.867	0.891	0.895	0.707
	2.4	0.173	0.187	0.187	0.187	0.187	0.186	0.173	0.888	1.116	1.122	1.121	1.122	1.114	0.907	0.968	1.188	1.178	1.152	1.181	1.186	0.985
	2.5	0.192	0.203	0.203	0.203	0.203	0.203	0.189	0.991	1.217	1.224	1.223	1.224	1.217	0.993	1.079	1.296	1.287	1.257	1.287	1.295	1.079
	2.6	0.175	0.187	0.188	0.187	0.188	0.187	0.179	0.903	1.118	1.126	1.124	1.126	1.12	0.941	0.983	1.191	1.185	1.155	1.183	1.192	1.023
	2.7	0.137	0.143	0.144	0.143	0.144	0.143	0.139	0.7	0.848	0.855	0.853	0.855	0.85	0.721	0.762	0.903	0.901	0.876	0.897	0.905	0.785
	2.8	0.08	0.084	0.084	0.084	0.084	0.084	0.086	0.4	0.488	0.493	0.492	0.492	0.491	0.443	0.435	0.52	0.521	0.506	0.516	0.523	0.484
	2.9	0.034	0.029	0.029	0.029	0.029	0.029	0.031	0.165	0.163	0.165	0.165	0.165	0.164	0.151	0.179	0.174	0.175	0.17	0.173	0.175	0.165
	3.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 7 & 14	3.1	0.006	0.008	0.008	0.008	0.008	0.008	0.007	0.045	0.065	0.064	0.064	0.064	0.064	0.049	0.049	0.069	0.066	0.065	0.068	0.068	0.052
	3.2	0.034	0.037	0.037	0.037	0.037	0.037	0.03	0.206	0.256	0.254	0.254	0.255	0.253	0.186	0.225	0.272	0.265	0.26	0.269	0.269	0.2
	3.3	0.065	0.074	0.074	0.074	0.074	0.074	0.065	0.384	0.498	0.497	0.497	0.498	0.496	0.389	0.419	0.529	0.52	0.508	0.525	0.527	0.419
	3.4	0.101	0.111	0.111	0.111	0.111	0.111	0.099	0.583	0.739	0.738	0.738	0.738	0.736	0.586	0.635	0.784	0.773	0.755	0.776	0.781	0.632
	3.5	0.126	0.137	0.137	0.137	0.137	0.137	0.123	0.728	0.907	0.907	0.907	0.907	0.904	0.721	0.792	0.962	0.95	0.928	0.953	0.959	0.778
	3.6	0.135	0.146	0.146	0.146	0.146	0.146	0.136	0.772	0.966	0.966	0.966	0.967	0.963	0.792	0.839	1.024	1.012	0.989	1.015	1.021	0.855
	3.7	0.127	0.135	0.135	0.135	0.135	0.135	0.125	0.728	0.892	0.893	0.893	0.893	0.89	0.729	0.79	0.946	0.936	0.914	0.937	0.944	0.787
	3.8	0.099	0.105	0.105	0.105	0.105	0.104	0.098	0.566	0.689	0.69	0.689	0.69	0.686	0.571	0.614	0.73	0.724	0.705	0.723	0.727	0.616
	3.9	0.054	0.057	0.057	0.057	0.057	0.057	0.057	0.309	0.377	0.378	0.378	0.378	0.377	0.33	0.335	0.4	0.397	0.387	0.396	0.4	0.356
	4.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

NOTES:

For "SCREED RAIL SUPPORT FOR PLATE GIRDERS" detail, see Std. Dwg. No. 55007.

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Girder from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 4 OF 4
DETAILS OF 280' CONTINUOUS
COMPOSITE PLATE GIRDER UNITS 2 & 4
BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

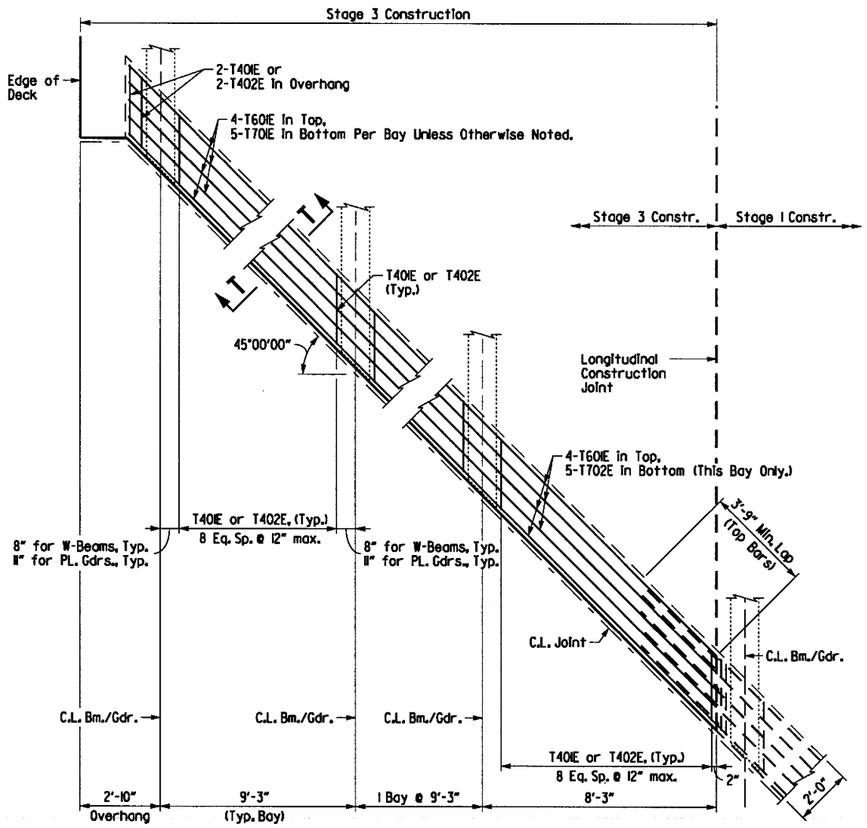
DRAWN BY: AKH DATE: 7/16/2016
CHECKED BY: STS DATE: 7/20/2016
DESIGNED BY: JH DATE: 7/13/2016
FILENAME: bca0601b4_s24
SCALE: NONE

BRIDGE NO. B7413 DRAWING NO. 59903

s:\14407\01\dgn\plans\bridge\span\bca0601b4_s24.dgn

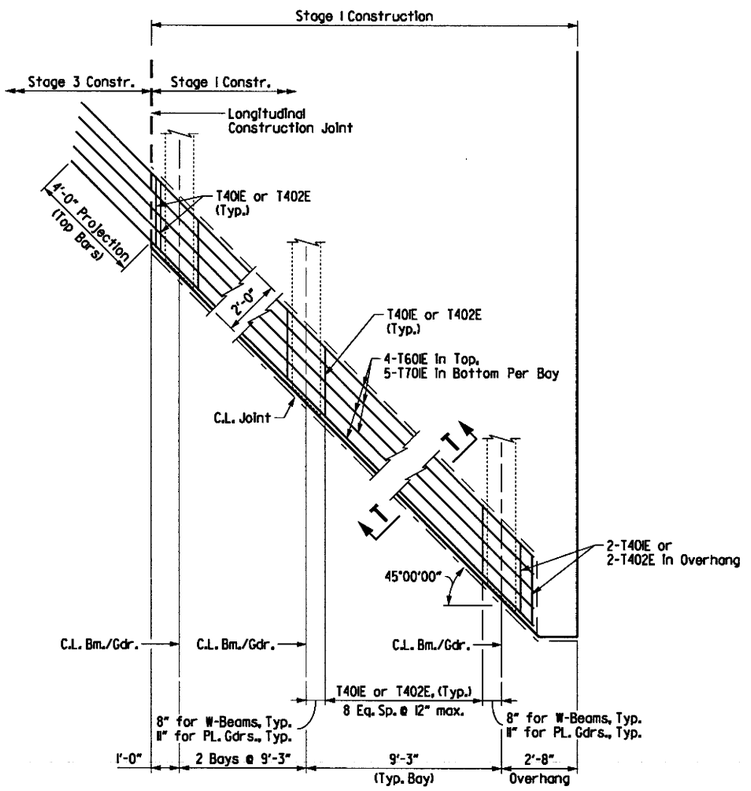
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1079	1465
				(1) A&B7413		COMMON DETAILS		59904

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



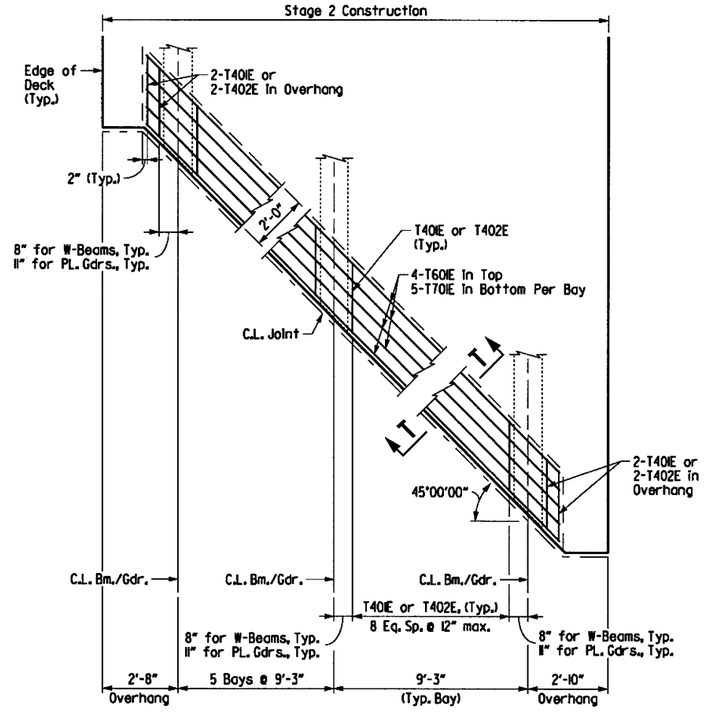
A7413 - PLAN OF TURNDOWN AT SLAB ENDS

(Stage 3 Construction shown Looking Ahead, Opposite slab end is similar)
Scale: 3/8" = 1'-0"



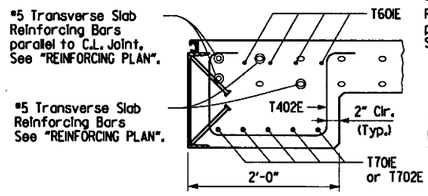
A7413 - PLAN OF TURNDOWN AT SLAB ENDS

(Stage 1 Construction shown Looking Ahead, Opposite slab end is similar)
Scale: 3/8" = 1'-0"



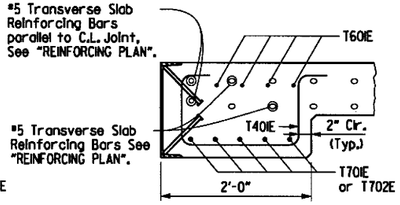
B7413 - PLAN OF TURNDOWN AT SLAB ENDS

(Looking Ahead, Opposite slab is similar)
Scale: 3/8" = 1'-0"



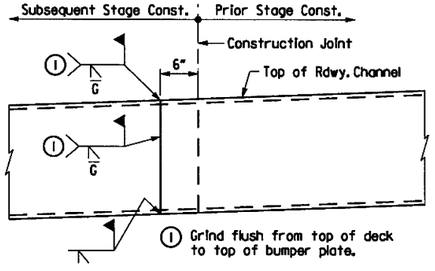
SECTION T-T

(Shown at Bents 5, 8, & 12)
Scale: 3/8" = 1'-0"



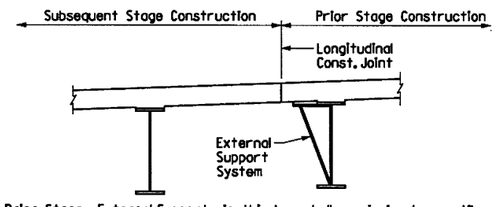
SECTION T-T

(Shown at End Bents 1 & 15)
Scale: 3/8" = 1'-0"



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

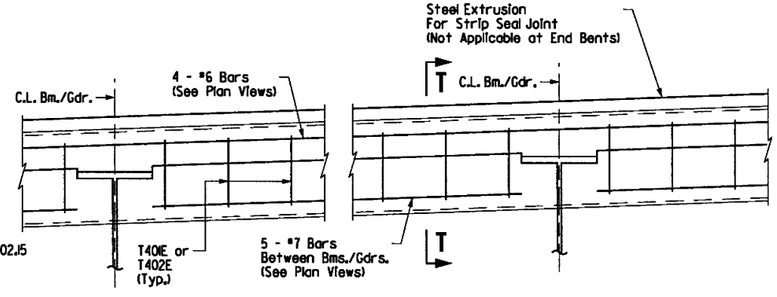
No Scale



Prior Stage External Supports in this bay shall remain in place until after completion of the Subsequent Stage deck pour. See Subsection 802.15 for additional information regarding their removal.

DECK SUPPORT AT LONGITUDINAL CONSTRUCTION JOINT

No Scale



ELEVATION OF TURNDOWN AT SLAB ENDS

No Scale

COMMON DETAILS
I-30 BRIDGES OVER
SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/16/2017	FILENAME:	bca060im4_si
CHECKED BY:	STS	DATE:	3/20/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	3/15/2017		

BRIDGE NO. A&B7413 DRAWING NO. 59904

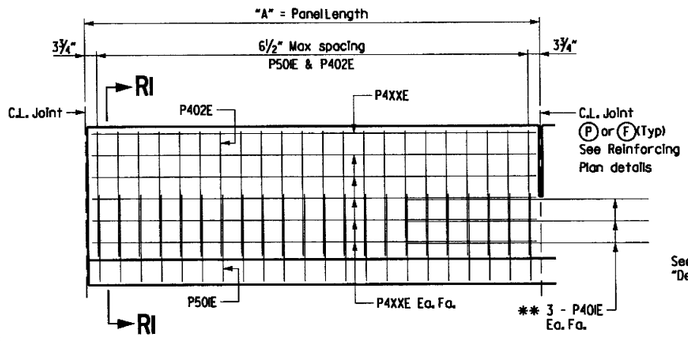
s:\1407\01\dgn\plans\bridge\span\bca060im4_si.dgn
6/21/2018 1:23:44 PM
Jharrell

Ⓟ C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-6" from top of slab.

Ⓕ C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of slab.

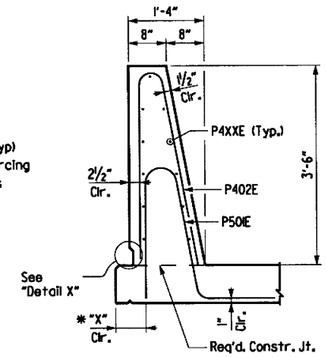
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1080	1465
				① A&B7413		RAIL DETAILS		59905

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018



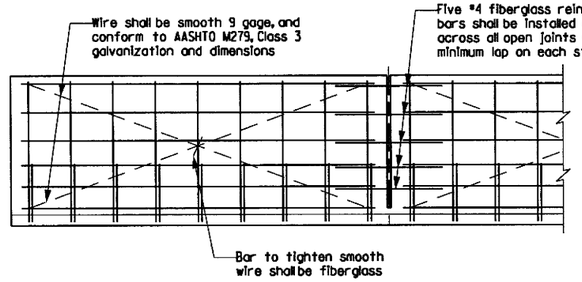
DETAILS OF CLOSED PARAPET RAIL

½" = 1'-0"

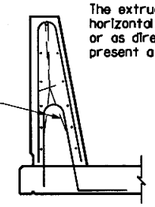


SECTION RI-RI

¾" = 1'-0"



All panels shall be braced as shown to prevent racking. All open joints shall be sawed as soon as practical to a minimum width of ¼". To control cracking before sawing, all joints must be grooved before the concrete is set. Sawing of the joints must be controlled so it will follow the grooved joint.



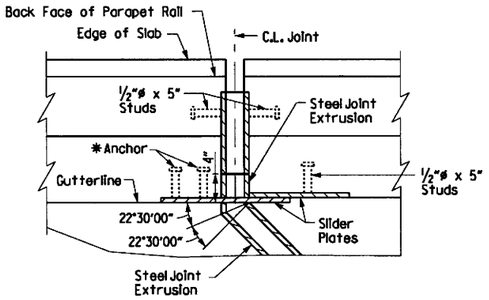
All smooth wire bracing shall be placed on the inside faces of the reinforcing

For actual placement of reinforcing steel, see parapet details

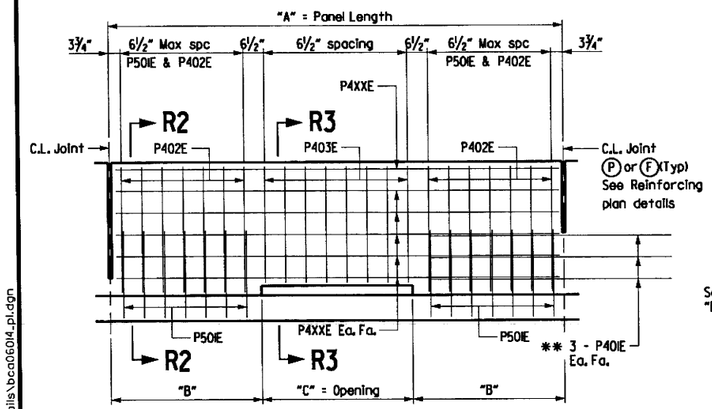
The extruded parapet shall conform to the horizontal and vertical lines shown on the plans or as directed by the Engineer and shall present a smooth, uniform appearance and texture.

DETAILS OF OPTIONAL SLIPFORMING OF CONCRETE PARAPET RAIL

No Scale



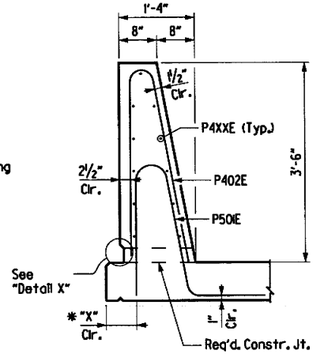
**Provide 3 - P400E bars each face centered with C.L. Partial Depth Parapet Joints.



DETAILS OF OPEN PARAPET RAIL

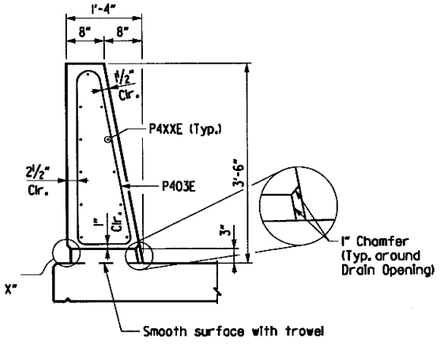
½" = 1'-0"

* "X" = 6½" for Parapet Rail along LT side Bridge A & RT side Bridge B.
"X" = 4½" for Parapet Rail along RT side Bridge A & LT side Bridge B.
LT side & RT side is defined in direction of increasing stationing.



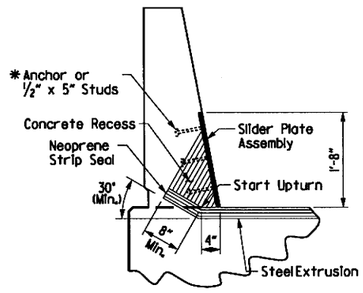
SECTION R2-R2

¾" = 1'-0"



SECTION R3-R3

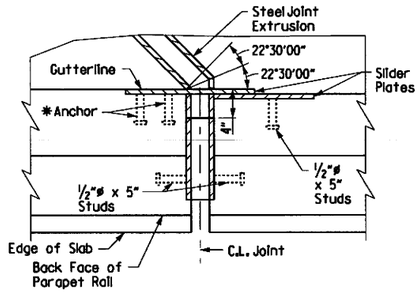
¾" = 1'-0"



SECTION A-A

No Scale

Note:
SECTION A-A & B-B supplement Standard Details for Neoprene Strip Seal Joints, see Std. Dwg. No. 55009

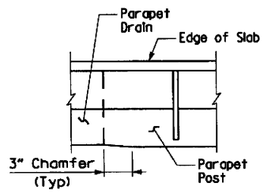


SECTION B-B AT BENT 5, 8, & 12

BENTS WITH SKEW - No Scale

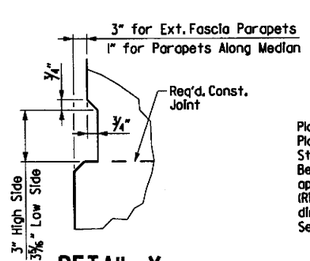
*The method of attachment of the cover slider assembly or similar device must be such that it may be removed in order to provide for future replacement of the neoprene seal. Anchors shall not be paid for directly, but shall be considered subsidiary to the item "Armored Joint with Neoprene Strip Seal".

Method of installation and fabrication shall be determined by the manufacturer.



PLAN OF RAIL POST CHAMFER

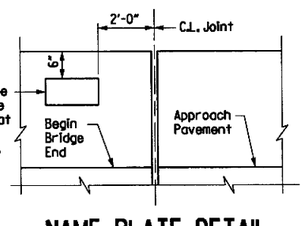
(Typ for Open Drain Panels Only)
Scale: f/2" = 1'-0"



DETAIL X

No Scale

Place Type D Bridge Name Plate at the end of the Structure parapet rail at Beginning of Bridge approx. 2'-0" from joint. (Right is defined with direction of travel.) See Std. Dwg. No. 55010



NAME PLATE DETAIL

No Scale

TABLE OF PARAPET RAIL VARIABLES

UNIT 1 & 3

Parapet Type	"A"	"B"	"C"	"P4XXE" Longitudinal Reinforcing
Closed-E	12'-0"			P404E
Open	15'-0"	5'-6"	4'-0"	P405E
Closed	15'-0"			P405E
Open	15'-8"	5'-10"	4'-0"	P406E
Closed-E	16'-0"			P407E
Open	16'-0"	6'-0"	4'-0"	P408E
Closed	16'-0"			P408E
Closed	17'-0"			P409E

For location of Closed Parapet panels, See "REINFORCING PLAN & POURING SEQUENCE" Dwg. Nos. 59878 & 59897

UNIT 2 & 4

Parapet Type	"A"	"B"	"C"	"P4XXE" Longitudinal Reinforcing
Closed	10'-0"			P404E
Open	12'-0"	4'-0"	4'-0"	P405E
Closed-E	13'-0"			P406E
Open	13'-0"	4'-6"	4'-0"	P407E
Open	13'-9"	4'-10 1/2"	4'-0"	P408E

For location of Closed Parapet panels, See "REINFORCING PLAN & POURING SEQUENCE" Dwg. Nos. 59882 & 59901

PARAPET RAIL DETAILS
I-30 BRIDGES OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	6/6/2016	FILENAME:	bca06014_pl
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	5/24/2016		

BRIDGE NO. A&B7413 DRAWING NO. 59905

3:16:09 PM 8/3/2018 Jharrell

\\bridgefarmer.internal\bashares\Projects\1440T\DIDGN\Plans\Bridge\Rail_Details\bca06014_pl.dgn

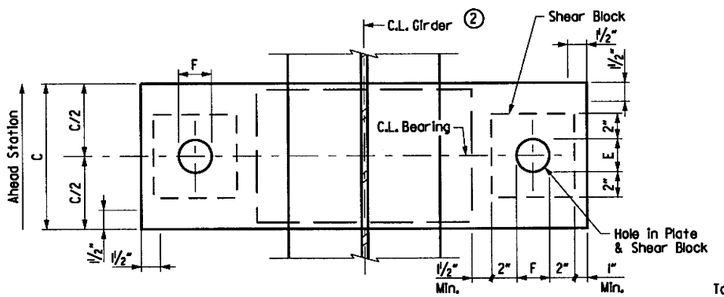
6/21/2018 11:23:46 PM
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1081	1465
				(1) A&B7413		BEARING DETAILS		59906

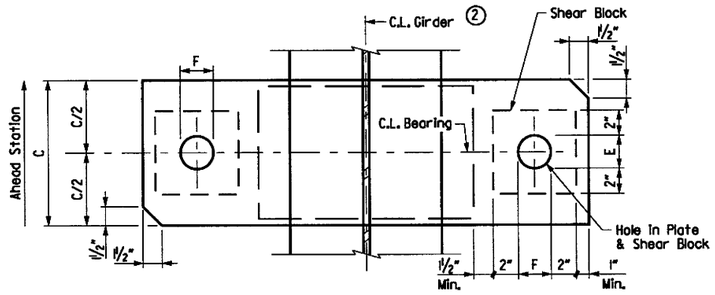
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

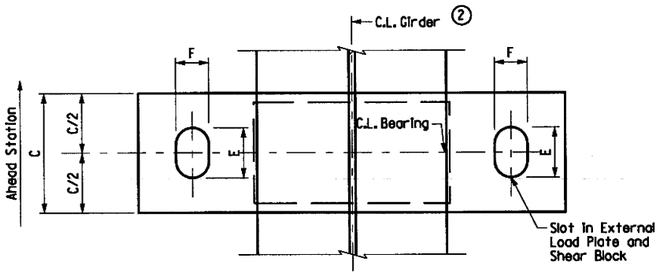
PLAN VIEW @ BENT 2, 4, 9, & 11
(No Scale)



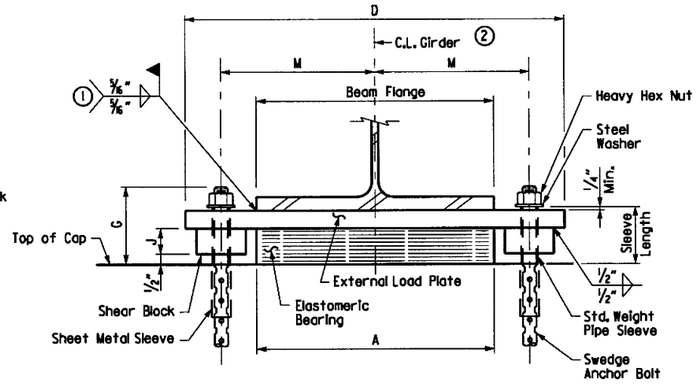
PLAN VIEW @ BENT 3, 6, 7, 10, 13 & 14
(No Scale)



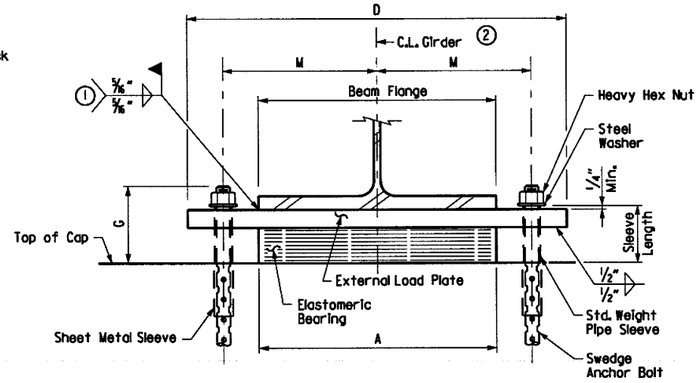
PLAN VIEW @ BENT 1, 5, 8, 12 & 15
(No Scale)



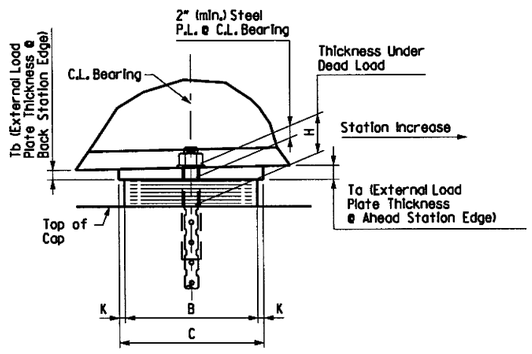
FRONT VIEW @ BENT 2-4, 6, 7, 9-11, 13 & 14
(No Scale)



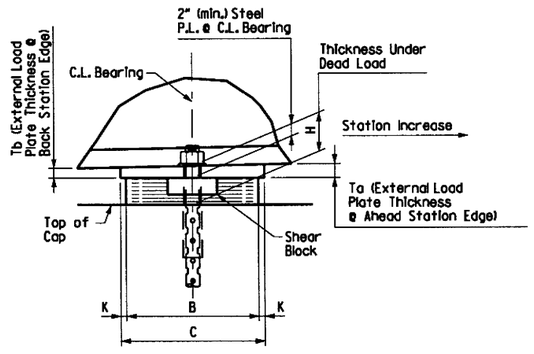
FRONT VIEW @ BENTS 1, 5, 8, 12 & 15
(No Scale)



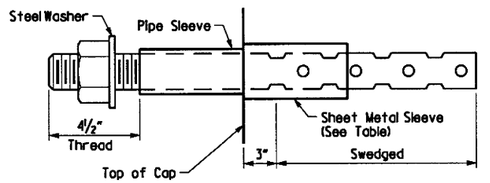
SIDE VIEW @ BENTS 1, 5, 8, 12 & 15
(No Scale)



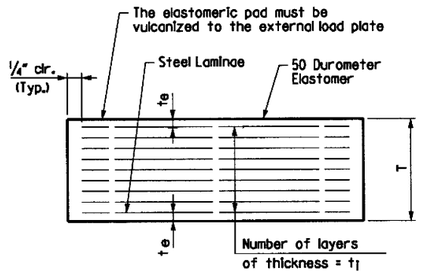
SIDE VIEW @ BENTS 2-4, 6, 7, 9-11, 13 & 14
(No Scale)



ANCHOR BOLT DETAIL
(No Scale)



ELASTOMERIC BEARING
(No Scale)



t_l = thickness of elastomer between steel laminae.
t_e = thickness of elastomer cover on top and bottom of pad.
N = number of elastomer layers of thickness t_l.

(1) Care shall be taken to ensure that the external load plate is in full and complete contact with the beam or girder flange before welding begins.

(2) Thus the C.L. of Bearings shall coincide with the C.L. of Girders.

Note:
The direction of bevel of the external load plate may not be accurately depicted with respect to the "T(a)" and "T(b)" values shown in the "Table of Fabricator Variables."

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a OPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Plate Girder Spans, (M 270, Gr. 50W)" or "Structural Steel in Beam Spans, (M 270, Gr. 50W)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Plate Girder Spans, (M 270, Gr. 50W)" or "Structural Steel in Beam Spans, (M 270, Gr. 50W)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

SHEET 1 OF 2
DETAILS OF ELASTOMERIC BEARINGS OF I-30 BRIDGES OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/10/2015	FILENAME:	bca06014_el
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	10/7/2015		

BRIDGE NO. A&B7413 DRAWING NO. 59906

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jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1082	1465
A&B7413		BEARING DETAILS		59907

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

* Maximum Load = Service Limit I State

TABLE OF FABRICATOR VARIABLES

	LOCATION								ELASTOMER PAD						EXTERNAL LOAD PLATE								ANCHOR BOLT				
	BENT NO.	SPAN NO(S).	GIRDER NO(S).	BEARING TYPE	NO. of BEARINGS EACH BENT	* MAXIMUM DESIGN LOAD (KIPS)	G (In.)	H (In.)	A (In.)	B (In.)	N (ea)	t1 (In.)	te (In.)	NO. & THICKNESS OF STEEL LAMINAE	T (In.)	C (In.)	D (In.)	E (In.)	F (In.)	J (In.)	K (In.)	M (In.)	Ta (In.)	Tb (In.)	ANCHOR BOLT (In.)	ANCHOR BOLT GRADE	PIPE SLEEVE SIZE	SHEET METAL SLEEVE SIZE	STEEL WASHER O.D. (In.) ①
A7413	1	1	ALL	Exp.	7	108	7 1/2	5	12 1/2	9	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10	23 7/8	4 1/4	2 5/8	-	1/2	9 1/8	2.01	1.99	1 1/4" x 25"	55	1 1/4" x 5 1/4"	3" x 6"	4 3/8
	2	1 & 2	ALL	Fixed	7	240	7 7/16	4 5/16	16	11	4	1/2	1/4	5 @ 12 Ga.	3 1/16	12	34 3/8	2 5/8	2 5/8	2 3/8	1/2	12 7/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 5 3/16"	3" x 6"	4 3/8
	3	2 & 3	ALL	Fixed	7	252	6 7/8	4 3/8	16	12	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13	34 3/8	2 5/8	2 5/8	1 7/8	1/2	12 7/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	4	3 & 4	ALL	Fixed	7	240	7 7/16	4 5/16	16	11	4	1/2	1/4	5 @ 12 Ga.	3 1/16	12	34 3/8	2 5/8	2 5/8	2 3/8	1/2	12 7/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 5 3/16"	3" x 6"	4 3/8
	5	4	ALL	Exp.	7	108	7 1/2	5	12 1/2	9	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10	23 7/8	4 1/4	2 5/8	-	1/2	9 1/8	2.02	1.98	1 1/4" x 26"	55	1 1/4" x 5 1/4"	3" x 8"	4 3/8
	5	5	ALL	Exp.	7	119	6 7/8	4 3/8	17	8	3	1/2	1/4	4 @ 12 Ga.	2 7/16	9	28 5/8	4	2 5/8	-	1/2	11 1/2	2.01	1.99	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	6	5 & 6	ALL	Fixed	7	283	6 7/16	3 11/16	17	13 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	14 1/2	35 7/8	2 7/8	2 7/8	1 1/4	1/2	13 1/2	2.02	1.98	1 3/8" x 26"	55	1 1/2" x 4 1/16"	3" x 6"	4 5/8
	7	6 & 7	ALL	Fixed	7	283	6 7/16	3 11/16	17	13 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	14 1/2	35 7/8	2 7/8	2 7/8	1 1/4	1/2	13 1/2	2.01	1.99	1 3/8" x 26"	55	1 1/2" x 4 1/16"	3" x 6"	4 5/8
	8	7	ALL	Exp.	7	119	6 7/8	4 3/8	17	8	3	1/2	1/4	4 @ 12 Ga.	2 7/16	9	28 5/8	4	2 5/8	-	1/2	11 1/2	2.00	2.00	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	8	8	ALL	Exp.	7	108	7 1/2	5	12 1/2	9	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10	23 7/8	4 1/4	2 5/8	-	1/2	9 1/8	2.00	2.00	1 1/4" x 26"	55	1 1/4" x 5 1/4"	3" x 8"	4 3/8
	9	8 & 9	ALL	Fixed	7	240	7 7/16	4 5/16	16	11	4	1/2	1/4	5 @ 12 Ga.	3 1/16	12	34 3/8	2 5/8	2 5/8	2 3/8	1/2	12 7/8	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 5 3/16"	3" x 6"	4 3/8
	10	9 & 10	ALL	Fixed	7	252	6 7/8	4 3/8	16	12	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13	34 3/8	2 5/8	2 5/8	1 7/8	1/2	12 7/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	11	10 & 11	ALL	Fixed	7	240	7 7/16	4 5/16	16	11	4	1/2	1/4	5 @ 12 Ga.	3 1/16	12	34 3/8	2 5/8	2 5/8	2 3/8	1/2	12 7/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 5 3/16"	3" x 6"	4 3/8
	12	11	ALL	Exp.	7	108	7 1/2	5	12 1/2	9	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10	23 7/8	4 1/4	2 5/8	-	1/2	9 1/8	1.99	2.01	1 1/4" x 26"	55	1 1/4" x 5 1/4"	3" x 8"	4 3/8
	12	12	ALL	Exp.	7	119	6 7/8	4 3/8	17	8	3	1/2	1/4	4 @ 12 Ga.	2 7/16	9	28 5/8	4	2 5/8	-	1/2	11 1/2	1.99	2.01	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	13	12 & 13	ALL	Fixed	7	283	6 7/16	3 11/16	17	13 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	14 1/2	35 7/8	2 7/8	2 7/8	1 1/4	1/2	13 1/2	1.98	2.02	1 3/8" x 26"	55	1 1/2" x 4 1/16"	3" x 6"	4 5/8
	14	13 & 14	ALL	Fixed	7	283	6 7/16	3 11/16	17	13 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	14 1/2	35 7/8	2 7/8	2 7/8	1 1/4	1/2	13 1/2	1.98	2.02	1 3/8" x 26"	55	1 1/2" x 4 1/16"	3" x 6"	4 5/8
	15	14	ALL	Exp.	7	119	6 7/8	4 3/8	17	8	3	1/2	1/4	4 @ 12 Ga.	2 7/16	9	28 5/8	4	2 5/8	-	1/2	11 1/2	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
B7413	1	1	ALL	Exp.	7	108	7 1/2	5	12 1/2	9	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10	23 7/8	4 1/4	2 5/8	-	1/2	9 1/8	2.01	1.99	1 1/4" x 25"	55	1 1/4" x 5 1/4"	3" x 6"	4 3/8
	2	1 & 2	ALL	Fixed	7	240	7 7/16	4 5/16	16	11	4	1/2	1/4	5 @ 12 Ga.	3 1/16	12	34 3/8	2 5/8	2 5/8	2 3/8	1/2	12 7/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 5 3/16"	3" x 6"	4 3/8
	3	2 & 3	ALL	Fixed	7	252	6 7/8	4 3/8	16	12	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13	34 3/8	2 5/8	2 5/8	1 7/8	1/2	12 7/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	4	3 & 4	ALL	Fixed	7	240	7 7/16	4 5/16	16	11	4	1/2	1/4	5 @ 12 Ga.	3 1/16	12	34 3/8	2 5/8	2 5/8	2 3/8	1/2	12 7/8	2.02	1.98	1 1/4" x 25"	55	1 1/4" x 5 3/16"	3" x 6"	4 3/8
	5	4	ALL	Exp.	7	108	7 1/2	5	12 1/2	9	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10	23 7/8	4 1/4	2 5/8	-	1/2	9 1/8	2.02	1.98	1 1/4" x 26"	55	1 1/4" x 5 1/4"	3" x 8"	4 3/8
	5	5	ALL	Exp.	7	120	6 7/8	4 3/8	17	8	3	1/2	1/4	4 @ 12 Ga.	2 7/16	9	28 5/8	4	2 5/8	-	1/2	11 1/2	2.01	1.99	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	6	5 & 6	ALL	Fixed	7	284	6 7/16	3 11/16	17	13 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	14 1/2	35 7/8	2 7/8	2 7/8	1 1/4	1/2	13 1/2	2.02	1.98	1 3/8" x 26"	55	1 1/2" x 4 1/16"	3" x 6"	4 5/8
	7	6 & 7	ALL	Fixed	7	284	6 7/16	3 11/16	17	13 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	14 1/2	35 7/8	2 7/8	2 7/8	1 1/4	1/2	13 1/2	2.02	1.98	1 3/8" x 26"	55	1 1/2" x 4 1/16"	3" x 6"	4 5/8
	8	7	ALL	Exp.	7	120	6 7/8	4 3/8	17	8	3	1/2	1/4	4 @ 12 Ga.	2 7/16	9	28 5/8	4	2 5/8	-	1/2	11 1/2	2.00	2.00	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	8	8	ALL	Exp.	7	108	7 1/2	5	12 1/2	9	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10	23 7/8	4 1/4	2 5/8	-	1/2	9 1/8	2.00	2.00	1 1/4" x 26"	55	1 1/4" x 5 1/4"	3" x 8"	4 3/8
	9	8 & 9	ALL	Fixed	7	240	7 7/16	4 5/16	16	11	4	1/2	1/4	5 @ 12 Ga.	3 1/16	12	34 3/8	2 5/8	2 5/8	2 3/8	1/2	12 7/8	2.00	2.00	1 1/4" x 25"	55	1 1/4" x 5 3/16"	3" x 6"	4 3/8
	10	9 & 10	ALL	Fixed	7	252	6 7/8	4 3/8	16	12	3	1/2	1/4	4 @ 12 Ga.	2 7/16	13	34 3/8	2 5/8	2 5/8	1 7/8	1/2	12 7/8	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	11	10 & 11	ALL	Fixed	7	240	7 7/16	4 5/16	16	11	4	1/2	1/4	5 @ 12 Ga.	3 1/16	12	34 3/8	2 5/8	2 5/8	2 3/8	1/2	12 7/8	1.98	2.02	1 1/4" x 25"	55	1 1/4" x 5 3/16"	3" x 6"	4 3/8
	12	11	ALL	Exp.	7	108	7 1/2	5	12 1/2	9	4	1/2	1/4	5 @ 12 Ga.	3 1/16	10	23 7/8	4 1/4	2 5/8	-	1/2	9 1/8	1.99	2.01	1 1/4" x 26"	55	1 1/4" x 5 1/4"	3" x 8"	4 3/8
	12	12	ALL	Exp.	7	120	6 7/8	4 3/8	17	8	3	1/2	1/4	4 @ 12 Ga.	2 7/16	9	28 5/8	4	2 5/8	-	1/2	11 1/2	1.99	2.01	1 1/4" x 26"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
	13	12 & 13	ALL	Fixed	7	284	6 7/16	3 11/16	17	13 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	14 1/2	35 7/8	2 7/8	2 7/8	1 1/4	1/2	13 1/2	1.98	2.02	1 3/8" x 26"	55	1 1/2" x 4 1/16"	3" x 6"	4 5/8
	14	13 & 14	ALL	Fixed	7	284	6 7/16	3 11/16	17	13 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	14 1/2	35 7/8	2 7/8	2 7/8	1 1/4	1/2	13 1/2	1.98	2.02	1 3/8" x 26"	55	1 1/2" x 4 1/16"	3" x 6"	4 5/8
	15	14	ALL	Exp.	7	120	6 7/8	4 3/8	17	8	3	1/2	1/4	4 @ 12 Ga.	2 7/16	9	28 5/8	4	2 5/8	-	1/2	11 1/2	1.99	2.01	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8

① For fabrication of the Steel Washers when the tabulated O.D. exceeds ASTM F436, the I.D. of the washers shall conform to ASTM F436 and the thickness of 3/8" shall be used.

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a QPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Plate Girder Spans, (M 270, Gr. 50W)" or "Structural Steel in Beam Spans, (M 270, Gr. 50W)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270. Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Plate Girder Spans, (M 270, Gr. 50W)" or "Structural Steel in Beam Spans, (M 270, Gr. 50W)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

SHEET 2 OF 2
DETAILS OF ELASTOMERIC BEARINGS
OF I-30 BRIDGES
OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/10/2015	FILENAME:	bca0601A_e2
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	10/7/2015		

BRIDGE NO. A&B7413 DRAWING NO. 59907

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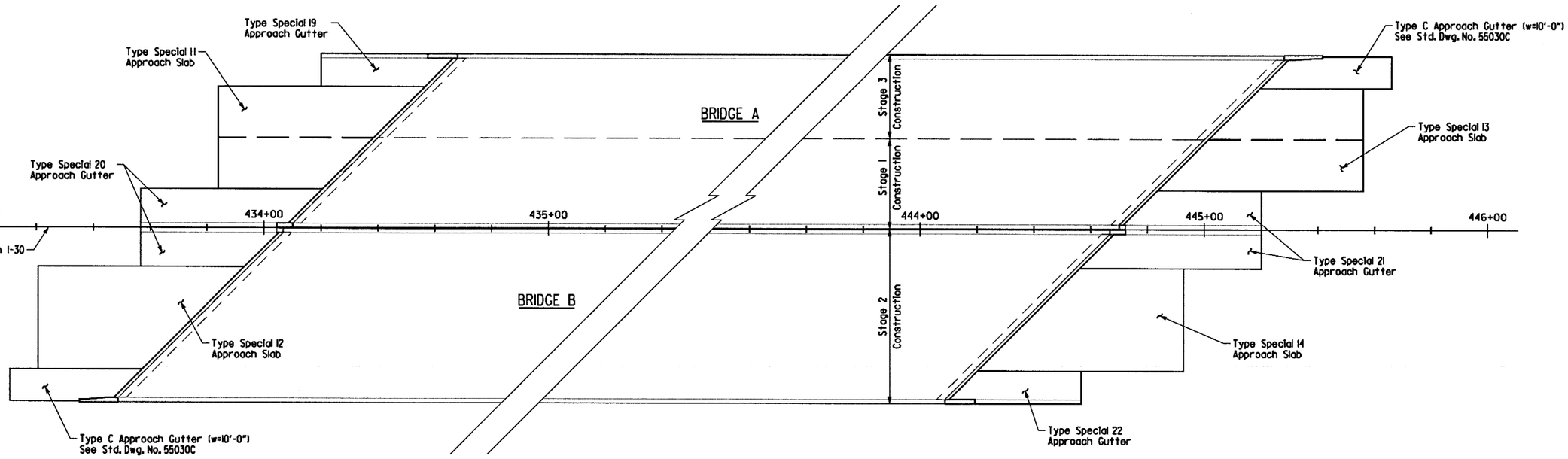
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1083	1465
① A&B7413	APP. GUTTER & SLAB			59908

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



PLAN OF APPROACH GUTTERS AND SLABS

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LAYOUT OF APPROACH GUTTERS & SLABS
BRIDGES OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

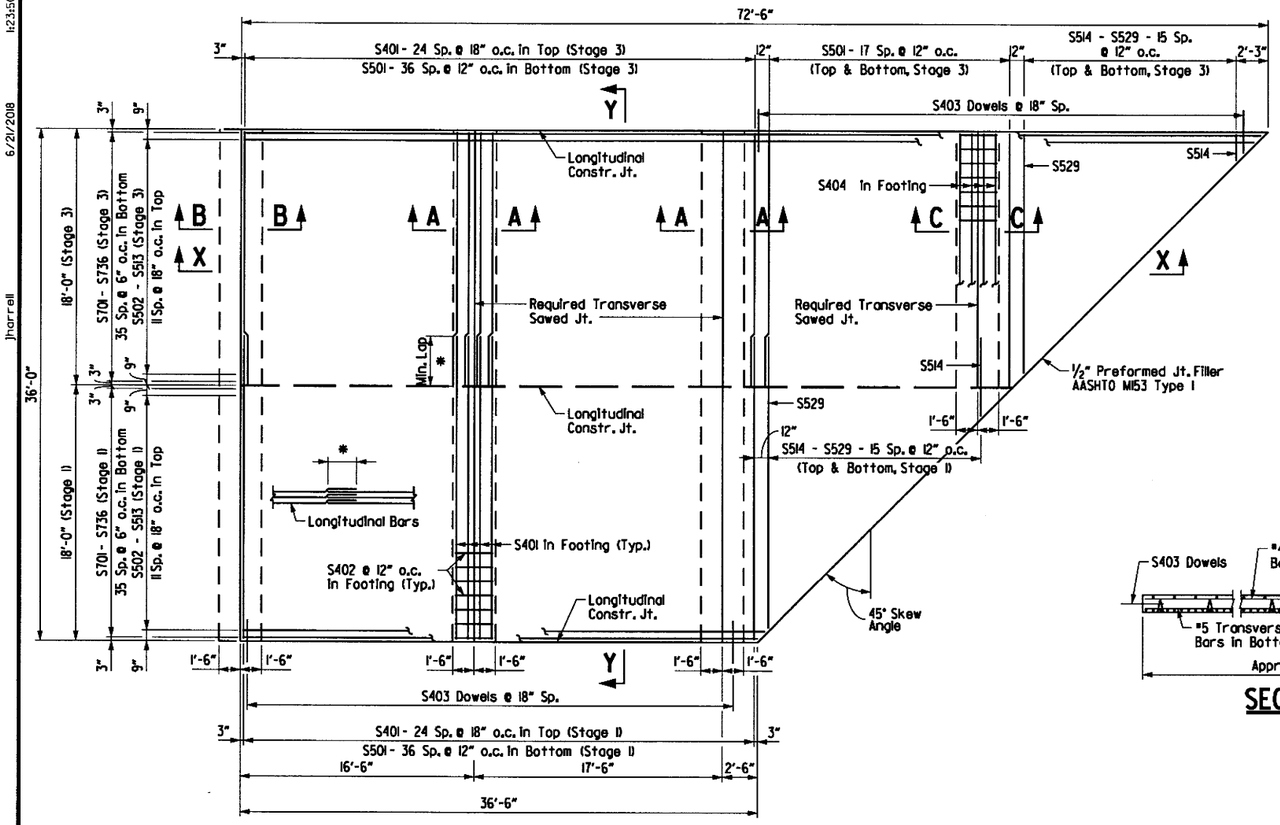
DRAWN BY: AKH DATE: 3/3/2016
CHECKED BY: STS DATE: 6/8/2016
DESIGNED BY: DD DATE: 1/7/2016
FILENAME: bca0601m4_asl
SCALE: 1" = 20'

BRIDGE NO. A&B7413 DRAWING NO. 59908

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1084	1465
				(1) A7413		APPROACH SLAB II		59909

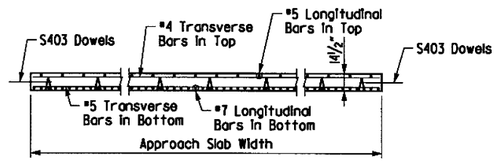
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

21 June 2018



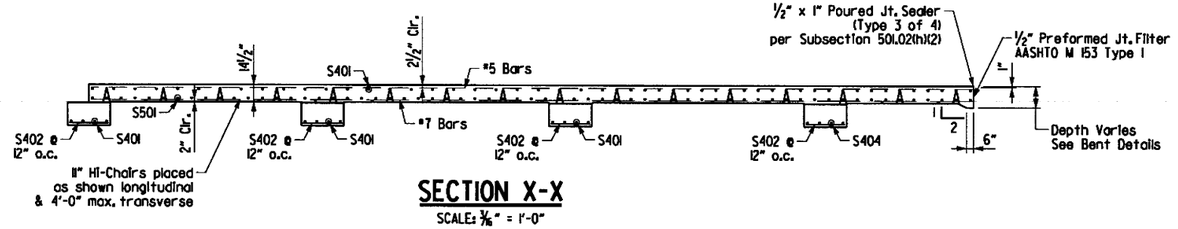
PLAN - APPROACH SLAB SPECIAL II

SCALE: 3/16" = 1'-0"



SECTION Y-Y

N.T.S.



SECTION X-X

SCALE: 3/16" = 1'-0"

STAGE I BAR LIST

Mark	No. Req'd.	Length
S401	37	21'-4"
S402	54	2'-8"
S403	24	3'-0"
S501	37	21'-4"
S502 to S513	1 Ea.	36'-10" to 53'-4"
S514 to S529	2 Ea.	5'-6" to 20'-6"
S701 to S736	1 Ea.	36'-4" to 53'-10"

STAGE 3 BAR LIST

Mark	No. Req'd.	Length
S401	37	17'-10"
S402	76	2'-8"
S403	17	3'-0"
S404	4	17'-8"
S501	73	17'-10"
S502 to S513	2 Ea.	29'-2" to 37'-5"
S514 to S529	2 Ea.	1'-10" to 16'-10"
S701 to S736	2 Ea.	28'-11" to 37'-8"

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
13868	113.51

* NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

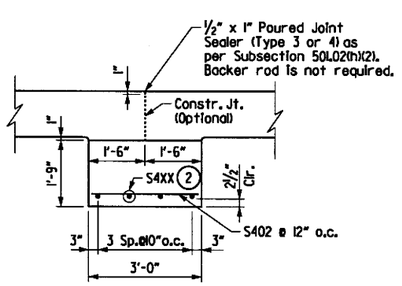
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

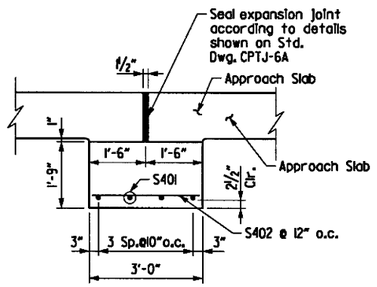
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.



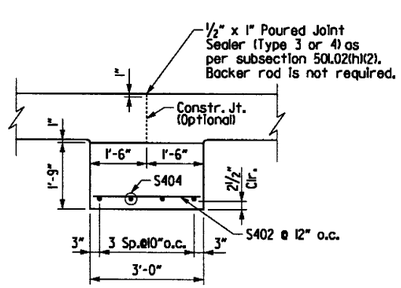
SECTION A-A

SCALE: ½" = 1'-0"



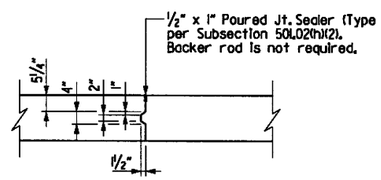
SECTION B-B

SCALE: ½" = 1'-0"



SECTION C-C

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL II APPROACH SLAB OF BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/3/2016	FILENAME:	bca0601a4_asl
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	1/7/2016		

BRIDGE NO. A7413 DRAWING NO. 59909

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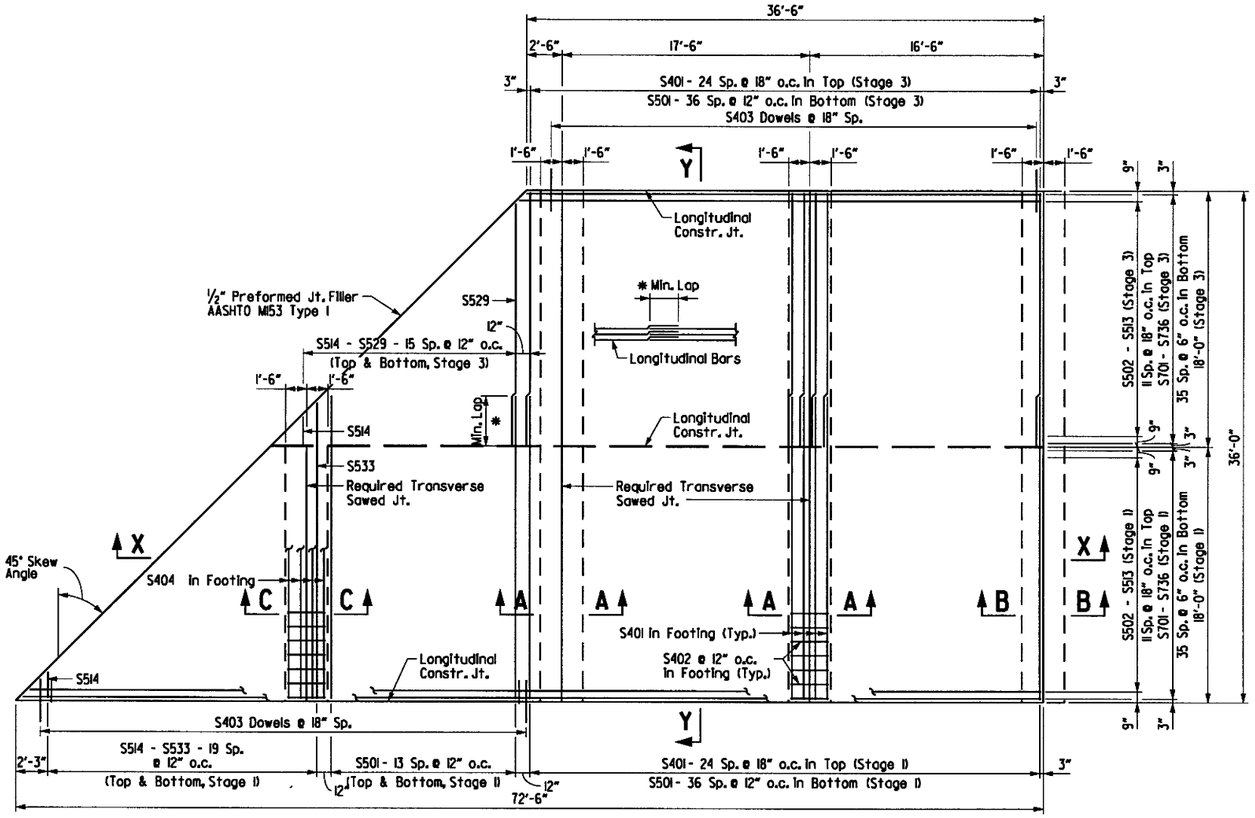
6/21/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1085	1465
				(1) A7413		APPROACH SLAB 13		59910

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



PLAN - APPROACH SLAB SPECIAL 13

SCALE: 3/16" = 1'-0"

STAGE 1 BAR LIST

Mark	No. Req'd.	Length
S401	37	21'-4"
S402	76	2'-8"
S403	24	3'-0"
S404	4	17'-8"
S501	65	21'-4"
S502 to S513	2 Ea.	29'-2" to 37'-5"
S514 to S533	2 Ea.	1'-10" to 20'-10"
S701 to S736	2 Ea.	28'-11" to 37'-8"

STAGE 3 BAR LIST

Mark	No. Req'd.	Length
S401	37	17'-10"
S402	54	2'-8"
S403	24	3'-0"
S501	37	17'-10"
S502 to S513	1 Ea.	36'-10" to 53'-4"
S514 to S529	2 Ea.	2'-0" to 17'-0"
S701 to S736	1 Ea.	36'-4" to 53'-10"

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
13879	113.51

* NOTE:
Minimum Lap Lengths for Longitudinal and Transverse Bars are as follows:

*4 Bars = 2'-0"
*5 Bars = 3'-0"
*7 Bars = 3'-6"

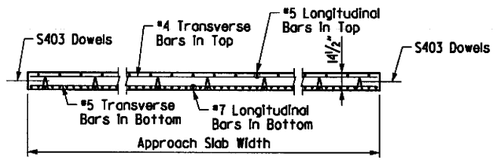
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

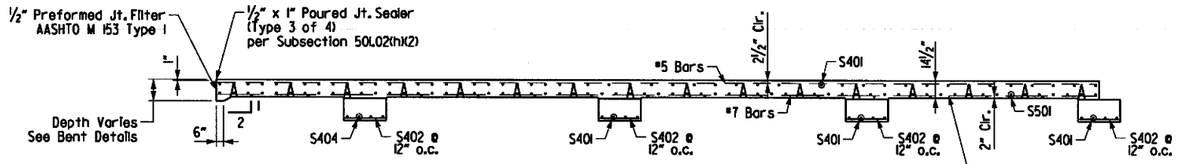
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.



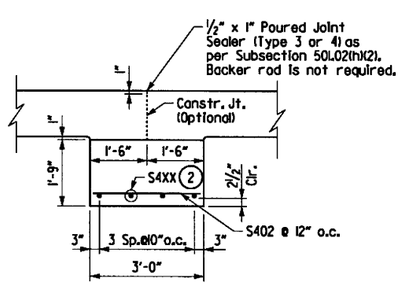
SECTION Y-Y

N.T.S.



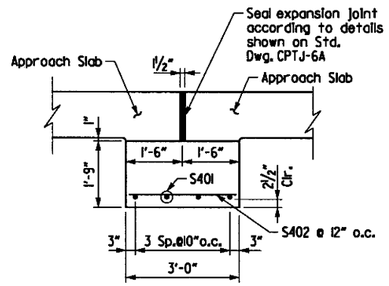
SECTION X-X

SCALE: 3/16" = 1'-0"



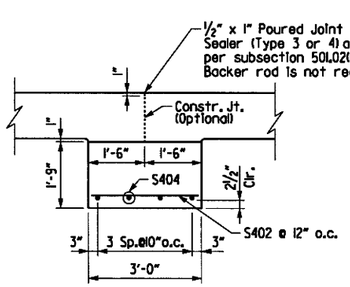
SECTION A-A

SCALE: ½" = 1'-0"



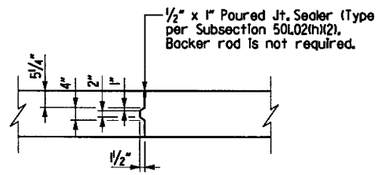
SECTION B-B

SCALE: ½" = 1'-0"



SECTION C-C

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 13 APPROACH SLAB OF BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/3/2016	FILENAME:	bca0601a4_as2
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	1/7/2016		

BRIDGE NO. A7413 DRAWING NO. 59910

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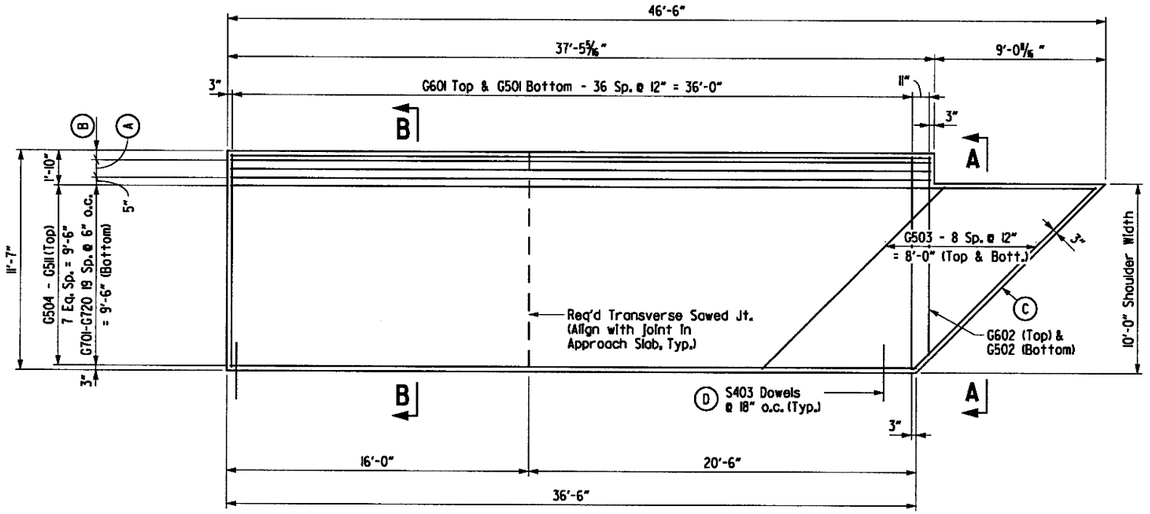
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1086	1465
				(1) A7413		APPROACH GUTTER 19		59911

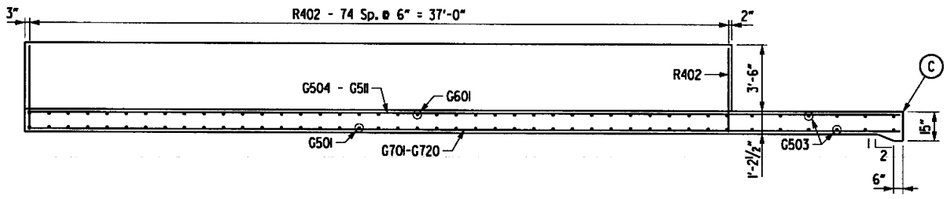
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018



APPROACH GUTTER TYPE 19 PLAN

SCALE: 1/4" = 1'-0"



ELEVATION

SCALE: 1/4" = 1'-0"

(A) G512 - 2 Sp. @ 5 1/2" = 11" @ Bottom

(B) G512 - 2 Sp. @ 3" = 6" @ Bottom

(C) 1/2" Preformed Jt. Filler AASHTO M 153 Type I and 1/2" X 1" Poured Jt. Sealer (Type 3 or 4) per Subsection 501.02(h)(2)

(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

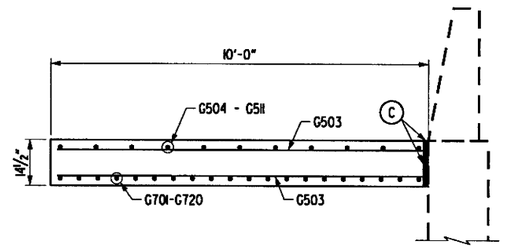
General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

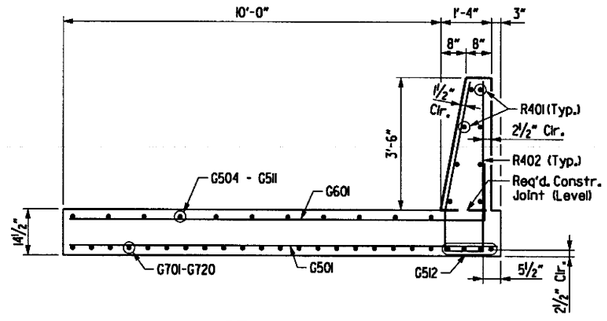
All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.



SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION B-B

SCALE: 1/2" = 1'-0"

BAR LIST - ONE TYPE 19 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	37	11'-3"	Str.
G502	1	10'-6"	Str.
G503	18	13'-8"	Str.
G504 to G511	1 Ea.	36'-4" to 45'-10"	Str.
G512	4	37'-1"	Str.
G701 to G720	1 Ea.	36'-4" to 45'-10"	Str.
G601	37	12'-2"	4 1/2"
G602	1	11'-10"	4 1/2"
R401	8	37'-1"	Str.
R402	75	9'-9"	2"

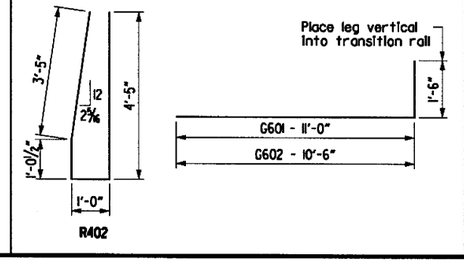
TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
3061	25.92

BENDING DIAGRAMS

NOTE:
Dimensions are out to out of bars.



DETAILS OF TYPE
SPECIAL 19 APPROACH GUTTER
I-30 BRIDGE A OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/3/2016	FILENAME:	bca0601a4_as3
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	1/7/2016		

BRIDGE NO. A7413 DRAWING NO. 59911

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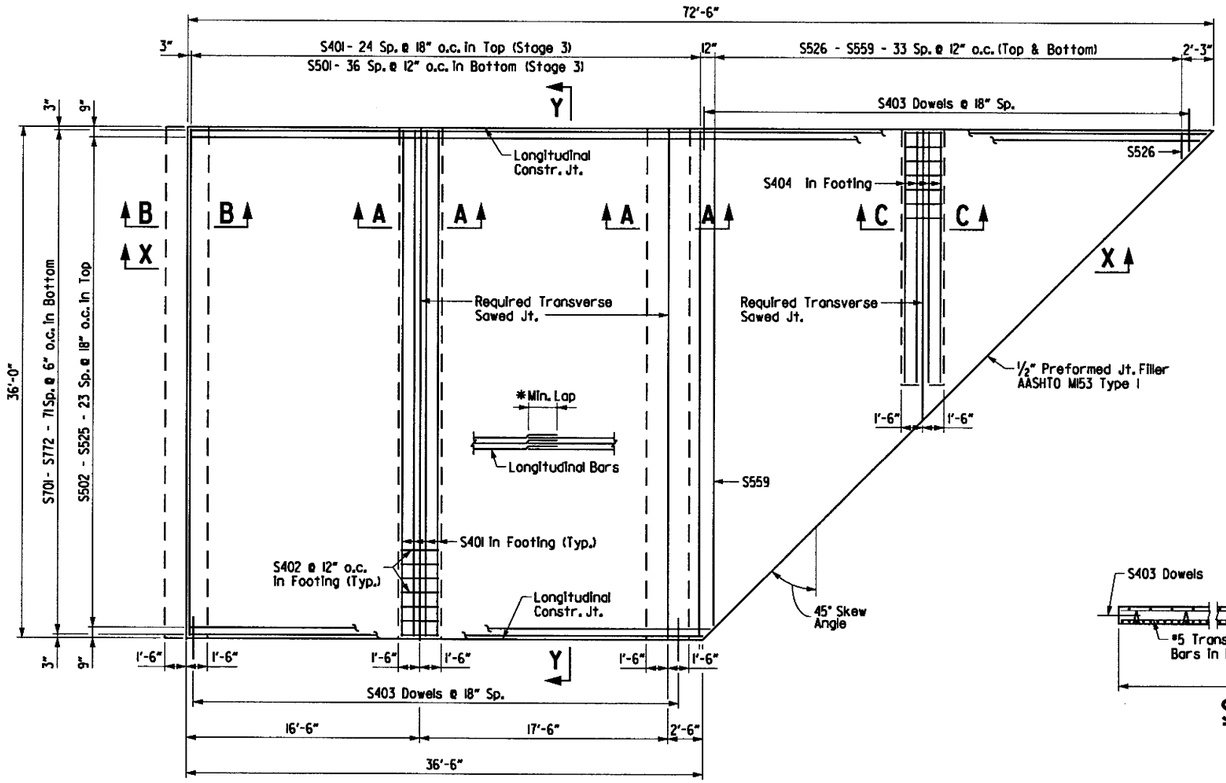
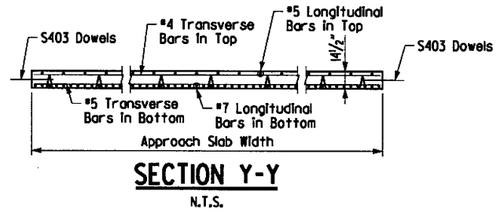
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1087	1465
				(1) B7413		APPROACH SLAB 12		59912

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN - APPROACH SLAB SPECIAL 12

SCALE: 3/16" = 1'-0"



SECTION Y-Y

N.T.S.

BAR LIST

Mark	No. Req'd.	Length
S401	37	35'-8"
S402	131	2'-8"
S403	48	3'-0"
S404	4	17'-8"
S501	37	35'-8"
S502 to S525	2 Ea.	20'-2" to 37'-5"
S526 to S559	2 Ea.	1'-10" to 34'-10"
S701 to S772	2 Ea.	19'-11" to 37'-8"

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
13849	113.51

* NOTE:
Minimum Lap Lengths for Longitudinal Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

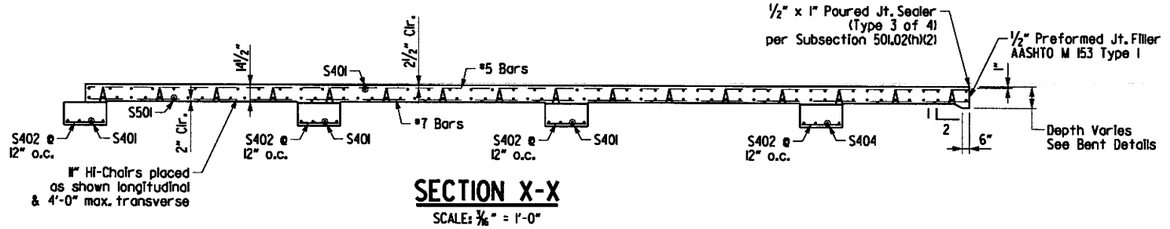
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

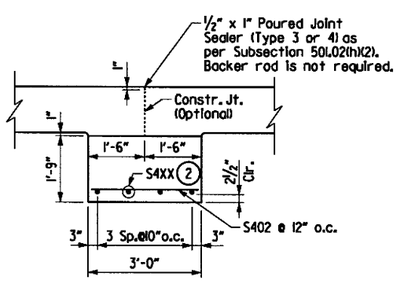
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.



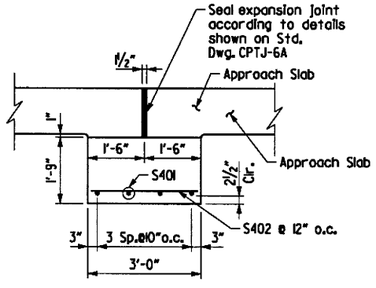
SECTION X-X

SCALE: 3/16" = 1'-0"



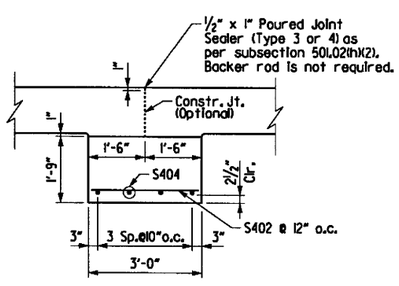
SECTION A-A

SCALE: ½" = 1'-0"



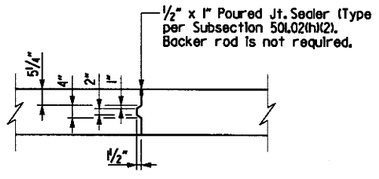
SECTION B-B

SCALE: ½" = 1'-0"



SECTION C-C

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 12
APPROACH SLAB OF BRIDGE B
OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/3/2016	FILENAME:	bca060lb4.dsl
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	1/7/2016		

BRIDGE NO. B7413 DRAWING NO. 59912

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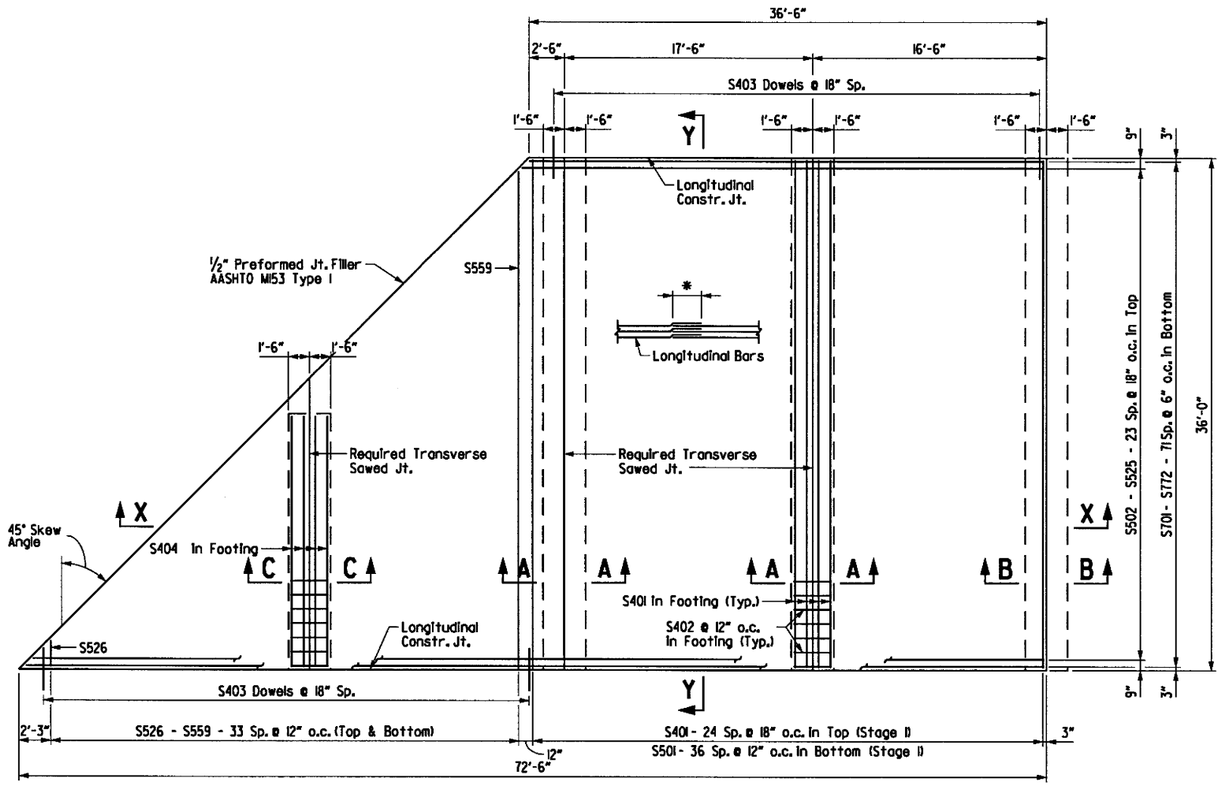
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1088	1465
				(1) B7413		APPROACH SLAB 14		59913

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN - SLAB SPECIAL 14

SCALE: 3/16" = 1'-0"

BAR LIST

Mark	No. Req'd.	Length
S401	37	35'-8"
S402	131	2'-8"
S403	48	3'-0"
S404	4	17'-8"
S501	37	35'-8"
S502 to S525	2 Ea.	20'-2" to 37'-5"
S526 to S559	2 Ea.	1'-10" to 34'-10"
S701 to S772	2 Ea.	19'-11" to 37'-8"

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
13852	113.51

* NOTE:
Minimum Lap Lengths for Longitudinal Bars are as follows:

#4 Bars = 2'-0"
#5 Bars = 3'-0"
#7 Bars = 3'-6"

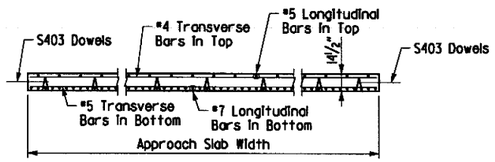
General Notes:

All longitudinal edges and reinforcing is parallel or concentric to C.L. Median I-30.

All concrete shall be Class S(AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

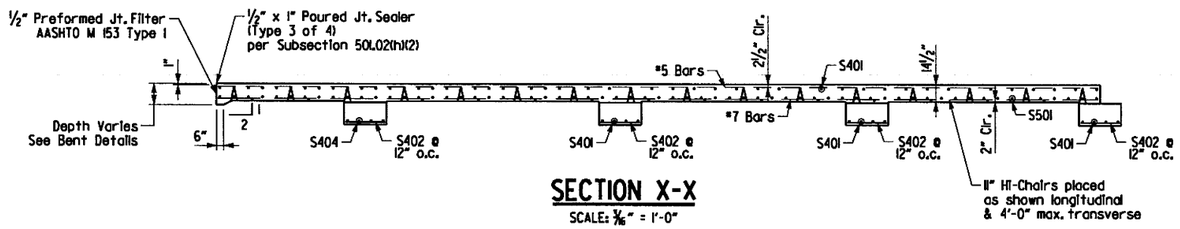
All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.



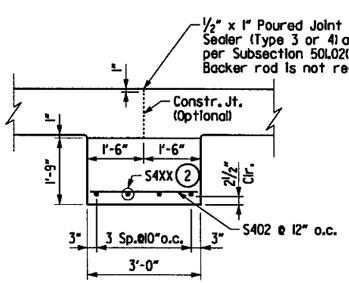
SECTION Y-Y

N.T.S.



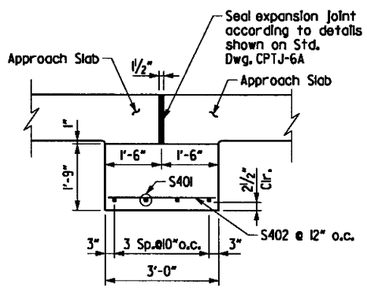
SECTION X-X

SCALE: 3/16" = 1'-0"



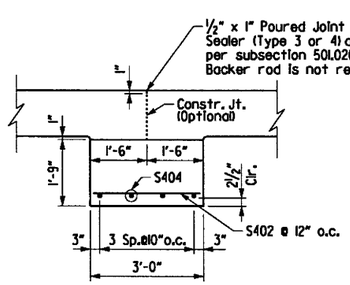
SECTION A-A

SCALE: ½" = 1'-0"



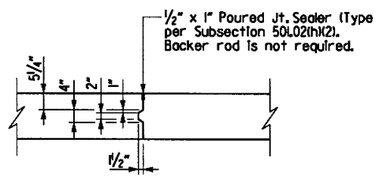
SECTION B-B

SCALE: ½" = 1'-0"



SECTION C-C

SCALE: ½" = 1'-0"



DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

SCALE: ½" = 1'-0"

DETAILS OF TYPE SPECIAL 14 APPROACH SLAB OF BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/3/2016	FILENAME:	bca060lb4_as2
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	1/7/2016		

BRIDGE NO. B7413 DRAWING NO. 59913

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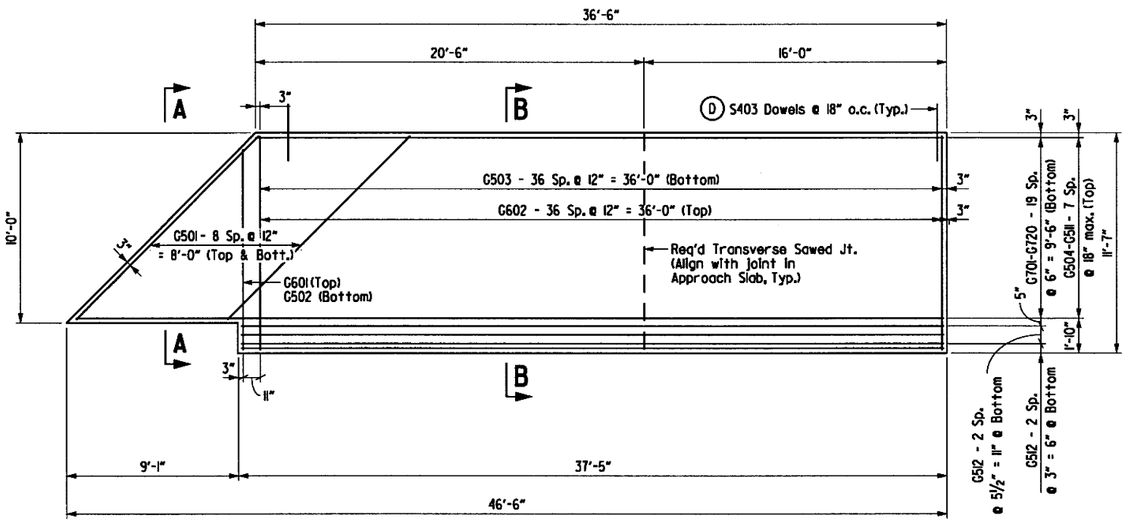
6/21/2018 1:23:55 PM
jharrell

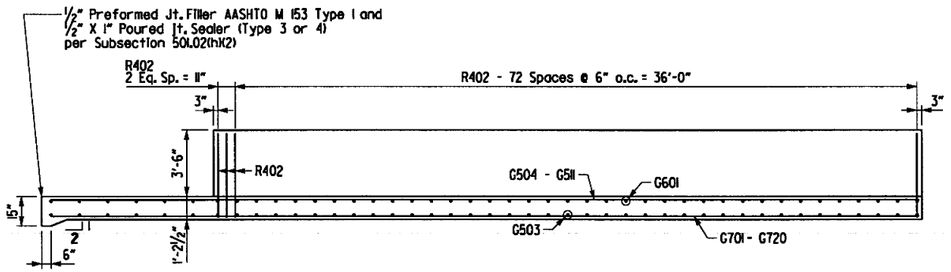
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1089	1465
				(1) B7413		APPROACH GUTTER 22		59914

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



APPROACH GUTTER TYPE 22 PLAN

SCALE: 1/4" = 1'-0"

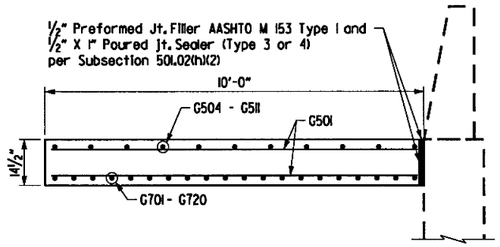


ELEVATION

SCALE: 1/4" = 1'-0"

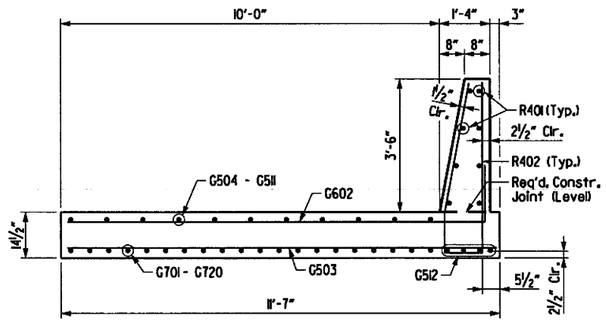
(D) Prior to pouring concrete for approach slab, place dowels into approach slab using 18" embedment.

As an alternate to using cast-in-place dowels during approach slab construction, dowels may be drilled and grouted 18" into the previously cured approach slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".



SECTION A-A

SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"

BAR LIST - ONE TYPE 22 SPECIAL APPROACH GUTTER

Mark	No. Req'd.	Length	Pin Dia.
G501	18	13'-8"	Str.
G502	1	10'-7"	Str.
G503	25	11'-3"	Str.
G504 to G511	1 Ea.	36'-4" to 45'-10"	Str.
G512	4	37'-1"	Str.
G701 to G720	1 Ea.	36'-4" to 45'-10"	Str.
G601	1	11'-6"	4 ½"
G602	37	12'-2"	4 ½"
R401	8	37'-1"	Str.
R402	75	9'-9"	2"

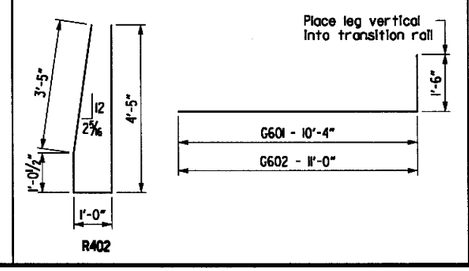
TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
4117	26.10

BENDING DIAGRAMS

NOTE:
Dimensions are out to out of bars.



General Notes:

All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

DETAILS OF TYPE SPECIAL 22 APPROACH GUTTER I-30 BRIDGE B OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/3/2016	FILENAME:	bca060lb4_as3
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	1/7/2016		

BRIDGE NO. B7413 DRAWING NO. 59914

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jharrell
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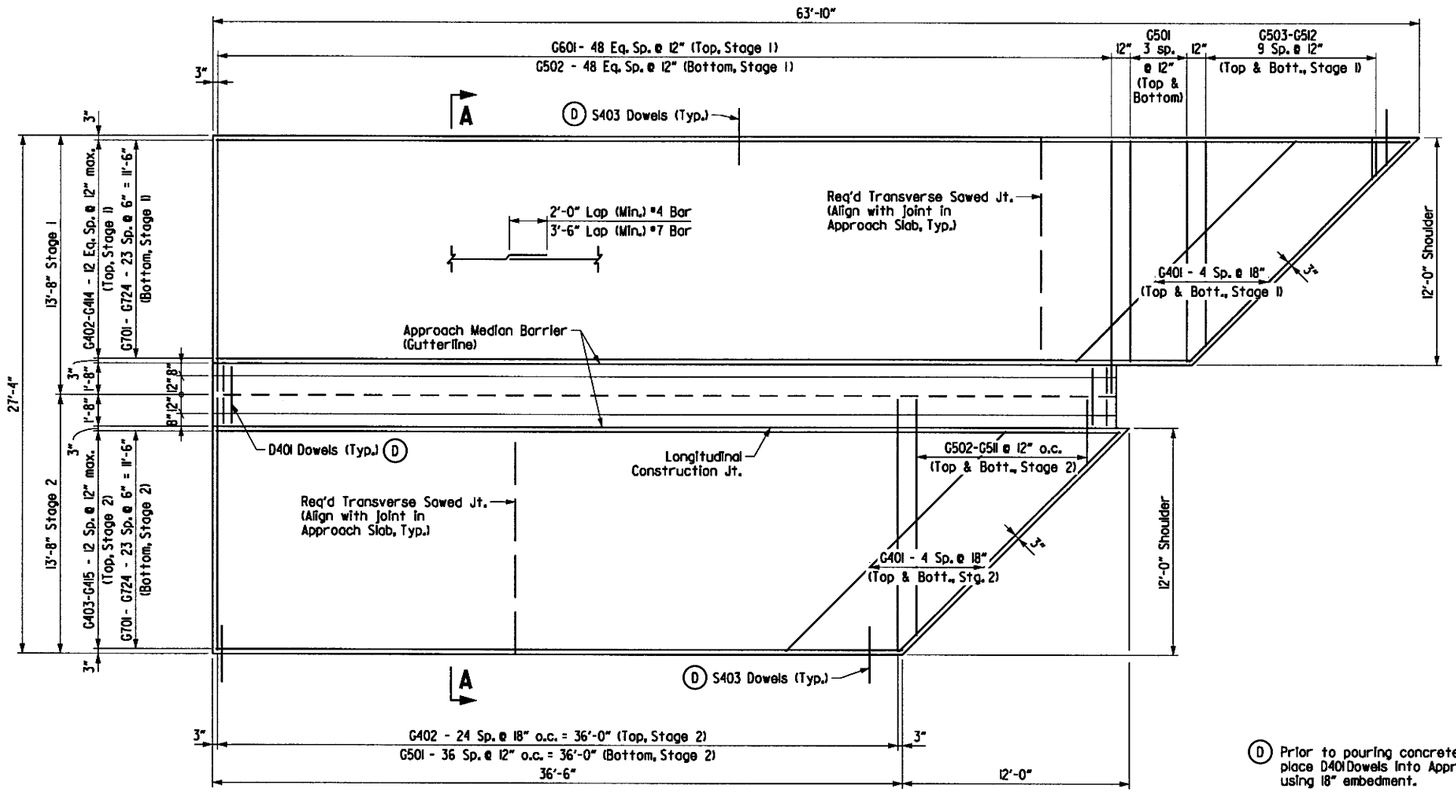
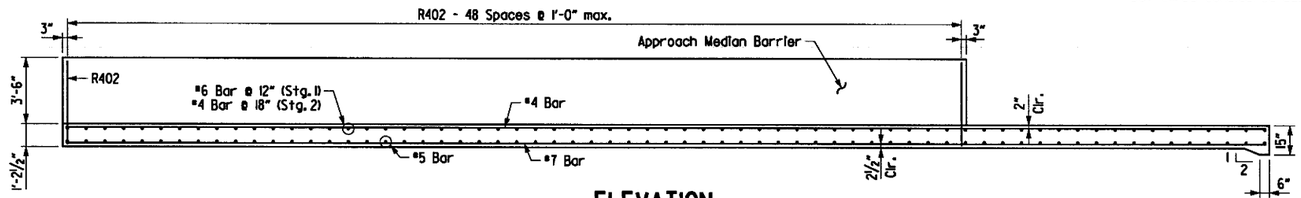
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1090	1465
				1 A&B7413		APPROACH GUTTER 20		59915

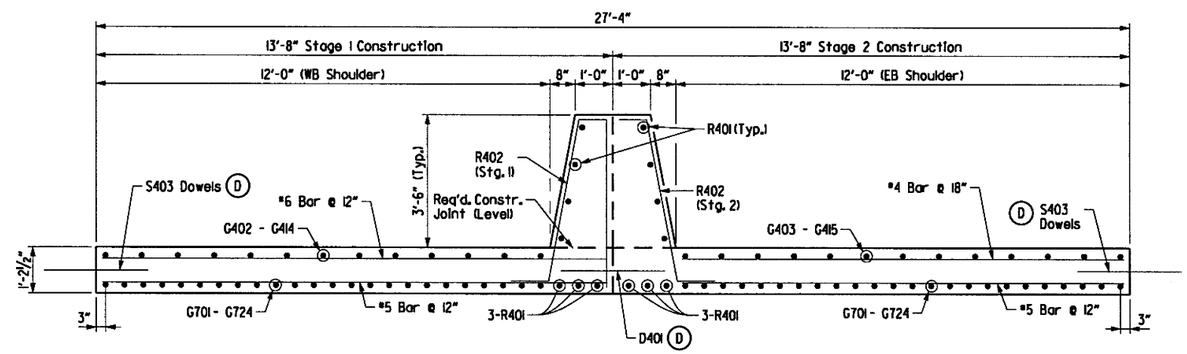
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



APPROACH GUTTER TYPE 20 PLAN
SCALE: 1/4" = 1'-0"



ELEVATION
SCALE: 1/4" = 1'-0"



SECTION A-A
SCALE: 1/2" = 1'-0"

General Notes:

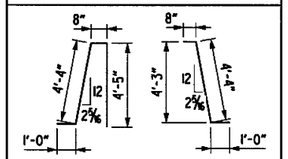
All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

BENDING DIAGRAMS



NOTE:
Dimensions are out to out of bars.

D Prior to pouring concrete for Approach Median Barrier and Approach Slab, place D401 Dowels into Approach Median Barrier and S403 Dowels into Approach Slab using 18" embedment.

As an alternate to using cast-in-place dowels during Approach Median Barrier or Approach Slab construction, dowels may be drilled and grouted 18" into the previously cured Approach Median Barrier or Approach Slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

BAR LIST - ONE TYPE 20 SPECIAL APPROACH GUTTER STAGE 1

Mark	No. Req'd.	Length	Pin Dia.
G401	10	16'-6"	Str.
G402 to G414	2 Ea.	32'-7" to 26'-10"	Str.
G501	8	11'-8"	Str.
G502	33	13'-4"	Str.
G503 to G512	2 Ea.	10'-10" to 1'-10"	Str.
G601	49	13'-4"	Str.
G701 to G724	2 Ea.	33'-4" to 27'-7"	Str.
R401	7	47'-4"	Str.
R402	49	10'-5"	2"
D401	31	3'-0"	Str.

BAR LIST - ONE TYPE 20 SPECIAL APPROACH GUTTER STAGE 2

Mark	No. Req'd.	Length	Pin Dia.
G401	10	16'-6"	Str.
G402	25	13'-4"	Str.
G403 to G415	2 Ea.	24'-11" to 19'-2"	Str.
G501	37	13'-4"	Str.
G502 to G511	2 Ea.	12'-6" to 3'-6"	Str.
G701 to G724	1 Ea.	47'-10" to 36'-4"	Str.
R401	7	47'-4"	Str.
R402	49	6'-0"	2"

TABLE OF QUANTITIES
For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
9789	127.13

DETAILS OF TYPE
SPECIAL 20 APPROACH GUTTER
I-30 BRIDGES OVER SALINE RIVER

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/3/2016	FILENAME:	bca0601m4_as2
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	1/7/2016		

BRIDGE NO. A&B7413 DRAWING NO. 59915

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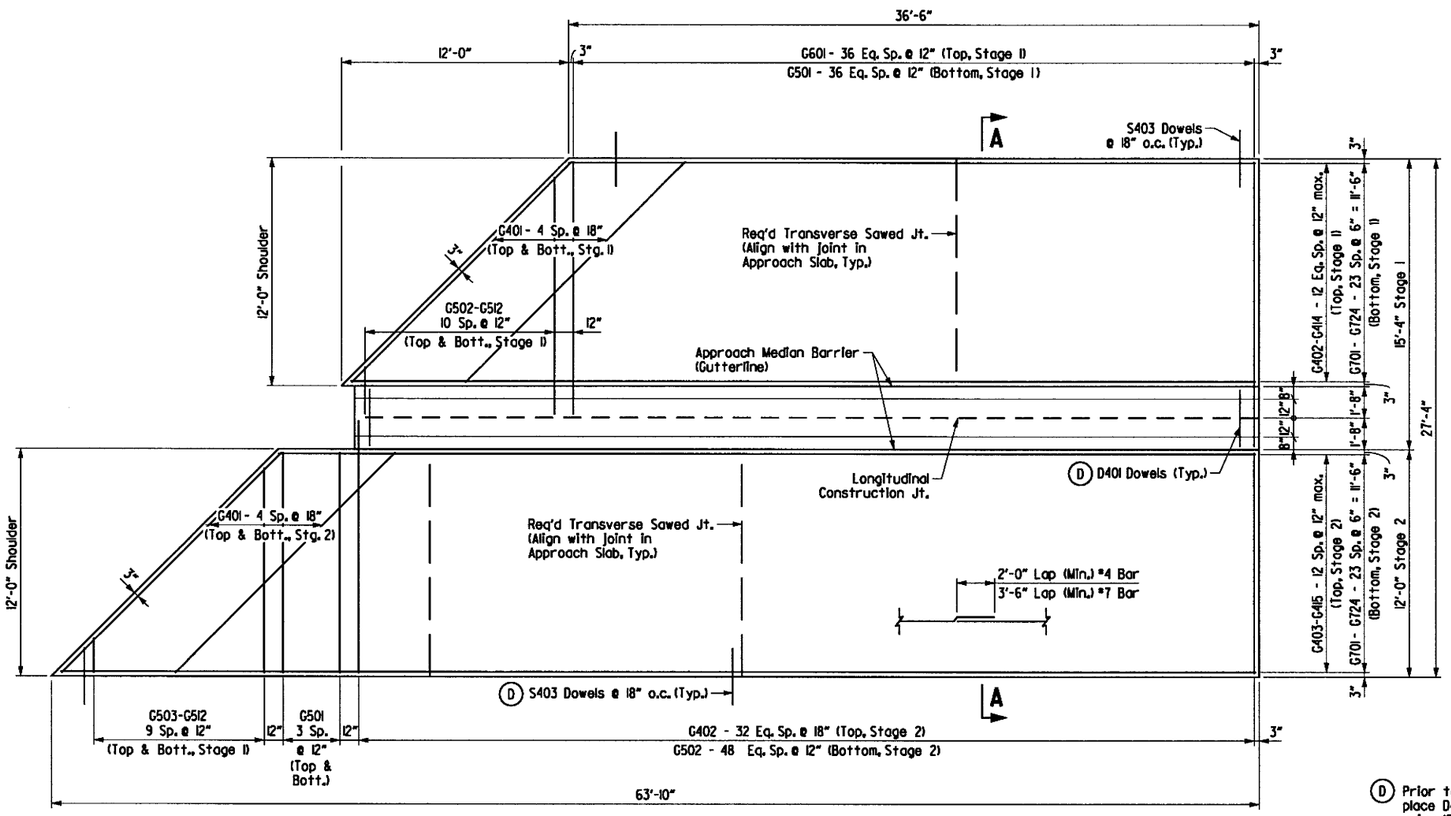
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1091	1465
				(1) A&B7413		APPROACH GUTTER 21		59916

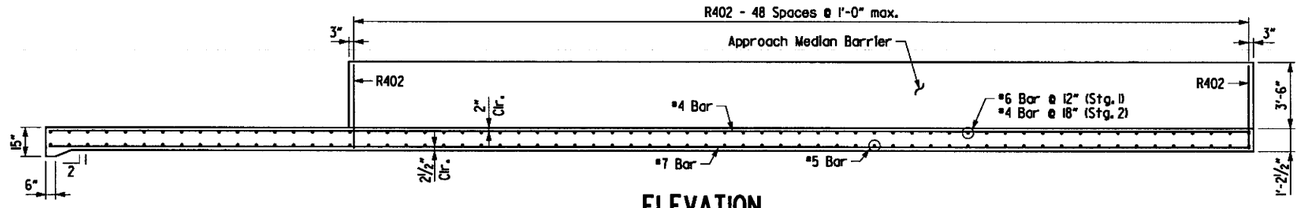
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



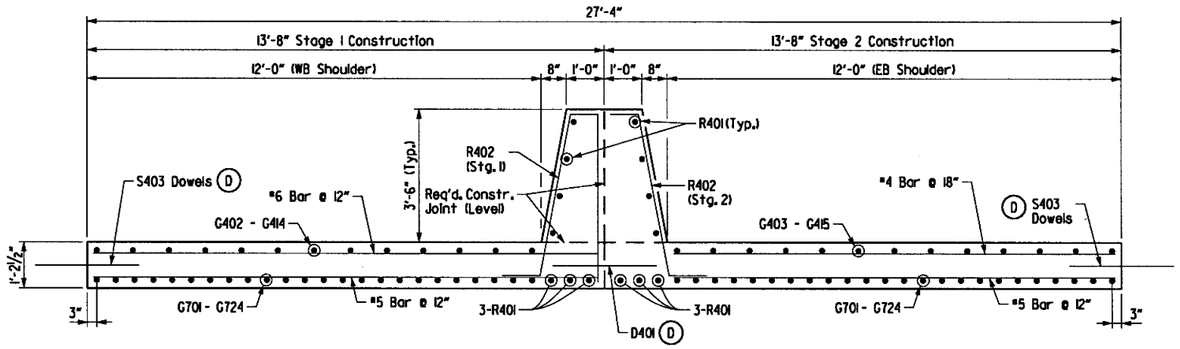
APPROACH GUTTER TYPE 21 PLAN

SCALE: 1/4" = 1'-0"



ELEVATION

SCALE: 1/4" = 1'-0"



SECTION A-A

SCALE: 1/2" = 1'-0"

General Notes:

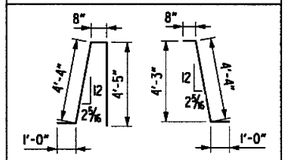
All Concrete Shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All reinforcing bars shall maintain a minimum of 2" clr. cover unless noted otherwise.

Approach Gutters will be measured and paid for in accordance with Section 504.

BENDING DIAGRAMS



NOTE:
Dimensions are out to out of bars.

D Prior to pouring concrete for Approach Median Barrier and Approach Slab, place D401 Dowels into Approach Median Barrier and S403 Dowels into Approach Slab using 18" embedment.

As an alternate to using cast-in-place dowels during Approach Median Barrier or Approach Slab construction, dowels may be drilled and grouted 18" into the previously cured Approach Median Barrier or Approach Slab. Work for drilling and grouting will not be paid for separately but will be considered subsidiary to "APPROACH GUTTERS".

BAR LIST - ONE TYPE 21 SPECIAL APPROACH GUTTER STAGE 1

Mark	No. Req'd.	Length	Pin Dia.
G401	10	16'-6"	Str.
G402 to G414	2 Ea.	19'-2" to 24'-11"	Str.
G501	37	13'-4"	Str.
G502 to G512	2 Ea.	3'-5" to 12'-5"	Str.
G601	37	13'-4"	Str.
G701 to G724	1 Ea.	36'-4" to 47'-10"	Str.
R401	7	47'-4"	Str.
R402	49	10'-5"	2"
D401	32	3'-0"	Str.

BAR LIST - ONE TYPE 21 SPECIAL APPROACH GUTTER STAGE 2

Mark	No. Req'd.	Length	Pin Dia.
G401	10	16'-6"	Str.
G402	33	13'-4"	Str.
G403 to G415	2 Ea.	26'-10" to 32'-7"	Str.
G501	8	11'-8"	Str.
G502	49	13'-4"	Str.
G503 to G512	2 Ea.	1'-10" to 10'-10"	Str.
G701 to G724	2 Ea.	27'-7" to 33'-4"	Str.
R401	7	47'-4"	Str.
R402	49	6'-0"	2"

TABLE OF QUANTITIES

For Information Only

Reinforcing Steel (Lbs)	Concrete (Cu. Yds.)
9858	127.13

DETAILS OF TYPE SPECIAL 21 APPROACH GUTTER I-30 BRIDGES OVER SALINE RIVER

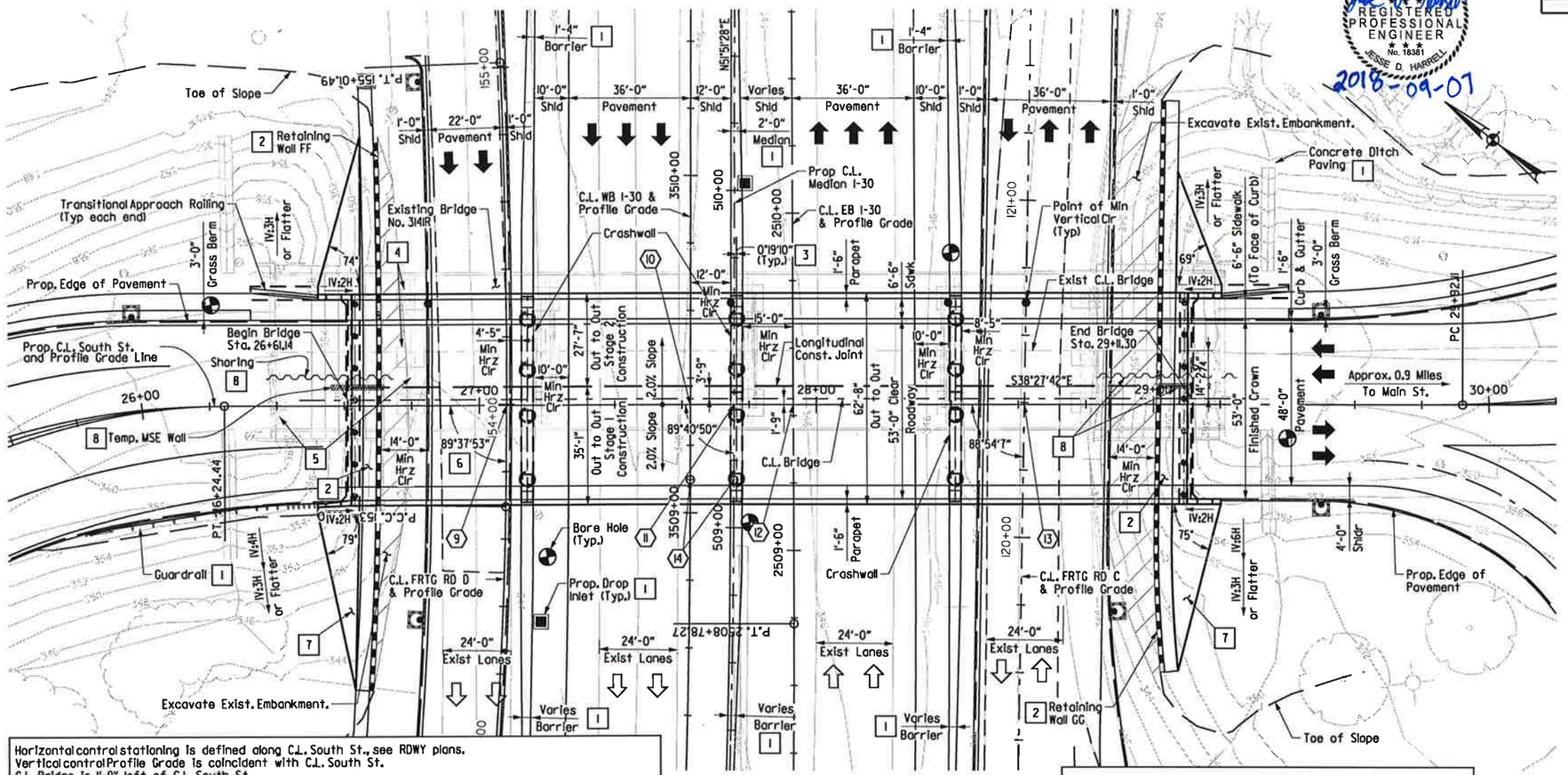
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	3/3/2016	FILENAME:	bca0601m4_as3
CHECKED BY:	STS	DATE:	6/8/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	1/7/2016		

BRIDGE NO. A&B7413 DRAWING NO. 59916

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
				JOB NO.		CA0601	1092	1465
				07414		BRIDGE LAYOUT		59917

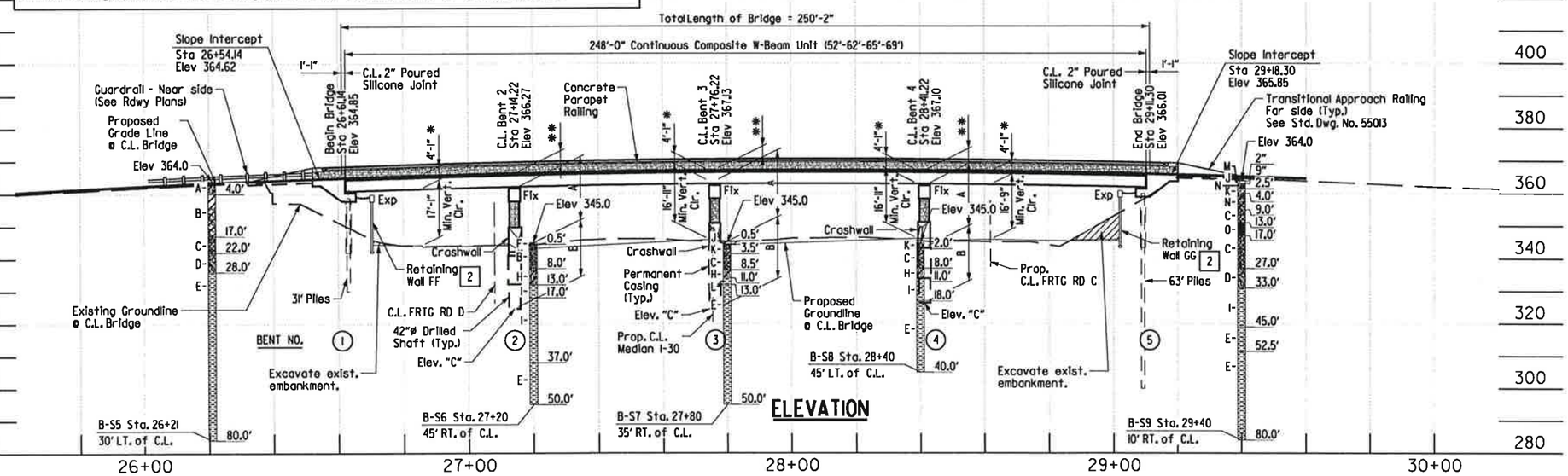
For R/W Data, See Roadway Plans



PLAN

Horizontal control stationing is defined along C.L. South St., see RDWY plans.
Vertical control Profile Grade is coincident with C.L. South St.
C.L. Bridge is 1'-9" left of C.L. South St.
C.L. Bridge and all longitudinal edges, except right wing of Bent 1, are horizontally parallel to C.L. South St.
ELEVATION view: stationing, total bridge length, span lengths, and C.L. Joint to Beginning and End of Bridge dimensions are measured along C.L. of Bridge, with stationing derived by perpendicular projection from C.L. South St.
Proposed Grade deck elevations shown, are along C.L. Bridge, on the Theoretical Roadway Grade, left of Working Point, above Top of Rdwy Surface. See "ROUNDING DETAIL" on Std. Dwg. No. 55007

Note:
Remove existing concrete riprap and replace with new concrete riprap as shown for bent construction (See Std. Dwg. No. 55002). Payment for this work shall be considered subsidiary to the pay item "Removal of Existing Bridge Structures".

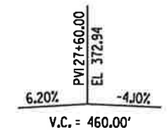


ELEVATION

	Table of Variables			
	**	"A"	"B"	"C"
Bent 2	4'-5 3/16"	20'-0"	18'-0"	323.83
Bent 3	4'-5 1/4"	19'-6"	19'-6"	323.69
Bent 4	4'-5 1/4"	18'-0"	21'-0"	323.66
"A"	Low side of Cap to Top of Drilled Shaft			
"B"	Drilled Shaft Length			
"C"	Tip of D.S. Elevation			

* Top of Deck @ C.L. of Bridge to Low Beam

** Top of Deck @ C.L. Bent @ C.L. Bridge to Low Side Top of Cap



VERTICAL CURVE DATA

(Along Profile Grade)

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

1. See Rdwy Plans
2. See Retaining Wall Plans
3. Skew angle is measured from a line perpendicular to the C.L. Bridge to C.L. of Joint or Bent.
4. Existing foundations. (Typ.)
5. Existing substructures. (Typ.)
6. Angle is measured to a local tangent.
7. Concrete Riprap to be placed at a 1V:2H max slope near wing walls.
8. Sharing & Temp. MSE Wall is required during construction, at both ends of Bridge. See Project Bridge General Notes regarding Sharing & Temp. MSE Wall, on Dwg. No. 59691
9. Prop. C.L. South St. Sta 27+08.04 = C.L. FRTG RD D Sta 153+99.67
10. Prop. C.L. South St. Sta 27+62.46 = C.L. WB I-30 Sta 3509+32.09
11. Prop. C.L. South St. Sta 27+75.46 = Prop. C.L. Median I-30 Sta 509+36.53
12. Prop. C.L. South St. Sta 27+93.14 = C.L. EB I-30 Sta 2509+43.25
13. Prop. C.L. South St. Sta 28+61.78 = Prop. C.L. FRTG RD C Sta 120+39.44
14. WB I-30 P.T. Sta 3509+09.78, Prop. C.L. Median I-30 P.T. Sta 509+14.15

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JESSE D. HARRELL
No. 16381
2018-09-07

SHEET 1 OF 3
LAYOUT OF SOUTH ST. BRIDGE OVER I-30

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/1/2014
CHECKED BY:	STS	DATE:	12/21/2014
DESIGNED BY:	JH	DATE:	11/15/2014

FILENAME: bca0601S_ll
SCALE: 1" = 20'

BRIDGE NO. 07414 DRAWING NO. 59917

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8/8/2018 3:50:26 PM jharrell

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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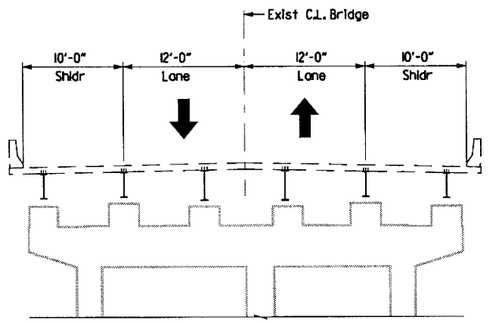
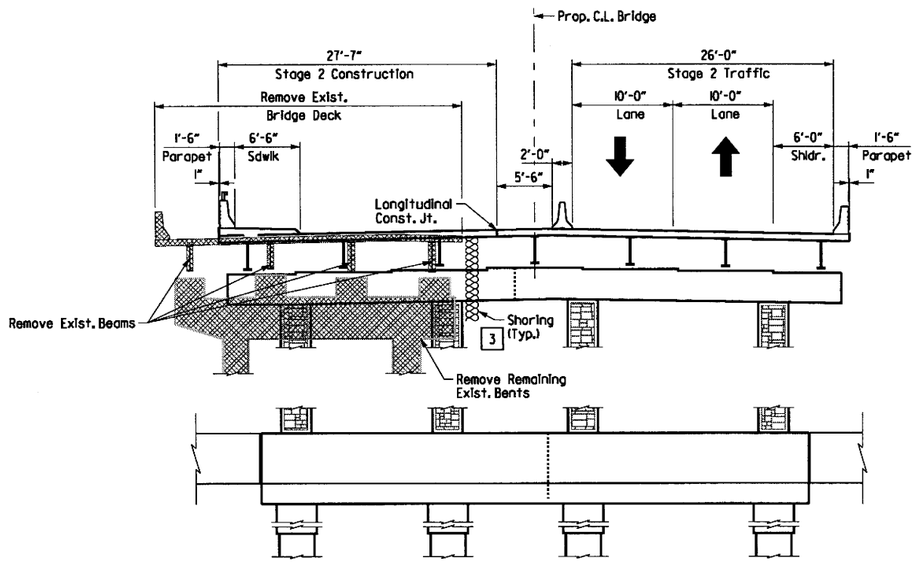
				JOB NO.		CA0601	1093	1465
				07414		BRIDGE LAYOUT		59918



EXISTING CONSTRUCTION
(Looking Ahead)



STAGE 2 CONSTRUCTION
(RDWY. M.O.T. STAGE 2) - (Looking Ahead)

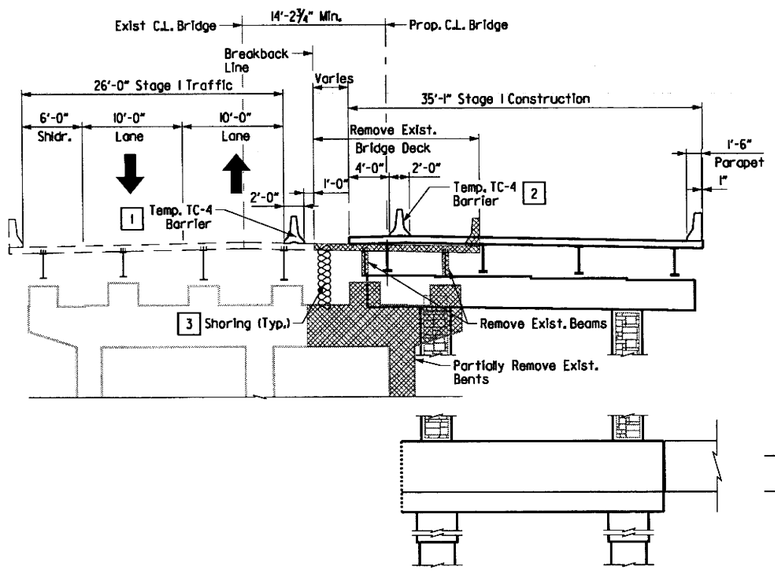
Notes:
Details related to Maintenance of Traffic are shown on Bridge Plans for Information Only. For Maintenance of Traffic Plans and additional Information, see Roadway Plans.

Stage construction enumeration shown on bridge detail drawings matches bridge layout stage construction sections. Refer to bridge layout Stage Construction sections for correlation of RDWY. M.O.T. enumeration with bridge stage construction enumeration.

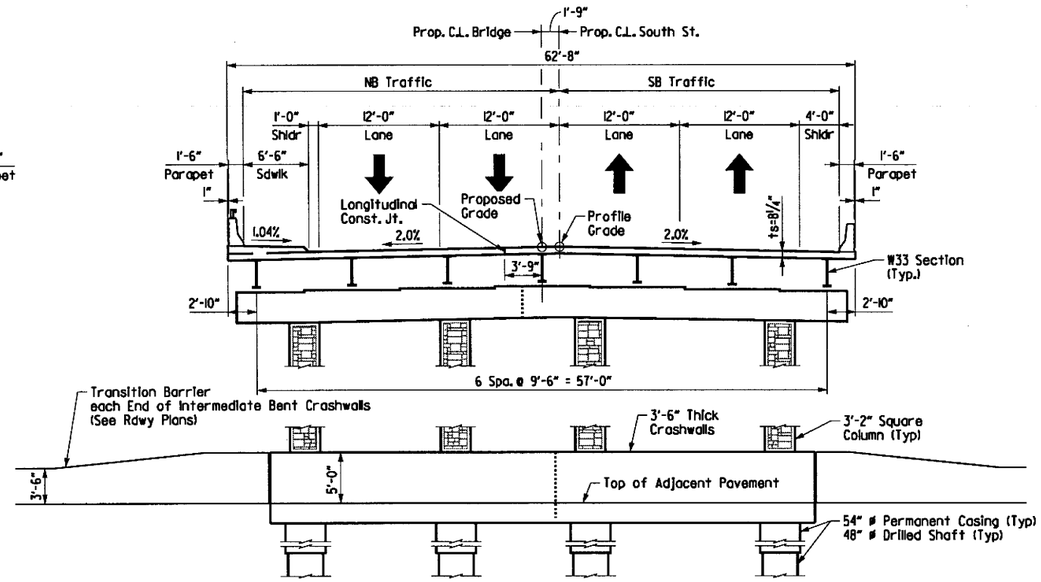
1 Connect to Deck (See Std. Dwg. No. TC-4)

2 Do not connect to Deck (See Std. Dwg. No. TC-4)

3 Sharing is required during construction. See Project Bridge General Notes regarding Sharing on Dwg. No. 59691



STAGE 1 CONSTRUCTION
(RDWY. M.O.T. STAGE 1A) - (Looking Ahead)



COMPLETED CONSTRUCTION
(Looking Ahead)

SHEET 2 OF 3
LAYOUT OF SOUTH ST. BRIDGE OVER I-30

HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/1/2014	FILENAME:	bca06015_l2
CHECKED BY:	STS	DATE:	12/2/2014	SCALE:	1" = 7.5'
DESIGNED BY:	JH	DATE:	11/15/2014		

BRIDGE NO. 07414 DRAWING NO. 59918

\\bridgefarmer.internal\bashares\Projects\14407\01\DGN\Plans\Bridge\Layout\bca06015_l2.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1094	1465
				07414		BRIDGE LAYOUT		59919

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

GENERAL NOTES

For Project Bridge General Notes Sheet, see Dwg. No. 59691 . General notes specific to this bridge follow.

STEEL PILING:
Piling shall be HP 12x53 (Grade 50) for each End Bent and shall be paid for as "Steel Piling (HP 12x53)". Pile casings are required for all pile within MSE. Casings shall be installed prior to or during the embankment construction and shall extend from top of leveling pad to bottom of cap. Pile casing material shall be of sufficient strength to retain its original form, free from harmful distortions after compaction of the fill material surrounding it. The minimum inside diameter of the casing shall be 18" for HP 12x53. Piles shall be driven through the open casings. After driving is complete, the pile casings shall be filled with Class S Concrete, an approved non-shrink grout, mixture used for Portland Cement Concrete Pavement, or other approved material in a single continuous operation to completely fill voids. Pile casings and concrete will not be paid for directly but shall be considered subsidiary to the item "Steel Piling (HP 12x53)".

DRILLED SHAFTS: Foundations for intermediate Bents 2-4 shall consist of Drilled Shafts. All Drilled Shafts shall be founded into competent material designated as shale on the boring legend to the minimum rock penetrations and tip elevations shown in the plans. No adjustments in Plan Tip Elevation shall be made without prior approval from the Engineer. Methods of construction of the drilled shafts shall be in accordance with SP CA0601 "Drilled Shaft Foundations". Permanent casing shall be used for construction of the drilled shafts, such as to prevent caving, to exclude groundwater, or to provide shoring, and shall not extend below top of rock. The Contractor must obtain approval from the Engineer for any deviation from this requirement.

Drilled shaft and column dowels reinforcing shall be secured in place before concrete placement. Concrete and reinforcing steel in drilled shafts, including projection of drilled shaft bars into column, will not be paid for directly but will be included in the unit prices of the drilled shaft items.

For construction methods, materials, measurement and payment of drilled shafts, see Job CA0601 Special Provision "Drilled Shaft Foundations".

For additional information, see bridge layout and detail drawings.

CROSSHOLE SONIC LOGGING: Nondestructive testing shall be performed on specific drilled shafts in accordance with SP CA0601 "Nondestructive Testing of Drilled Shafts".

TEXTURED COATING FINISH: Class 3 Textured Coating Finish shall be applied to bridge surfaces as specified in Special Provision Job No. CA0601 "Textured Coating Finish" and in accordance with subsection 802.19(b)(3). Textured Coating Finish shall not be applied on surfaces where Class I Protective Surface Treatment is applied.

PAINT: All structural steel except galvanized members and some surfaces in contact with concrete, and as otherwise noted, shall be cleaned in accordance with Section 807.84(b) and painted as specified in Subsection 807.75. Color of paint shall be DARK BROWN and shall match Fed. Std. 595B, Color Chip No. 20108.

POWDER COATING: All metal bridge railing shall recieve a powder coating finish. Color shall be Dark Bronze as approved by the Engineer. See Std. Dwg. No. 55014 for additional information.

DETAIL DRAWINGS:	DRAWING NO.
End Bents	59920-59925
Intermediate Bents	59926-59928
248'-0" Comp. W-Beam Unit	59929-59933
Elastomeric Bearings	59935
Steel Piling	55020
Stage Construction	59918
Concrete Riprap	55002
Steel Bridge Details	55007
Poured Silicone Joints	55008

EXISTING BRIDGE: Existing Bridge No. 3141R (log 15.80) is 46'-10" wide and 282'-3⅝" long and consists of six composite W-Beam simple spans supported by substructures consisting of R.C. Int. Bents with multi-columns on spread footings and Pile End Bents. The existing bridge is located in approximately the same location as the proposed bridge. Plans can be obtained upon request from the Construction Contract Procurement Section of the Program Management Division.

REMOVAL AND SALVAGE: The new bridge is to be built in stages and existing Bridge No. 3141R shall be removed in accordance with Section 205. Stage removal of Bridge No. 3141R will be required for Stage 1 & 2 Construction. All material from the existing bridge shall become the property of the Contractor.

STRUCTURAL STEEL: Structural steel shall be AASHTO M270, Gr.50 unless otherwise noted and shall be paid for as "Structural Steel in Beam Spans (M270, Gr.50)".

SILICONE JOINT DATA - for Std. Dwg. No. 55008

Bent No.(s)	"A" Width Perpendicular to Joint at 24 hour Average Temperature of:			Bumper Bar Size	"B"
	40°F	60°F	80°F		
1	2 3/16"	2"	1 13/16"	1"	2 1/4"
5	2 1/4"	2"	1 3/4"	1"	2 1/4"

BORING LEGEND:

A - Stiff to very stiff silty clay (fill)
B - Firm clay (fill)
C - Medium dense to dense clayey sand
D - Dense to very dense sandy gravel
E - Moderately hard to hard shale
F - Loose silt (fill)
G - Medium dense to dense sand (fill)
H - Stiff to very stiff silty clay
I - Low hardness to moderately hard weathered shale
J - Crushed stone base (fill)
K - Medium dense to dense clayey sand (fill)
L - Low hardness highly weathered shale
M - Asphalt concrete
N - Stiff to very stiff fine sandy clay (fill)
O - Stiff fine sandy clay

SUMMARY OF SPT N-VALUES (BRIDGE BORINGS)

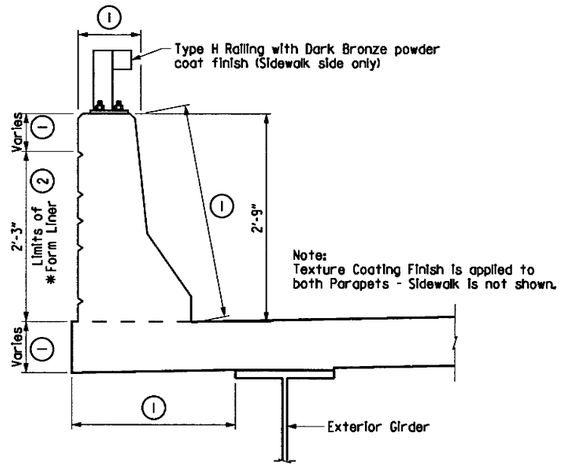
Sta. 26+21, 30' Lt (Boring S5)
0.5-1.5, N = 45
2.5-3.5, N = 27
4.5-5.5, N = 8
6.5-7.5, N = 13
9-10, N = 17
14-15, N = 10
19-20, N = 50
24-25, N = 50/6"
29-30, N = 30/0"
34-35, N = 30/0"
39-40, N = 30/0"
44-45, N = 30/0"
49-50, N = 30/0"
54-55, N = 30/0"
59-60, N = 30/0"
64-65, N = 30/0"
69-70, N = 30/0"
74-75, N = 30/0"
79-80, N = 30/0"

Sta. 27+20, 45' Rt (Boring S6)
0.5-1.5, N = 50
2.5-3.5, N = 50/10"
4.5-5.5, N = 50/10"
6.5-7.5, N = 32
9-10, N = 14
14-15, N = 50/2"
19-20, N = 30/0"
24-25, N = 30/0"
29-30, N = 30/0"
34-35, N = 30/0"
39-40, N = 30/0"
44-45, N = 30/0"
49-50, N = 30/0"

Sta. 27+80, 35' Rt (Boring S7)
0.5-1.5, N = 26
2.5-3.5, N = 50/9"
4.5-5.5, N = 50/10"
6.5-7.5, N = 50/9"
9-10, N = 19
12-13, N = 30/0"
19-20, N = 30/0"
24-25, N = 30/0"
29-30, N = 30/0"
34-35, N = 30/0"
39-40, N = 30/0"
44-45, N = 30/0"
49-50, N = 30/0"

Sta. 28+40, 45' Lt (Boring S8)
0.5-1.5, N = 37
2.5-3.5, N = 52
4.5-5, N = 50/6"
7-8, N = 39
9-10, N = 9
14-15, N = 50/4"
19-20, N = 50/0"
25-26, N = 50/2"
29-30, N = 30/0"
34-35, N = 30/0"
39-40, N = 30/0"

Sta. 29+40, 10' Rt (Boring S9)
0.5-1.5, N = 32
2.5-3.5, N = 13
4.5-5.5, N = 12
6.5-7.5, N = 14
9-10, N = 24
14-15, N = 12
18.5-19.5, N = 50
24-25, N = 29
29-30, N = 50/9"
34-35, N = 50
39-40, N = 50/6"
54-55, N = 30/0"
59-60, N = 30/0"
64-65, N = 30/0"
69-70, N = 30/0"
74-75, N = 30/0"
79-80, N = 30/0"

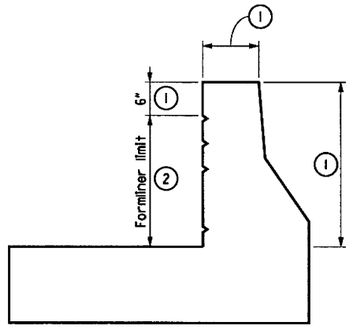


PARAPET AESTHETICS
Scale 1" = 1'-0"

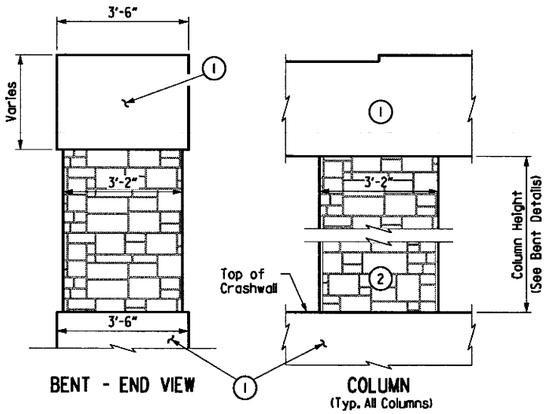
* "Ashlar Stone" Pattern See SP Job CA0601 "Architectural Finish".

(1) Class 3 Textured Coating Finish (Color = Brown, Shade 33522)

(2) Class 3 Textured Coating Finish (Color = Brown, Shade 30219)



TRANSITIONAL APPROACH RAILING AESTHETICS
NO SCALE



BENT AESTHETICS
SCALE: ½" = 1'-0"

SHEET 3 OF 3
LAYOUT OF SOUTH ST. BRIDGE OVER I-30
HWY. 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/1/2014
CHECKED BY: STS DATE: 12/21/2014
DESIGNED BY: JH DATE: 11/15/2014
FILENAME: bca0605_13
SCALE: N/A

BRIDGE NO. 07414 DRAWING NO. 59919

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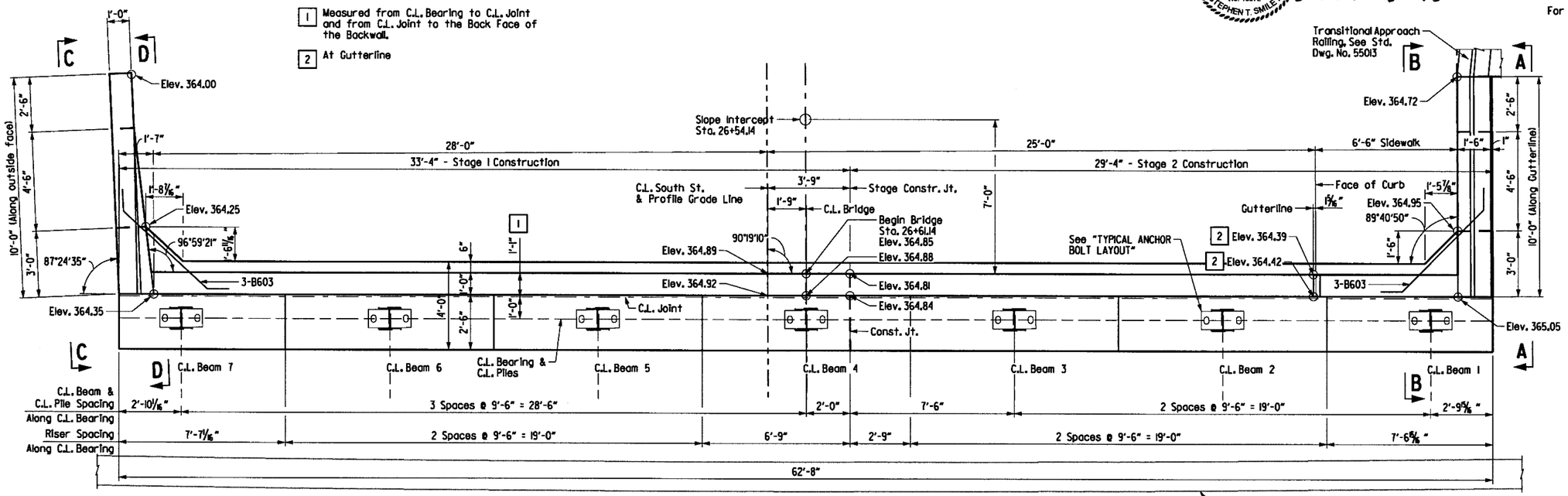
				6	ARK.			
				JOB NO.		CA0601	1095	1465
				07414		BENT DETAILS		59920

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
Stephen T. Smiley 21 June 2018

For Project Bridge General Notes, see Dwg. No. 59691

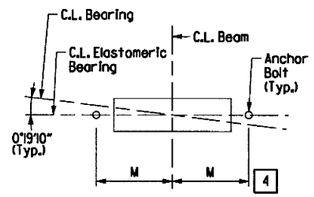
1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

2 At Gutterline



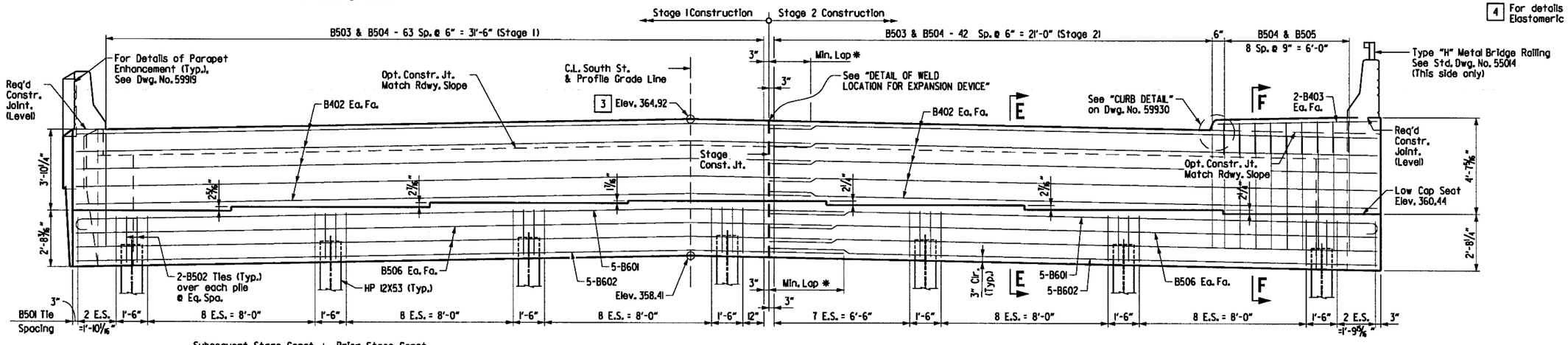
PLAN
SCALE: 3/16" = 1'-0"

3 At Front face of backwall. Working point elev. see Rounding Detail on Std. Dwg. No. 55007.



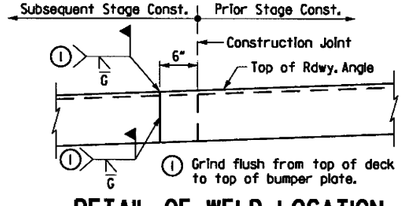
TYPICAL ANCHOR BOLT LAYOUT
No Scale

4 For details and dimension M of Elastomeric Bearing see Dwg. No. 59935



ELEVATION
(Looking Back)
SCALE: 3/16" = 1'-0"

* Min. Laps are as follows:
#4 Bars = 1'-9"
#5 Bars = 2'-2"
#6 Bars = 2'-7"



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE
No Scale

SHEET 1 OF 3
DETAILS OF END BENT 1
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bca06015.bll
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59920

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NOTES:

1. For additional information, see layouts.
2. The reinforcing bars in the top of cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

LEGEND:

Fr.Fa. = Front Face
Bk.Fa. = Back Face
Ea.Fa. = Each Face

1. Class 3 Textured Coating Finish (Color = Brown, Shade 33522)
2. "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)
3. For Parapet Enhancements, see Dwg. No. 59919
4. 5 - 1"ø Formed Holes for Guardrail Connection. See Std. Dwg. No GR-10 for bolt spacing and additional Connection Details.

* Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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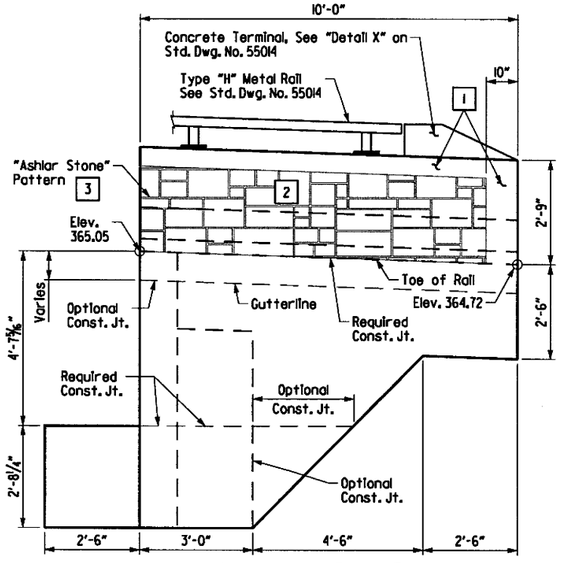
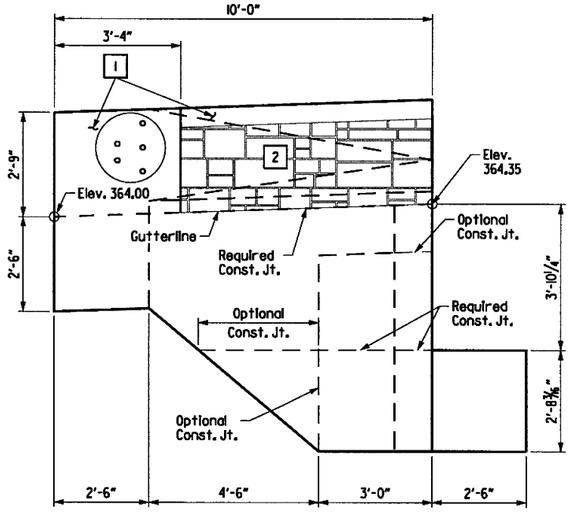
				JOB NO.		CA0601	1096	1465
				07414		BENT DETAILS		59921



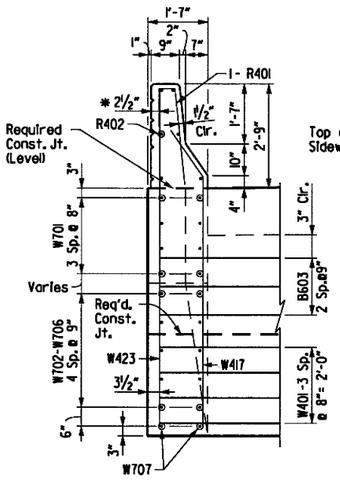
VIEW A-A (Stg. 2)

SCALE: ½" = 1'-0"



VIEW C-C (Stg. 1)

SCALE: ½" = 1'-0"



VIEW S-S (Stg. 1)

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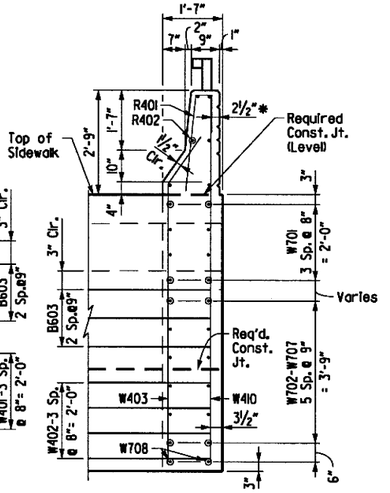
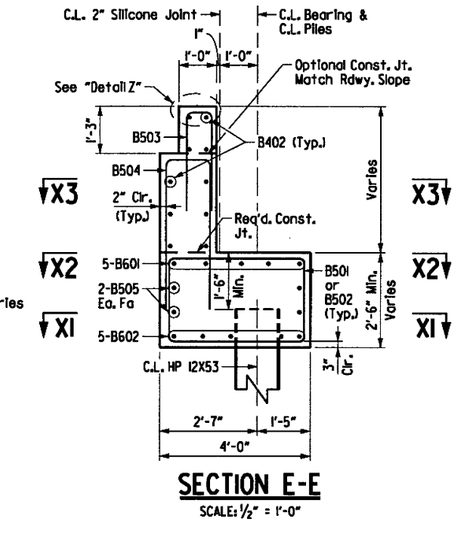


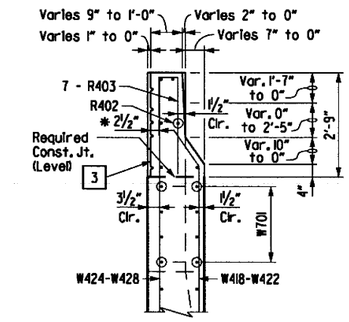
VIEW S-S (Stg. 2)

SCALE: ½" = 1'-0"



SECTION E-E

SCALE: ½" = 1'-0"



SECTION T-T (Stg. 1)

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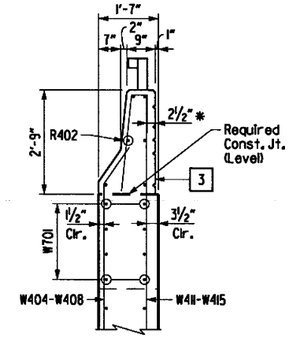

SECTION T-T (Stg. 2)

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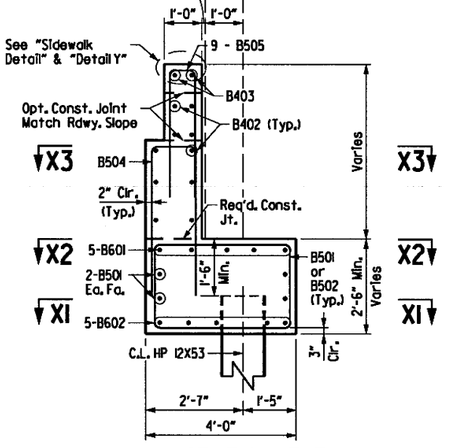

SECTION F-F

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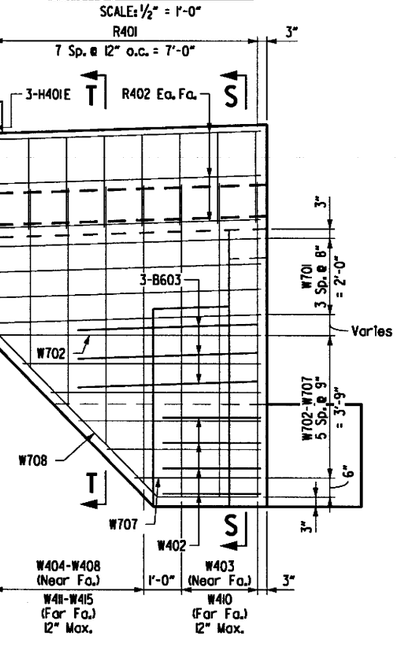
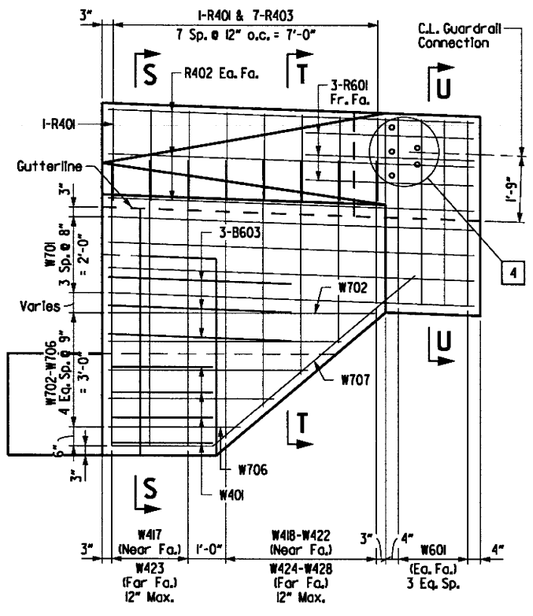


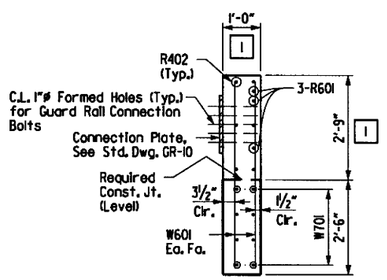
VIEW B-B (Stg. 2)

SCALE: ½" = 1'-0"



VIEW D-D (Stg. 1)

SCALE: ½" = 1'-0"



SECTION U-U (Stg. 1)

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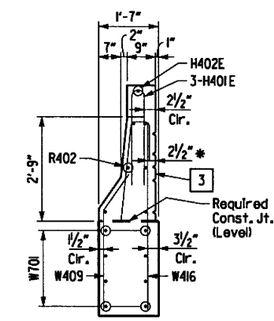

SECTION U-U (Stg. 2)

SCALE: ½" = 1'-0"

SHEET 2 OF 3
DETAILS OF END BENT 1
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bco06015_bl2
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59921

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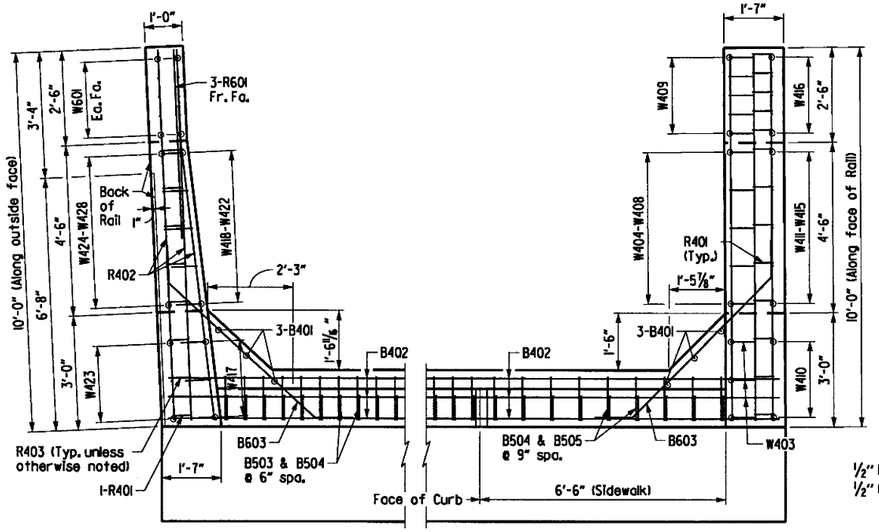
1:24:10 PM 6/21/2018 Jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1097	1465
				1 07414		BENT DETAILS		59922

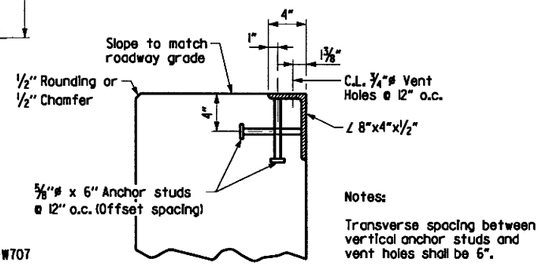
STATE OF ARKANSAS — STEPHEN T. SMILEY — REGISTERED PROFESSIONAL ENGINEER — No. 13072

21 June 2018



SECTION X3-X3

SCALE: 1/2" = 1'-0"



DETAIL Z

No Scale

NOTES:

1. For additional information, see layouts.
2. The reinforcing bars in the top of cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.
3. All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

LEGEND:

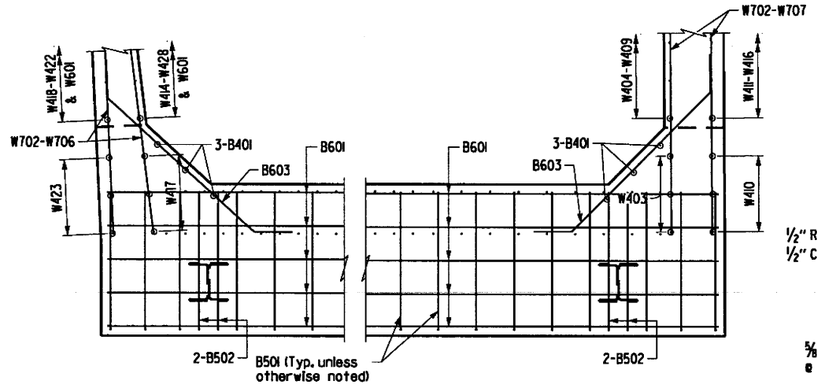
Fr.Fa. = Front Face
Bk.Fa. = Back Face
Ea.Fa. = Each Face

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

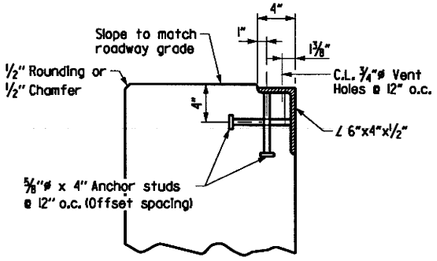
Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008.



SECTION X2-X2

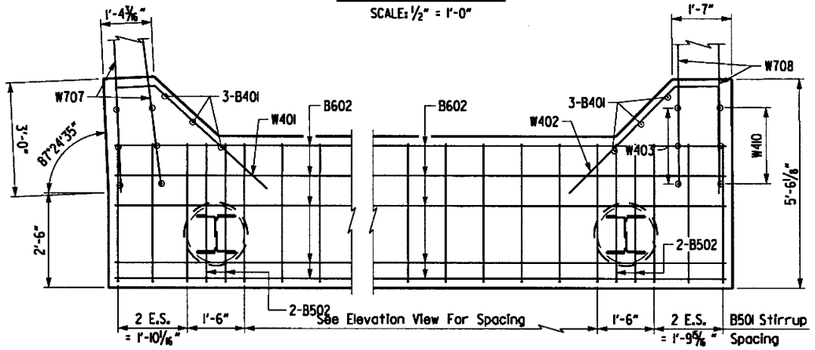
SCALE: 1/2" = 1'-0"



DETAIL Y

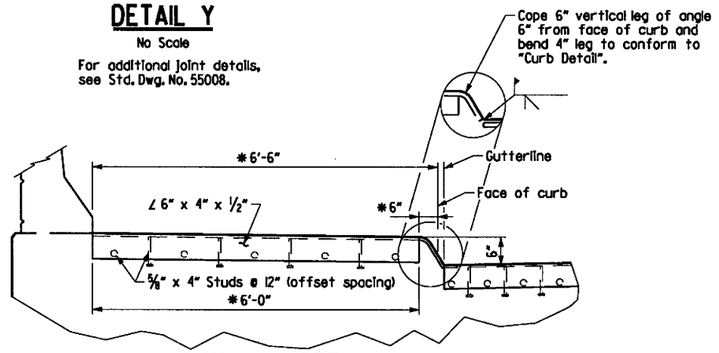
No Scale

For additional joint details, see Std. Dwg. No. 55008.



SECTION X1-X1

SCALE: 1/2" = 1'-0"



SIDEWALK DETAIL

No Scale

* Measured along joint

Concrete shall be hand packed under the joint armor in the sidewalk. See Dwg. No. 59931 for additional details.

Stage 1

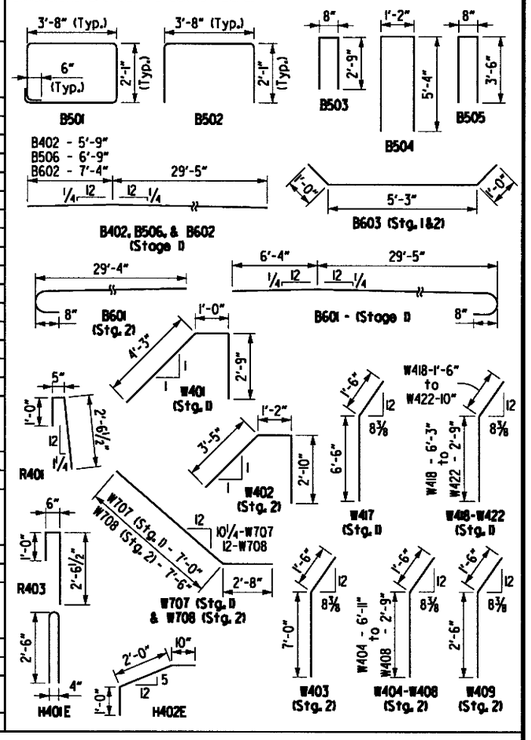
MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	3	4'-10"	Str.
B402	10	35'-2"	3"
B501	32	12'-0"	2 1/2"
B502	8	7'-8"	2 1/2"
B503	64	6'-0"	2 1/2"
B504	64	9'-8"	2 1/2"
B506	4	36'-2"	3 3/4"
B601	5	36'-6"	4 1/2"
B602	5	36'-9"	4 1/2"
B603	3	7'-3"	4 1/2"
Wing Wall			
W401	4	8'-0"	3"
W417	3	8'-0"	2"
W418 to W422	1 Ea	7'-9" to 3'-7"	2"
W423	3	8'-9"	Str.
W424 to W428	1 Ea	8'-7" to 5'-1"	Str.
W601	8	4'-10"	Str.
W701	8	9'-8"	Str.
W702 to W706	2 Ea	7'-0" to 3'-6"	Str.
W707	2	9'-8"	5 1/4"
R401	1	4'-0"	2"
R402	6	9'-8"	Str.
R403	7	4'-1"	2"
R601	3	5'-0"	Str.

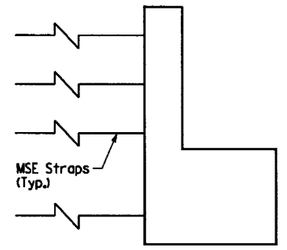
Stage 2

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	3	4'-10"	Str.
B402	10	29'-1"	3"
B403	2	7'-6"	Str.
B501	29	12'-0"	2 1/2"
B502	6	7'-8"	2 1/2"
B503	43	6'-0"	2 1/2"
B504	52	9'-8"	2 1/2"
B505	9	7'-6"	2 1/2"
B506	4	29'-1"	3 3/4"
B601	5	29'-10"	4 1/2"
B602	5	29'-2"	4 1/2"
B603	3	7'-3"	4 1/2"
Wing Wall			
W402	4	7'-5"	3"
W403	3	8'-9"	2"
W404 to W408	1 Ea	8'-6" to 4'-4"	2"
W409	5	4'-0"	2"
W410	3	9'-7"	Str.
W411 to W415	1 Ea	9'-3" to 5'-1"	Str.
W416	5	4'-10"	Str.
W701	8	9'-8"	Str.
W702 to W707	2 Ea	7'-0" to 3'-4"	Str.
W708	2	10'-2"	5 1/4"
R401	13	4'-0"	2"
R402	6	9'-8"	Str.
H401E	3	5'-6"	Str.
H402E	1	3'-10"	Str.

Bending Diagrams

Dimensions are out to out of Bars.





MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

A service lateral load of 2 K per feet of length of bent, resulting from back fill soil pressure and a thermal load of 0.9 K per feet of length of bent shall be accounted for.

STRAPS DETAIL

No Scale

SHEET 3 OF 3
DETAILS OF END BENT 1
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bca06015_bi3
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59922

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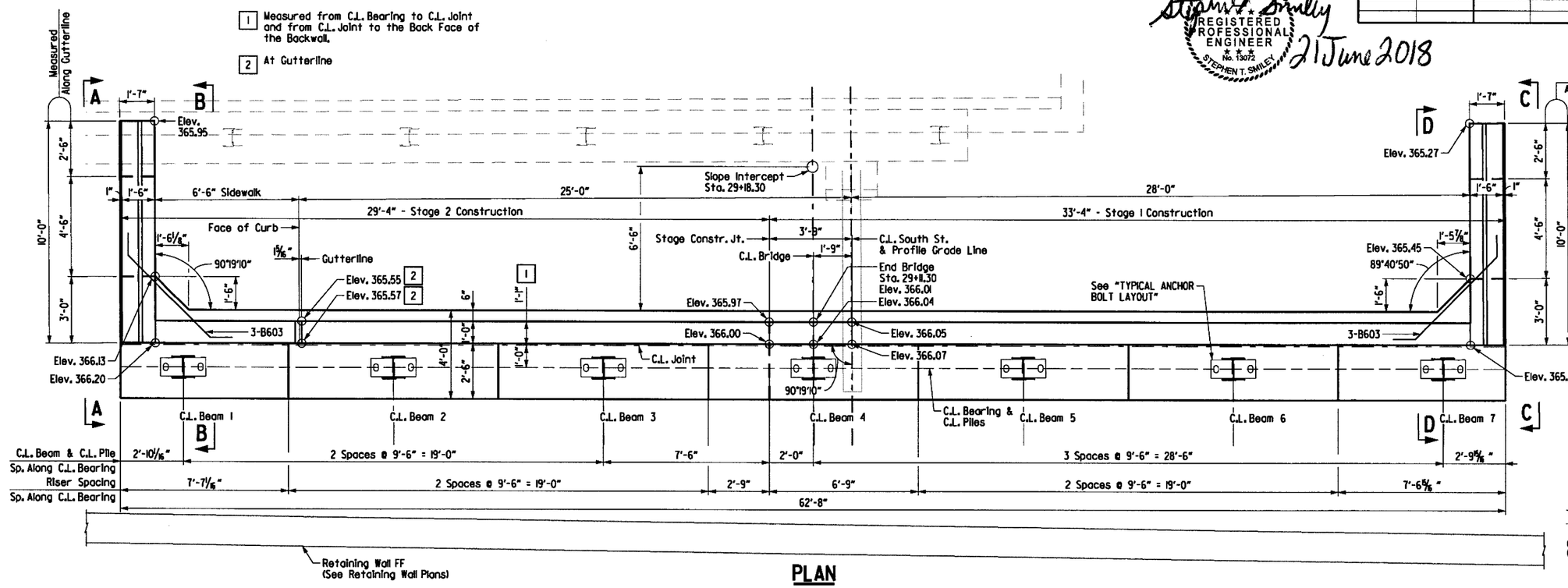
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1098	1465
				07414		BENT DETAILS		59923

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

1 Measured from C.L. Bearing to C.L. Joint and from C.L. Joint to the Back Face of the Backwall.

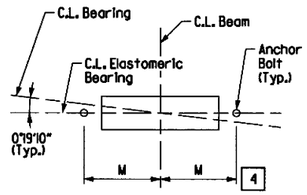
2 At Gutterline



PLAN

SCALE: 3/16" = 1'-0"

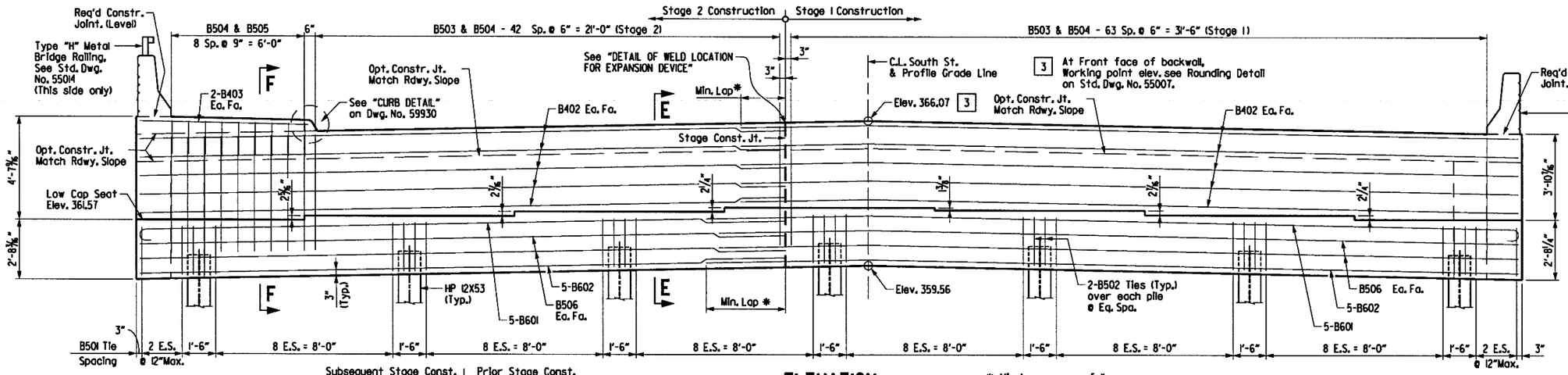
For Project Bridge General Notes, see Dwg. No. 59691



TYPICAL ANCHOR BOLT LAYOUT

No Scale

4 For details and dimension M of Elastomeric Bearing see Dwg. No. 59935

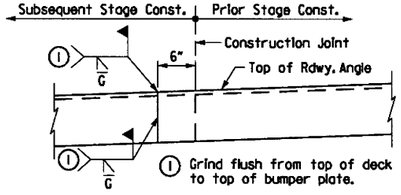


ELEVATION

(Looking Ahead)
SCALE: 3/8" = 1'-0"

* Min. Laps are as follows:

*4 Bars = 1'-9"
*5 Bars = 2'-2"
*6 Bars = 2'-7"



DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

No Scale

SHEET 1 OF 3
DETAILS OF END BENT 5
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bco06015_b5i
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59923

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jharrell

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6/21/2018 1:24:12 PM
jharrell

NOTES:

1. For additional information, see layouts.
2. The reinforcing bars in the top of cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.

LEGEND:

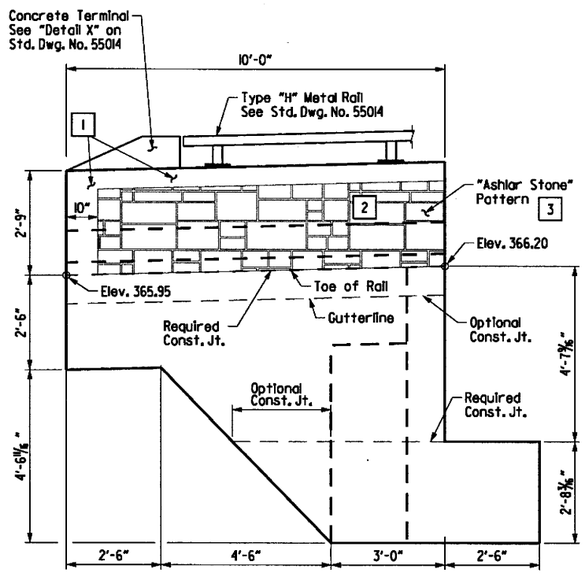
Fr.Fa. = Front Face
Bk.Fa. = Back Face
Ea.Fa. = Each Face

1. Class 3 Textured Coating Finish (Color = Brown, Shade 33522)
2. "Ashlar Stone" Pattern & Class 3 Textured Coating Finish (Color = Brown, Shade 30219)
3. For Parapet Enhancements, see Dwg. No. 59919
4. 5 - 1"ø Formed Holes for Guardrail Connection. See Std. Dwg. No GR-10 for bolt spacing and additional Connection Details.

* Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

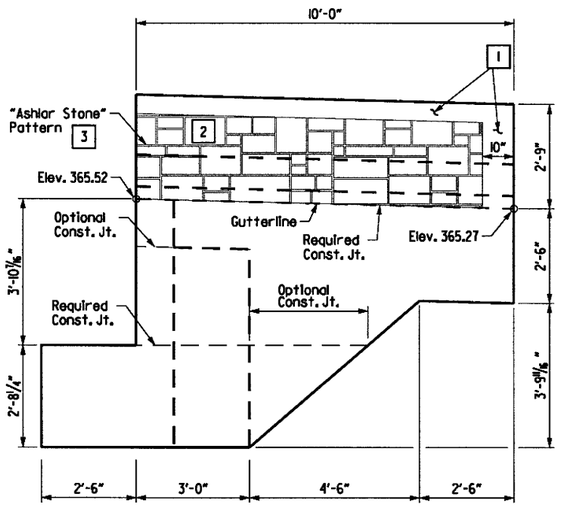
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1099	1465
				1 07414		BENT DETAILS		59924



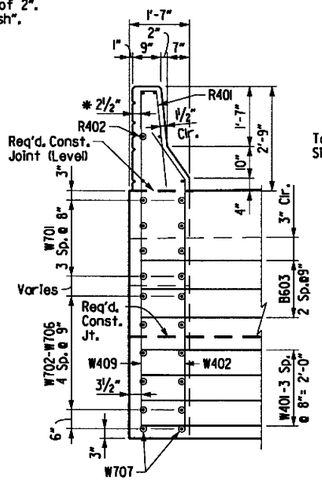
VIEW A-A (Stg. 2)

SCALE: ½" = 1'-0"



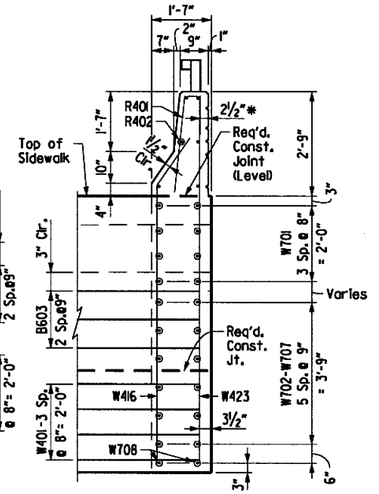
VIEW C-C (Stg. 1)

SCALE: ½" = 1'-0"



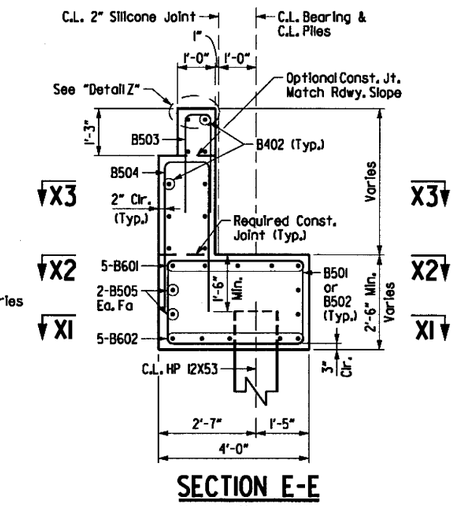
VIEW S-S (Stg. 1)

SCALE: ½" = 1'-0"



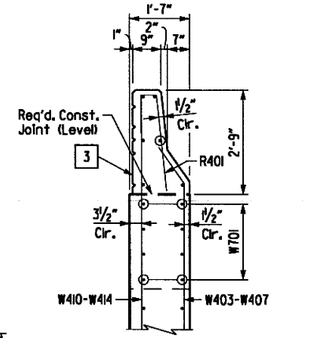
VIEW S-S (Stg. 2)

SCALE: ½" = 1'-0"



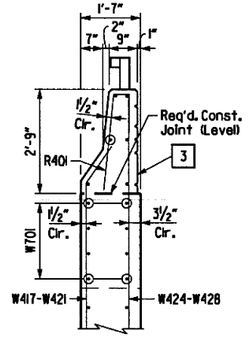
SECTION E-E

SCALE: ½" = 1'-0"



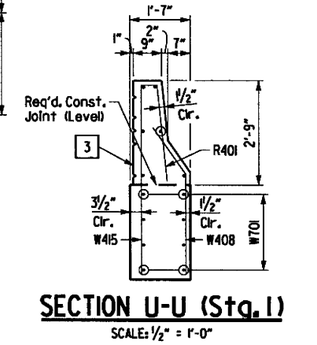
SECTION T-T (Stg. 1)

SCALE: ½" = 1'-0"



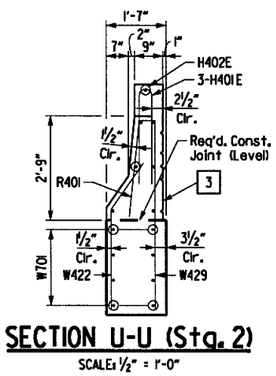
SECTION T-T (Stg. 2)

SCALE: ½" = 1'-0"



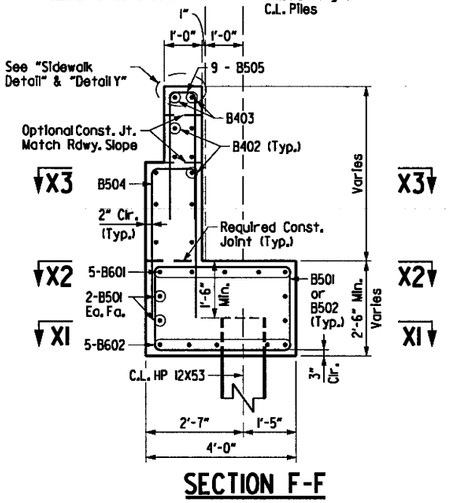
SECTION U-U (Stg. 1)

SCALE: ½" = 1'-0"



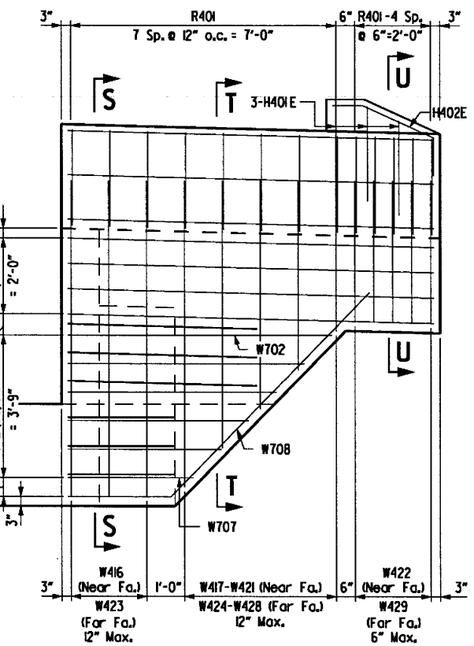
SECTION U-U (Stg. 2)

SCALE: ½" = 1'-0"



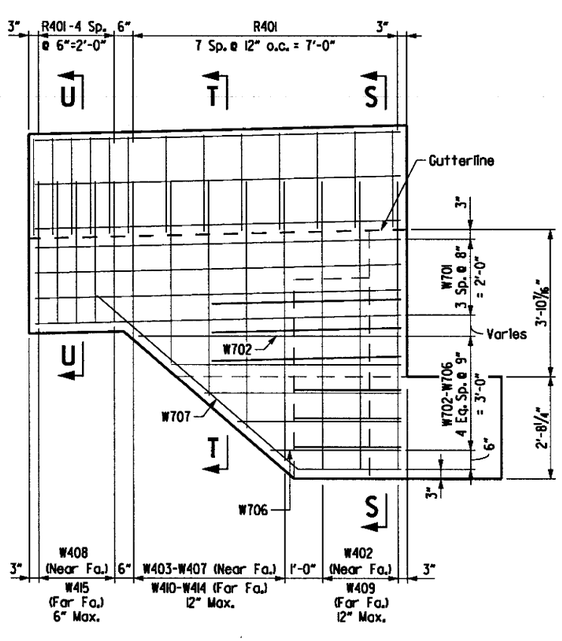
SECTION F-F

SCALE: ½" = 1'-0"



VIEW B-B (Stg. 2)

SCALE: ½" = 1'-0"



VIEW D-D (Stg. 1)

SCALE: ½" = 1'-0"

SHEET 2 OF 3
DETAILS OF END BENT 5
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bca06015_b52
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59924

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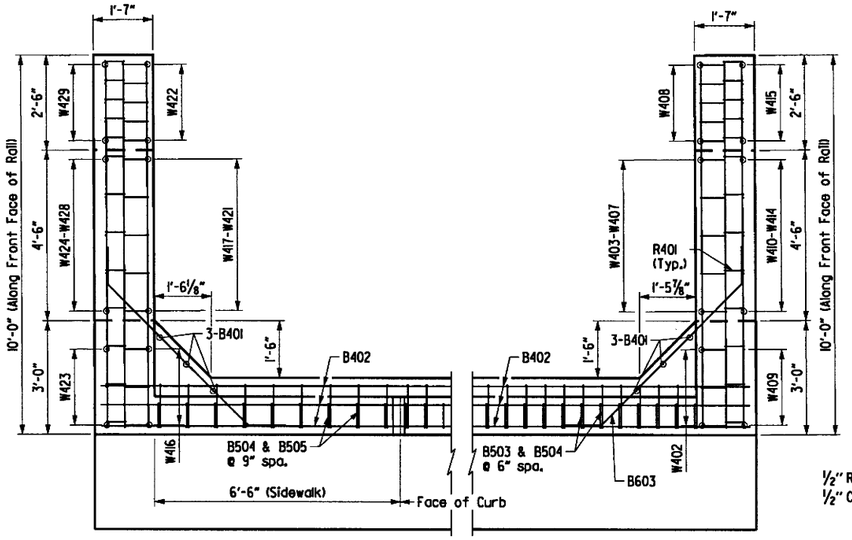
6/21/2018 1:24:14 PM
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1100	1465
				07414		BENT DETAILS		59925

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



SECTION X3-X3

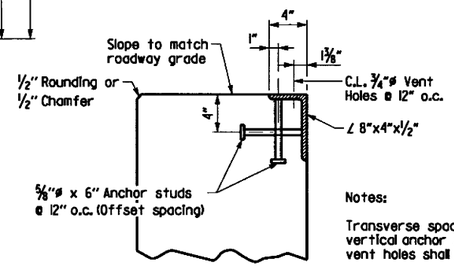
SCALE: 1/2" = 1'-0"

NOTES:

1. For additional information, see layouts.
2. The reinforcing bars in the top of cap shall be properly placed to avoid interference with anchor bolts or sheet metal sleeves.
3. All structural steel in End Bents shall be AASHTO M270, Gr. 50. Structural steel in backwall shall be paid for as "Structural Steel in Beam Spans (M270, Gr. 50)". Refer to the "EXPANSION DEVICE INSTALLATION AT END BENTS" note, see Std. Dwg. No. 55008.

LEGEND:

Fr.Fa. = Front Face
Bk.Fa. = Back Face
Ea.Fa. = Each Face



DETAIL Z

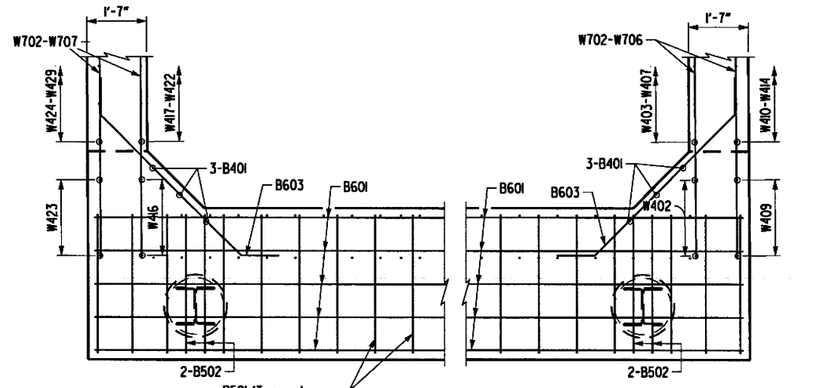
No Scale

Notes:

Transverse spacing between vertical anchor studs and vent holes shall be 6".

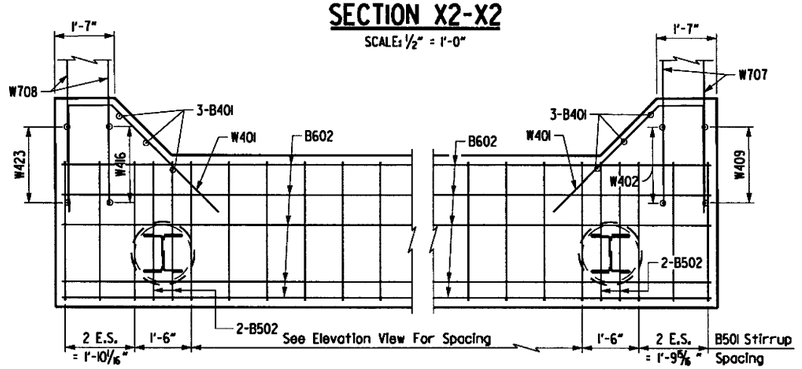
Concrete shall be hand packed under the joint armor.

For additional joint details, see Std. Dwg. No. 55008.



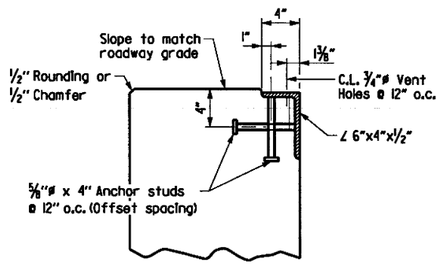
SECTION X2-X2

SCALE: 1/2" = 1'-0"



SECTION X1-X1

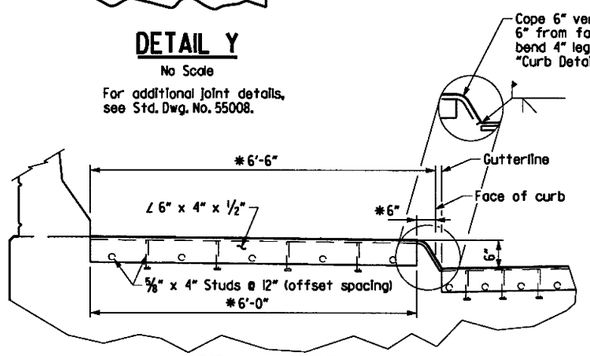
SCALE: 1/2" = 1'-0"



DETAIL Y

No Scale

For additional joint details, see Std. Dwg. No. 55008.



SIDEWALK DETAIL

No Scale

* Measured along joint

Concrete shall be hand packed under the joint armor in the sidewalk. See Dwg. No. 59931 for additional details.

Stage 1

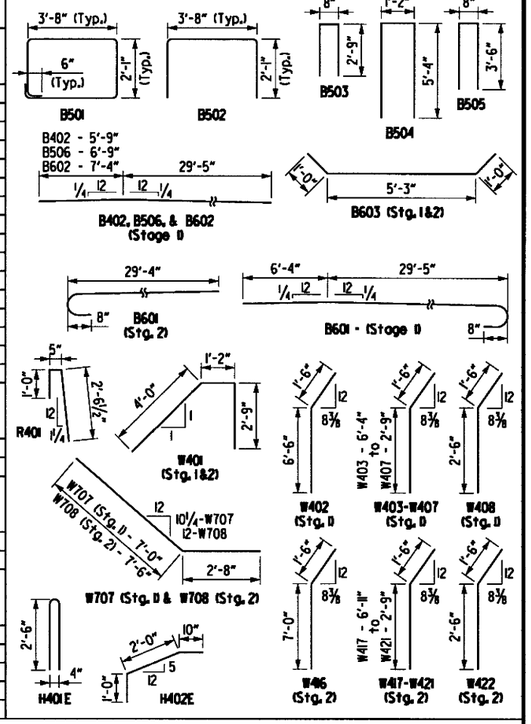
MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	3	4'-10"	Str.
B402	10	35'-2"	3"
B501	32	12'-0"	2 1/2"
B502	8	7'-8"	2 1/2"
B503	64	6'-0"	2 1/2"
B504	64	9'-8"	2 1/2"
B506	4	36'-2"	3 3/4"
B601	5	36'-6"	4 1/2"
B602	5	36'-9"	4 1/2"
B603	3	7'-3"	4 1/2"
Wing Wall			
W401	4	7'-8"	3"
W402	3	8'-0"	2"
W403 to W407	1 Ea	7'-10" to 4'-3"	2"
W408	3	4'-0"	Str.
W409	3	8'-10"	Str.
W410 to W414	1 Ea	8'-7" to 5'-1"	Str.
W415	3	4'-10"	Str.
W701	8	9'-8"	Str.
W702 to W706	2 Ea	6'-11" to 3'-5"	Str.
W707	2	9'-8"	5 1/4"
R401	13	4'-0"	2"
R402	6	9'-8"	Str.

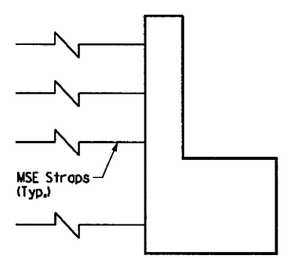
Stage 2

MARK	NO. REQ'D.	LENGTH	P.D.
Cap & Backwall			
B401	3	4'-10"	Str.
B402	10	29'-1"	3"
B403	2	7'-6"	Str.
B501	29	12'-0"	2 1/2"
B502	6	7'-8"	2 1/2"
B503	43	6'-0"	2 1/2"
B504	52	9'-8"	2 1/2"
B505	9	7'-6"	2 1/2"
B506	4	29'-1"	Str.
B601	5	29'-10"	4 1/2"
B602	5	29'-2"	4 1/2"
B603	3	7'-3"	4 1/2"
Wing Wall			
W401	4	7'-11"	3"
W416	3	8'-6"	2"
W417 to W421	1 Ea	8'-6" to 4'-4"	2"
W422	5	4'-0"	2"
W423	3	9'-7"	Str.
W424 to W428	1 Ea	9'-4" to 5'-1"	Str.
W429	5	4'-10"	Str.
W701	8	9'-8"	Str.
W702 to W707	2 Ea	6'-11" to 3'-4"	Str.
W708	2	10'-2"	5 1/4"
R401	13	4'-0"	2"
R402	6	9'-8"	Str.
H401E	3	5'-6"	Str.
H402E	1	3'-10"	Str.

Bending Diagrams

Dimensions are out to out of Bars.





MSE straps are shown for illustration only. The exact number, length, location and method of attachment to the back wall shall be designed by the MSE wall manufacturer. The contractor shall submit sign and sealed working drawings prepared by a Professional Engineer registered in the state of Arkansas along with the design calculations for Engineer's approval. All costs in connection with the design, working drawings, furnishing materials and construction shall be included in the contract bid price for "Retaining Walls".

A service lateral load of 2 K per feet of length of bent, resulting from back fill soil pressure and a thermalload of 1K per feet of length of bent shall be accounted for.

STRAPS DETAIL

No Scale

SHEET 3 OF 3
DETAILS OF END BENT 5
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bca06015_b53
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59925

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1101	1465
				07414		BENT DETAILS		59926

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

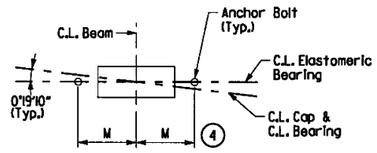
For Project Bridge General Notes, see Dwg. No. 59691

(1) Permanent casing will be required to control ground water inflow and caving of overburden material.

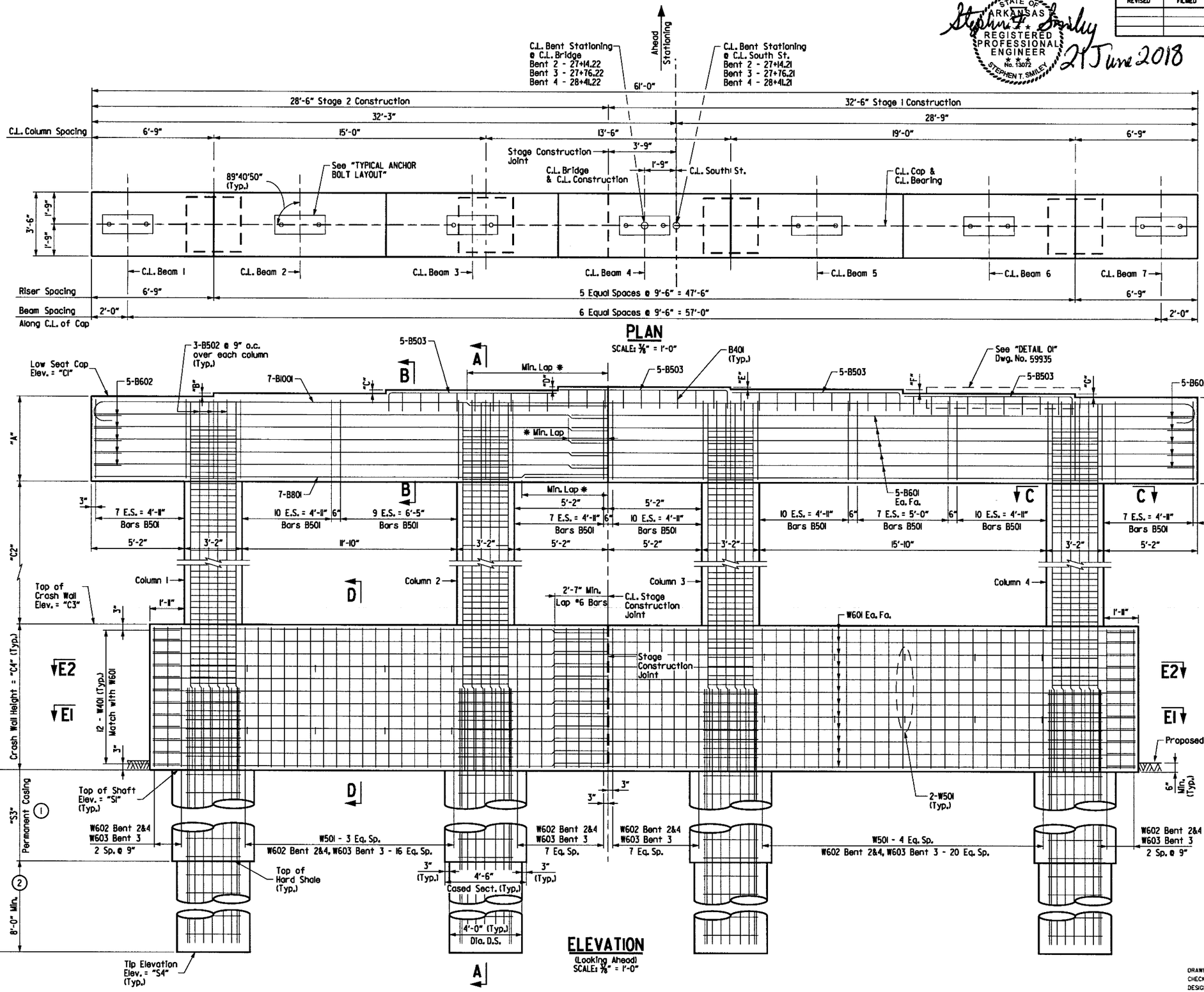
(2) Minimum penetration into competent rock below permanent casing.

(3) Measured along C.L. Column.

(4) For details and dimension "M" of elastomeric bearing, see Dwg. No. 59935



TYPICAL ANCHOR BOLT LAYOUT
Not to Scale



PLAN
SCALE: 3/16" = 1'-0"

ELEVATION
(Looking Ahead)
SCALE: 3/16" = 1'-0"

* Min. Laps are as follows:

#4 Bars = 1'-9"
#6 Bars = 2'-7"
#8 Bars = 4'-7"
#10 Bars = 7'-4"

SHEET 1 OF 3
DETAILS OF INTERMEDIATE BENTS SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bca06015_b21
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59926

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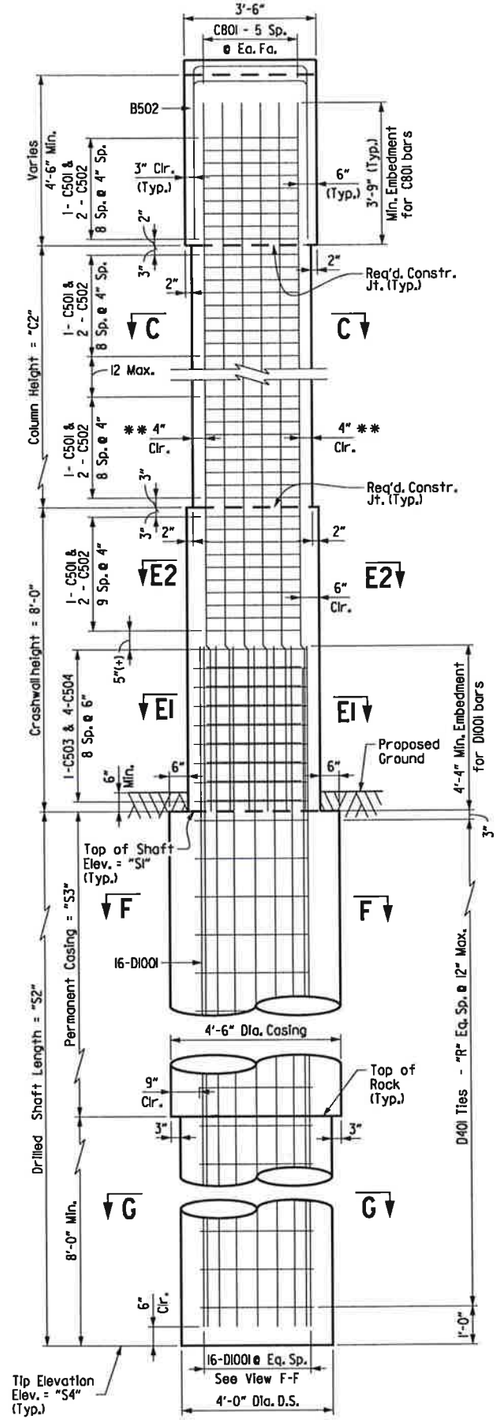
jharrell

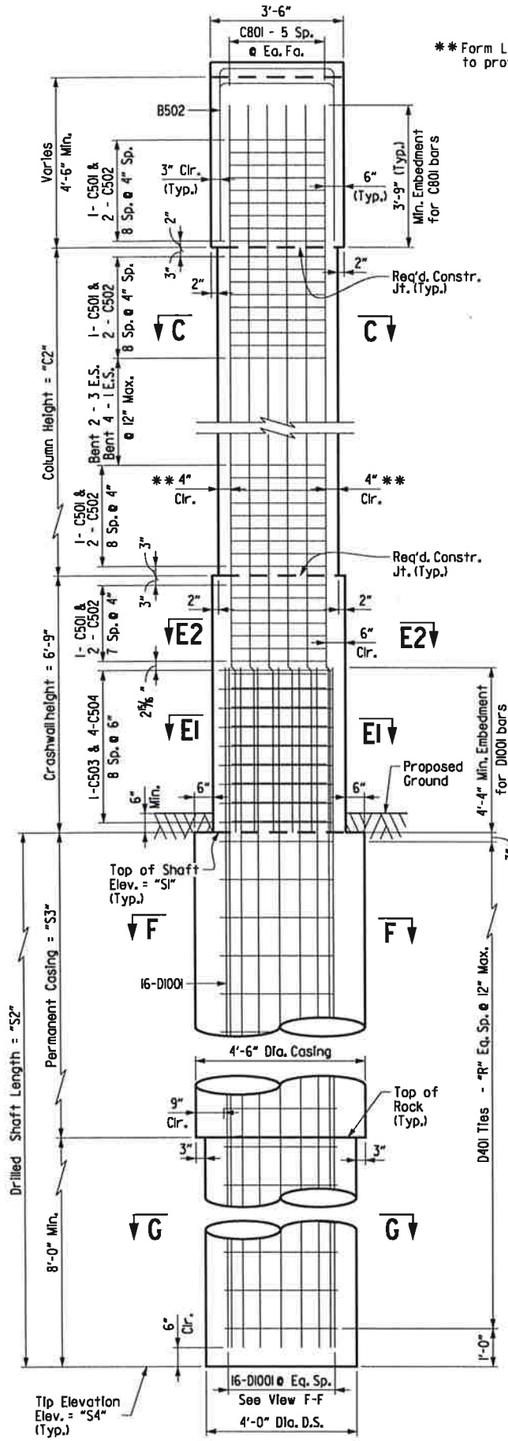
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-07-2018				6	ARK.			
				JOB NO.		CA0601	1102	1465
				07414		BENT DETAILS		59927

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JESSE D. HARRELL
No. 18361
2018-09-07



SECTION A-A - BENT 3

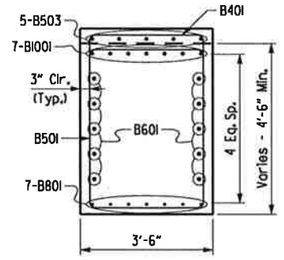
SCALE: ½" = 1'-0"



SECTION A-A - BENT 2 & 4

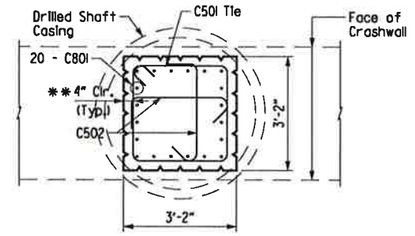
SCALE: ½" = 1'-0"
(Bent 2 Shown)

** Form Liner shall be a maximum of 1½" to provide a minimum clearace of 2½".



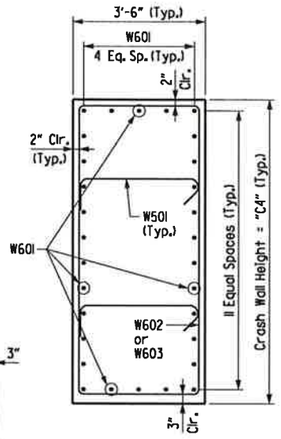
SECTION B-B

SCALE: ½" = 1'-0"



SECTION C-C

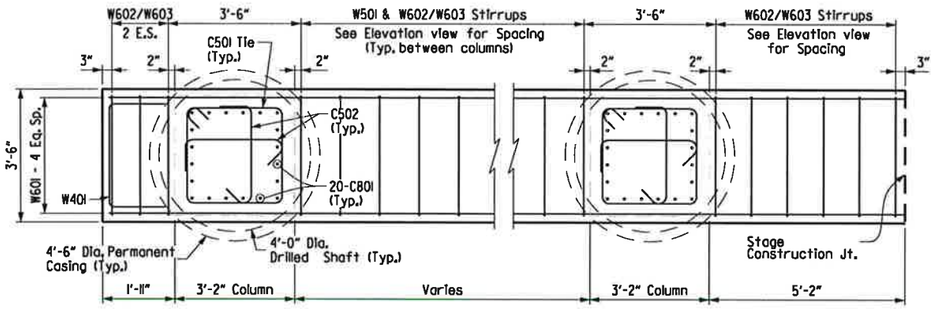
SCALE: ½" = 1'-0"



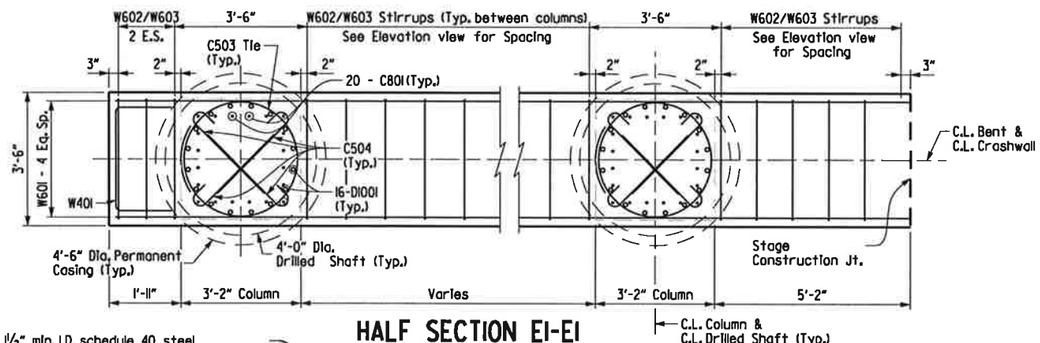
SECTION D-D

SCALE: ½" = 1'-0"

NOTE:
Top & Bottom reinforcing steel in crashwalls shall be properly placed to avoid interference with vertical column bars.



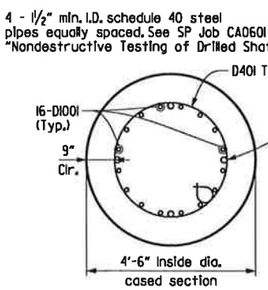
SCALE: ⅜" = 1'-0"



HALF SECTION E1-E1

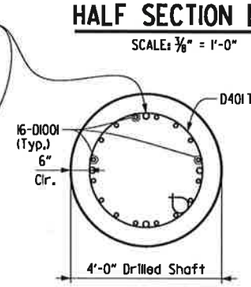
SCALE: ⅜" = 1'-0"

4 - 1½" min. I.D. schedule 40 steel pipes equally spaced. See SP Job CA0601 "Nondestructive Testing of Drilled Shafts"



SECTION F-F

SCALE: ½" = 1'-0"



SECTION G-G

SCALE: ½" = 1'-0"

For Required orientation of Shaft & Column reinforcing, see "HALF SECTION E1-E1".

SHEET 2 OF 3
DETAILS OF INTERMEDIATE BENTS
SOUTH ST. BRIDGE
OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bca06015_b22
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59927

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1103	1465
				① 07414		BENT DETAILS		59928

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018

BAR LIST BENTS 2, 3, & 4 (STAGE 1)

	MARK	Bent 2 NO. REQ'D.	Bent 2 LENGTH	Bent 3 NO. REQ'D.	Bent 3 LENGTH	Bent 4 NO. REQ'D.	Bent 4 LENGTH	P.D.
Cap	B401	24	5'-9"	24	5'-9"	24	5'-9"	2"
	B501	49	14'-10"	49	14'-10"	49	14'-10"	2 1/2"
	B502	6	11'-1"	6	11'-1"	6	11'-1"	2 1/2"
	B503	15	10'-0"	15	10'-0"	15	10'-0"	2 1/2"
	B601	10	34'-4"	10	34'-4"	10	34'-4"	Str.
	B602	5	5'-8"	5	5'-8"	5	5'-8"	4 1/2"
	B801	7	36'-11"	7	36'-11"	7	36'-11"	Str.
	B1001	7	41'-1"	7	41'-1"	7	41'-1"	10"
CrashWall	W401	12	5'-9"	12	5'-9"	12	5'-9"	2"
	W501	10	4'-7"	10	4'-7"	10	4'-7"	3 3/4"
	W601	30	31'-6"	30	31'-6"	30	31'-6"	Str.
	W602	32	19'-8"	-	-	32	19'-8"	4 1/2"
	W603	-	-	32	22'-2"	-	-	4 1/2"
Columns	C501	74	10'-8"	74	10'-8"	70	10'-8"	3 3/4"
	C502	148	3'-11"	148	3'-11"	140	3'-11"	3 3/4"
	C503	18	11'-6"	18	11'-6"	18	11'-6"	3 3/4"
	C504	72	4'-10"	72	4'-10"	72	4'-10"	3 3/4"
	C801	40	19'-3"	40	18'-9"	40	17'-3"	Str.
① Shaft	D401	"P"	10'-6"	"P"	10'-6"	"P"	10'-6"	3"
	D1001	32	"Q"	32	"Q"	32	"Q"	Str.

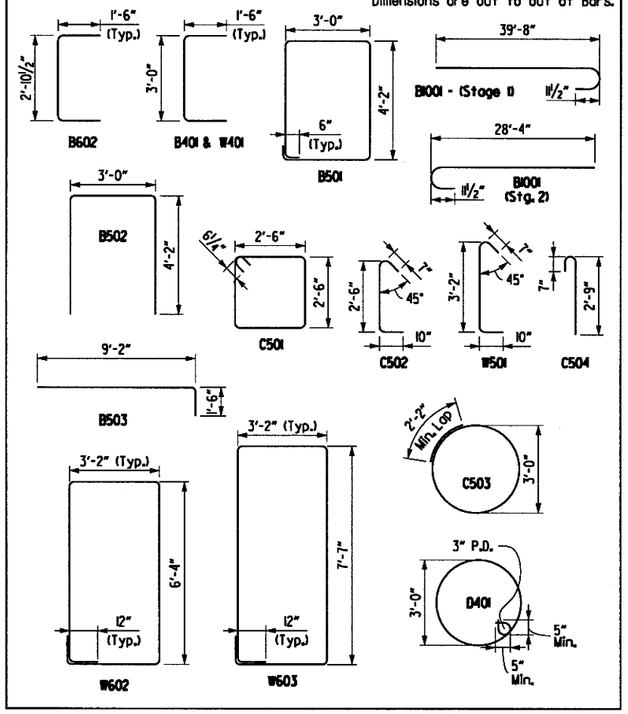
① Bars D401 & D1001 are Non-Pay Items, Subsidiary to SP Job No. CA0601 "Drilled Shaft Foundations"

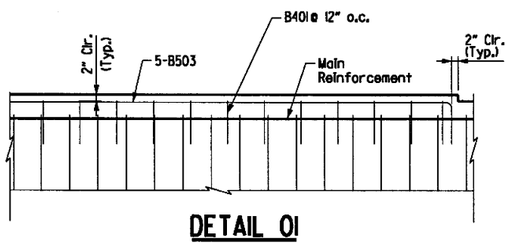
BAR LIST BENTS 2, 3, & 4 (STAGE 2)

	MARK	Bent 2 NO. REQ'D.	Bent 2 LENGTH	Bent 3 NO. REQ'D.	Bent 3 LENGTH	Bent 4 NO. REQ'D.	Bent 4 LENGTH	P.D.
Cap	B401	12	5'-9"	12	5'-9"	12	5'-9"	2"
	B501	37	14'-10"	37	14'-10"	37	14'-10"	2 1/2"
	B502	6	11'-1"	6	11'-1"	6	11'-1"	2 1/2"
	B503	5	10'-0"	5	10'-0"	5	10'-0"	2 1/2"
	B601	10	28'-4"	10	28'-4"	10	28'-4"	Str.
	B602	5	5'-8"	5	5'-8"	5	5'-8"	4 1/2"
	B801	7	28'-4"	7	28'-4"	7	28'-4"	Str.
	B1001	7	29'-9"	7	29'-9"	7	29'-9"	10"
CrashWall	W401	9	5'-9"	9	5'-9"	9	5'-9"	2"
	W501	8	4'-7"	8	4'-7"	8	4'-7"	3 3/4"
	W601	30	25'-1"	30	25'-1"	30	25'-1"	Str.
	W602	28	19'-8"	-	-	28	19'-8"	4 1/2"
	W603	-	-	28	22'-2"	-	-	4 1/2"
Columns	C501	74	10'-8"	74	10'-8"	70	10'-8"	3 3/4"
	C502	148	3'-11"	148	3'-11"	140	3'-11"	3 3/4"
	C503	18	11'-6"	18	11'-6"	18	11'-6"	3 3/4"
	C504	72	4'-10"	72	4'-10"	72	4'-10"	3 3/4"
	C801	40	19'-3"	40	18'-9"	40	17'-3"	Str.
① Shaft	D401	"P"	10'-6"	"P"	10'-6"	"P"	10'-6"	3"
	D1001	32	"Q"	32	"Q"	32	"Q"	Str.

Bending Diagrams

Dimensions are out to out of Bars.





DETAIL 01

Other Bars Not Shown For Clarity
N.T.S.

CAP VARIABLES

Bent	"C1"	"C2"	"C3"	"C4"	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"
2	361.83	8'-9"	348.58	6'-9"	4'-6"	2 1/4"	2 7/16"	2 1/4"	1 7/16"	2 7/16"	2 5/16"	4'-6 3/4"
3	362.69	7'-0"	351.19	8'-0"	4'-6"	2 1/4"	2 7/16"	2 1/4"	1 7/16"	2 7/16"	2 5/16"	4'-6 3/4"
4	362.66	6'-9"	351.41	6'-9"	4'-6"	2 5/16"	2 7/16"	2 1/4"	1 3/8"	2 7/16"	2 1/4"	4'-6 5/16"

SHAFT VARIABLES

Bent	Drilled Shaft Variables "S1"	"S2"	"S3"	"S4"
2	341.83	18'-0"	10'-0"	323.83
3	343.19	19'-6"	11'-6"	323.69
4	344.66	21'-0"	13'-0"	323.66

SHAFT REINFORCING VARIABLES

Bent	Drilled Shaft Reinforcing "P"	"Q"	"R"
2	18	21'-10"	17
3	20	23'-4"	19
4	21	24'-10"	20

NOTE:

Top & Bottom reinforcing steel in crashwalls shall be properly placed to avoid interference with vertical column bars.

SHEET 3 OF 3
DETAILS OF INTERMEDIATE BENTS
SOUTH ST. BRIDGE
OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/9/2015
CHECKED BY: STS DATE: 1/4/2016
DESIGNED BY: DD DATE: 12/8/2015
FILENAME: bca06015_b23
SCALE: AS SHOWN

BRIDGE NO. 07414 DRAWING NO. 59928

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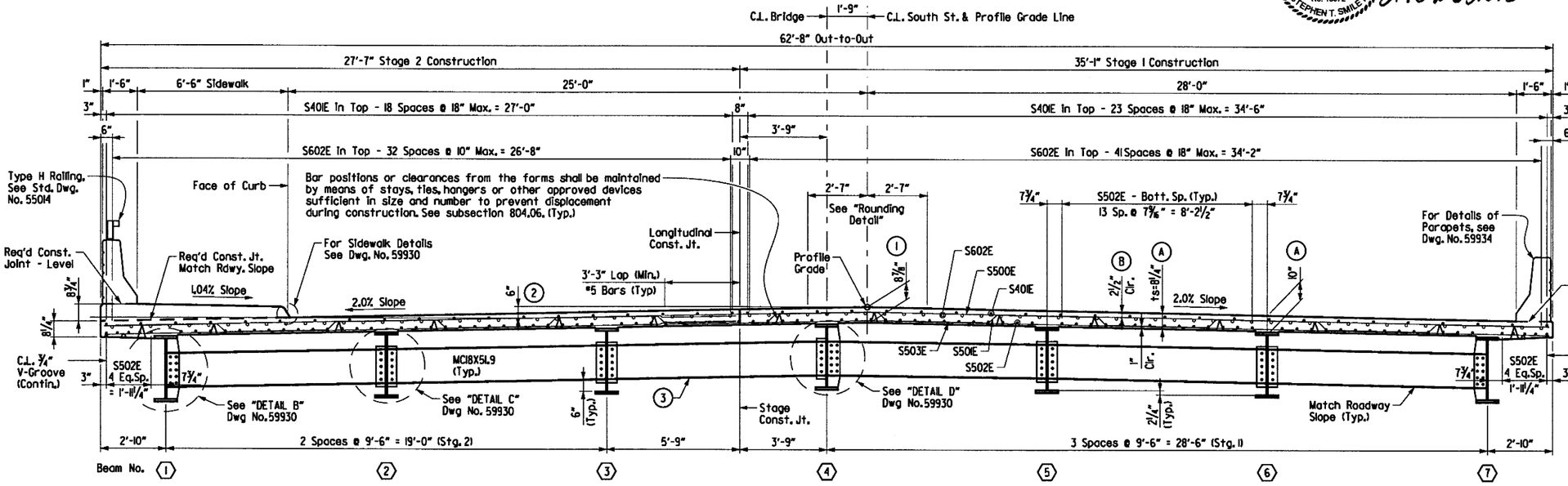
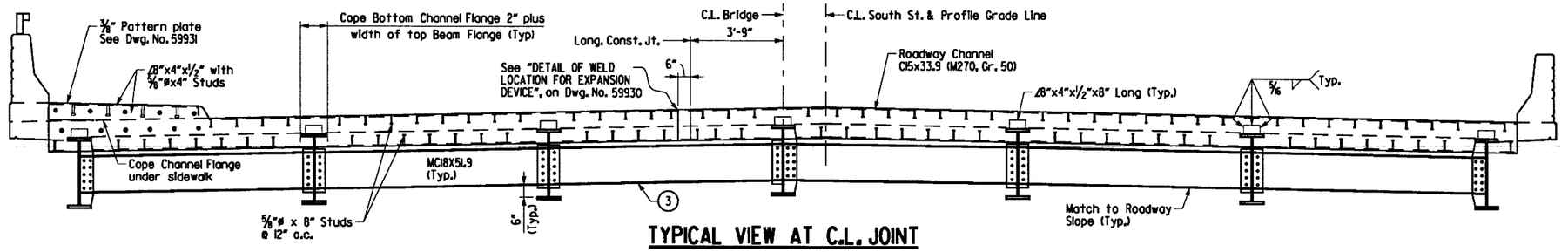
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1104	1465
				07414		SPAN DETAILS		59929

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



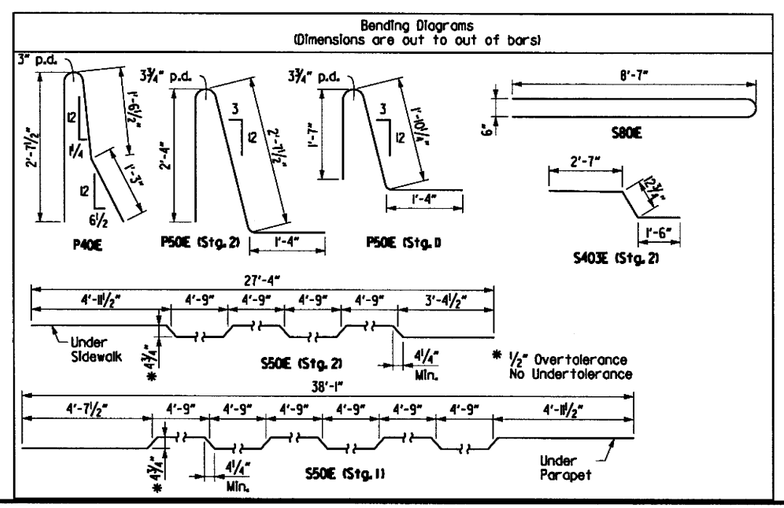
TYPICAL ROADWAY SECTION

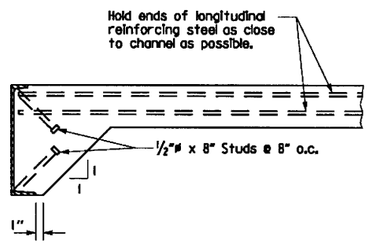
(Looking Ahead)
Scale: ⅜" = 1'-0"



TYPICAL VIEW AT C.L. JOINT

(Looking Ahead)
Scale: ⅜" = 1'-0"





Note: As an alternate to ⅝"ø studs, ½"ø x 8" studs spaced as shown may be used. Use weight of ⅝"ø stud as basis of measurement of structural steel in anchors.

DETAIL OF ALTERNATE ANCHORS

No Scale

STAGE 1 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S40IE	168	37'-8"	Str.
S500E	248	38'-2"	Str.
S50IE	248	39'-1"	3"
S502E	260	52'-2"	Str.
S503E	248	38'-2"	Str.
S602E	126	60'-0"	Str.
S80IE	247	17'-6"	6"
P40IE	472	5'-6"	3"
P402E	64	5'-6"	Str.
P403E	14	8'-11"	Str.
P404E	7	10'-8"	Str.
P405E	21	10'-10"	Str.
P406E	7	11'-8"	Str.
P407E	14	12'-7"	Str.
P408E	49	12'-8"	Str.
P409E	28	13'-8"	Str.
P50IE	472	6'-4"	3 ¾"

STAGE 2 BAR LIST

Mark	No. Req'd.	Length	Pin Dia.
S40IE	196	37'-8"	Str.
S402E	248	7'-8"	Str.
S403E	248	5'-2"	3"
S500E	248	34'-11"	Str.
S50IE	248	28'-1"	3"
S502E	280	52'-2"	Str.
S503E	248	34'-11"	Str.
S602E	99	60'-0"	Str.
S80IE	247	17'-6"	6"
P40IE	472	5'-6"	3"
P402E	64	5'-6"	Str.
P403E	14	8'-11"	Str.
P404E	7	10'-8"	Str.
P405E	21	10'-10"	Str.
P406E	7	11'-8"	Str.
P407E	14	12'-7"	Str.
P408E	49	12'-8"	Str.
P409E	28	13'-8"	Str.
P50IE	472	4'-11"	3 ¾"

NOTES:

One Epoxy Coated #5 bar in the top and one Epoxy Coated #5 bar in the bottom may be substituted for each bar S50IE. Payment will be based on the weight of bars S50IE.

Class I Protective Surface Treatment shall be applied to the Roadway Surface, top of sidewalk and the face and top of parapet rail.

All bars designated with an E suffix are to be epoxy coated.

SLAB REINFORCING:

Transverse:
- S500E @ 13" Centers (Top)
- S80IE @ 13" Centers (Top Overhang)
- S50IE @ 13" Centers (Bent up over beam)
- S503E @ 13" Centers (Bottom)

Longitudinal:
- S40IE @ 18" Centers (Top Temperature)
- S602E @ 10" Centers (Placed in Top as shown over Int. Supports)
- S502E @ place as shown (Bottom)

EXPANSION DEVICE @ BENTS 1 & 5

Roadway Channel C15x33.9
Conn. Angle - L8" x 4" x ½"
Note: Detail Device ⅛" high and provide ¼" shims using 1 - ⅛" PL & 2 - 1/16" PL's

For Additional Details of Poured Silicone Joint, see Std. Dwg. No. 55008

(A) See ""ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007. Minimum occurs when top flange is ¼" from bottom reinforcing steel; Maximum = top flange thickness plus 2⅛".

(B) TOLERANCE: Minus = ¼." Plus equal to amount of slab thickening used to meet slab thickness tolerance. See "ADJUSTMENT FOR SLAB THICKNESS TOLERANCE", Std. Dwg. No. 55007

(1) At C.L. South St. to Working point. See "ROUNDING DETAIL", Std. Dwg. No. 55007.

(2) Working point to gutterline. See "ROUNDING DETAIL", Std. Dwg. No. 55007.

(3) Diaphragms between girders 3 & 4 shall be installed with bolts loose when girders are erected in Stage 2. Bolts shall be fully tightened immediately after placing slab in Stage 2.

Alternatively, the holes in the connection plate of one side of these diaphragms may be field drilled after placing slab in Stage 2.

SHEET 1 OF 5
DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bca06015_sl
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59929

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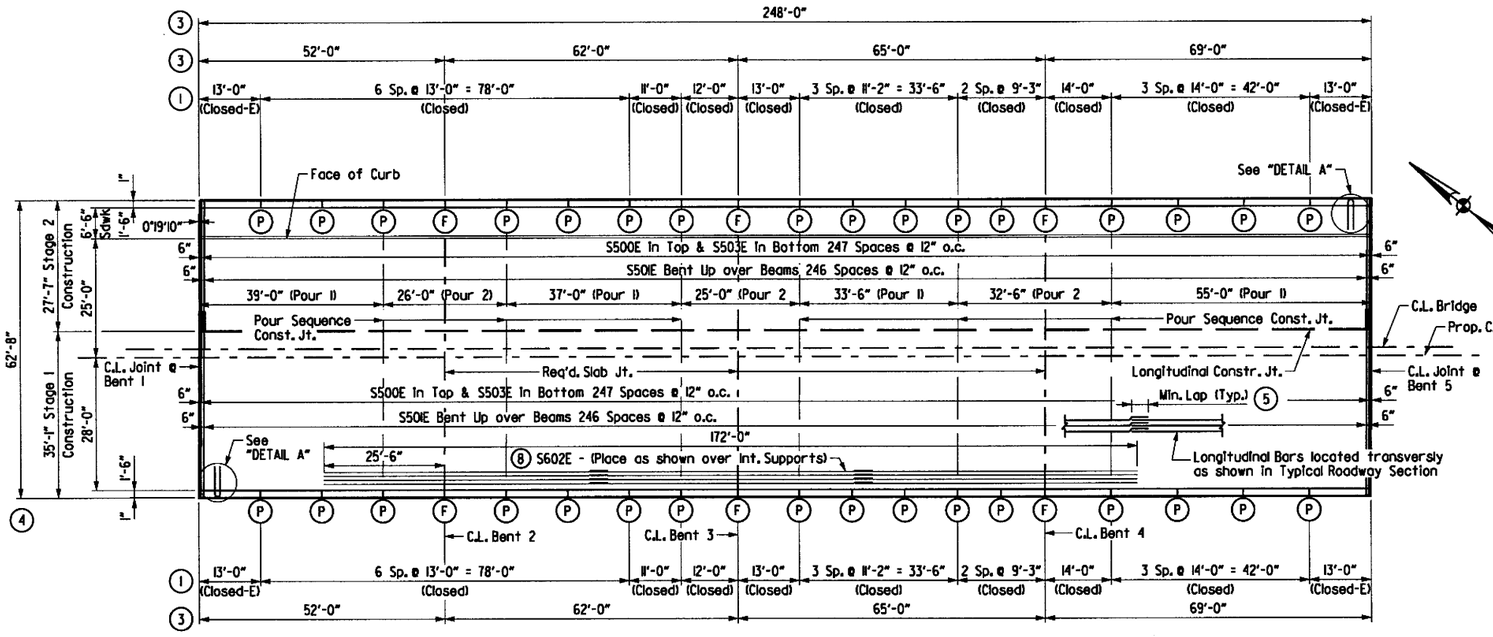
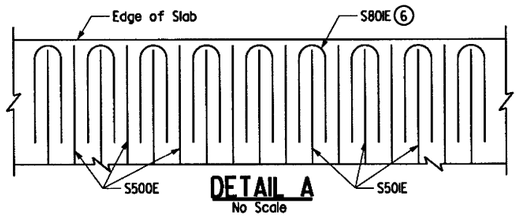
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1105	1465
				07414		SPAN DETAILS		59930

STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



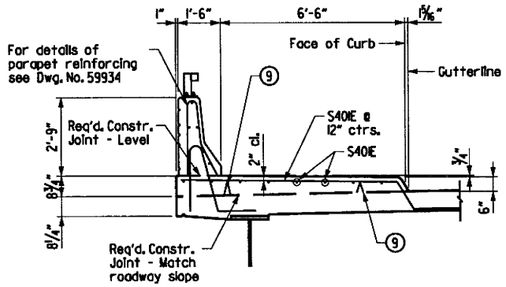
REINFORCING PLAN & POURING SEQUENCE

SCALE: 1/16" = 1'-0"



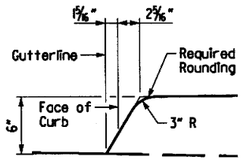
DETAIL A

No Scale



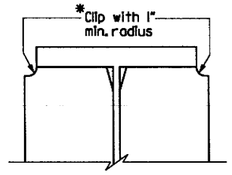
SIDEWALK DETAIL

No Scale



CURB DETAIL

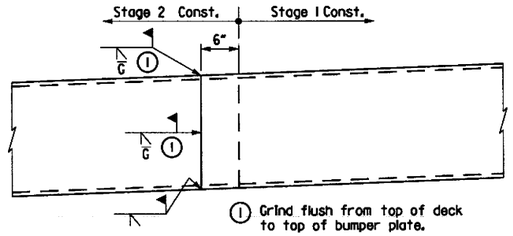
NO SCALE



* If permanent steel bridge deck forms are used, the fabricator shall clip the plate as necessary to accommodate the deck form support.

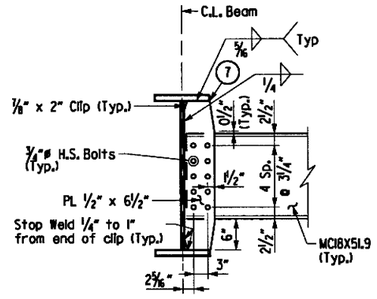
PLATE CLIP DETAIL

Not to Scale



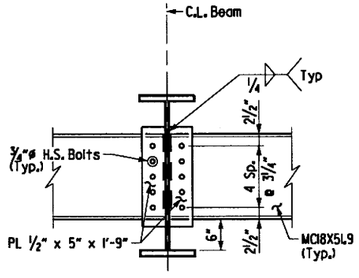
DETAIL OF WELD LOCATION FOR EXPANSION DEVICE

(Looking Ahead)
Scale: 1" = 1'-0"



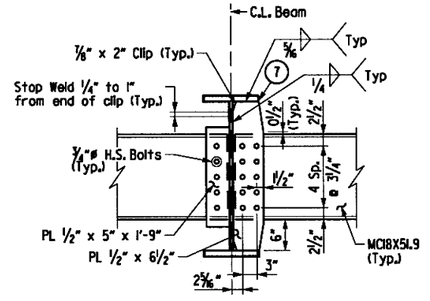
DETAIL B

SCALE: 3/4" = 1'-0"



DETAIL C

SCALE: 3/4" = 1'-0"



DETAIL D

SCALE: 3/4" = 1'-0"

Notes:

Required slab joints and pouring sequence construction joints shall align with open joints at the front face of the parapets.

For each stage of construction, pours must be made in order as numbered. Pours with the same number may be placed simultaneously or separately. 48 hours shall elapse between the end of a pour and the start of the next pour. 72 hours shall elapse between the end of a pour and the start of the adjacent pour. 72 hours shall elapse between the end of a deck pour and the start of a sidewalk pour. 72 hours shall elapse between the end of a sidewalk pour and the start of a parapet railing pour. Any sidewalk or railing pours made before the entire slab unit has been placed must be approved by the Engineer. Concrete in bridge superstructure shall be consolidated for the entire pour before any concrete has taken its initial set. This may require the use of a retarding agent.

The Contractor must obtain approval from the Engineer for any deviations from the pouring sequence shown.

For Bar List, see Dwg. No. 59929

For Parapet Details See Dwg. No. 59934

See Deck Joint and Concrete Placement Details on Std. Dwg. No. 55007.

All longitudinal dimensions measured to centerline of joint or transverse reinforcing.

(1) Parapet panel spacing measured along front face of parapet and intersecting at C.L. Deck Joint opening or C.L. Bent.

(2) Dimensions measured along horizontal control line.

(3) Dimensions measured along edge of deck and intersecting at C.L. Deck Joint opening or C.L. Bent.

(4) Dimensions measured along centerline of joint.

(5) Min. Laps for splices applicable to longitudinal and transverse reinforcing are as follows:
#4 bars = 2'-7"
#5 bars = 3'-3"
#6 bars = 3'-10"

(6) Spaced equally between S500E and S501E.

(7) See "PLATE CLIP DETAIL" on this sheet. Stop weld 1/4" to 1" from end of clip (Typ.).

(8) For placement, refer to TYPICAL ROADWAY SECTION on Dwg. No. 59929

(9) Bar positions or clearances from the forms shall be maintained by means of stays, ties, hangers or other approved devices sufficient in size and number to prevent displacement during construction. See subsection 804.06. (Typ.)

(P) C.L. Partial Depth Parapet Joint (1/4" to 1" max.). Stop 1'-2" from top of sidewalk or slab, as applicable. See Dwg. No. 59934

(F) C.L. Full Depth Parapet Joint (1/4" to 1" max.). Stop 4" from top of sidewalk or slab, See Dwg. No. 59934

SHEET 2 OF 5
DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bco06015_s2
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59930

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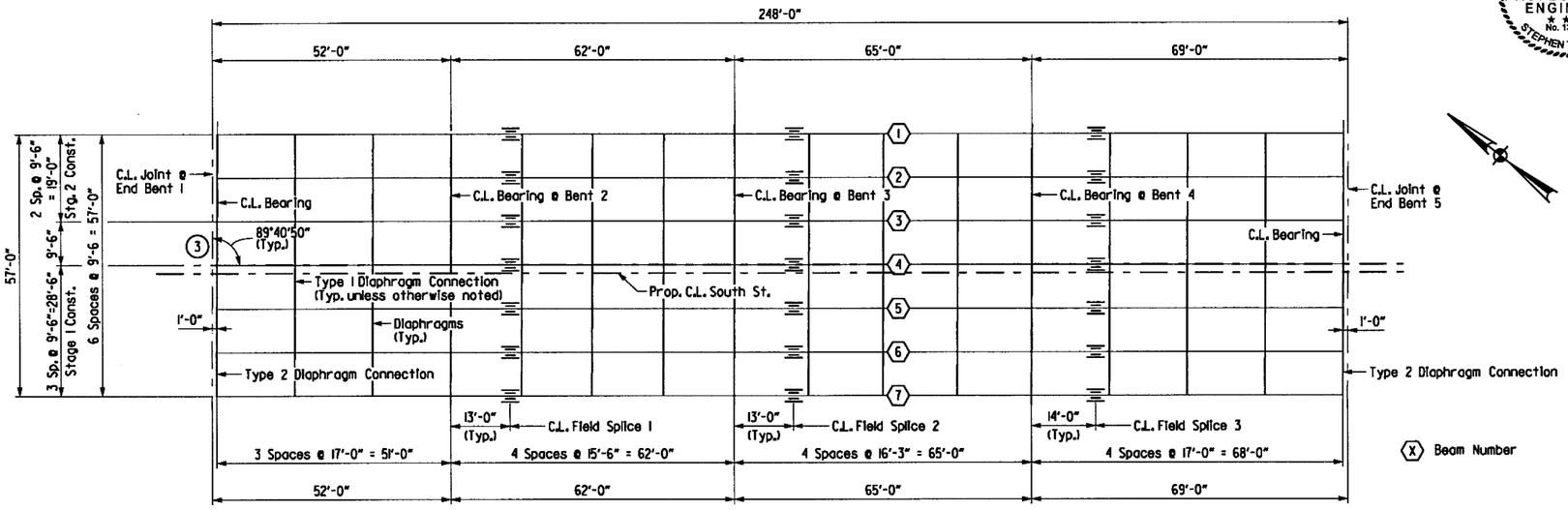
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1106	1465
				1 07414		SPAN DETAILS		59931

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



FRAMING PLAN
SCALE: 1/16" = 1'-0"

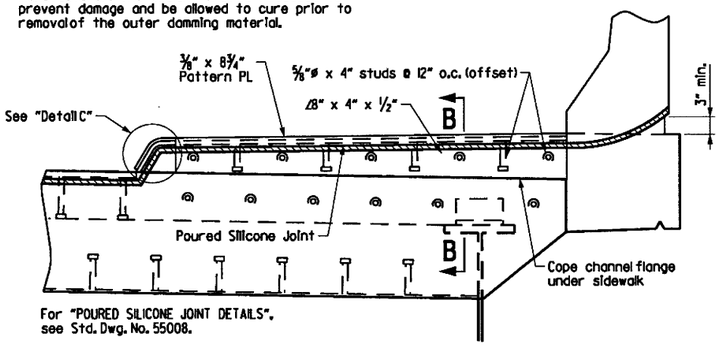
(X) Beam Number

(3) Diaphragms between girders 3 & 4 shall be installed with bolts loose when girders are erected in Stage 2. Bolts shall be fully tightened immediately after placing slab in Stage 2.

Alternatively, the holes in the connection plate of one side of these diaphragms may be field drilled after placing slab in Stage 2.

For "SHEAR CONNECTOR DETAIL", "BOTTOM FLANGE DRIP PLATE" and "WELD TABLE", see Std. Dwg. No. 55007.

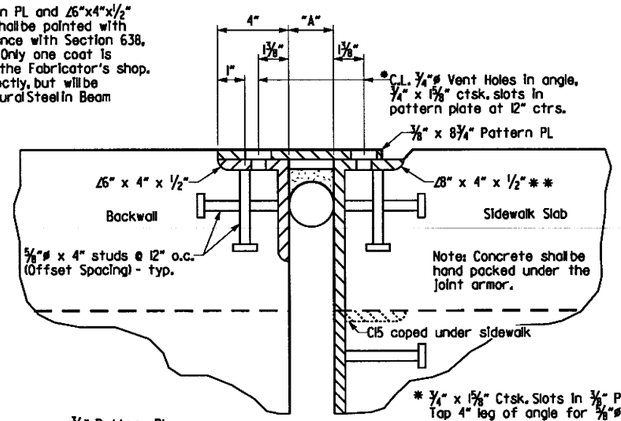
Note: Install seal in slab joint and parapet joint with damming procedure as recommended by the manufacturer. The sealant shall be recessed to prevent damage and be allowed to cure prior to removal of the outer damming material.



For "POURED SILICONE JOINT DETAILS", see Std. Dwg. No. 55008.

TYPICAL SECTION THRU SIDEWALK
No Scale

The surfaces of the 3/8" pattern PL and L6"x4"x1/2" not in contact with concrete shall be painted with aluminum epoxy paint in accordance with Section 638, or as approved by the Engineer. Only one coat is required and shall be applied in the Fabricator's shop. Painting will not be paid for directly, but will be considered subsidiary to "Stuctural Steel in Beam Spans (M270, Gr. 50)".

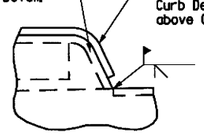


SECTION B-B
No Scale

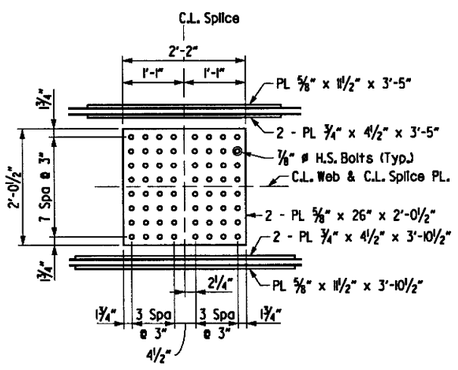
* 3/4" x 1 5/8" Ctsk. Slots in 3/8" Pattern Plates. Tap 4" leg of angle for 5/8"ø flat head cap screws @ 12" o.c. Install screws in the shop and ship as a unit. Remove screws on one side after erection is complete.

** Trim Vertical Leg of angle as required.

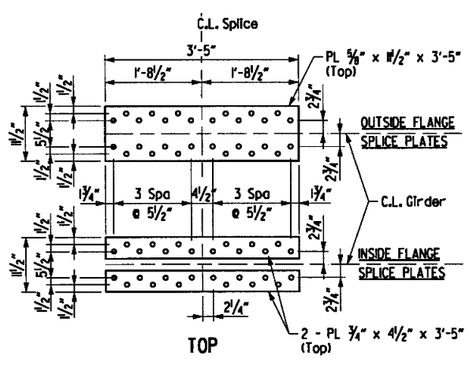
Cope vertical leg of angle 6" from face of curb and bend horizontal leg to conform to Curb Detail.



DETAIL C
No Scale

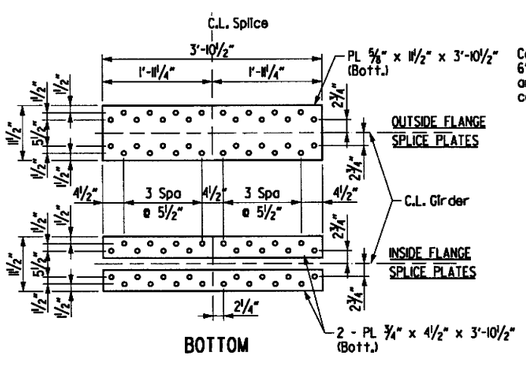


WEB SPLICE DETAIL
SCALE: 3/4" = 1'-0"



TOP

FLANGE SPLICE DETAIL
SCALE: 3/4" = 1'-0"



BOTTOM

FLANGE SPLICE DETAIL
SCALE: 3/4" = 1'-0"

SHEET 3 OF 5
DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bco06015_s3
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	AS SHOWN
DESIGNED BY:	KH	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59931

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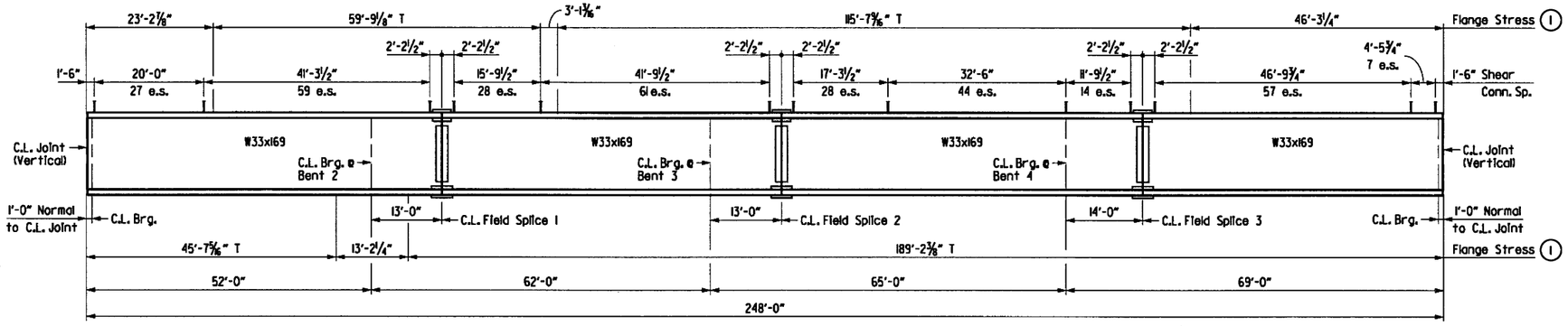
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1107	1465
				(1) 07414		SPAN DETAILS		59932

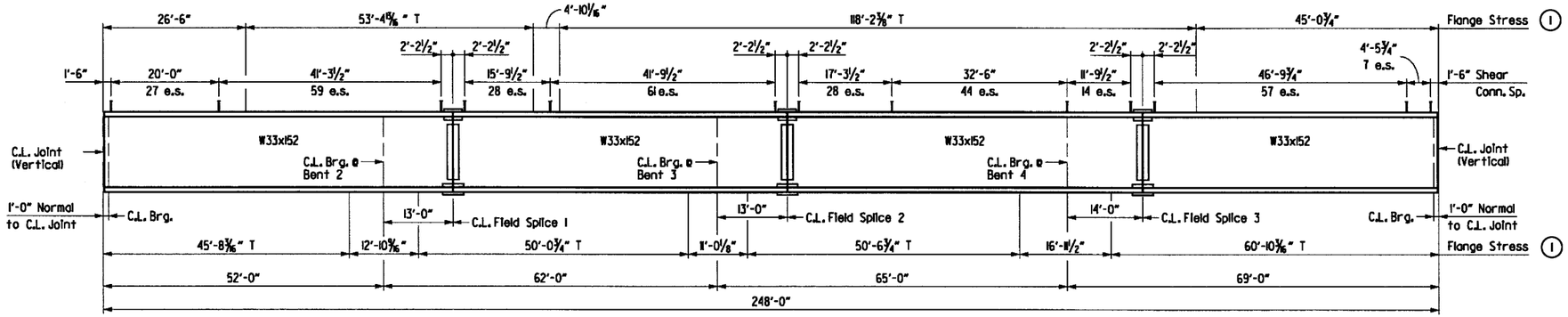
STATE OF ARKANSAS
Stephen T. Smiley
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018



TYPICAL BEAM ELEVATION - BEAMS 1, 2, 6 & 7

SCALE: 1" = 12.5' Horiz.



TYPICAL BEAM ELEVATION - BEAMS 3,4 & 5

SCALE: 1" = 12.5' Horiz.

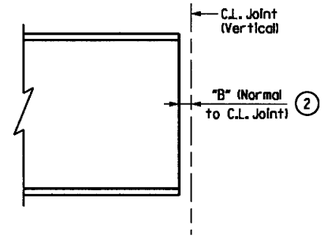
NOTES:

For "WELD TABLE" and "SHEAR CONNECTOR DETAIL" see Std. Dwg. No. 55007.

Stud Shear Connectors shall be ⅞" dia. x 5"; use 3 studs per row.

(1) T denotes portions of the flange that may always or may sometimes be in tension.

(2) Fabricate end of top and bottom flanges horizontally parallel to C.L. Joint.



TYPICAL BEAM END DETAIL

Not to Scale
For dimension "B", see Dwg. No. 59919

SHEET 4 OF 5
DETAILS OF 248'-0" CONTINUOUS COMPOSITE W-BEAM UNIT
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 12/9/2015
CHECKED BY: STS DATE: 1/4/2016
DESIGNED BY: KH DATE: 12/8/2015
FILENAME: bca06015_s4
SCALE: AS SHOWN

BRIDGE NO. 07414 DRAWING NO. 59932

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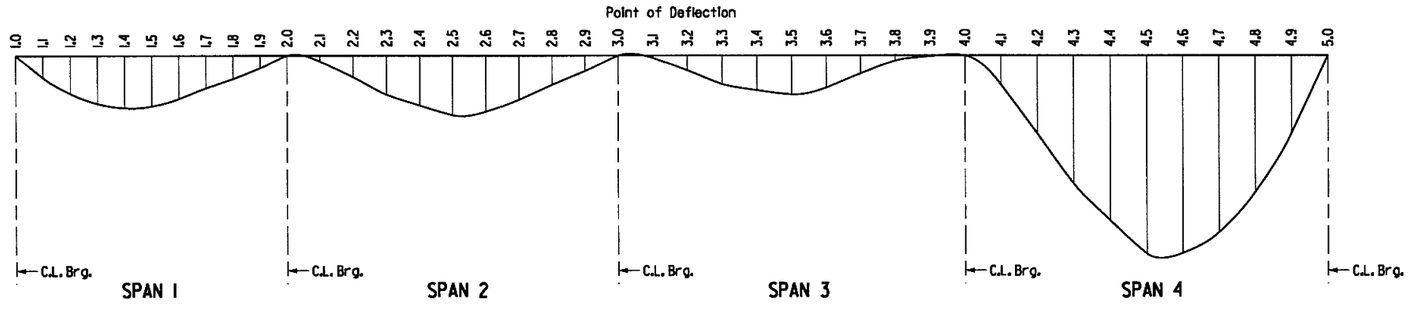
TABLE OF DEAD LOAD DEFLECTIONS

	Point of Deflection	Vertical Dead Load Deflection (in.)																				
		Structural Steel							Structural Steel + Slab							Structural Steel + Slab + Parapets						
		W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7	W-Bm 1	W-Bm 2	W-Bm 3	W-Bm 4	W-Bm 5	W-Bm 6	W-Bm 7
	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 1	1.1	0.018	0.019	0.019	0.02	0.019	0.019	0.018	0.101	0.123	0.137	0.141	0.137	0.123	0.101	0.121	0.142	0.153	0.146	0.142	0.129	0.108
	1.2	0.03	0.032	0.034	0.034	0.034	0.032	0.03	0.174	0.212	0.238	0.244	0.238	0.212	0.174	0.208	0.246	0.266	0.252	0.246	0.223	0.185
	1.3	0.038	0.041	0.043	0.043	0.043	0.041	0.038	0.221	0.269	0.301	0.309	0.301	0.269	0.221	0.264	0.312	0.336	0.319	0.311	0.283	0.236
	1.4	0.042	0.044	0.046	0.047	0.046	0.044	0.042	0.241	0.292	0.327	0.337	0.327	0.292	0.241	0.288	0.338	0.365	0.348	0.338	0.307	0.257
	1.5	0.041	0.043	0.045	0.045	0.045	0.043	0.04	0.233	0.284	0.317	0.326	0.317	0.284	0.232	0.278	0.329	0.354	0.337	0.328	0.298	0.247
	1.6	0.034	0.037	0.038	0.038	0.038	0.037	0.034	0.198	0.242	0.27	0.277	0.27	0.242	0.198	0.237	0.28	0.302	0.286	0.279	0.254	0.211
	1.7	0.026	0.027	0.028	0.029	0.028	0.027	0.026	0.148	0.18	0.202	0.208	0.202	0.18	0.148	0.177	0.209	0.226	0.215	0.209	0.189	0.158
	1.8	0.018	0.02	0.02	0.021	0.02	0.02	0.018	0.106	0.131	0.145	0.15	0.145	0.131	0.106	0.127	0.152	0.162	0.155	0.15	0.138	0.113
	1.9	0.01	0.011	0.011	0.011	0.011	0.011	0.01	0.057	0.07	0.078	0.08	0.078	0.07	0.057	0.068	0.081	0.087	0.083	0.081	0.074	0.061
	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 2	2.1	0.005	0.005	0.006	0.006	0.006	0.005	0.005	0.028	0.033	0.037	0.038	0.037	0.033	0.028	0.033	0.038	0.041	0.039	0.038	0.035	0.03
	2.2	0.018	0.02	0.021	0.021	0.021	0.02	0.018	0.101	0.123	0.136	0.14	0.136	0.123	0.101	0.121	0.142	0.151	0.145	0.141	0.129	0.107
	2.3	0.033	0.035	0.037	0.037	0.037	0.035	0.033	0.183	0.22	0.246	0.252	0.246	0.22	0.183	0.218	0.254	0.274	0.261	0.255	0.231	0.195
	2.4	0.041	0.045	0.047	0.047	0.047	0.045	0.041	0.233	0.282	0.314	0.322	0.314	0.282	0.233	0.278	0.326	0.349	0.334	0.325	0.296	0.248
	2.5	0.049	0.053	0.056	0.056	0.056	0.053	0.05	0.279	0.337	0.375	0.385	0.375	0.337	0.28	0.333	0.389	0.417	0.399	0.388	0.354	0.298
	2.6	0.046	0.05	0.052	0.053	0.052	0.05	0.047	0.262	0.316	0.352	0.362	0.352	0.316	0.263	0.313	0.365	0.392	0.376	0.365	0.332	0.28
	2.7	0.037	0.039	0.041	0.042	0.041	0.04	0.037	0.208	0.25	0.278	0.286	0.278	0.251	0.208	0.248	0.289	0.309	0.297	0.288	0.263	0.221
	2.8	0.024	0.026	0.027	0.028	0.027	0.026	0.024	0.137	0.165	0.183	0.188	0.183	0.165	0.137	0.164	0.19	0.204	0.195	0.19	0.173	0.146
	2.9	0.013	0.014	0.014	0.015	0.014	0.014	0.013	0.073	0.088	0.097	0.1	0.097	0.088	0.073	0.087	0.101	0.108	0.104	0.101	0.092	0.078
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 3	3.1	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.009	0.012	0.014	0.015	0.014	0.012	0.009	0.011	0.014	0.016	0.015	0.014	0.013	0.01
	3.2	0.011	0.012	0.013	0.013	0.013	0.012	0.011	0.062	0.08	0.092	0.094	0.092	0.08	0.062	0.074	0.094	0.103	0.095	0.094	0.084	0.067
	3.3	0.022	0.024	0.025	0.026	0.025	0.024	0.022	0.123	0.156	0.177	0.183	0.177	0.156	0.123	0.147	0.182	0.199	0.186	0.182	0.164	0.132
	3.4	0.027	0.029	0.031	0.031	0.031	0.029	0.027	0.149	0.189	0.215	0.221	0.215	0.189	0.149	0.178	0.221	0.242	0.225	0.221	0.199	0.16
	3.5	0.03	0.033	0.035	0.035	0.035	0.033	0.03	0.166	0.213	0.242	0.249	0.242	0.213	0.166	0.199	0.249	0.272	0.253	0.248	0.224	0.178
	3.6	0.025	0.027	0.029	0.029	0.029	0.027	0.025	0.134	0.174	0.199	0.204	0.199	0.174	0.134	0.16	0.204	0.224	0.206	0.204	0.184	0.144
	3.7	0.013	0.015	0.016	0.016	0.016	0.015	0.013	0.069	0.095	0.11	0.113	0.111	0.095	0.069	0.082	0.112	0.125	0.112	0.113	0.101	0.075
	3.8	0.003	0.004	0.004	0.004	0.004	0.004	0.003	0.013	0.024	0.03	0.03	0.029	0.023	0.011	0.016	0.03	0.036	0.026	0.028	0.025	0.013
	3.9	0	0	0.001	0.001	0.001	0	0	-0.003	0.002	0.004	0.004	0.004	0.001	-0.004	-0.003	0.003	0.006	0.001	0.003	0.002	-0.004
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Span 4	4.1	0.025	0.026	0.027	0.027	0.027	0.026	0.025	0.146	0.169	0.187	0.192	0.186	0.168	0.145	0.174	0.194	0.206	0.203	0.193	0.176	0.154
	4.2	0.066	0.069	0.072	0.072	0.071	0.069	0.065	0.383	0.448	0.496	0.51	0.493	0.446	0.38	0.458	0.515	0.548	0.537	0.512	0.467	0.403
	4.3	0.107	0.113	0.118	0.119	0.118	0.114	0.108	0.623	0.734	0.814	0.84	0.814	0.736	0.626	0.745	0.844	0.899	0.883	0.845	0.77	0.665
	4.4	0.138	0.146	0.151	0.153	0.151	0.146	0.138	0.802	0.945	1.046	1.08	1.046	0.945	0.802	0.959	1.087	1.156	1.135	1.086	0.989	0.852
	4.5	0.165	0.175	0.182	0.184	0.182	0.175	0.166	0.96	1.134	1.257	1.298	1.257	1.135	0.962	1.148	1.305	1.389	1.363	1.305	1.188	1.022
	4.6	0.165	0.174	0.181	0.184	0.181	0.175	0.165	0.958	1.131	1.253	1.295	1.254	1.132	0.959	1.145	1.302	1.385	1.36	1.301	1.185	1.019
	4.7	0.147	0.156	0.162	0.164	0.162	0.156	0.148	0.856	1.011	1.121	1.158	1.121	1.011	0.857	1.023	1.164	1.239	1.216	1.163	1.058	0.91
	4.8	0.114	0.12	0.125	0.127	0.125	0.12	0.114	0.661	0.78	0.865	0.894	0.865	0.78	0.66	0.79	0.898	0.956	0.938	0.898	0.816	0.701
	4.9	0.065	0.069	0.071	0.072	0.071	0.069	0.065	0.377	0.445	0.493	0.509	0.493	0.445	0.376	0.451	0.512	0.545	0.534	0.512	0.466	0.399
	5.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DEAD LOAD DEFLECTION DIAGRAM

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1108	1465
				1 07414		SPAN DETAILS		59933

NOTE:

Camber for Dead Load Deflection plus Vertical curve +/-1/4" tolerance. Deflections shown are along C.L. Beam from a chord from C.L. Bearing to C.L. Bearing. Vertical curve corrections not included. Negative sign(-) indicates point above chord.

SHEET 5 OF 5
DETAILS OF 248'-0" CONTINUOUS
COMPOSITE W-BEAM UNIT
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	12/9/2015	FILENAME:	bco06015_s5
CHECKED BY:	STS	DATE:	1/4/2016	SCALE:	NONE
DESIGNED BY:	KH	DATE:	12/8/2015		

BRIDGE NO. 07414 DRAWING NO. 59933

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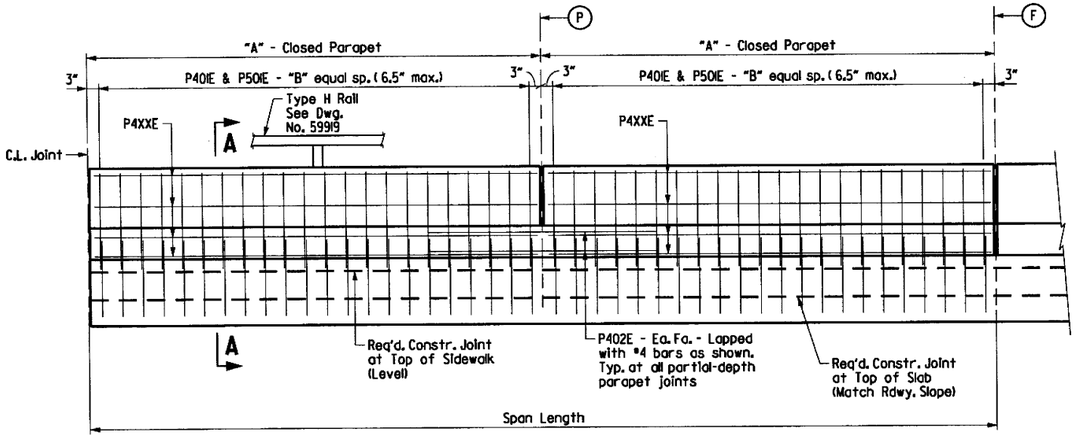
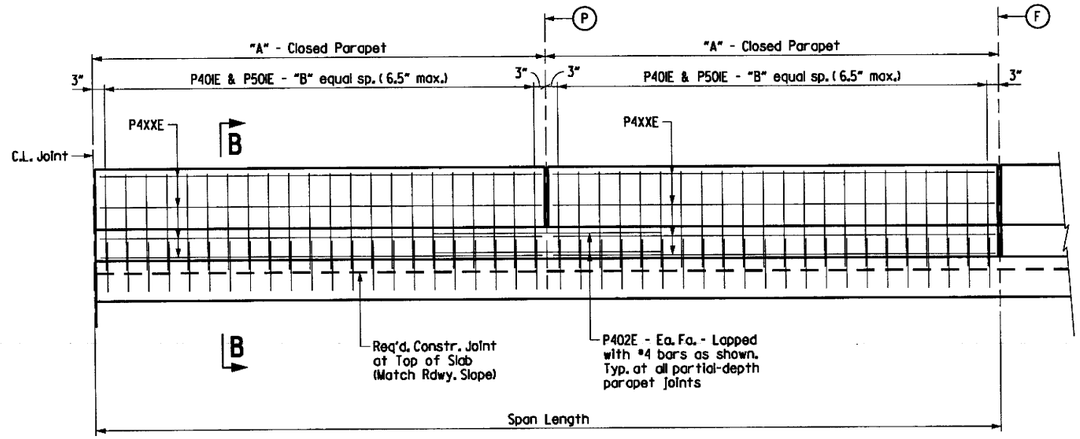
8/3/2018
jharrell



DETAILS OF PARAPET RAIL - LEFT SIDE

½" = 1'-0"



DETAILS OF PARAPET RAIL - RIGHT SIDE

½" = 1'-0"

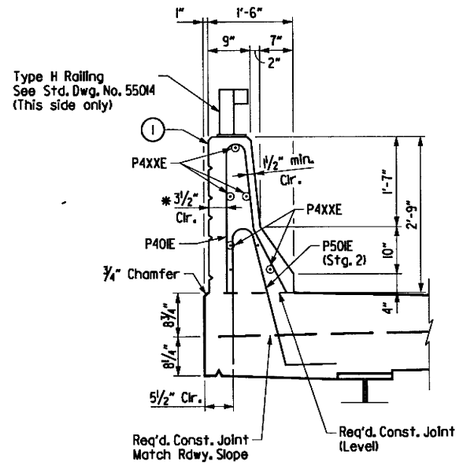
(F) C.L. Full-Depth Parapet Joint
(1/4" to 1" max.)
Stop 4" from top of sidewalk.

(P) C.L. Partial-Depth Parapet Joint
(1/4" to 1" max.)
Stop 1'-2" from top of sidewalk or slab, as applicable.

TABLE OF PARAPET RAIL VARIABLES

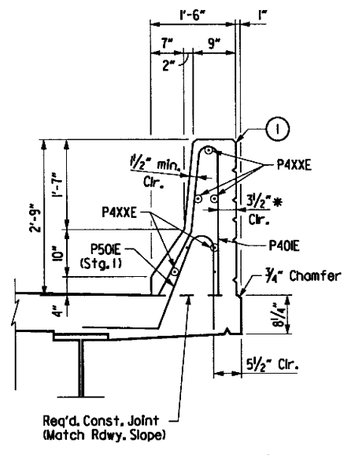
Parapet Type	"A"	"P4XXE" Longitudinal Reinforcing
Closed	9'-3"	P403E
Closed	11'-0"	P404E
Closed	11'-2"	P405E
Closed	12'-0"	P406E
Closed-E	13'-0"	P407E
Closed	13'-0"	P408E
Closed	14'-0"	P409E

For location of Closed Parapet panels, see "Reinforcing Plan and Pouring Sequence" Dwg. No.



SECTION A-A

¾" = 1'-0"

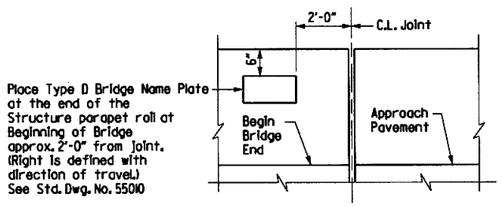


SECTION B-B

¾" = 1'-0"

* Form Liner Relief shall be a maximum of 1½" to preserve a minimum clear cover of 2". See SP Job CA0601 "Architectural Finish".

(1) For limits of Architectural Finish & Texture Coating Finish, see "PARAPET AESTHETICS" detail on Dwg. No. 59919



NAME PLATE DETAIL

No Scale

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1109	1465
				1 07414		RAIL DETAILS		59934

PARAPET RAIL DETAILS
SOUTH STREET BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: AKH DATE: 6/6/2016
CHECKED BY: STS DATE: 6/8/2016
DESIGNED BY: JH DATE: 5/24/2016
FILENAME: bca06015.pl
SCALE: AS SHOWN

BRIDGE NO. 07414 DRAWING NO. 59934

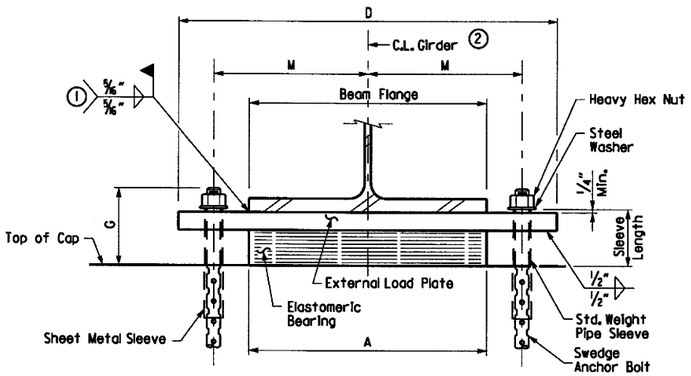
\\bridgeformer.internal\bashares\Projects\1407\0\0GN\Plans\Bridge\Rail Details\bca06015_pl.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1110	1465
				(1) 07414		BEARING DETAILS		59935

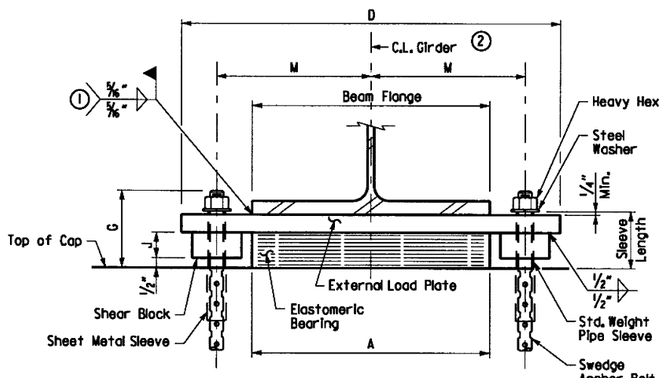
TABLE OF FABRICATOR VARIABLES

* Maximum Load = Service Limit I State

LOCATION						ELASTOMER PAD							EXTERNAL LOAD PLATE									ANCHOR BOLT				
BENT NO.	SPAN NO(S).	GIRDER NO(S).	BEARING TYPE	NO. of BEARINGS EACH BENT	* MAXIMUM DESIGN LOAD (KIPS)	G (in.)	H (in.)	A (in.)	B (in.)	N (ea)	ti (in.)	te (in.)	NO. & THICKNESS OF STEEL LAMINAE	T (in.)	C (in.)	D (in.)	E (in.)	F (in.)	J (in.)	K (in.)	M (in.)	Ta (in.)	Tb (in.)	ANCHOR BOLT (in.)	ANCHOR BOLT GRADE	PIPE SLEEVE SIZE	SHEET METAL SLEEVE SIZE	STEEL WASHER O.D. (in.) (3)
1	1	ALL	Exp.	7	101	6 7/8	4 3/8	12	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	23 3/8	4	2 5/8	-	1/2	8 7/8	2.16	1.84	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8
2	1 & 2	ALL	Fixed	7	214	6 5/8	3 5/8	15	11 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	12 1/2	33 3/8	2 5/8	2 5/8	1 1/4	1/2	12 3/8	2.13	1.87	1 1/4" x 25"	55	1 1/4" x 4 1/16"	3" x 6"	4 3/8
3	2 & 3	ALL	Fixed	7	214	6 5/8	3 5/8	15	11 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	12 1/2	33 3/8	2 5/8	2 5/8	1 1/4	1/2	12 3/8	2.04	1.96	1 1/4" x 25"	55	1 1/4" x 4 1/16"	3" x 6"	4 3/8
4	3 & 4	ALL	Fixed	7	247	6 5/8	3 5/8	15	12 1/2	2	1/2	1/4	3 @ 12 Ga.	1 7/8	13 1/2	33 3/8	2 5/8	2 5/8	1 1/4	1/2	12 3/8	1.95	2.05	1 1/4" x 25"	55	1 1/4" x 4 1/16"	3" x 6"	4 3/8
5	4	ALL	Exp.	7	121	6 7/8	4 3/8	13	9	3	1/2	1/4	4 @ 12 Ga.	2 7/16	10	24 3/8	4	2 5/8	-	1/2	9 3/8	1.89	2.11	1 1/4" x 25"	55	1 1/4" x 4 5/8"	3" x 6"	4 3/8



FRONT VIEW @ BENTS 1 & 5
(No Scale)



FRONT VIEW @ BENTS 2, 3 & 4
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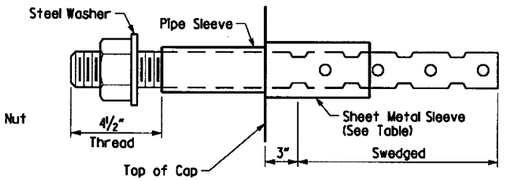
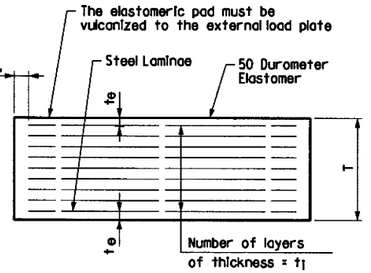


ANCHOR BOLT DETAIL
(No Scale)



ti = thickness of elastomer between steel laminae.
te = thickness of elastomer cover on top and bottom of pad.
N = number of elastomer layers of thickness t_1.

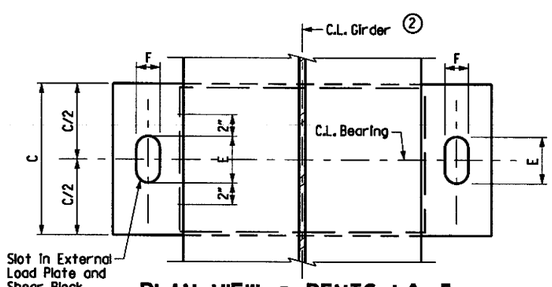
ELASTOMERIC BEARING
(No Scale)

(1) Care shall be taken to ensure that the external load plate is in full and complete contact with the beam or girder flange before welding begins.

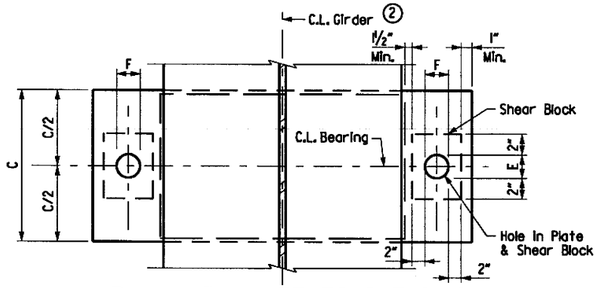
(2) Thus the C.L. of Bearings shall coincide with the C.L. of Girders.

(3) For fabrication of the Steel Washers when the tabulated O.D. exceeds ASTM F436, the I.D. of the washers shall conform to ASTM F436 and the thickness of 3/8" shall be used.

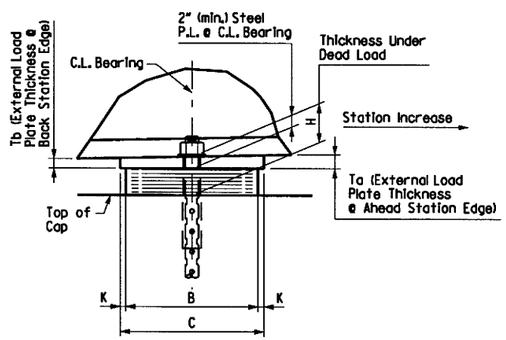
Note:
The direction of bevel of the external load plate may not be accurately depicted with respect to the "T(a)" and "T(b)" values shown in the "Table of Fabricator Variables."



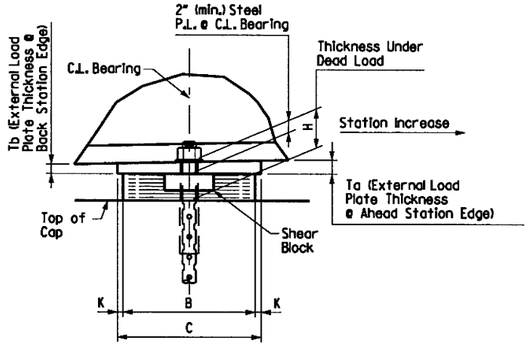
PLAN VIEW @ BENTS 1 & 5
(No Scale)



PLAN VIEW @ BENTS 2, 3 & 4
(No Scale)



SIDE VIEW @ BENTS 1 & 5
(No Scale)



SIDE VIEW @ BENTS 2, 3 & 4
(No Scale)

NOTE:
Anchor bolts may be cast in place or drilled and grouted into place. If Anchor Bolts are to be cast in place, the Galvanized Sheet Metal Sleeves will not be required. If Anchor bolts are to be drilled and grouted in place, the Galvanized Sheet Metal Sleeves shall be cast in place as shown. Sleeves shall be dry packed with Styrofoam, urethane foam or approved equal prior to pouring of concrete. After pouring of the cap and prior to erection of Structural Steel, the dry pack shall be removed and holes for the anchor bolts shall be accurately drilled into the masonry. Bolts placed in drilled holes shall be accurately set fixed using a DPL approved epoxy or non-shrink grout that completely fills the holes. Galvanized Sheet Metal Sleeves will not be paid for directly but will be considered subsidiary to the item "Structural Steel in Beam Spans, (M 270, Gr. 50)".

GENERAL NOTES:
Elastomeric bearings shall conform to Section 808 of the Standard Specifications and shall be paid for at the unit price bid for "Elastomeric Bearings."

External load plates and shear blocks shall conform to AASHTO M 270, Grade 50. Pipe sleeves shall be ASTM A500, Grade B, and shall be galvanized to conform to AASHTO M 232, Class C or ASTM B695, class 50.

External load plates with shear blocks shall be completely fabricated (including bevel and bolt holes) and shall be cleaned before vulcanizing to the elastomeric bearing. The surface in contact with the elastomeric bearing shall be cleaned in accordance with Section 808.03. Other surfaces shall be blast cleaned in accordance with subsection 807.84(b) for painted steel.

External load plates and shear blocks shall be painted in accordance with Section 807.75. The color of the paint shall be brown and shall match Fed. Std. 595B, Color Chip No. 20108. Mask areas that are to be welded in the field.

Anchor Bolts and Nuts shall conform to subsection 807.07 of the Standard Specifications. Steel Washers shall conform to AASHTO M 270, Grade 50. The anchor bolt grade of steel shall be as specified in the "Table of Fabricator Variables". Indentations shall be circular with rounded bottoms and staggered as shown in the details.

Pipe Sleeves, Anchor Bolts, Washers, and Nuts shall be paid for at the unit price bid for "Structural Steel in Beam Spans, (M 270, Gr. 50)". External load plates and blocks will not be measured or paid for separately, but will be considered incidental to the unit price bid for "Elastomeric Bearings".
Bearings shall be seated in accordance with subsection 808.08. This work and materials are considered subsidiary to the item "Elastomeric Bearings" and will not be paid for directly.

Unless otherwise approved by the Engineer, welding of the external load plate at expansion bearings to the girder will be allowed only when 1) the approximate average air temperature during the 24 hour period immediately preceeding welding is between 40°F and 80°F; and 2) the slots in the external load plate are positioned to center on the anchor bolts; and 3) no horizontal deformation of the elastomeric pad is evident. If welding at other temperatures is required, the engineer will provide adjustment data.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

DETAILS OF ELASTOMERIC BEARINGS OF SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	AKH	DATE:	10/2/2015	FILENAME:	bca06015.el
CHECKED BY:	STS	DATE:	10/30/2015	SCALE:	AS SHOWN
DESIGNED BY:	DD	DATE:	10/1/2015		

BRIDGE NO. 07414 DRAWING NO. 59935

6/21/2018 1:24:24 PM jharrell
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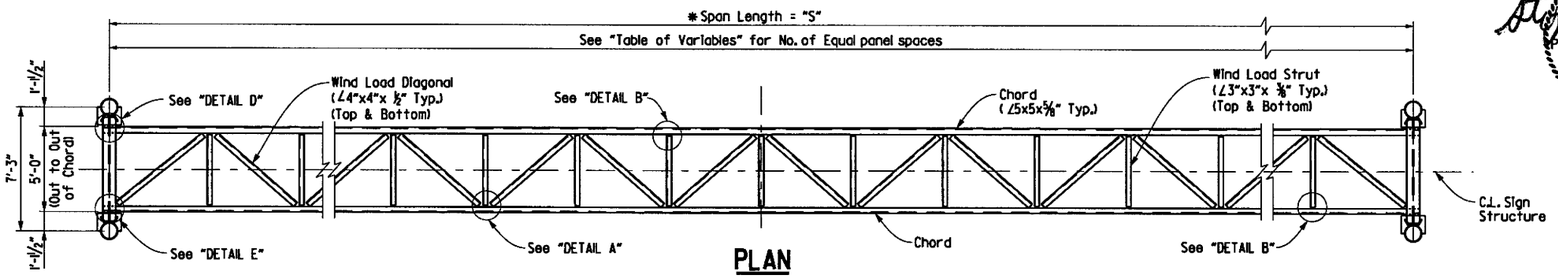
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

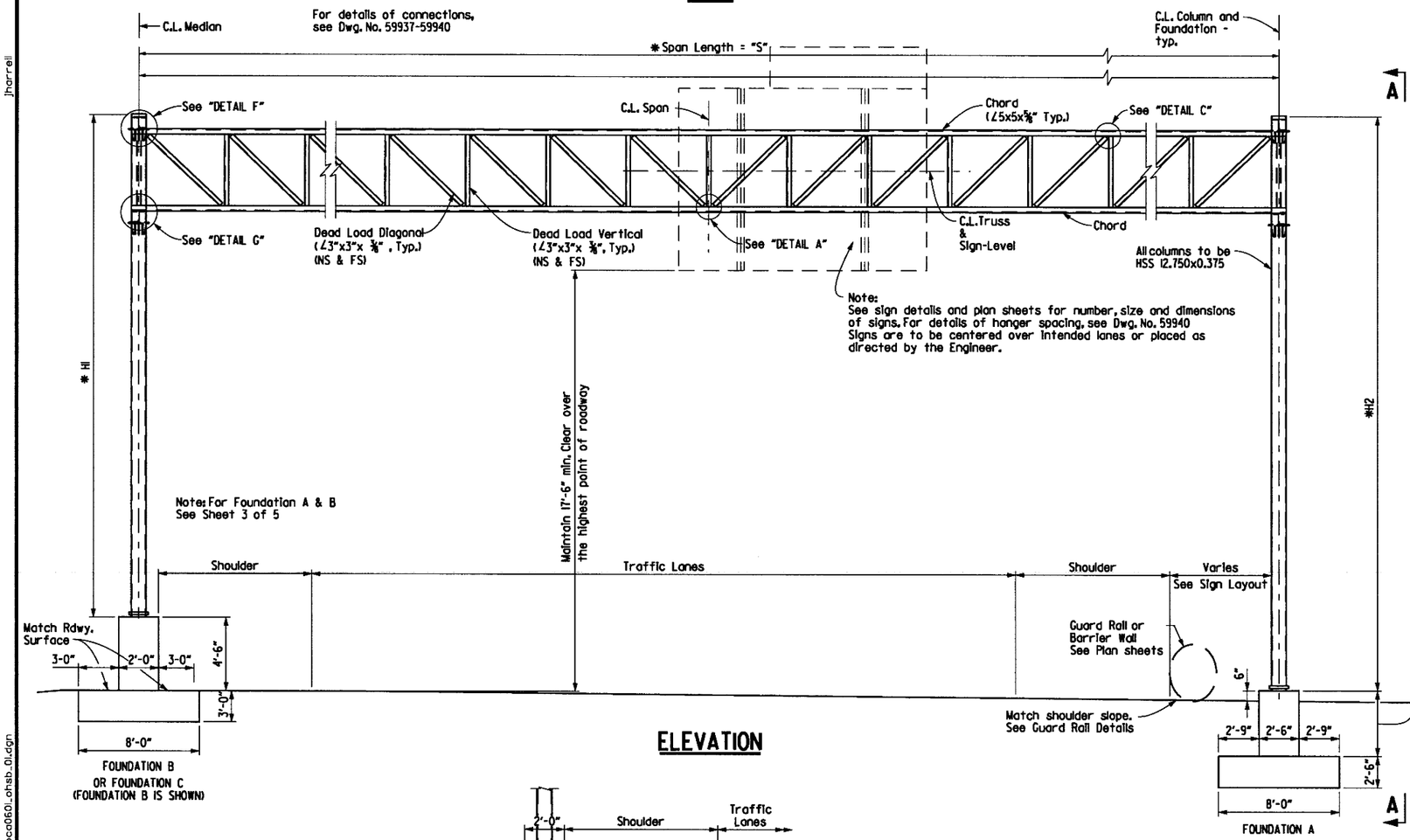
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	IIII	1465
SIGN STRUCT				59936

OH-30-62-11, OH-30-62-15,
OH-30-62-17, & OH-30-62-20

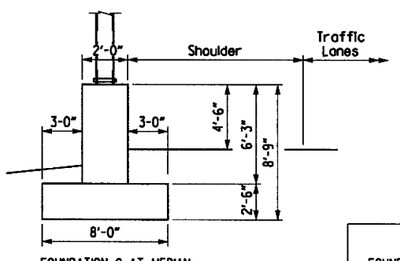
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



PLAN



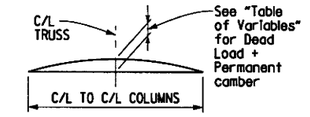
ELEVATION



FOUNDATION C AT MEDIAN

* Note: The Contractor shall make field measurements to determine the column heights 'H1' & 'H2' that are required to maintain the minimum vertical clearance at the critical point. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements.

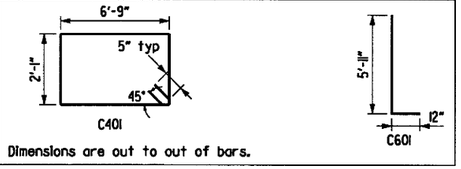
If the structure height ('H1' or 'H2') exceeds 30'-0" contact the engineer. The Contractor shall also verify that the variable span length (75'-0" to 95'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.



TRUSS CAMBER DIAGRAM

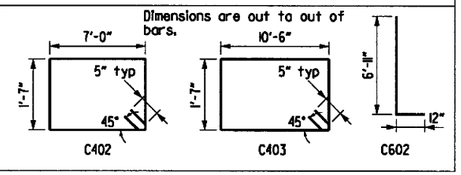
BAR LIST-FOUNDATION A

Mark	No. Req'd.	Length	Pin Dia.	BENDING DIAGRAMS
C401	8	18'-3"	3"	
C601	48	6'-9"	4 1/2"	
F601	15	17'-6"	Str.	
F602	70	7'-6"	Str.	
F901	15	17'-6"	Str.	



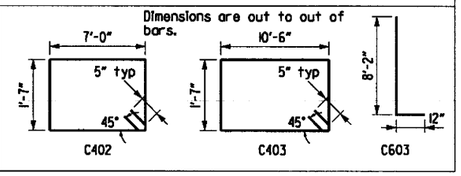
BAR LIST-FOUNDATION B

Mark	No. Req'd.	Length	Pin Dia.	BENDING DIAGRAMS
C402	10	17'-9"	3"	
C403	5	24'-9"	3"	
C602	74	7'-9"	4 1/2"	
F603	15	17'-6"	Str.	
F604	70	7'-6"	Str.	
F902	15	17'-6"	Str.	



BAR LIST-FOUNDATION C

Mark	No. Req'd.	Length	Pin Dia.	BENDING DIAGRAMS
C402	14	17'-9"	3"	
C403	7	24'-9"	3"	
C603	74	9'-3"	4 1/2"	
F603	15	17'-6"	Str.	
F604	70	7'-6"	Str.	
F902	15	17'-6"	Str.	



SPAN LENGTH TABLE

STRUCTURE NO.	* MINIMUM SPAN LENGTH "S"
OH-30-62-11	79'-0"
OH-30-62-15	78'-0"
OH-30-62-17	82'-0"
OH-30-62-20	82'-0"

TABLE OF FOUNDATION

FOUNDATION		SIGN STRUCTURE
MEDIAN	OUTSIDE SHOULDER	
B	A	OH-30-62-11, OH-30-62-15, OH-30-62-17, OH-30-62-20
C	A	OH-30-62-11

APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

FOUNDATION	CLASS S CONCRETE (Cu. Yd.)	REINFORCING STEEL (Lbs.)	EXCAVATION (Cu. Yd.)
A	17.22	2,661	51
B	22.00	3,139	26
C	21.70	3,386	26

TABLE OF VARIABLES

Span (Ft.)	No. of Equal Panel Spaces	Dead Load + Permanent Camber
75' thru 85'	16	1"
85' thru 95'	18	1¼"

SHEET 1 OF 5
DETAILS FOR STANDARD 75' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OH-30-62-11,
OH-30-62-15,
OH-30-62-17,
& OH-30-62-20

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017

FILENAME: bca0601_ohsb_01
SCALE: AS SHOWN

DRAWING NO. 59936

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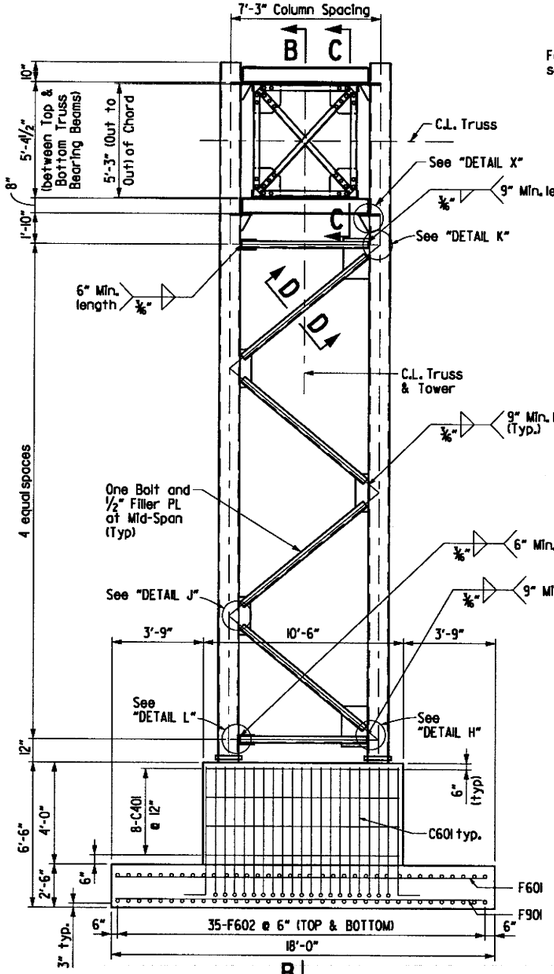
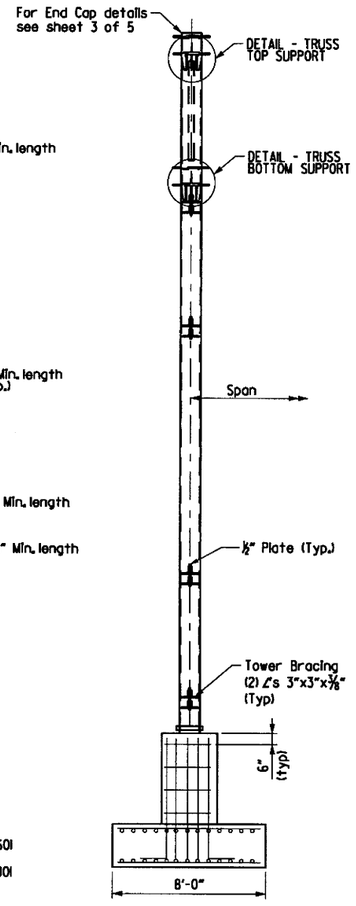
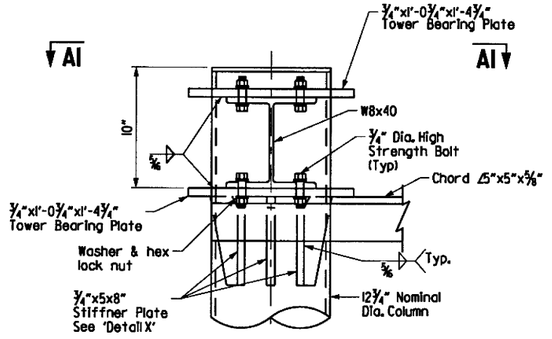
6/21/2018 4:32:32 PM
Jharrell



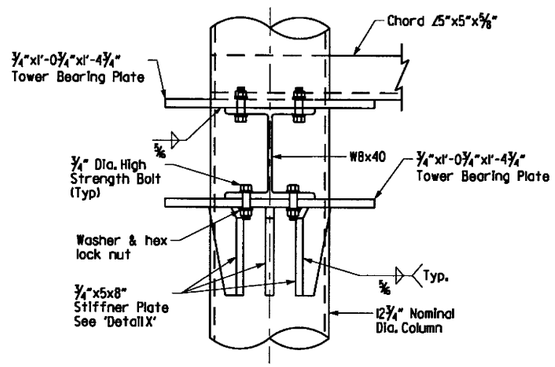
VIEW A-A (FOUNDATION B)



SECTION B-B

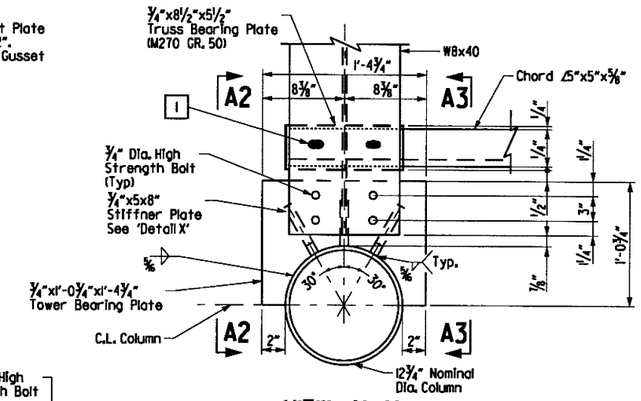


DETAIL - TRUSS TOP SUPPORT

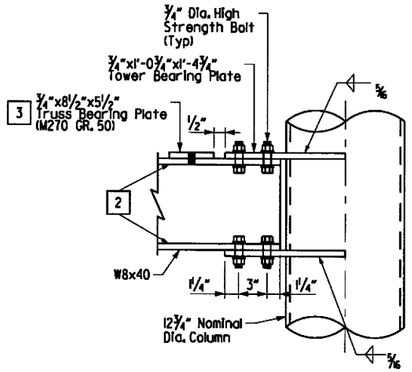


DETAIL - TRUSS BOTTOM SUPPORT

1. Slotted Hole In Gusset Plate and Chord Angle ⅛"x2". Use plate washer on Gusset plate side.
2. Bolts shallbe ¾" Dia. and open holes shallbe ⅞". Minimum bolt spacing shall be 2 ½"
3. Bottom Support shown, top similar

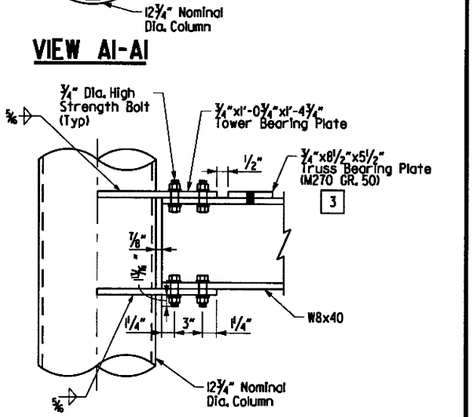


VIEW A1-A1



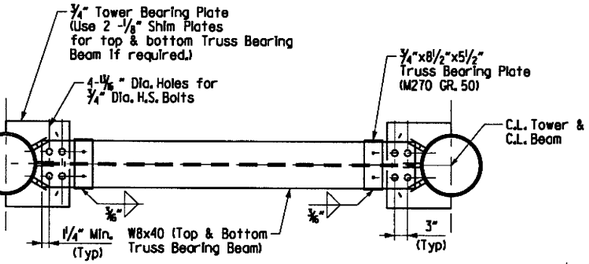
VIEW A2-A2

¾"X5"X8" Stiffner Plates not shown for clarity

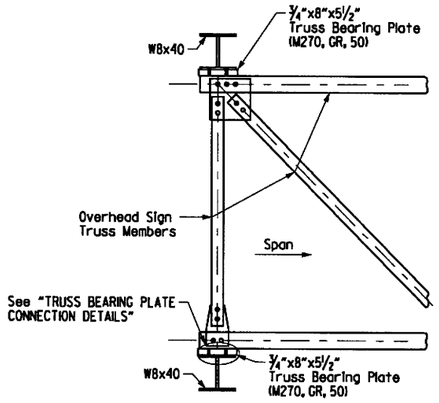


VIEW A3-A3

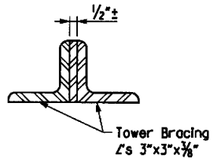
¾"x5"X8" Stiffner Plates not shown for clarity



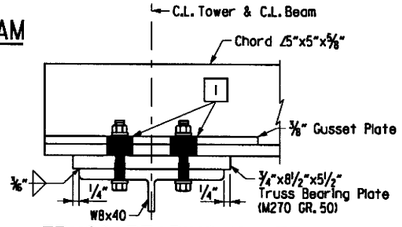
PLAN VIEW AT TRUSS BEARING BEAM



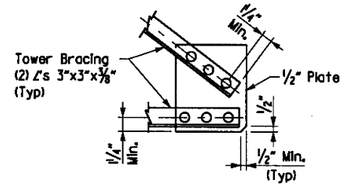
SECTION C-C



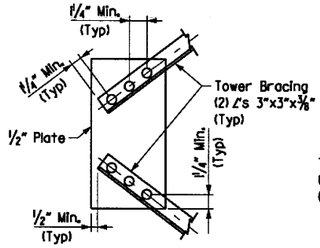
SECTION D-D



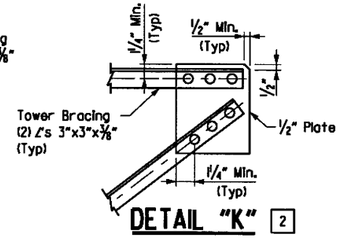
TRUSS BEARING PLATE CONNECTION DETAILS



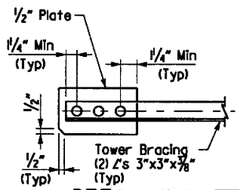
DETAIL "H" 2



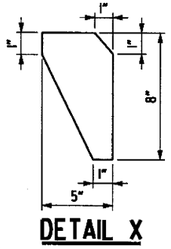
DETAIL "J" 2



DETAIL "K" 2



DETAIL "L" 2



DETAIL X

SHEET 2 OF 5
DETAILS FOR STANDARD 75' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1112	1465
SIGN STRUCT				59937

OH-30-62-11, OH-30-62-15, OH-30-62-17, & OH-30-62-20

STRUCTURE NO.				
OH-30-62-11, OH-30-62-15, OH-30-62-17, & OH-30-62-20	DRAWN BY: JH	DATE: 1/23/2017	FILENAME: bca0601_ohsb_02	
	CHECKED BY: STS	DATE: 2/1/2017	SCALE: AS SHOWN	
	DESIGNED BY: JH	DATE: 1/20/2017		

DRAWING NO. 59937

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	113	1465
						SIGN STRUCT		59938

OH-30-62-11, OH-30-62-15,
OH-30-62-17, & OH-30-62-20

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

Stephen T. Smiley 21 June 2018

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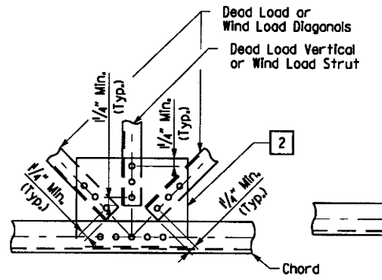

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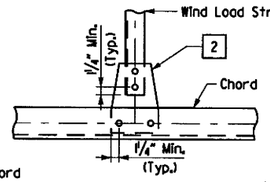
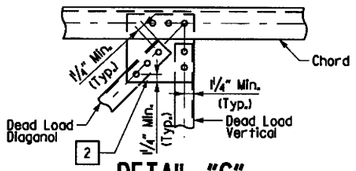


DETAIL "B"



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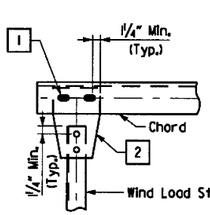

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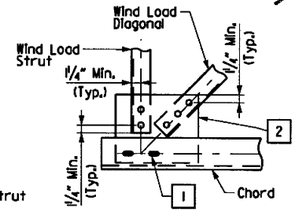
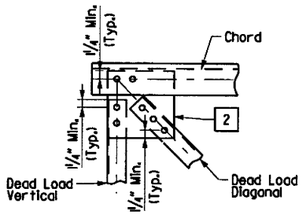


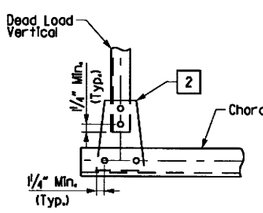
DETAIL "E"

1 Slotted Hole in Gusset Plate and Chord Angle ⅝"x2". Use plate washer on Gusset plate side.

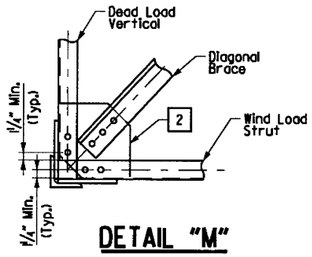
2 Gusset plates to be same thickness as thickest web member in connection.



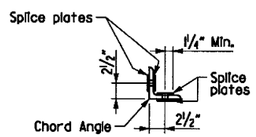
DETAIL "F"



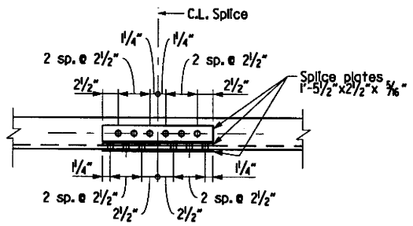
DETAIL "G"



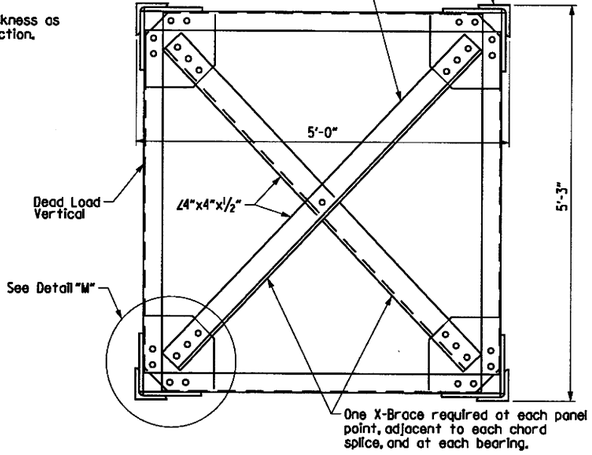
DETAIL "M"



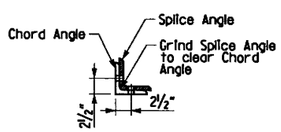
SECTION ON C.L. SPLICE
(5"∠ Shown)



CHORD SPLICE USING PLATES 1
(5"∠ Shown)



TRUSS SECTION



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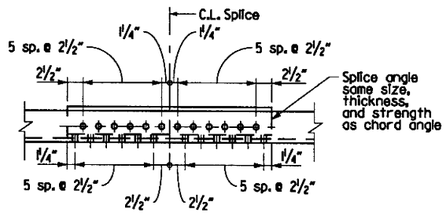
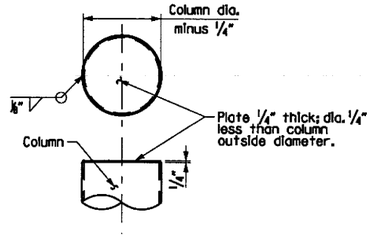
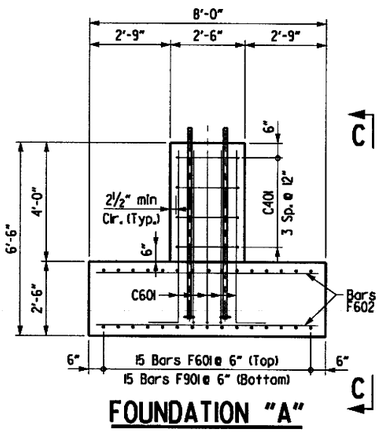


OPTIONAL CHORD SPLICE USING ANGLES
(Place splice angle on inside of truss)
(5" ∠ Shown)

Note: Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



END CAP DETAILS



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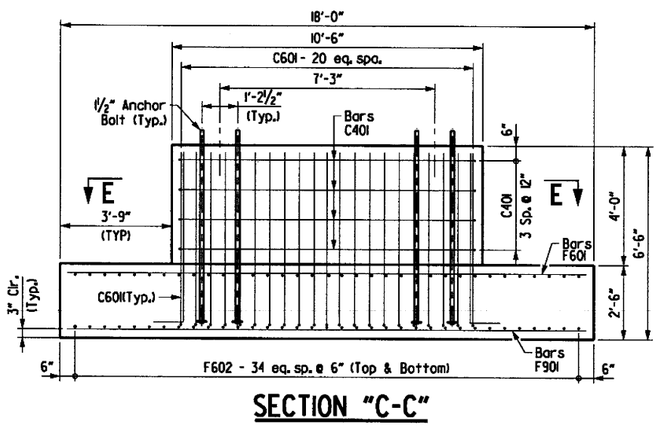
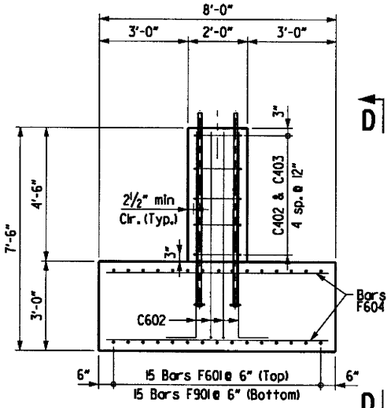
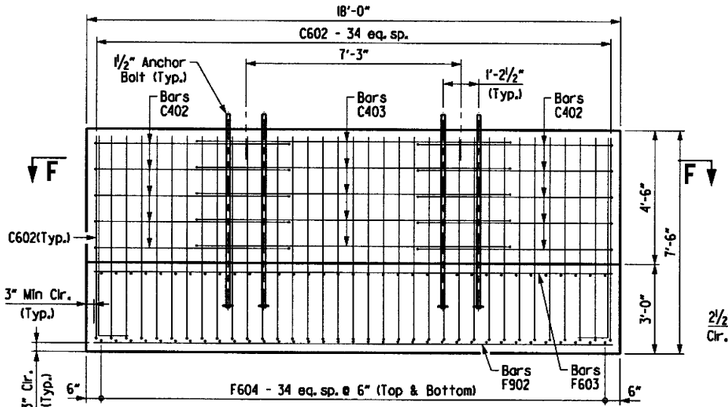


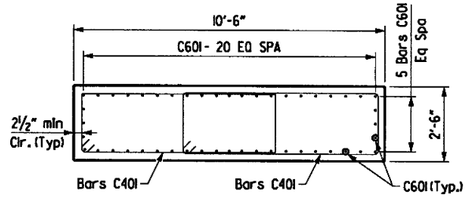
SECTION "C-C"



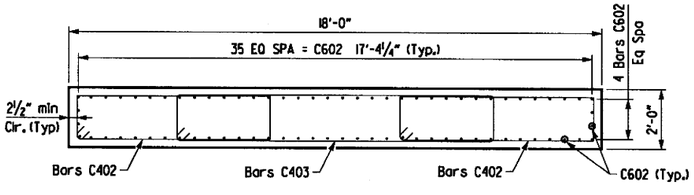
FOUNDATION "B"



SECTION "D-D"



SECTION "E-E"



SECTION "F-F"

SHEET 3 OF 5
DETAILS FOR STANDARD 75' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OH-30-62-11,
OH-30-62-15,
OH-30-62-17,
& OH-30-62-20

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017

FILENAME: bca0601_ohsb_03
SCALE: AS SHOWN

DRAWING NO. 59938

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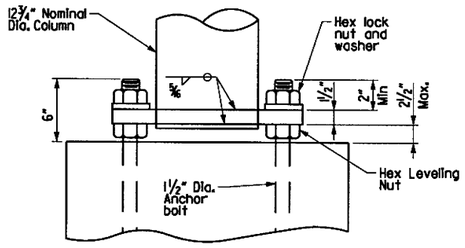
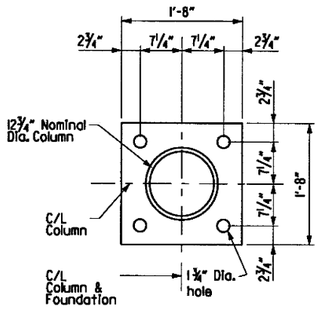
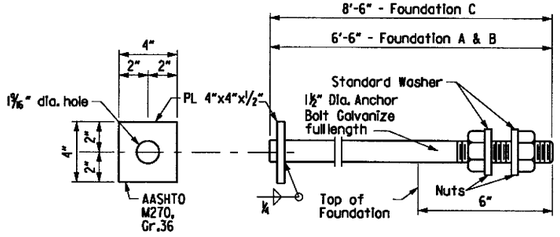
6/21/2018 4:32:33 PM
Jharrell



ELEVATION - COLUMN BASE

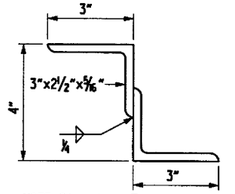


PLAN - PROPOSED COLUMN BASE



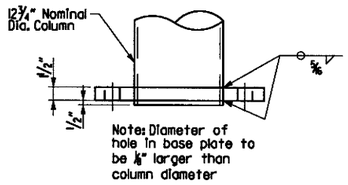
Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

ANCHOR BOLT DETAIL



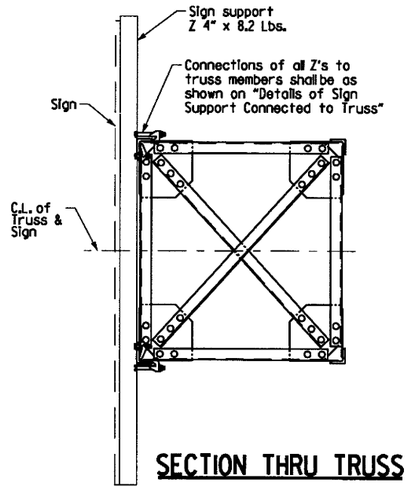
NOTE: Structural Z support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SUPPORT

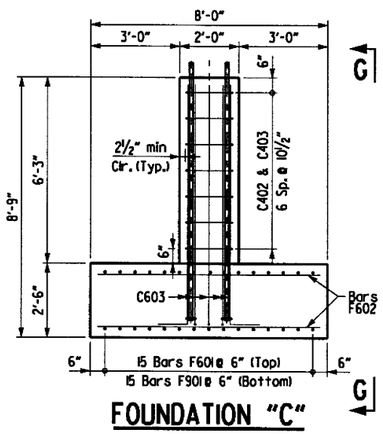


Note: Diameter of hole in base plate to be ⅛" larger than column diameter

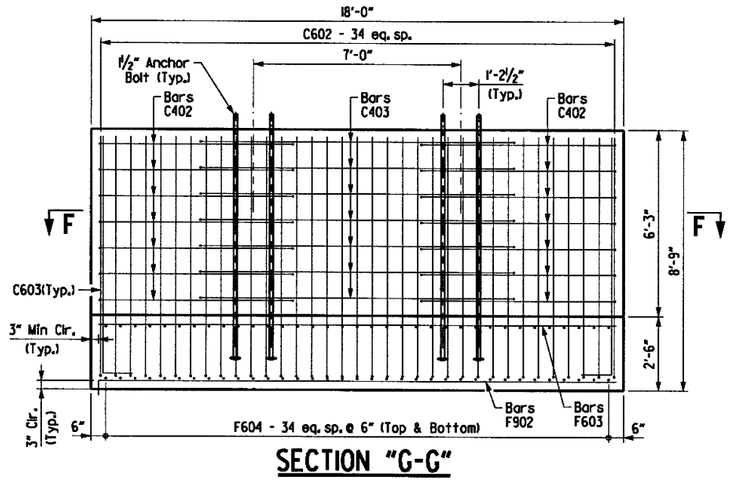
DETAIL OF PROPOSED COLUMN CONNECTION TO BASE PLATE



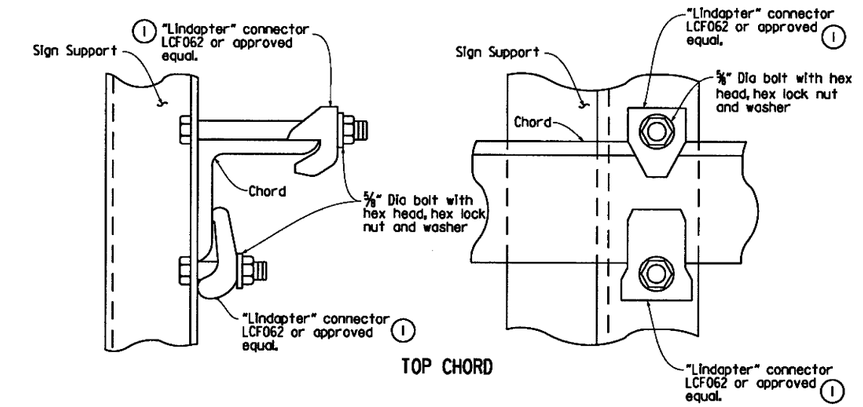
SECTION THRU TRUSS



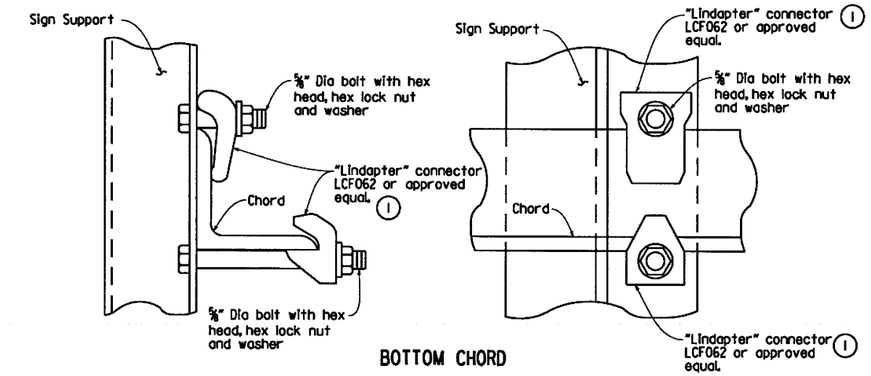
FOUNDATION "C"



SECTION "G-G"



TOP CHORD



BOTTOM CHORD

① Note: All "Lindapter" connectors or approved equal shall be installed according to manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

Note: Install all support connectors clear of the gusset plates and splice locations.

DETAIL OF SIGN SUPPORT CONNECTED TO TRUSS

STATE OF ARKANSAS
STEPHEN T. SMILEY
No. 13072
REGISTERED PROFESSIONAL ENGINEER
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1114	1465
						SIGN STRUCT		59939

OH-30-62-11, OH-30-62-15, OH-30-62-17, & OH-30-62-20

SHEET 4 OF 5
DETAILS FOR STANDARD 75' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OH-30-62-11,
OH-30-62-15,
OH-30-62-17,
& OH-30-62-20

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017

FILENAME: bca0601_ohsb_04
SCALE: AS SHOWN

DRAWING NO. 59939

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GENERAL NOTES:
CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 edition, with applicable Special Provisions and Supplemental Specifications.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals, AASHTO Sixth Edition 2013.

Basic Wind Speed = 90 m.p.h.
Fatigue Category: I

This structure is approved for a sign area equivalent to 75% of the span at 15.5" tall. Use of additional sign area must be approved by the Engineer.

If the structure height ('H1' or 'H2') exceeds 30'-0" contact the engineer.

FOUNDATION MATERIALS AND STRENGTHS:

Class S Concrete f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M322 Type A, Grade 60) fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Plate, W-Section, WT-Section:	AASHTO M270, Grade 50 (Fy = 50,000 psi).
Pipe:	ASTM A500 Grade B (Fy = 42,000 psi. ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi) ASTM A501, Gr. B (Fy = 50,000 psi) ASTM A714, Class 2, Grade II, Type E or S (Fy = 50,000 psi)
Z-Shapes:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Shim Plates:	ASTM A1011, SS, Grade 36, Type 2, or Grade 40.
Bolts:	ASTM A325, Type 1.
Locknuts - Approved Type:	Meeting or exceeding AASHTO M292
Washers:	ASTM F436
Nuts:	ASTM A563 or AASHTO M292, Grade 2H or Grade DH

All steel shall be Galvanized according to Subsection 807.19. Steel completely encased in concrete may not be Galvanized. Galvanized Coating damaged during transport, handling, or erection shall be field repaired in accordance with Subsection 807.88.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

No circumferential butt welds or helical lap splices will be allowed in any pipe sections.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

Connections shall be bolted with high-strength bolts. Unless noted otherwise, bolts shall be $\frac{5}{8}$" diameter and open holes shall be $\frac{11}{16}$". Bolt spacing shall be $2\frac{1}{2}$" for $\frac{5}{8}$" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26.

Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07.

All truss frame bolts shall comply with AASHTO M164 Type 1, galvanized according to Subsection 807.06. Nuts and washers for AASHTO M164 Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices and they shall be spaced a minimum of 15 ft. apart.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Special Provision Job CA0601 "STEEL SIGN STRUCTURES".

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel, using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports.

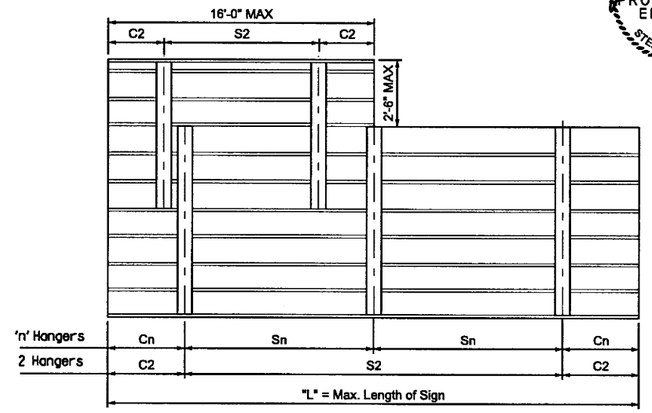
All truss member field connections shall be bolted connections.

Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Locknuts to be installed according to manufacturer's recommendations.

The excavations for the footings shall be back-filled before the structure is attached to the foundations.

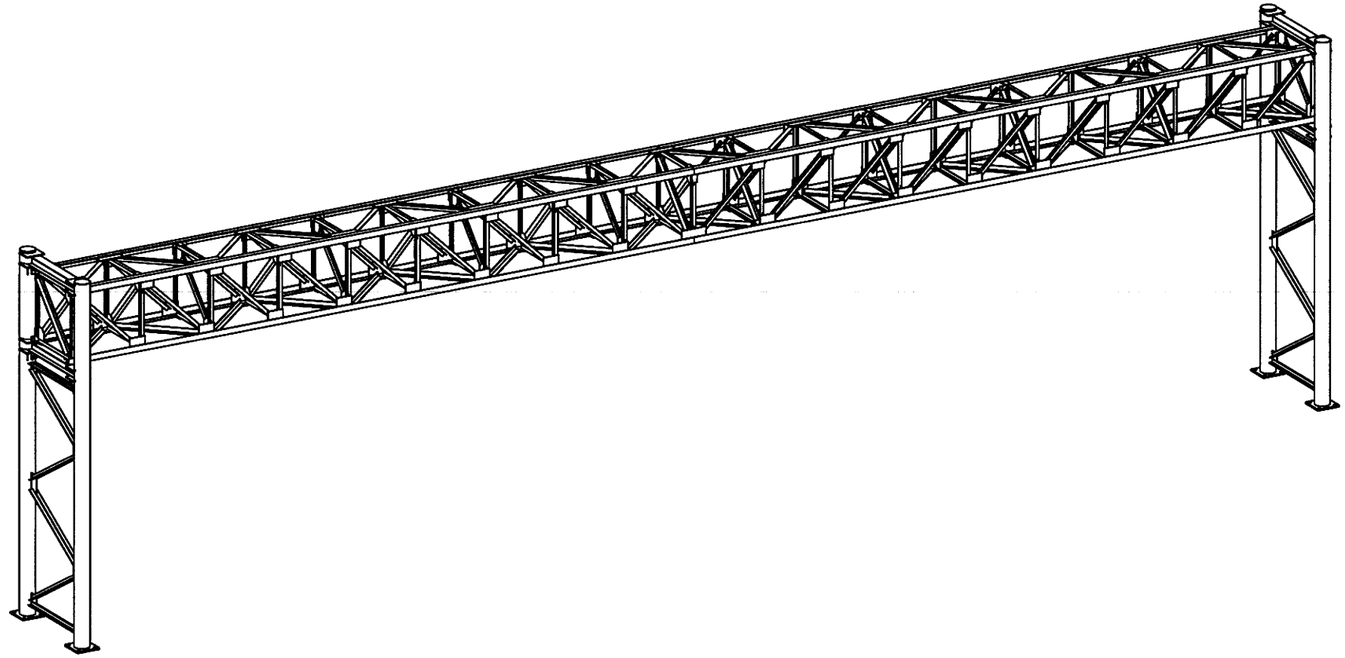
The contractor shall make check measurements in the field and subject to the approval of the Engineer, make any adjustments necessary to meet the required clearances and to fit the new structures to the existing conditions.

1 In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation: CE = %C + Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10



Note: See sign details and plan sheets for number, size and dimensions of signs.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS



ISOMETRIC VIEW

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1115	1465
1 SIGN STRUCT				59940

OH-30-62-11, OH-30-62-15, OH-30-62-17, & OH-30-62-20

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21 x 'L'	0.58 x 'L'
30'-0"	3 Hangers	0.145 x 'L'	0.355 x 'L'
45'-0"	4 Hangers	0.107 x 'L'	0.262 x 'L'

Hanger spacing and cantilever length shall be rounded to the nearest inch.

SHEET 5 OF 5
DETAILS FOR STANDARD 75' TO 95'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OH-30-62-11,
OH-30-62-15,
OH-30-62-17,
& OH-30-62-20

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017

FILENAME: bca0601_ohsb_05
SCALE: AS SHOWN

DRAWING NO. 59940

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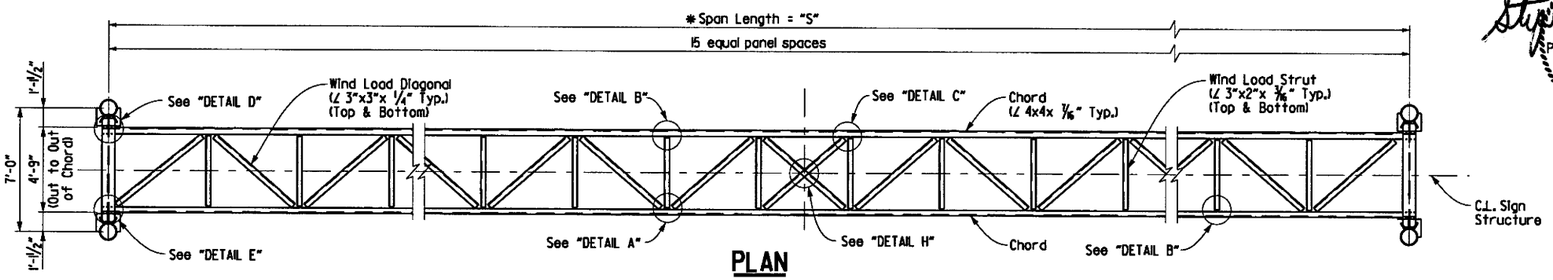
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1116	1465
SIGN STRUCT				59941

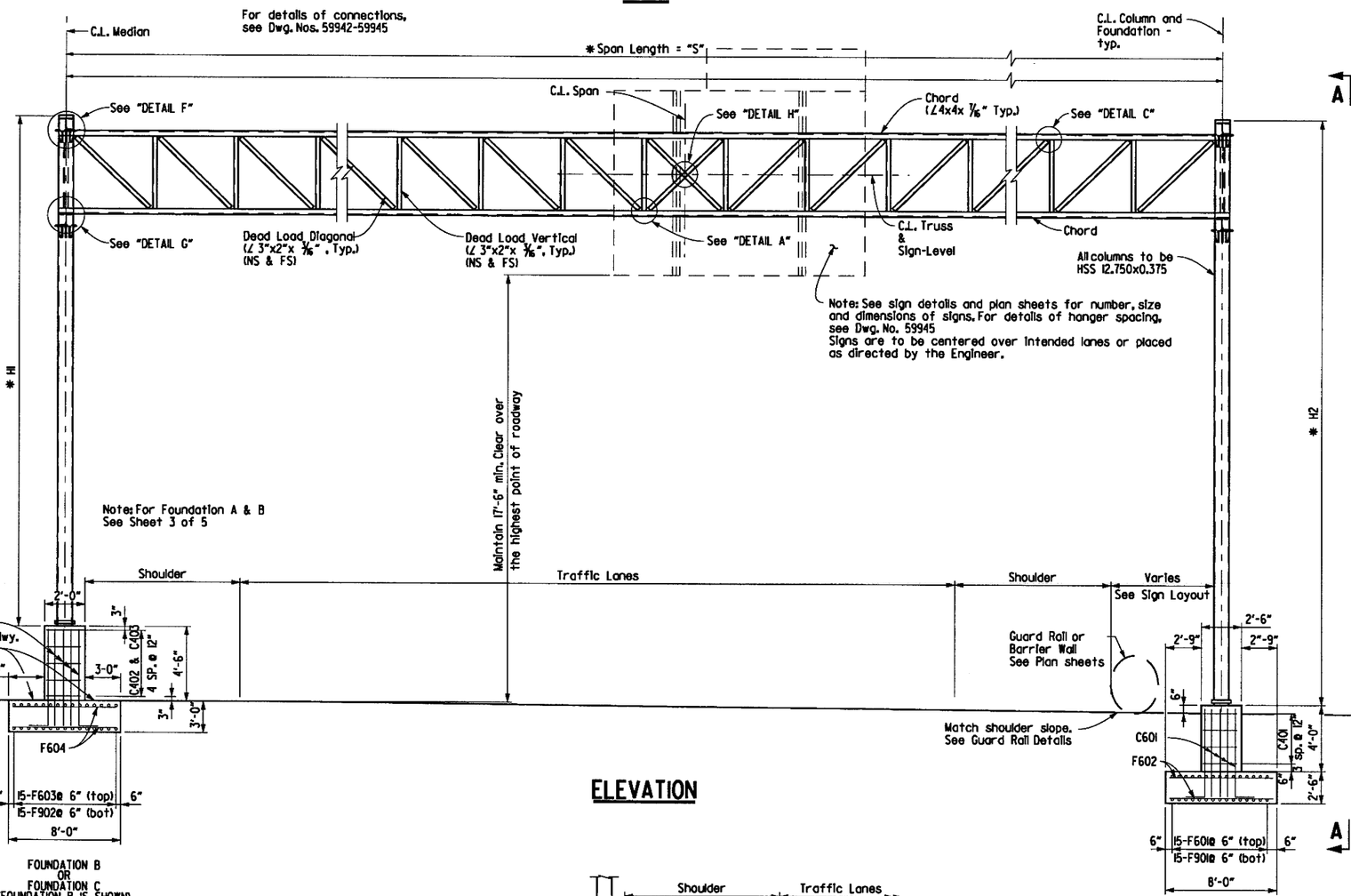
OH-30-62-10, OH-30-62-13, & OH-30-62-18

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

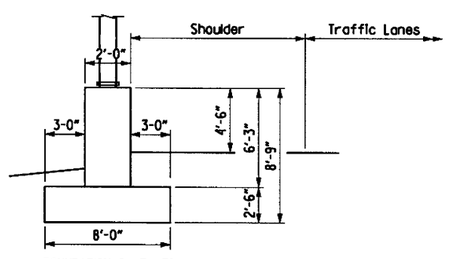
Stephen T. Smiley 21 June 2018



PLAN



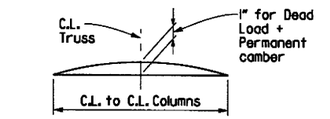
ELEVATION



FOUNDATION C AT MEDIAN

*Note: The Contractor shall make field measurements to determine the column heights 'H1' & 'H2' that are required to maintain the minimum vertical clearance at the critical point. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements.

If the structure height ('H1' or 'H2') exceeds 30'-0" contact the engineer. The Contractor shall also verify that the variable span length (65'-0" to 75'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.



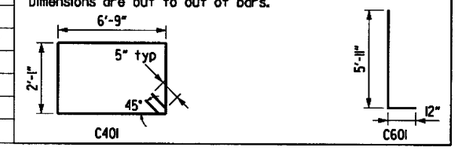
TRUSS CAMBER DIAGRAM

BAR LIST-FOUNDATION A

Mark	No. Req'd.	Length	Pin Dia.
C401	8	18'-3"	3"
C601	48	6'-9"	4 1/2"
F601	15	17'-6"	Str.
F602	70	7'-6"	Str.
F901	15	17'-6"	Str.

BENDING DIAGRAMS

Dimensions are out to out of bars.

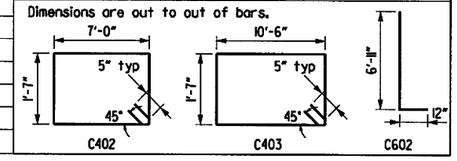


BAR LIST-FOUNDATION B

Mark	No. Req'd.	Length	Pin Dia.
C402	10	17'-9"	3"
C403	5	24'-9"	3"
C602	74	7'-9"	4 1/2"
F603	15	17'-6"	Str.
F604	70	7'-6"	Str.
F902	15	17'-6"	Str.

BENDING DIAGRAMS

Dimensions are out to out of bars.

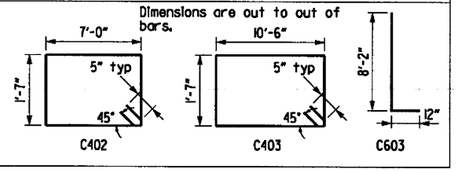


BAR LIST-FOUNDATION C

Mark	No. Req'd.	Length	Pin Dia.
C402	14	17'-9"	3"
C403	7	24'-9"	3"
C603	74	9'-3"	4 1/2"
F603	15	17'-6"	Str.
F604	70	7'-6"	Str.
F902	15	17'-6"	Str.

BENDING DIAGRAMS

Dimensions are out to out of bars.



SPAN LENGTH TABLE

STRUCTURE NO.	*MINIMUM SPAN LENGTH "S"
OH-30-62-10	66'-0"
OH-30-62-13	70'-0"
OH-30-62-18	70'-0"

TABLE OF FOUNDATION

FOUNDATION		SIGN STRUCTURE
MEDIAN	OUTSIDE SHOULDER	
B	A	OH-30-62-13
C	A	OH-30-62-10 & OH-30-62-18

APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

FOUNDATION	CLASS S CONCRETE (Cu. Yd.)	REINFORCING STEEL (Lbs.)	EXCAVATION (Cu. Yd.)
A	17.22	2,661	51
B	22.00	3,139	26
C	21.70	3,386	26

SHEET 1 OF 5
DETAILS FOR STANDARD 65' TO 75' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017
FILENAME: bcc0601_ohsb_06
SCALE: AS SHOWN

STRUCTURE NO. OH-30-62-10, OH-30-62-13, & OH-30-62-18 DRAWING NO. 59941

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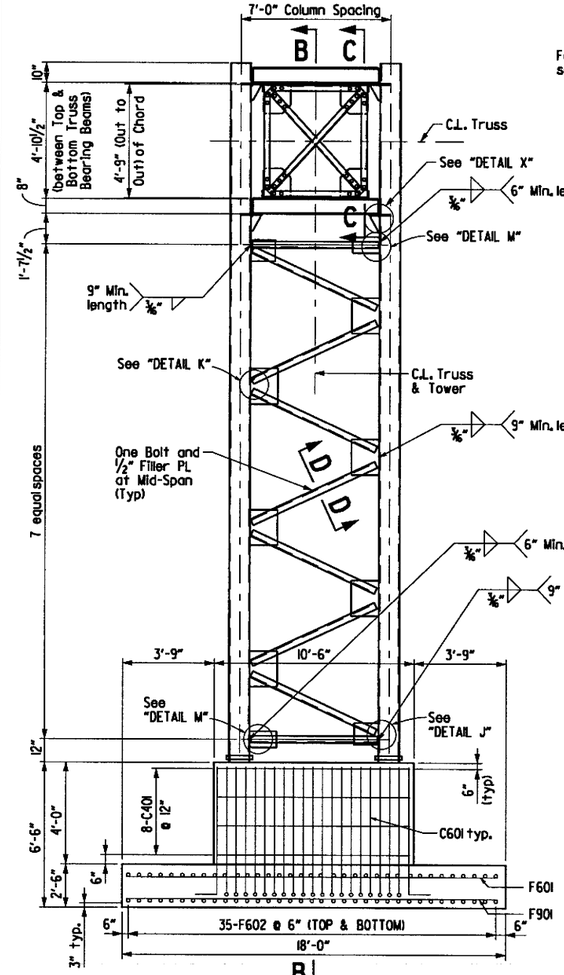
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1117	1465
						SIGN STRUCT		59942

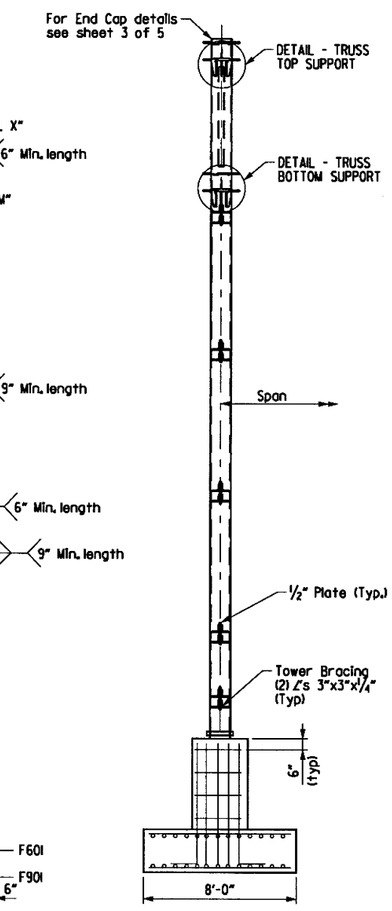
OH-30-62-10, OH-30-62-13, & OH-30-62-18

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 13072 STEPHEN T. SMILEY

21 June 2018

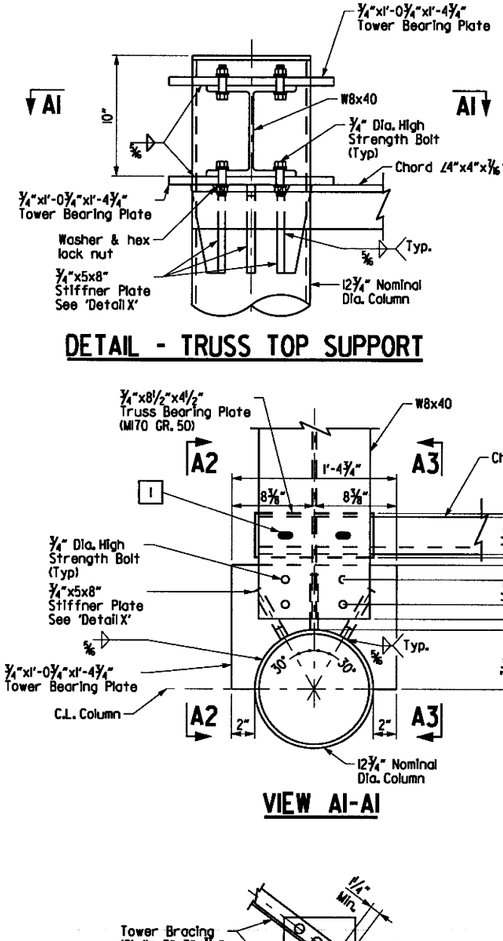


VIEW A-A (FOUNDATION B)



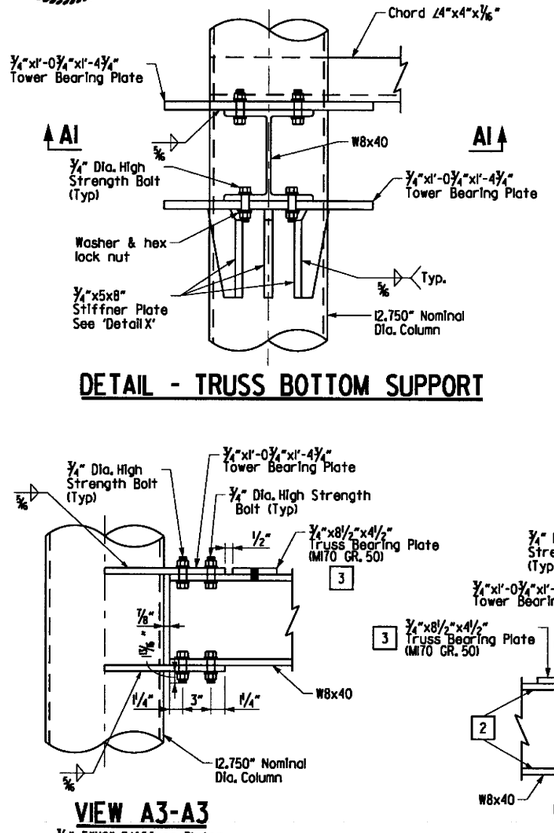
SECTION B-B

SECTION C-C



DETAIL - TRUSS TOP SUPPORT

VIEW A1-A1

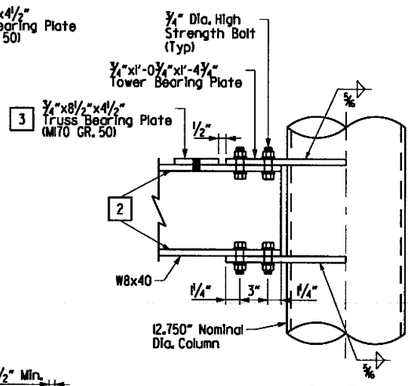


DETAIL - TRUSS BOTTOM SUPPORT

1. Slotted Hole in Gusset Plate and Chord Angle ⅜"x2". Use plate washer on Gusset plate side.
2. Bolts shall be ¾" Dia. and open holes shall be ⅞". Minimum bolt spacing shall be 2 ½"
3. Bottom Support shown, top similar

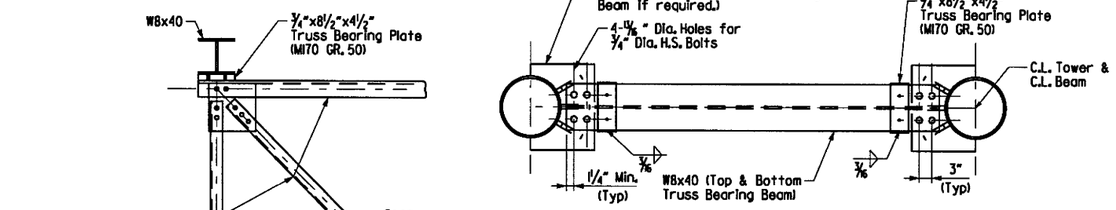
VIEW A3-A3

¾"x5"X8" Stiffner Plates not shown for clarity

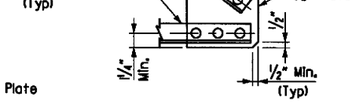


VIEW A2-A2

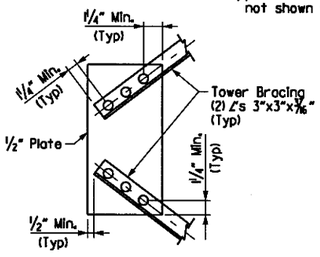
¾"x5"X8" Stiffner Plates not shown for clarity



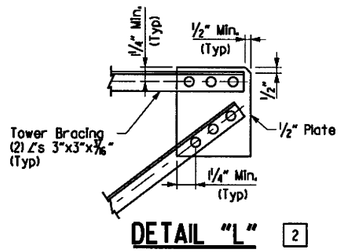
PLAN VIEW AT TRUSS BEARING BEAM



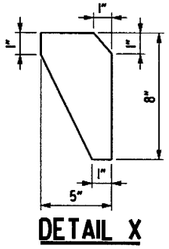
DETAIL "J" 2



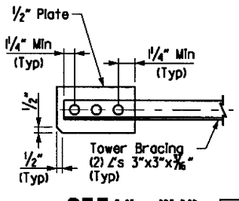
DETAIL "K" 2



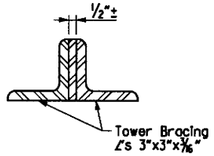
DETAIL "L" 2



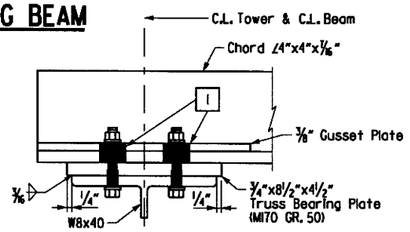
DETAIL X



DETAIL "M" 2



SECTION D-D



TRUSS BEARING PLATE CONNECTION DETAILS

SHEET 2 OF 5
DETAILS FOR STANDARD 65' TO 75'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	1/23/2017	FILENAME:	bca0601_ohsb_07
CHECKED BY:	STS	DATE:	2/1/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	1/20/2017		

STRUCTURE NO. OH-30-62-10, OH-30-62-13, & OH-30-62-18 DRAWING NO. 59942

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Jharrell

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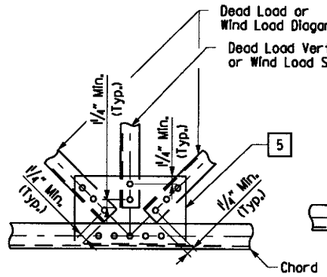
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1118	1465
						SIGN STRUCT		59943

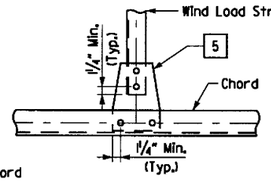
OH-30-62-10, OH-30-62-13, & OH-30-62-18

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

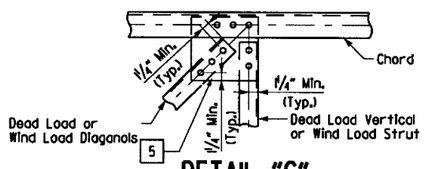
Stephen T. Smiley 21 June 2018



DETAIL "A"



DETAIL "B"



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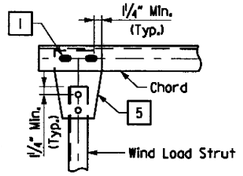

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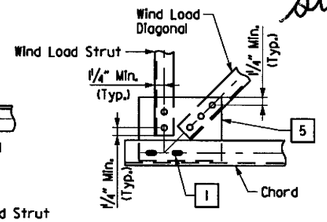

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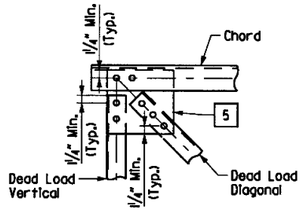

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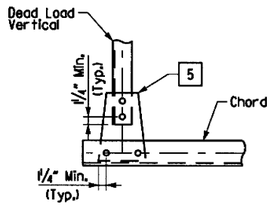

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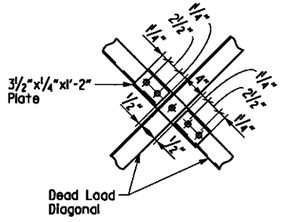

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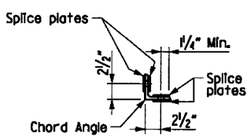
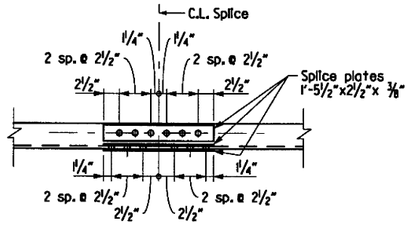


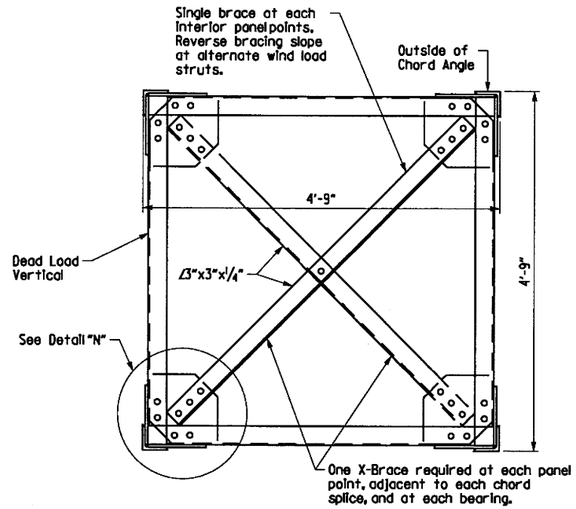
SECTION ON C.L. SPLICE

(4"∠ Shown)

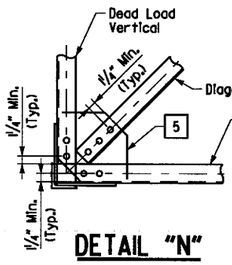


CHORD SPLICE USING PLATES 1

(4"∠ Shown)



TRUSS SECTION



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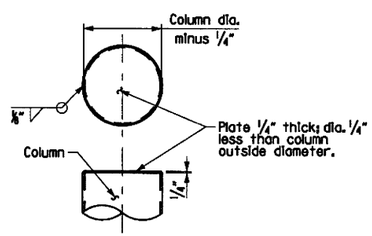
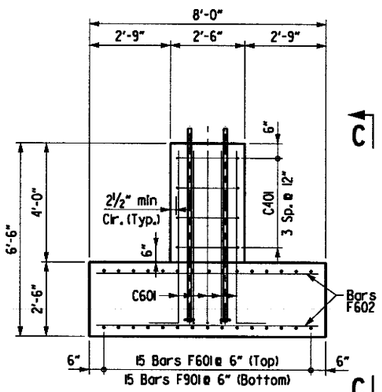
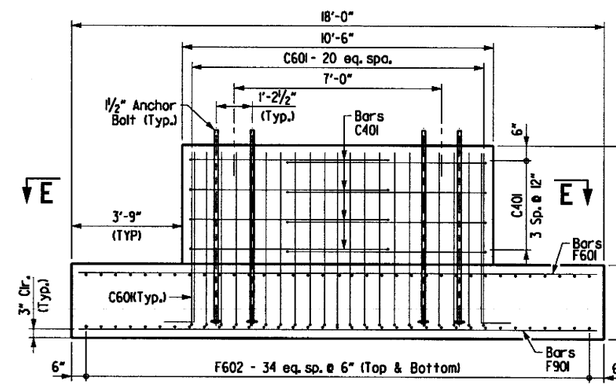


END CAP DETAILS

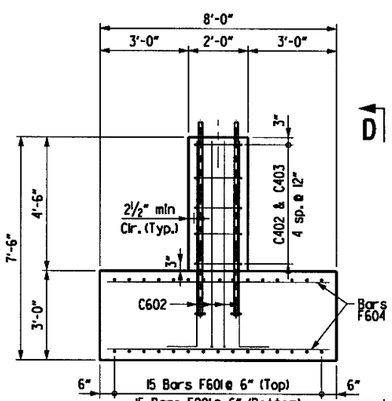


FOUNDATION "A"

END CAP DETAILS



VIEW "C-C"



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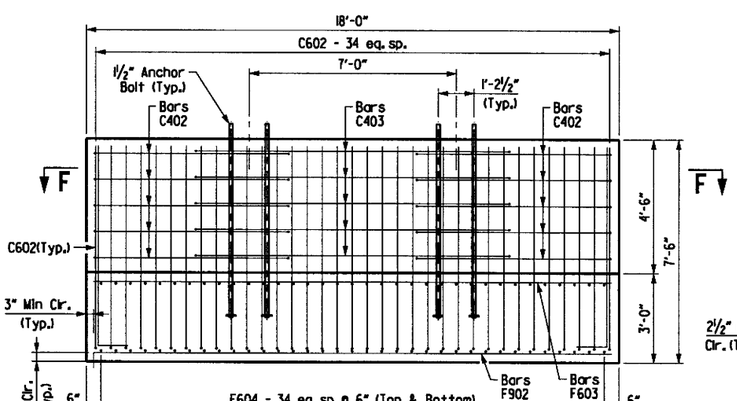
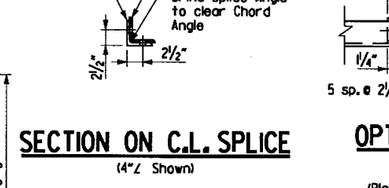


VIEW "D-D"

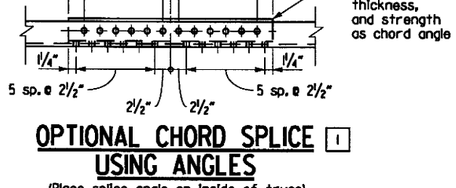


SECTION ON C.L. SPLICE

(4"∠ Shown)

1 Slotted Hole in Gusset Plate and Chord Angle ⅝"x2". Use plate washer on Gusset plate side.

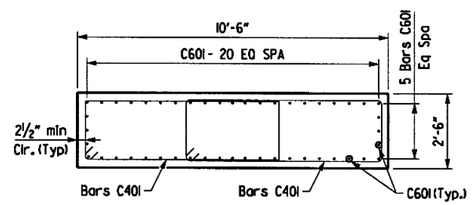
5 Gusset plates to be same thickness as thickest web member in connection.



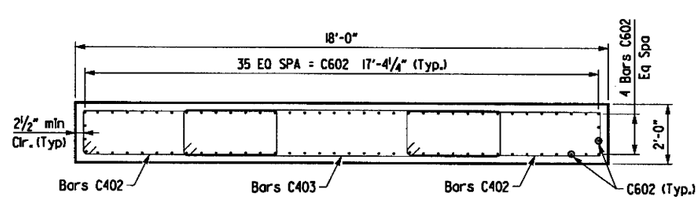
OPTIONAL CHORD SPLICE USING ANGLES 1

(Place splice angle on inside of truss)
(4" ∠ Shown)

Note: Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



SECTION "E-E"



SECTION "F-F"

SHEET 3 OF 5
DETAILS FOR STANDARD 65' TO 75'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017
FILENAME: bca0601_ohsb_08
SCALE: AS SHOWN

STRUCTURE NO. OH-30-62-10, OH-30-62-13, & OH-30-62-18 DRAWING NO. 59943

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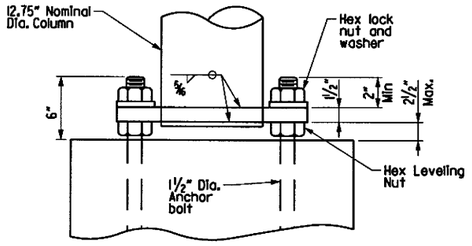
6/21/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1119	1465
						SIGN STRUCT		59944

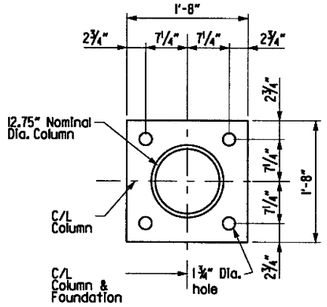
OH-30-62-10, OH-30-62-13, & OH-30-62-18

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

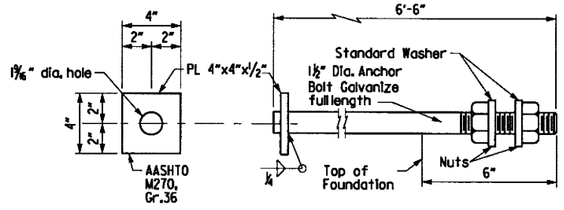
Stephen T. Smiley 21 June 2018



ELEVATION - COLUMN BASE

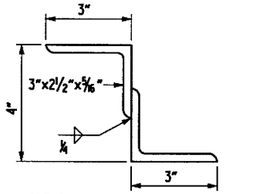


PLAN - PROPOSED COLUMN BASE



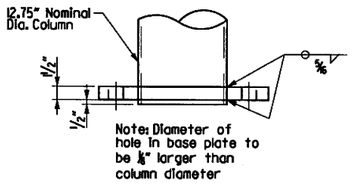
Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

ANCHOR BOLT DETAIL



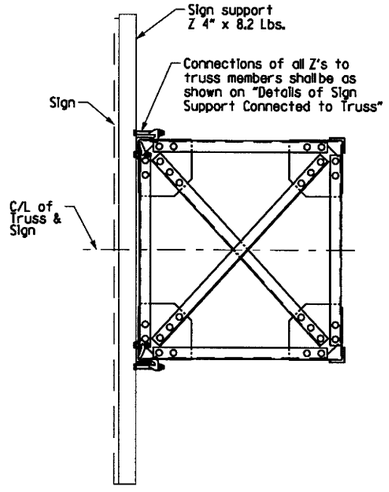
NOTE: Structural Z support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SUPPORT

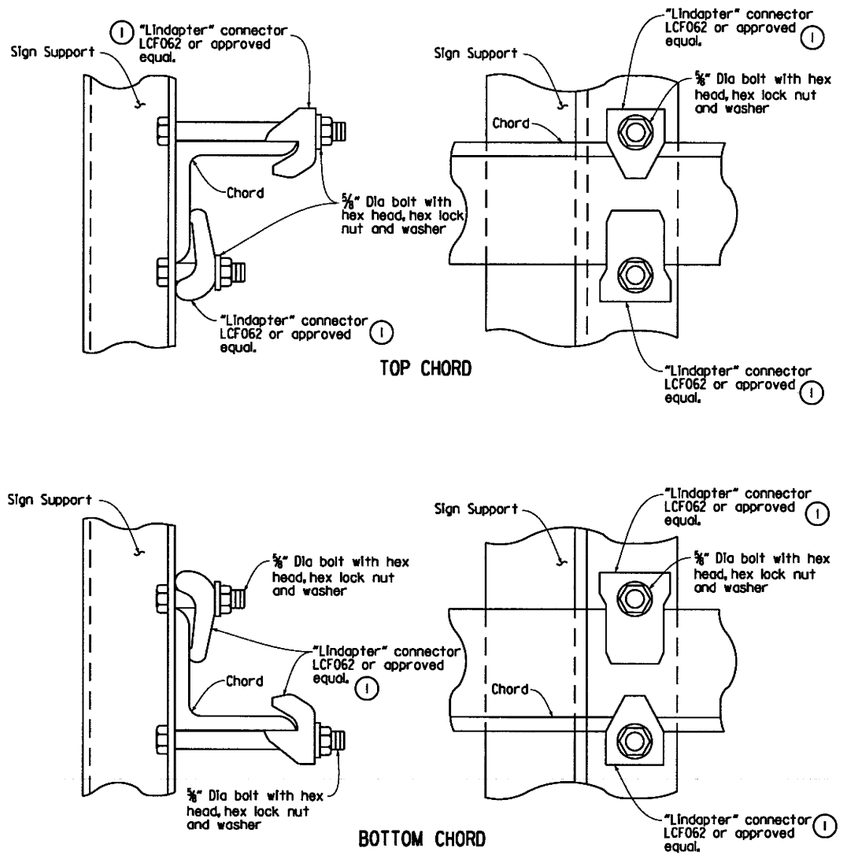


Note: Diameter of hole in base plate to be ⅛" larger than column diameter

DETAIL OF PROPOSED COLUMN CONNECTION TO BASE PLATE



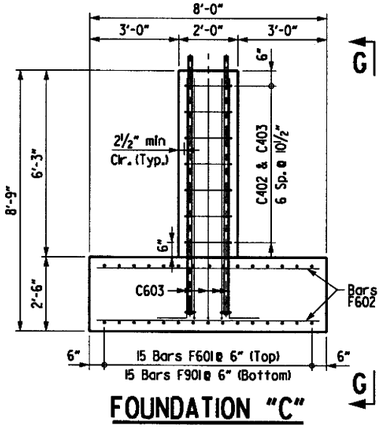
SECTION THRU TRUSS



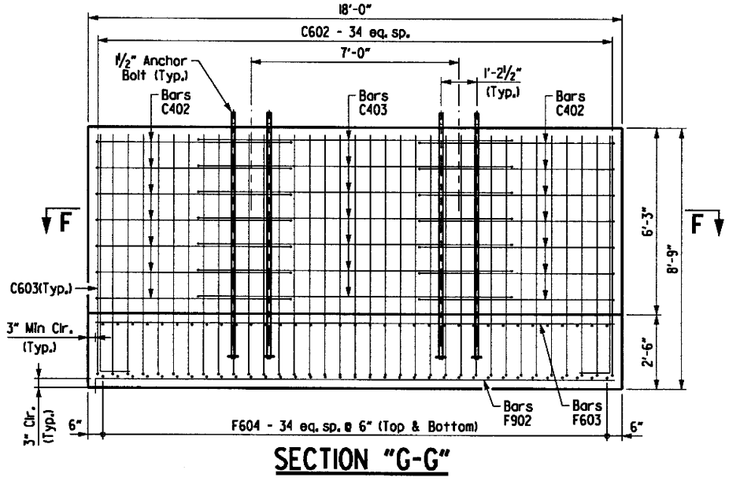
① Note: All "Lindapter" connectors or approved equal shall be installed according to manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

Note: Install all support connectors clear of the gusset plates and splice locations.

DETAIL OF SIGN SUPPORT CONNECTED TO TRUSS



FOUNDATION "C"



SECTION "G-G"

SHEET 4 OF 5
DETAILS FOR STANDARD 65' TO 75'
OVERHEAD SIGN STRUCTURES
WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	1/23/2017	FILENAME:	bca0601_ohsb_09
CHECKED BY:	STS	DATE:	2/1/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	1/20/2017		

STRUCTURE NO. OH-30-62-10, OH-30-62-13, & OH-30-62-18 DRAWING NO. 59944

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GENERAL NOTES:
CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 edition, with applicable Special Provisions and Supplemental Specifications.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals, AASHTO Sixth Edition 2013.

Basic Wind Speed = 90 m.p.h.
Fatigue Category: I

This structure is approved for a sign area equivalent to 75% of the span at 15.5" tall. Use of additional sign area must be approved by the Engineer.

If the structure height ('H1' or 'H2') exceeds 30'-0" contact the engineer.

FOUNDATION MATERIALS AND STRENGTHS:

Class S Concrete f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M322 Type A, Grade 60) fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Plate, W-Section, WT-Section:	AASHTO M270, Grade 50 (Fy = 50,000 psi).
Pipe:	ASTM A500 Grade B (Fy = 42,000 psi.
	ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi)
	ASTM A501, Gr. B (Fy = 50,000 psi)
	ASTM A714, Class 2, Grade II, Type E or S (Fy = 50,000 psi)
Z-Shapes:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Shim Plates:	ASTM A1011, SS, Grade 36, Type 2, or Grade 40.
Bolts:	ASTM A325, Type 1
Locknuts - Approved Type:	Meeting or exceeding AASHTO M292
Washers:	ASTM F436
Nuts:	ASTM A563 or AASHTO M292, Grade 2H or Grade DH

All steel shall be Galvanized according to Subsection 807.19. Steel completely encased in concrete may not be Galvanized. Galvanized Coating damaged during transport, handling, or erection shall be field repaired in accordance with Subsection 807.18.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

No circumferential butt welds or helical lap splices will be allowed in any pipe sections.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

Connections shall be bolted with high-strength bolts. Unless noted otherwise, bolts shall be $\frac{5}{8}$" diameter and open holes shall be $\frac{11}{16}$". Bolt spacing shall be 2½" for $\frac{7}{8}$" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26.

Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Subsection 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07.

All truss frame bolts shall comply with AASHTO M164 Type 1, galvanized according to Subsection 807.06. Nuts and washers for AASHTO M164 Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices and they shall be spaced a minimum of 15 ft. apart.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-notch test specified for Zone 1 minimum service temperature. This work and materials shall be paid for in accordance with Special Provision Job CA0601 "STEEL SIGN STRUCTURES".

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel, using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports.

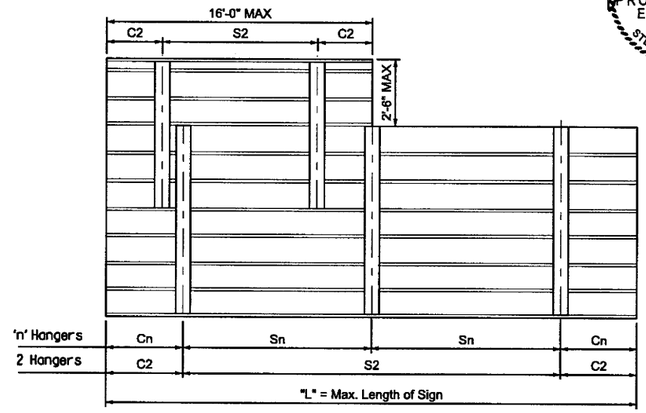
All truss member field connections shall be bolted connections.

Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Locknuts to be installed according to manufacturer's recommendations.

The excavations for the footings shall be back-filled before the structure is attached to the foundations.

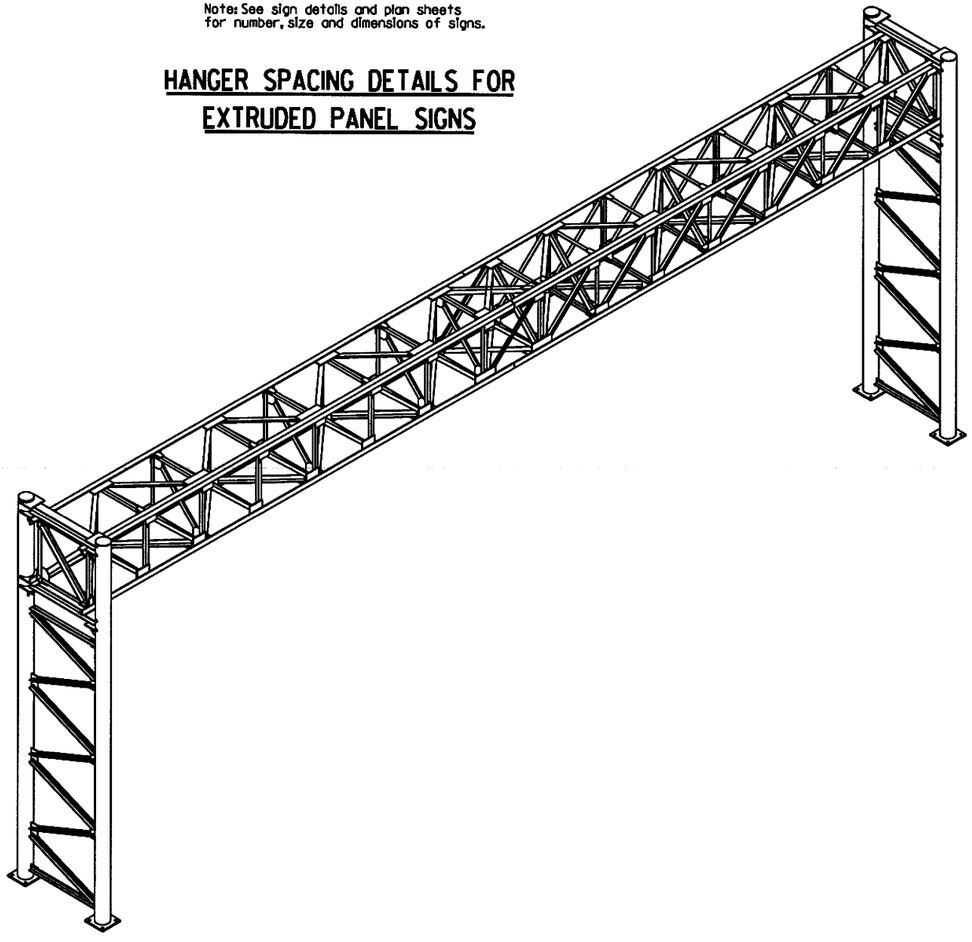
The contractor shall make check measurements in the field and subject to the approval of the Engineer, make any adjustments necessary to meet the required clearances and to fit the new structures to the existing conditions.

1 In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation: CE = %C + Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %Mo/50 - %V/10



Note: See sign details and plan sheets for number, size and dimensions of signs.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS



ISOMETRIC VIEW

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1120	1465
SIGN STRUCT				59945

1 OH-30-62-10, OH-30-62-13, & OH-30-62-18

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing "Sn"
15'-0"	2 Hangers	0.21 x 'L'	0.58 x 'L'
30'-0"	3 Hangers	0.145 x 'L'	0.355 x 'L'
45'-0"	4 Hangers	0.107 x 'L'	0.262 x 'L'

Hanger spacing and cantilever length shall be rounded to the nearest inch.

SHEET 5 OF 5
DETAILS FOR STANDARD 65' TO 75' OVERHEAD SIGN STRUCTURES WITH MEDIAN FOUNDATION

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	1/23/2017	FILENAME:	bco0601_ohsb_10
CHECKED BY:	STS	DATE:	2/1/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	1/20/2017		

STRUCTURE NO. OH-30-62-10, OH-30-62-13, & OH-30-62-18 DRAWING NO. 59945

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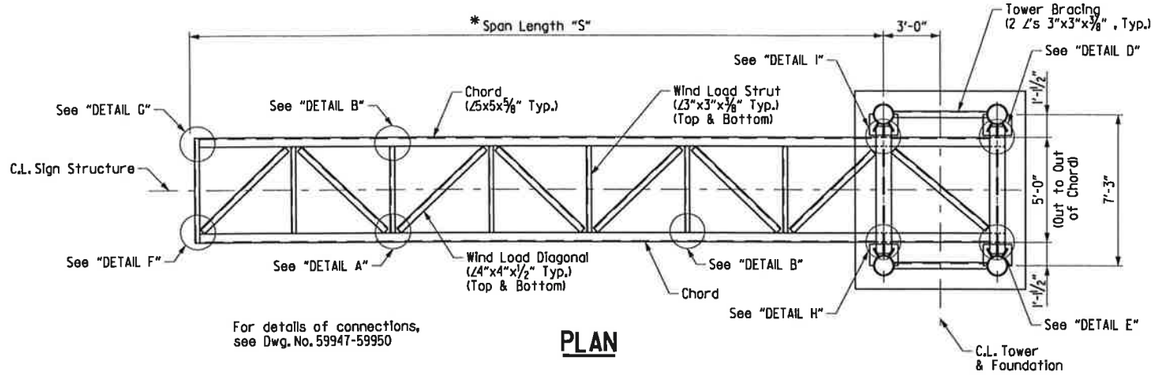
9/28/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-28-2018				6	ARK.			
				JOB NO.		CA0601	1121	1465
				SIGN STRUCT				59946

OC-30-62-12, OC-30-62-14,
OC-30-62-16, OC-30-62-19, &
OC-30-62-21 thru OC-30-62-24
OC-VMS2-30-EB & OC-VMS3-30-EB

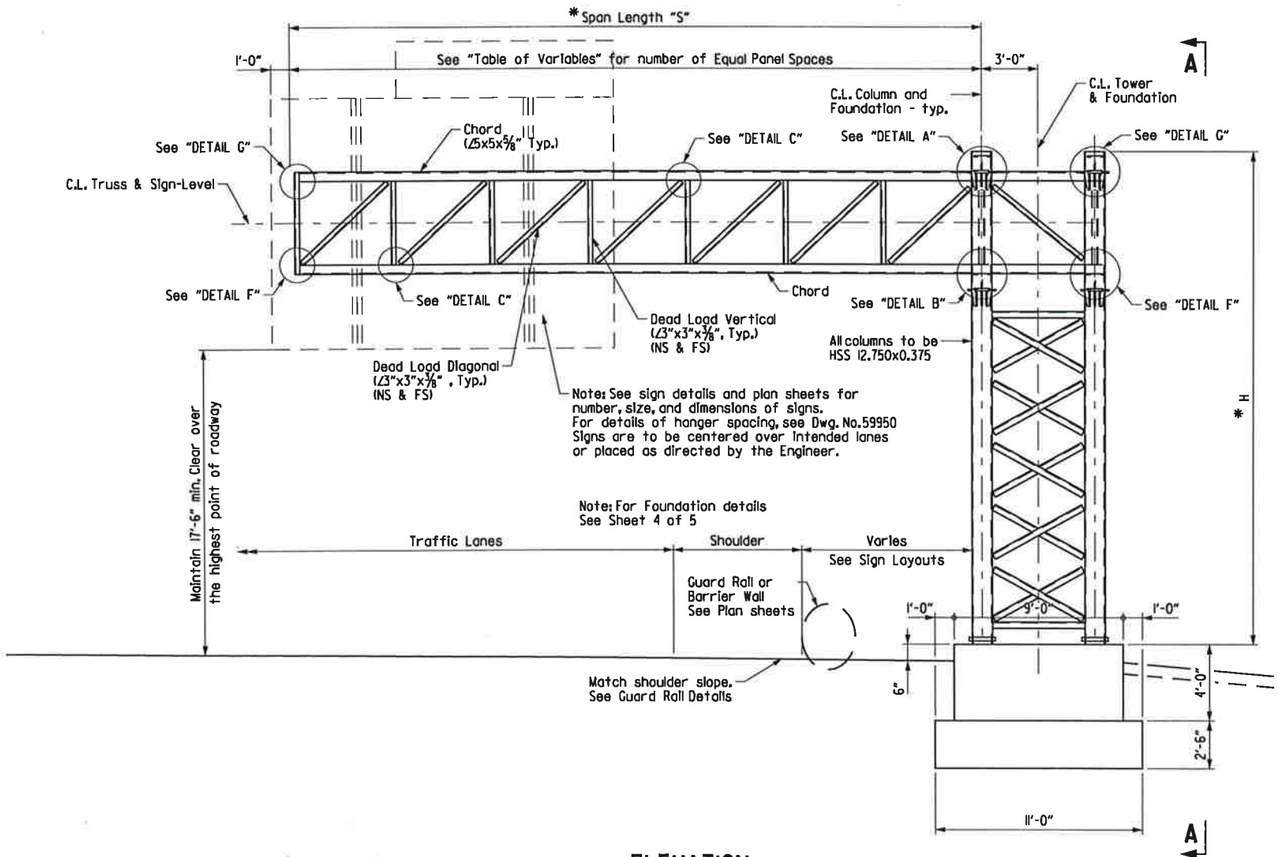
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL

2018-09-28



For details of connections, see Dwg. No. 59947-59950

PLAN



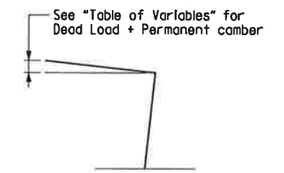
ELEVATION

* Note: The Contractor shall make field measurements to determine the column heights 'H' that are required to maintain the minimum vertical clearance at the critical point. These column heights shall be shown on the shop drawings with a note stating that the Contractor has made the required field measurements.

If the structure height ('H') exceeds 30'-0" contact the engineer. The Contractor shall also verify that the variable span length (35'-0" to 40'-0") is sufficient to meet the minimum clearances and to fit the new structure to the existing and/or proposed conditions.

SPAN LENGTH TABLE

STRUCTURE NO.	* MINIMUM SPAN LENGTH "S"
OC-30-62-12	37'-3"
OC-30-62-14	34'-3"
OC-30-62-16	34'-3"
OC-30-62-19	36'-6"
OC-30-62-21	40'-0"
OC-30-62-22	40'-0"
OC-30-62-23	40'-0"
OC-30-62-24	40'-0"
OC-VMS2-30-EB	36'-6"
OC-VMS3-30-EB	36'-6"



TRUSS CAMBER DIAGRAM

TABLE OF VARIABLES

Span (Ft.)	No. of Equal Panel Spaces	Dead Load + Permanent Camber
35	6	1 3/8"
40	7	1 ½"

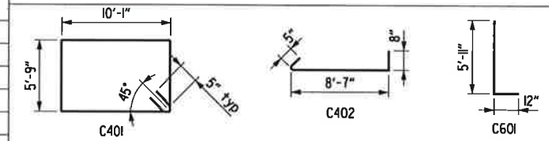
TABLE OF FOUNDATIONS

FOUNDATION	SIGN STRUCTURE
OUTSIDE SHOULDER	OC-30-62-12, OC-30-62-14, OC-30-62-16, OC-30-62-19, & OC-30-62-21 thru OC-30-62-24 OC-VMS2-30-EB & OC-VMS3-30-EB

BAR LIST - PER SIGN STRUCTURE

Mark	No. Req'd.	Length	Pin Dia.
C401	8	32'-3"	3"
C402	8	9'-9"	3"
C601	56	6'-9"	4 1/2"
F601	21	14'-6"	Str.
F602	58	10'-6"	Str.
F901	21	14'-6"	Str.

BENDING DIAGRAMS



Dimensions are out to out of bars.

APPROXIMATE QUANTITIES (FOR INFORMATION ONLY)

FOUNDATION	CLASS S CONCRETE (Cu. Yd.)	REINFORCING STEEL (Lbs.)	EXCAVATION (Cu. Yd.)
Outside Shoulder	29.3	3199	51

SHEET 1 OF 5
DETAILS FOR STANDARD 35' TO 40'
CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OC-30-62-12, OC-30-62-14,
OC-30-62-16, OC-30-62-19, &
OC-30-62-21 thru OC-30-62-24
OC-VMS2-30-EB & OC-VMS3-30-EB

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017

FILENAME: bca0601_coss_01
SCALE: AS SHOWN

DRAWING NO. 59946

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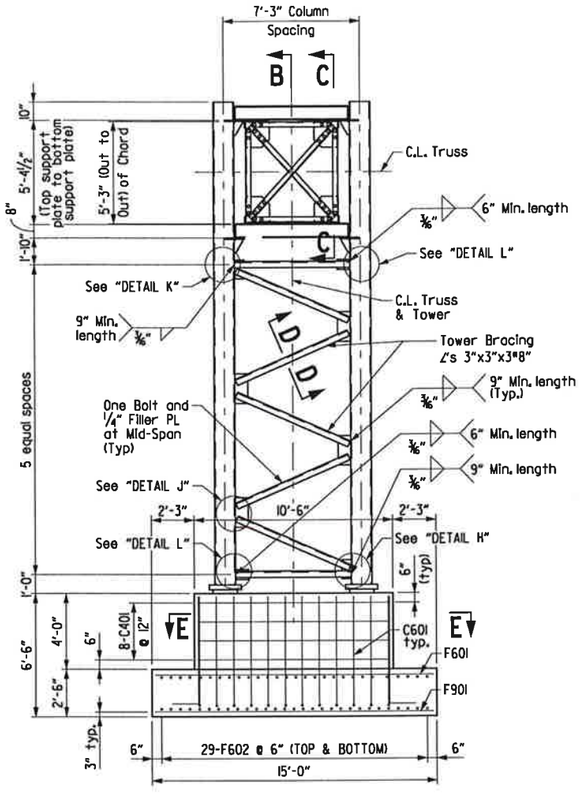
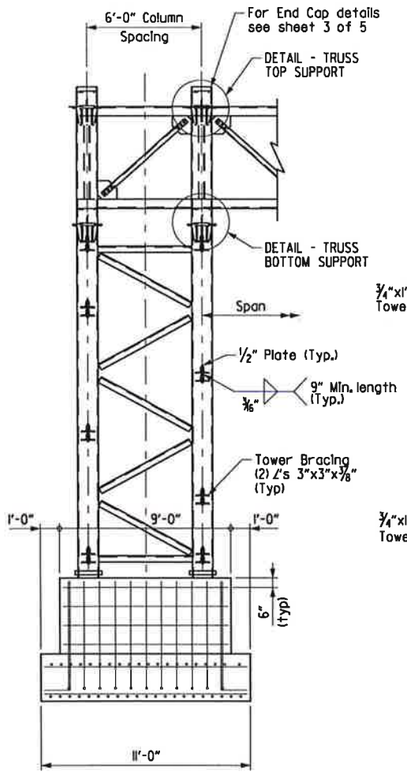
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-28-2018				6	ARK.			
				JOB NO.		CA0601	1122	1465
						SIGN STRUCT		59947

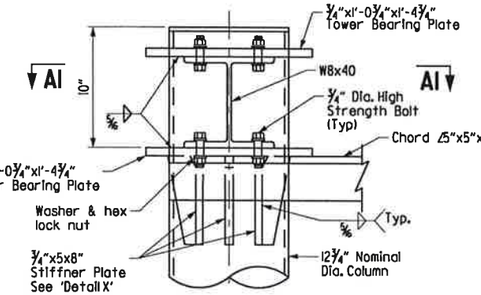
STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-28



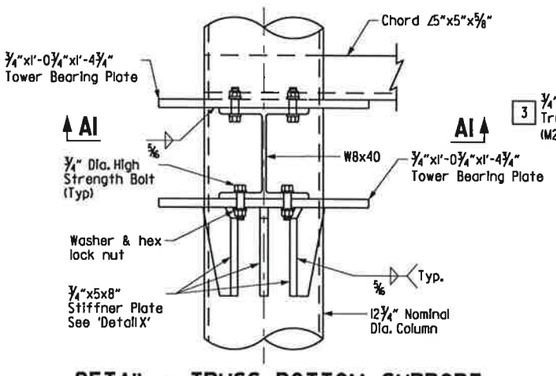
VIEW A-A



SECTION B-B



DETAIL - TRUSS TOP SUPPORT

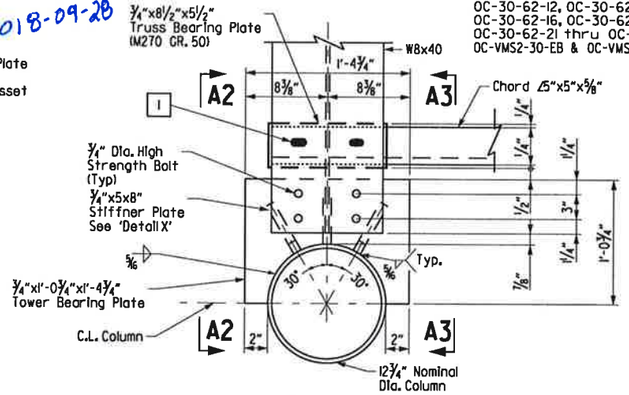


DETAIL - TRUSS BOTTOM SUPPORT

1 Slotted Hole in Gusset Plate and Chord Angle ⅜"x2". Use plate washer on Gusset plate side.

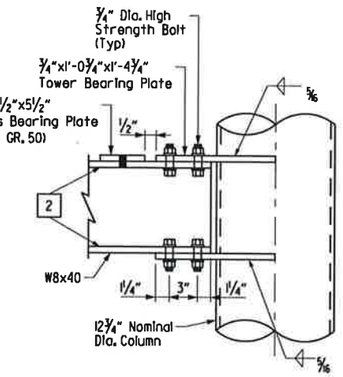
2 Bolts shall be ¾" Dia. and open holes shall be 15/16". Minimum bolt spacing shall be 2 ½"

3 Bottom Support shown, top similar



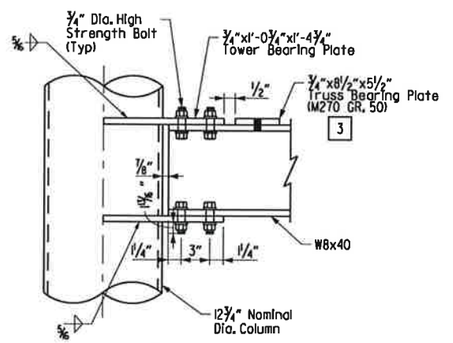
VIEW A1-A1

OC-30-62-12, OC-30-62-14, OC-30-62-16, OC-30-62-19, & OC-30-62-21 thru OC-30-62-24
OC-VMS2-30-EB & OC-VMS3-30-EB



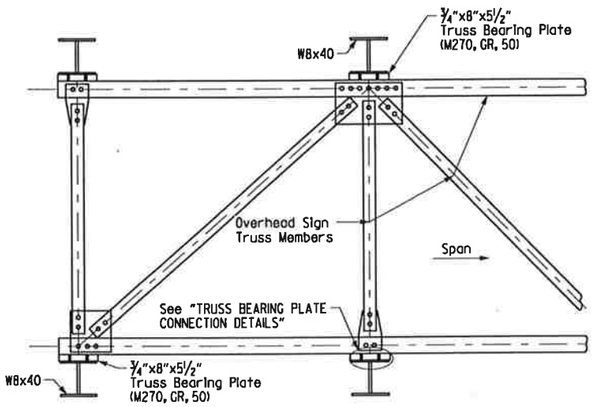
VIEW A2-A2

¾"X5"X8" Stiffner Plates not shown for clarity

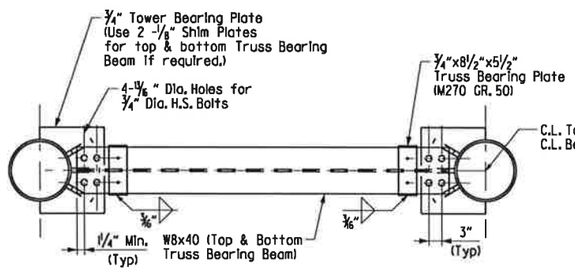


VIEW A3-A3

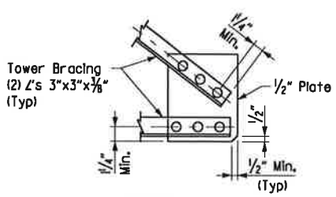
¾"x5"X8" Stiffner Plates not shown for cairty



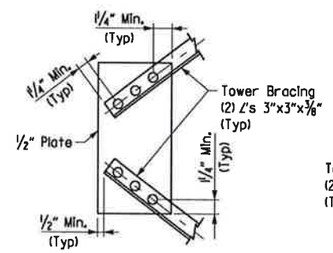
SECTION C-C



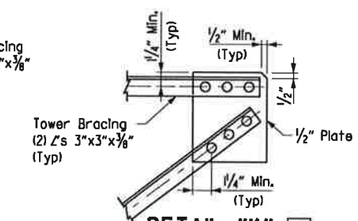
PLAN VIEW AT TRUSS BEARING BEAM



DETAIL "H" 2



DETAIL "J" 2



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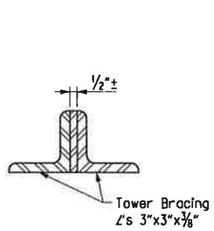
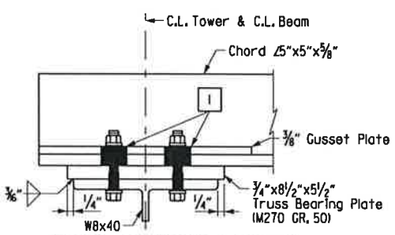
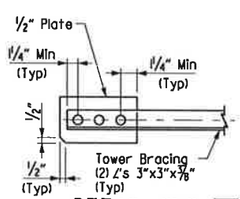


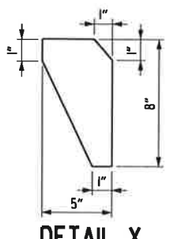
SECTION D-D



TRUSS BEARING PLATE CONNECTION DETAILS



DETAIL "L" 2



DETAIL X

SHEET 2 OF 5
DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OC-30-62-12, OC-30-62-14, OC-30-62-16, OC-30-62-19, & OC-30-62-21 thru OC-30-62-24
OC-VMS2-30-EB & OC-VMS3-30-EB

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017

FILENAME: bca0601_coss_02
SCALE: AS SHOWN

DRAWING NO. 59947

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jharrell 9/28/2018 9:26:15 AM

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-28-2018				6	ARK.			
				JOB NO.		CA0601	1123	1465
						SIGN STRUCT		59948

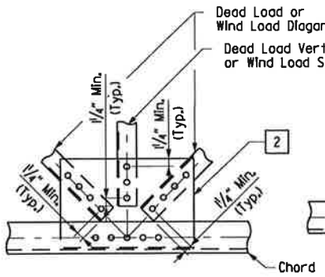
STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 18381 JESSE D. HARRELL

2018-09-28

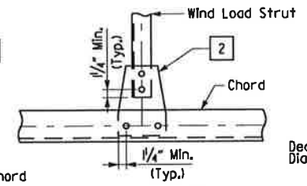
OC-30-62-12, OC-30-62-14, OC-30-62-16, OC-30-62-19, & OC-30-62-21 thru OC-30-62-24 OC-VMS2-30-EB & OC-VMS3-30-EB

1 Slotted Hole in Gusset Plate and Chord Angle 1/8"x2". Use plate washer on Gusset plate side.

2 Gusset plates to be same thickness as thickest web member in connection.



DETAIL "A"



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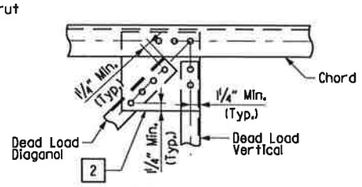

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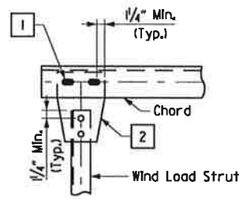

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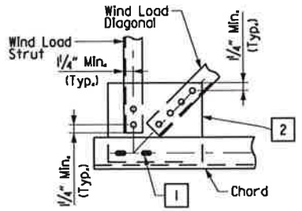
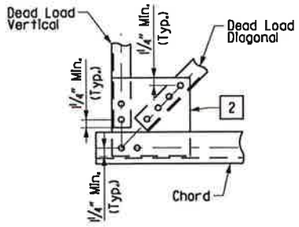


DETAIL "E"



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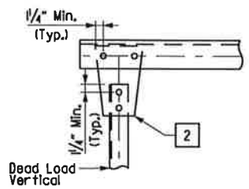

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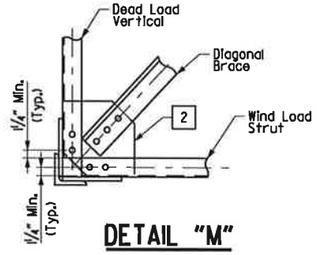

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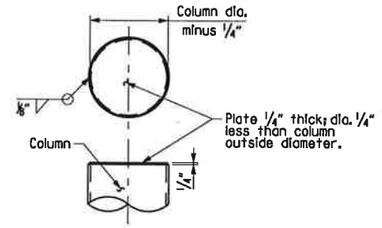
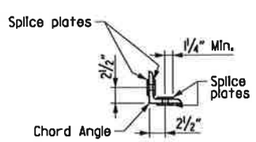
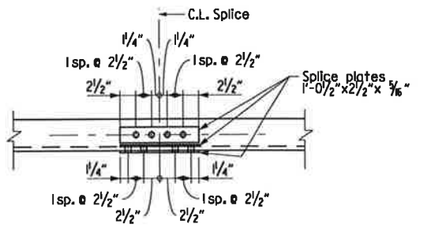


END CAP DETAILS



SECTION ON C.L. SPLICE

(5"∠ Shown)



CHORD SPLICE USING PLATES 1

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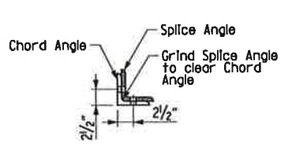

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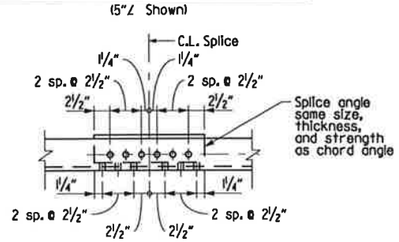
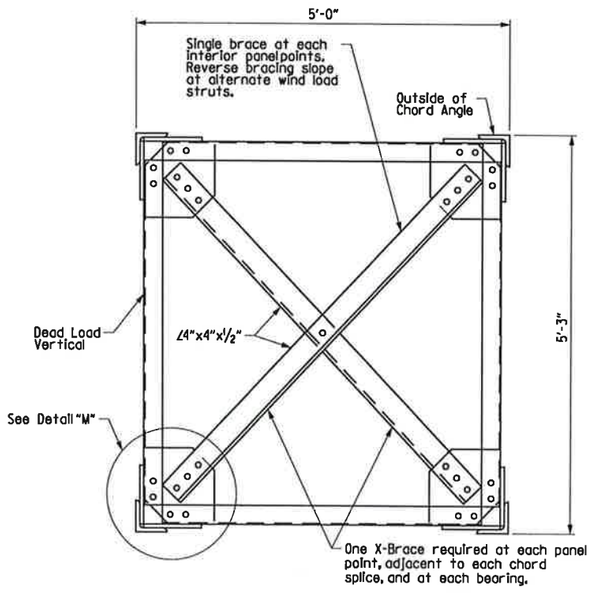


OPTIONAL CHORD SPLICE USING ANGLES 1

(Place splice angle on inside of truss)
(5" ∠ Shown)

Note: Chord angles may be spliced in convenient lengths for galvanizing and sign placement.



TRUSS SECTION

SHEET 3 OF 5
DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OC-30-62-12, OC-30-62-14, OC-30-62-16, OC-30-62-19, & OC-30-62-21 thru OC-30-62-24 OC-VMS2-30-EB & OC-VMS3-30-EB

DRAWN BY: JH	DATE: 1/23/2017	FILENAME: bco0601_coss_03	
CHECKED BY: STS	DATE: 2/1/2017	SCALE: AS SHOWN	
DESIGNED BY: JH	DATE: 1/20/2017		

DRAWING NO. 59948

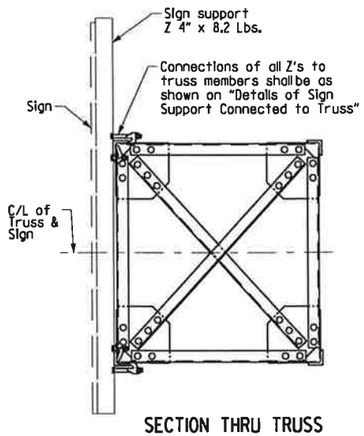
\\bridgefarmer.internal\bashares\Projects\14407\01\DGN\Plans\Signing\Sign Details\bco0601_coss_03.dgn 9/28/2018 9:26:16 AM jharrell

9:26:17 AM
9/28/2018
jharrell

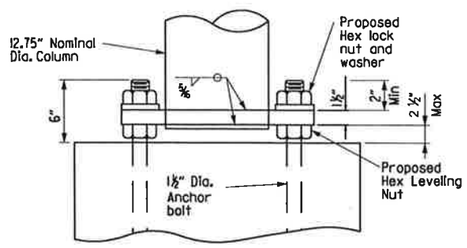
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-28-2018				6	ARK.			
				JOB NO.		CA0601	1124	1465
						SIGN STRUCT		59949

OC-30-62-12, OC-30-62-14,
OC-30-62-16, OC-30-62-19, &
OC-30-62-21 thru OC-30-62-24
OC-VMS2-30-EB & OC-VMS3-30-EB

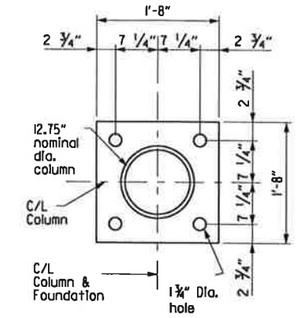
STATE OF ARKANSAS
Jesse D. Harrell
REGISTERED PROFESSIONAL ENGINEER
No. 16361
JESSE D. HARRELL
2018-09-28



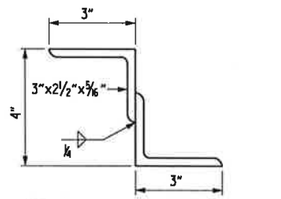
SECTION THRU TRUSS



ELEVATION - COLUMN BASE

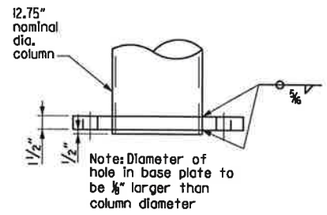


PLAN - PROPOSED COLUMN BASE



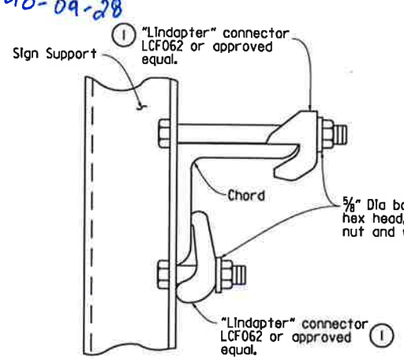
NOTE: Structural Z support may be fabricated from angles as shown.

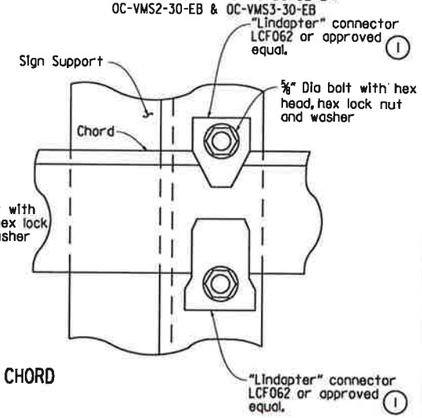
DETAILS OF ALTERNATE Z SUPPORT



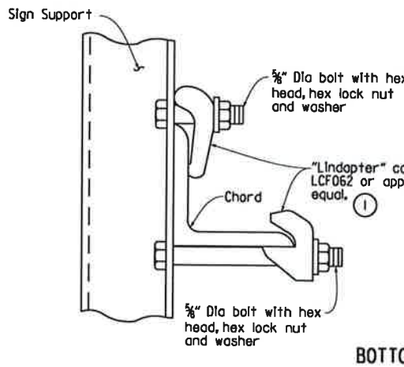
Note: Diameter of hole in base plate to be ⅛" larger than column diameter

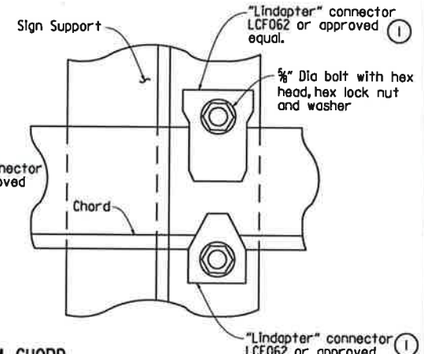
DETAIL OF PROPOSED COLUMN CONNECTION TO BASE PLATE





TOP CHORD



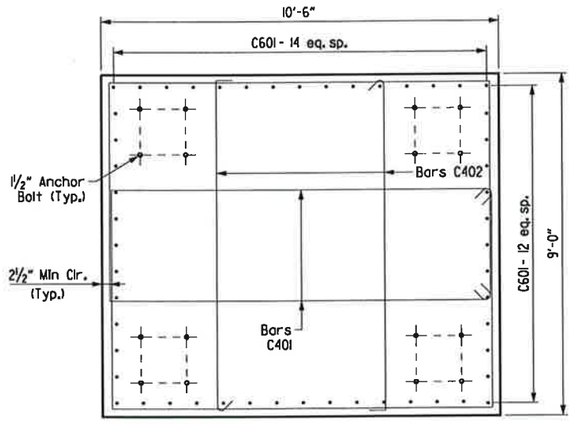


BOTTOM CHORD

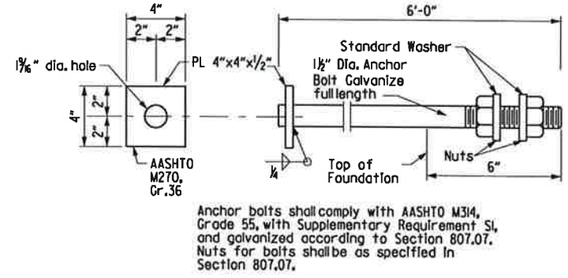
① Note: All "Lindapter" connectors or approved equal shall be installed according to manufacturer's recommendations. All connectors, bolts, nuts and washers shall be galvanized.

Note: Install all support connectors clear of the gusset plates and splice locations.

DETAIL OF SIGN SUPPORT CONNECTED TO TRUSS

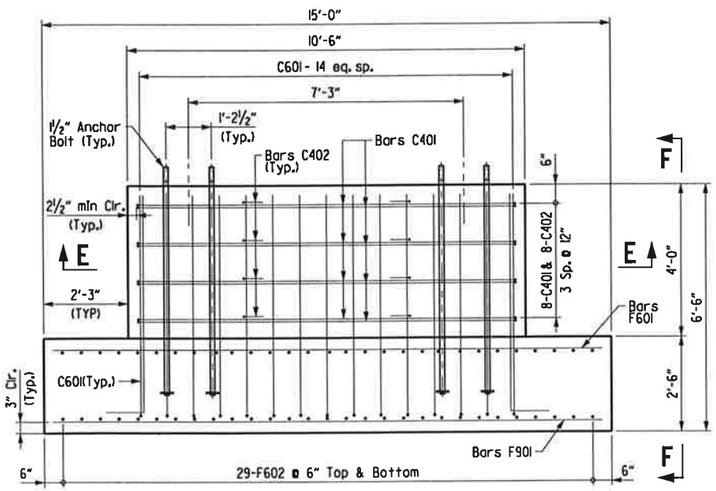


SECTION "E-E"

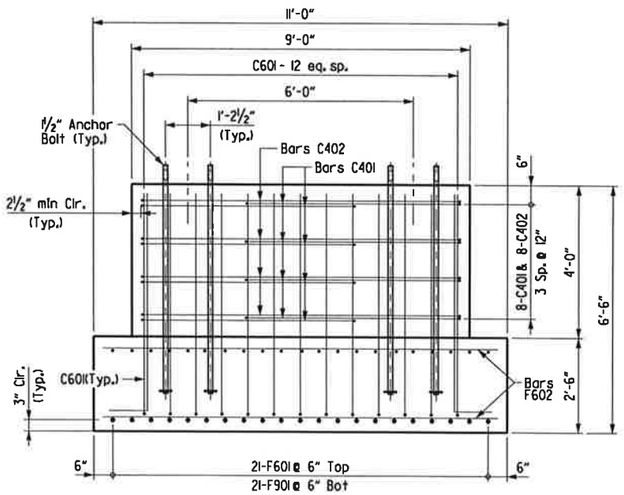


Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts for bolts shall be as specified in Section 807.07.

ANCHOR BOLT DETAIL



ELEVATION (FOUNDATION)



VIEW "F-F"

SHEET 4 OF 5
DETAILS FOR STANDARD 35' TO 40'
CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OC-30-62-12, OC-30-62-14,
OC-30-62-16, OC-30-62-19, &
OC-30-62-21 thru OC-30-62-24
OC-VMS2-30-EB & OC-VMS3-30-EB

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017

FILENAME: bca0601_coss_04
SCALE: AS SHOWN

DRAWING NO. 59949

\\bridgeformer.internal\bashares\Projects\44071\01\06N\Plans\Signing\Sign Details\bca0601_coss_04.dgn

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
9-28-2018				6	ARK.			
				JOB NO.		CA0601	1125	1465
				SIGN STRUCT				59950

OC-30-62-12, OC-30-62-14,
OC-30-62-16, OC-30-62-19, &
OC-30-62-21 thru OC-30-62-24
OC-VMS2-30-EB & OC-VMS3-30-EB

GENERAL NOTES:
CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 edition, with applicable Special Provisions and Supplemental Specifications.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals, AASHTO Sixth Edition 2013.

Basic Wind Speed = 90 m.p.h.
Fatigue Category: I

This structure is approved for a sign area equivalent to 75% of the span at 15.5" tall. Use of additional sign area must be approved by the Engineer.

If the structure height ('H') exceeds 30'-0" contact the engineer.

FOUNDATION MATERIALS AND STRENGTHS:

Class S Concrete f'c = 3,500 psi
Reinforcing Steel (AASHTO M31 or M322 Type A, Grade 60) fy = 60,000 psi

Structural steel sign support members shall comply with the following specifications:

Angles:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
1 Plate, W-Section, WT-Section:	AASHTO M270, Grade 50 (Fy = 50,000 psi).
Pipe:	ASTM A139, Gr. C, straight-seam welded (Fy = 42,000 psi)
	ASTM A500 Grade B (Fy = 42,000 psi)
	ASTM A501, Gr. B (Fy = 50,000 psi)
	ASTM A714, Class 2, Grade II, Type E or S (Fy = 50,000 psi)
Z-Shapes:	AASHTO M270, Grade 36 (Fy = 36,000 psi).
Shim Plates:	ASTM A1011, SS, Grade 36, Type 2, or Grade 40.
Bolts:	AASHTO M164, Type I.
Locknuts - Approved Type:	Meeting or exceeding AASHTO M292
Washers:	AASHTO M293
Nuts:	AASHTO M291 or M292, Grade 2H or Grade DH (Grade 10S)

All steel shall be Galvanized according to Subsection 807.19. Steel completely encased in concrete may not be Galvanized.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

No circumferential butt welds will be allowed in any pipe sections.

Requests for substitution of structural steel shapes shown with shapes of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

Connections shall be bolted with high-strength bolts. Unless noted otherwise, bolts shall be ¾" diameter and open holes shall be 15/16". Bolt spacing shall be 2½" for ¾" diameter bolts unless otherwise noted. Bolts shall be placed with heads on the outside face of all members.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval. All welding shall conform to Subsection 807.26.

Anchor bolts shall comply with AASHTO M314, Grade 55, with Supplementary Requirement S1, and galvanized according to Section 807.07. Nuts and washers for anchor bolts shall be furnished and galvanized in accordance with Subsection 807.07.

All truss frame bolts shall comply with AASHTO M164 Type I, galvanized according to Subsection 807.06. Nuts and washers for AASHTO M164 Type I bolts shall be furnished and galvanized in accordance with Subsection 807.06.

Field splices shall be located in order to avoid sign panel connections. There shall be a maximum of two field splices and they shall be spaced a minimum of 15 ft. apart.

All main load carrying tension members greater than ½" in thickness shall conform to the requirements of the Longitudinal Charpy V-notch test specified for Zone I minimum service temperature. This work and materials shall be paid for in accordance with Special Provision Job CA0601 "STEEL SIGN STRUCTURES".

All fillet welds of critical members shall be tested according to AWS D1.1 Structural Welding Code - Steel, using the magnetic particle method. Critical welds shall include: column to base plate and truss bottom support to column.

Truss field sections shall be shop assembled. Entire truss shall be fully assembled and lifted into place as one unit on to tower supports.

All truss member connections shall be bolted connections.

Lock nuts to be equipped with nylon locking inserts or other approved type locking system. Locknuts to be installed according to manufacturer's recommendations.

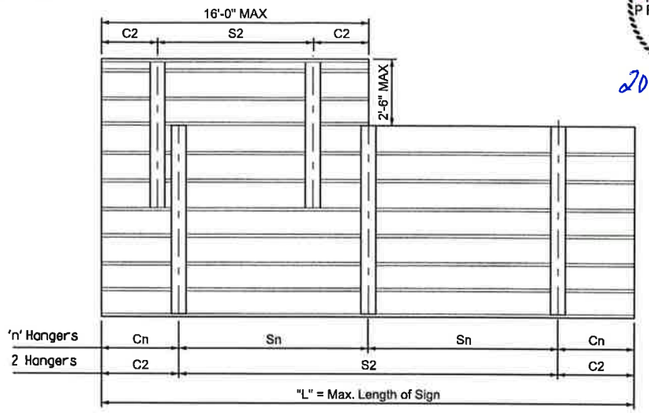
The excavations for the footings shall be back-filled before the structure is attached to the foundations.

Galvanized Coating damaged during transport, handling, or erection shall be field repaired in accordance with Subsection 807.88.

The contractor shall make check measurements in the field and make any adjustments necessary to meet the required clearances and to fit the new structures to the existing conditions.

1 In addition to material requirements, all pipe used for welded applications shall have a maximum carbon equivalency (CE) of 0.4 using the following equation: CE = %C + Mn/6 + %Cu/40 + %Ni/20 + %Cr/10 - %M0/50 - %V/10

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 18381
JESSE D. HARRELL
2018-09-28



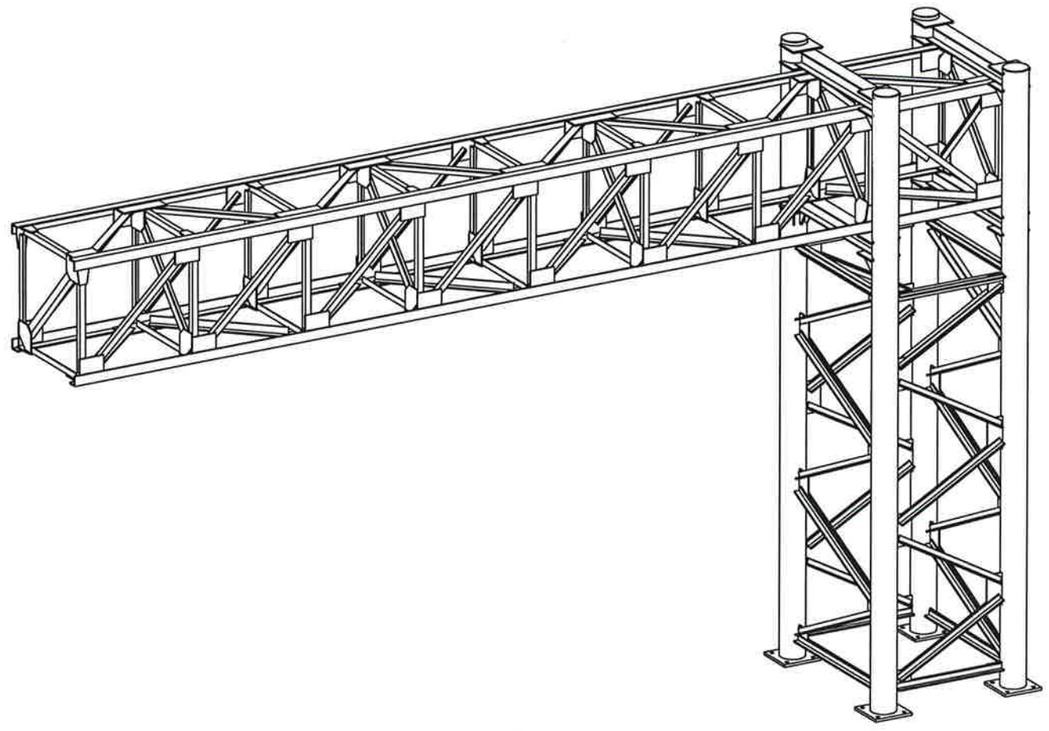
Note: See sign details and plan sheets for number, size and dimensions of signs.

HANGER VARIABLES

Max. Length of Sign = "L"	"n" Hangers	Cantilever Length "Cn"	Hanger Spacing 'Sn'
15'-0"	2 Hangers	0.21 x 'L'	0.58 x 'L'
30'-0"	3 Hangers	0.145 x 'L'	0.355 x 'L'
45'-0"	4 Hangers	0.107 x 'L'	0.262 x 'L'

Hanger spacing and cantilever length shall be rounded to the nearest inch.

HANGER SPACING DETAILS FOR EXTRUDED PANEL SIGNS



ISOMETRIC VIEW

SHEET 5 OF 5
DETAILS FOR STANDARD 35' TO 40' CANTILEVER SIGN STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

STRUCTURE NO.
OC-30-62-12, OC-30-62-14,
OC-30-62-16, OC-30-62-19, &
OC-30-62-21 thru OC-30-62-24
OC-VMS2-30-EB & OC-VMS3-30-EB

DRAWN BY: JH DATE: 1/23/2017
CHECKED BY: STS DATE: 2/1/2017
DESIGNED BY: JH DATE: 1/20/2017

FILENAME: bca0601_coss_05
SCALE: AS SHOWN

DRAWING NO. 59950

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jharrell
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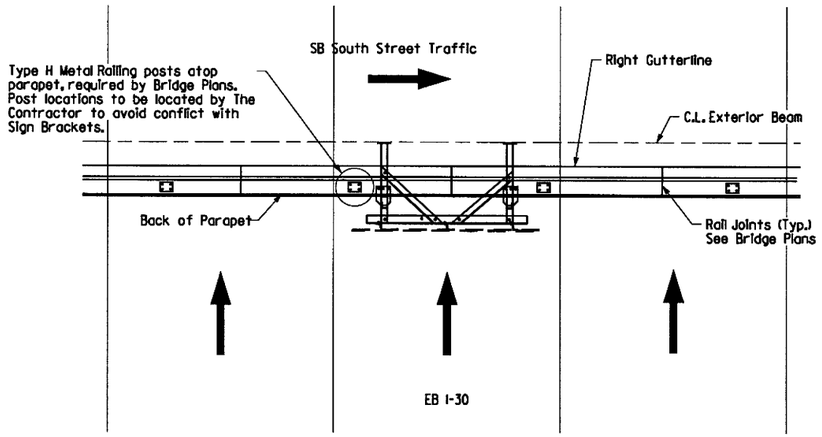
6/21/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1126	1465
				① BM-30-62-25		SIGN STRUCT		60204

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
21 June 2018



LOCATION SKETCH
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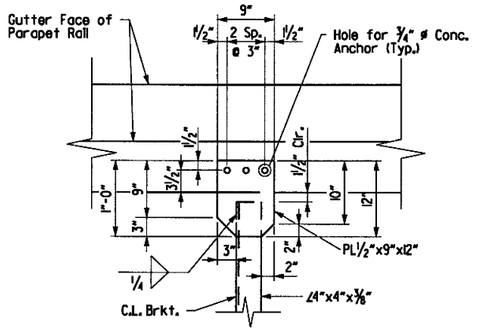
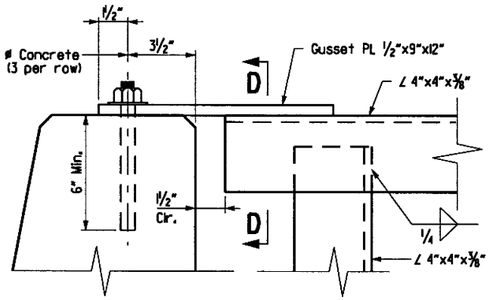


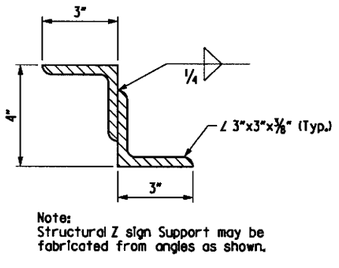
DETAIL A
No Scale



DETAIL B
No Scale

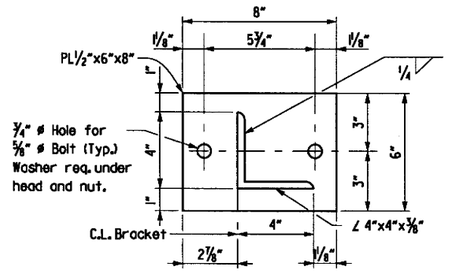
Note: The concrete anchors shall be drilled and grouted into place. The anchors shall be set and fixed using a QPL approved epoxy grout system in accordance with the to manufacturer's recommendations and shall have the following ultimate capacities:

Shear: 10,000 lbs.
Tension: 9,000 lbs.

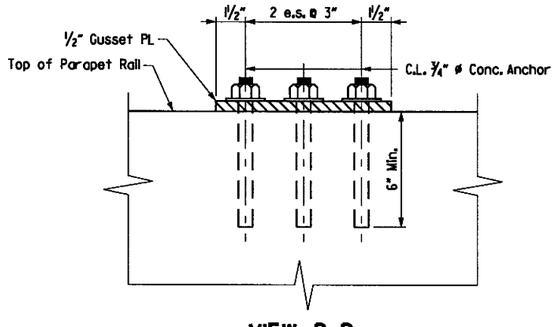


Note:
Structural Z sign Support may be fabricated from angles as shown.

DETAILS OF ALTERNATE Z SIGN SUPPORT
No Scale



VIEW C-C
No Scale



VIEW D-D
No Scale

GENERAL NOTES:
CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, 2014 edition, with applicable Special Provisions and Supplemental Specifications.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals, AASHTO Sixth Edition 2013.

BASIC WIND SPEED: 90 m.p.h.

MATERIALS & STRENGTHS:

Angles:	(AASHTO M270, Gr. 36 Fy = 36,000psi)
Plates:	(AASHTO M270, Gr. 50 Fy = 50,000psi)
Z-shapes:	(AASHTO M270, Gr. 36 Fy = 36,000psi)
Bolts:	(ASTM A325 Type 1, Galvanized
Locknuts:	Approved Type - Meeting or exceeding AASHTO M292
Washers:	ASTM F436
Nuts:	ASTM A563 or AASHTO M292, Grade 2H or DH

All steel shall be Galvanized in accordance with Subsection 807.19, Galvanized Coating damaged during transport, handling, or erection shall be field repaired in accordance with Section 807.88.

Drawings show general features of design only. Shop drawings shall be made in accordance with Subsection 807.04, submitted, and approval secured before fabrication is begun.

Requests for substitution of structural steel shapes shown with shapes of of greater size must be submitted by the Contractor to the Engineer for approval. Steels of equal or greater strengths will be accepted only when shown on the approved shop drawings. Shapes and materials shown in the plans will be the basis of payment and no additional compensation will be made for any adjustments due to substitutions.

Field connections of steel members to one another, shall be bolted with high-strength bolts. Bolts shall be ⅞" diameter unless noted otherwise, holes shall be 15/16" diameter unless noted otherwise, installed and tightened in accordance with Section 807.71.

All welding that is to be done during fabrication of structural steel, including temporary welds, shall be detailed on the shop drawings and submitted for approval. If additional welds are required, whether temporary or permanent, a formal request with detailed drawings shall be submitted to the Engineer for approval.

All frame bolts shall comply with ASTM A325 Type 1, galvanized according to Subsection 807.06. Nuts and washers for ASTM A325 Type 1 bolts shall be furnished and galvanized in accordance with Subsection 807.06.

The Contractor shall make check measurements in the field and make any adjustments necessary to avoid any diaphragms, splice plates, and joints in parapet on the bridge. This may include shifting the sign structures with approval from the Engineer.

Locknuts to be equipped with nylon locking inserts or other approved type locking system. Locknuts to be installed according to Manufacturer's recommendations.

Surfaces of plates in contact with concrete or beam web shall be coated with a thick layer of asphaltic paint and allowed to dry before erection. Performed pads ⅛" thick, conforming to Section 808 of the Standard Specifications may be used in lieu of asphaltic paint coating for steel plates in contact with beam web or concrete parapet.

Method of Payment:
The cost of all labor, materials and equipment required for the fabrication and installation of the bridge mounted sign structure shall be in accordance with Special Provision Job CA0601 "STEEL SIGN STRUCTURES".

SHEET 1 OF 2
DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	1/23/2017	FILENAME:	bca0601_bm30_62_25_01
CHECKED BY:	STS	DATE:	2/1/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	1/20/2017		

STRUCTURE NO. BM-30-62-25 DRAWING NO. 60204

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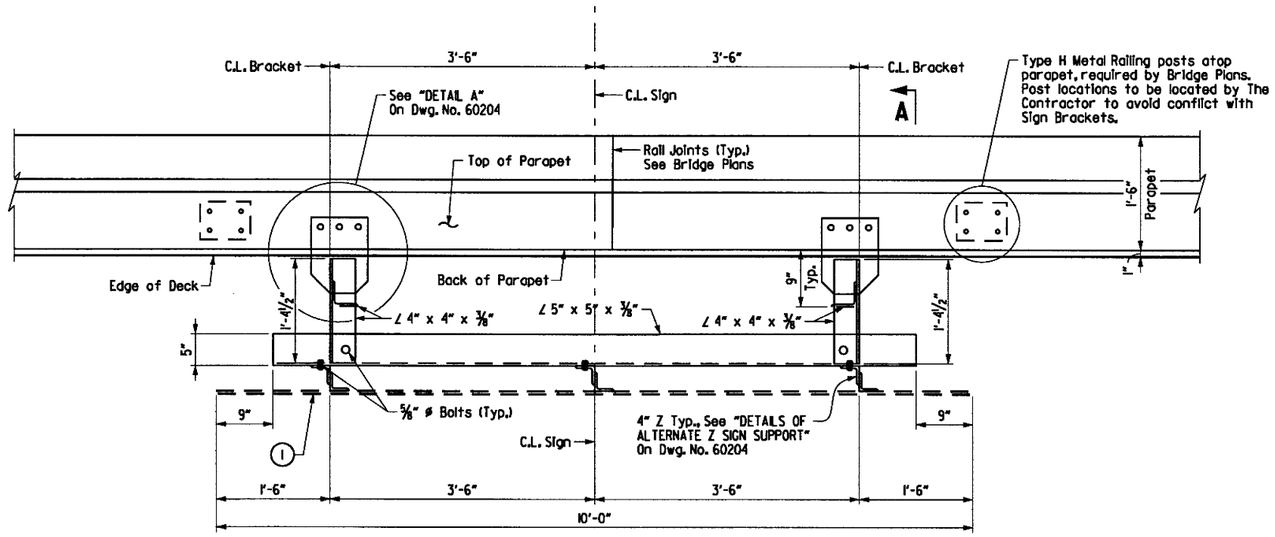
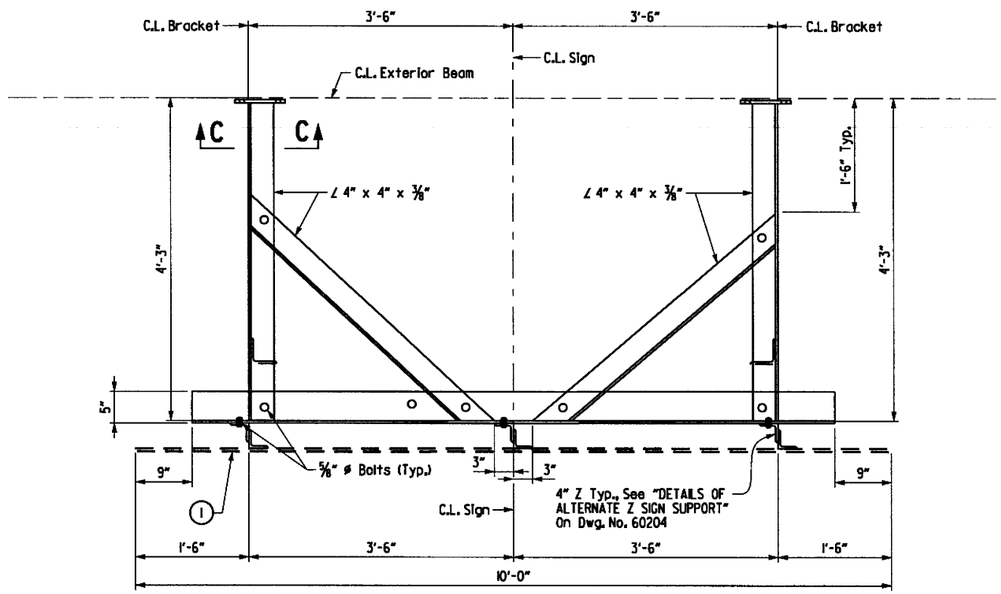


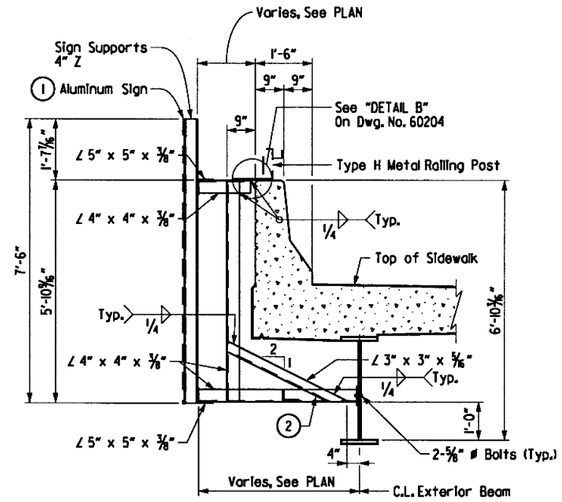
PLAN OF UPPER BRACING

½" = 1'-0"



PLAN OF LOWER BRACING

½" = 1'-0"



VIEW A-A

½" = 1'-0"

1. 10'-0" x 7'-6" sign panel, See Sign Layouts for more details.
2. ⅜" Filler PL, fillet weld as shown, to both members.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY

21 June 2018

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1127	1465
1 BM-30-62-25		SIGN STRUCT		60205

SHEET 2 OF 2
DETAILS OF BRIDGE MOUNTED SIGN STRUCTURE
SOUTH ST. BRIDGE OVER I-30

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	1/23/2017	FILENAME:	bca0601_bm30_62_25_02
CHECKED BY:	STS	DATE:	2/1/2017	SCALE:	AS SHOWN
DESIGNED BY:	JH	DATE:	1/20/2017		

STRUCTURE NO. BM-30-62-25 DRAWING NO. 60205

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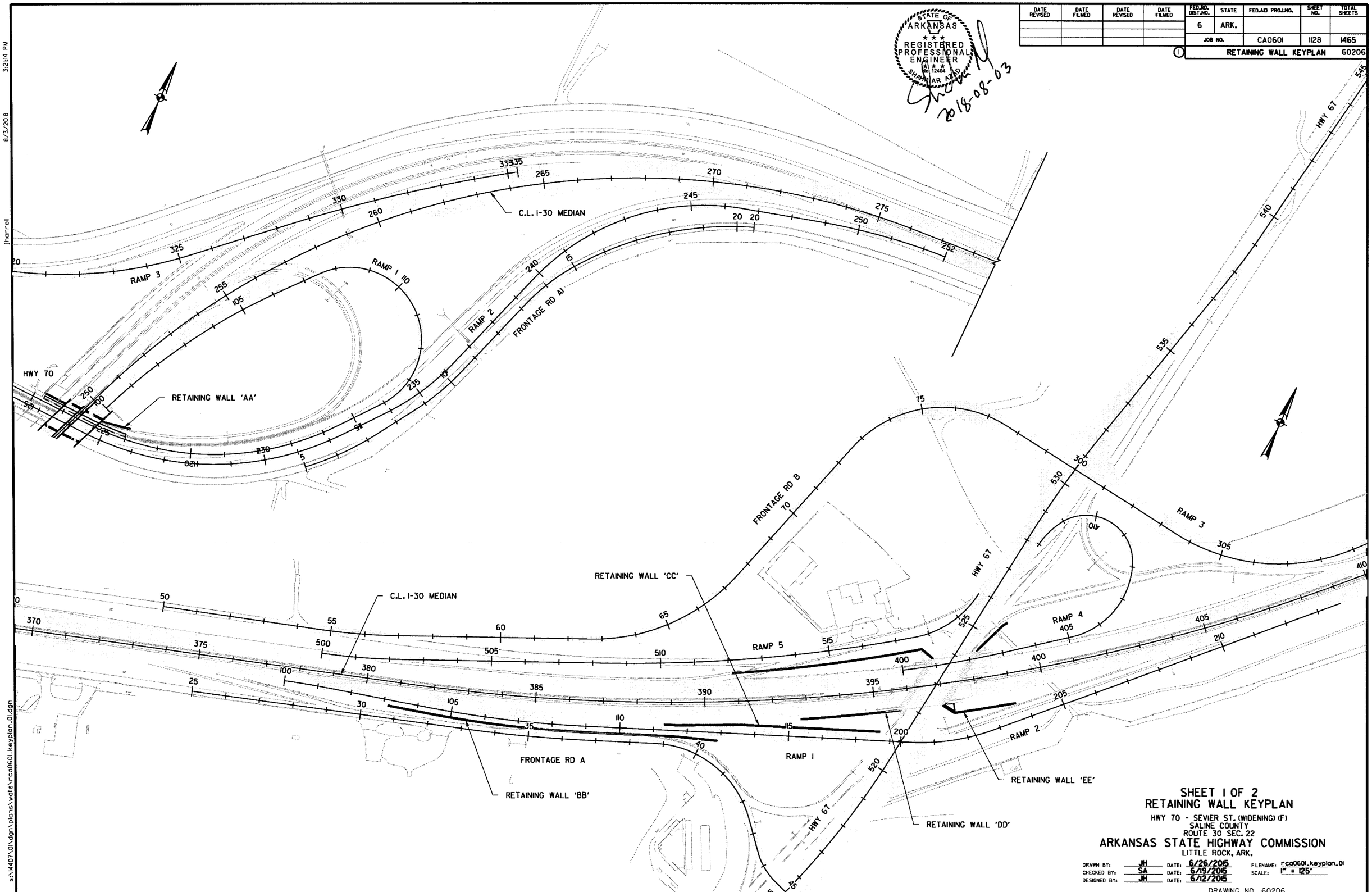
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1128	1465

1 RETAINING WALL KEYPLAN 60206

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD

2018-08-03



SHEET 1 OF 2
RETAINING WALL KEYPLAN
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	6/26/2015	FILENAME:	rca0601_keyplan_01
CHECKED BY:	SA	DATE:	6/19/2015	SCALE:	1" = 125'
DESIGNED BY:	JH	DATE:	6/12/2015		

DRAWING NO. 60206

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Jharrell
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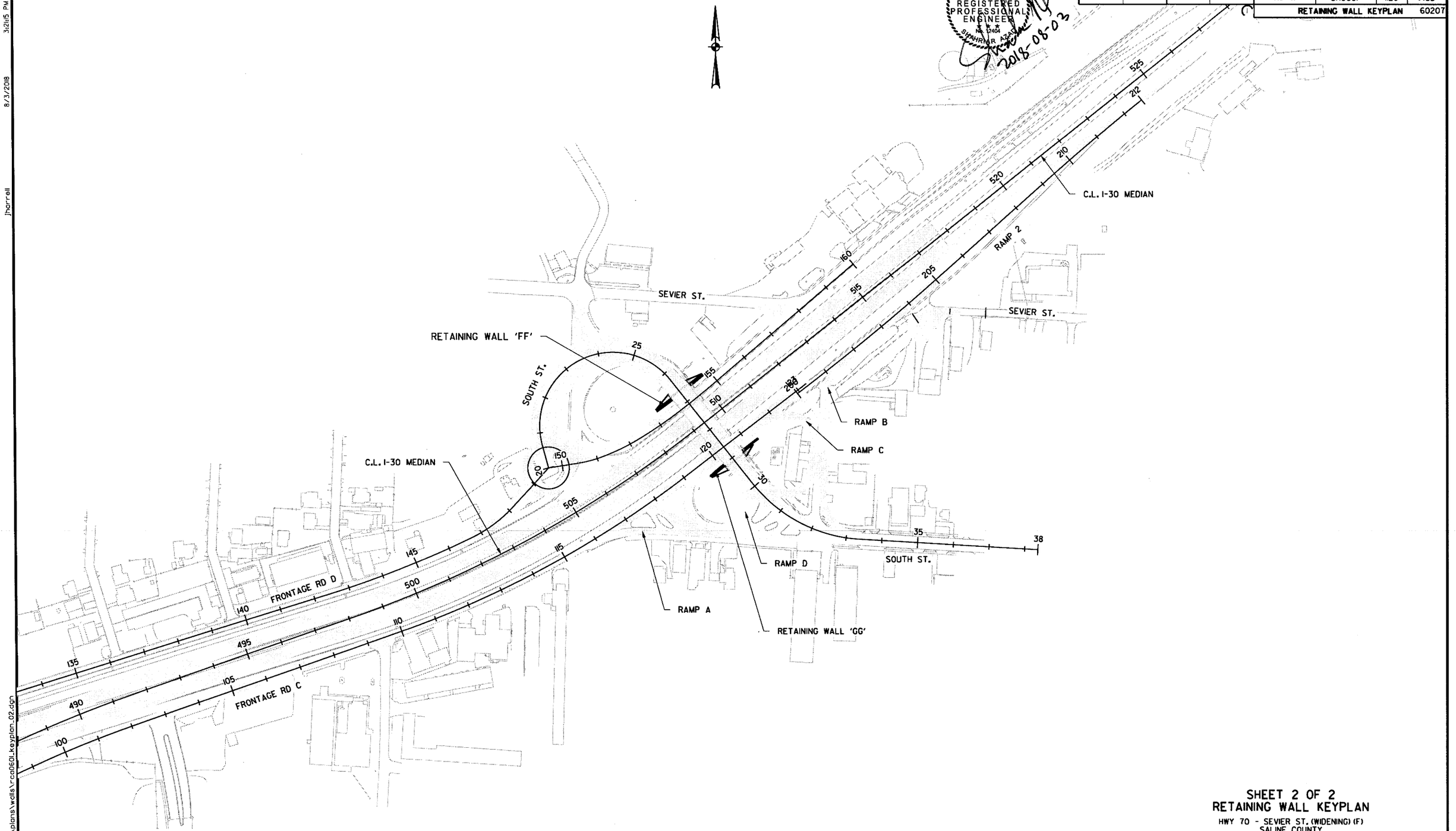
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1129	1465
				RETAINING WALL KEYPLAN				60207

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03



SHEET 2 OF 2
RETAINING WALL KEYPLAN

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	6/26/2015	FILENAME:	rca0601_keyplan_02
CHECKED BY:	SA	DATE:	6/19/2015	SCALE:	1" = 125'
DESIGNED BY:	JH	DATE:	6/12/2015		

DRAWING NO. 60207

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jharrell
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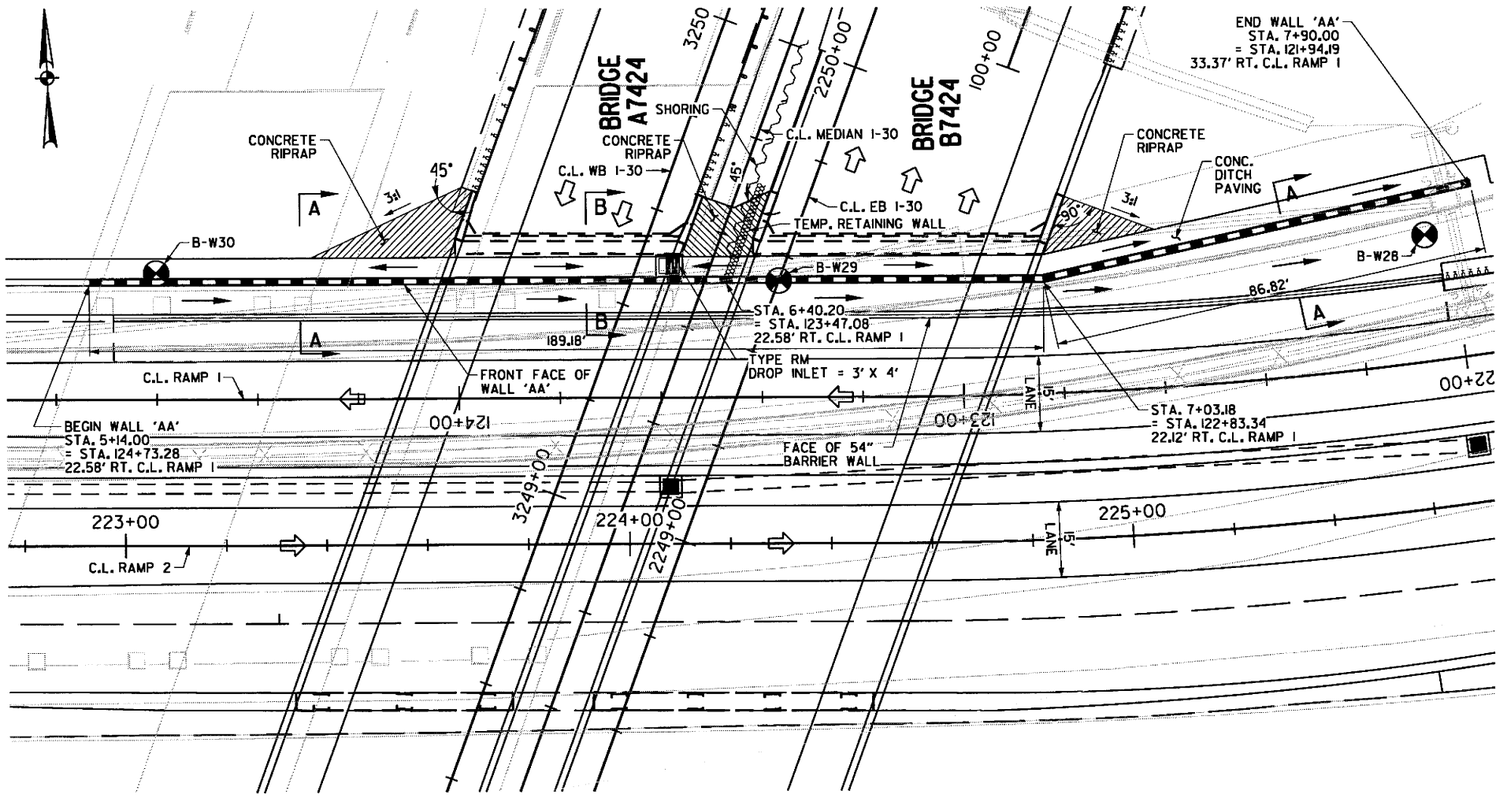
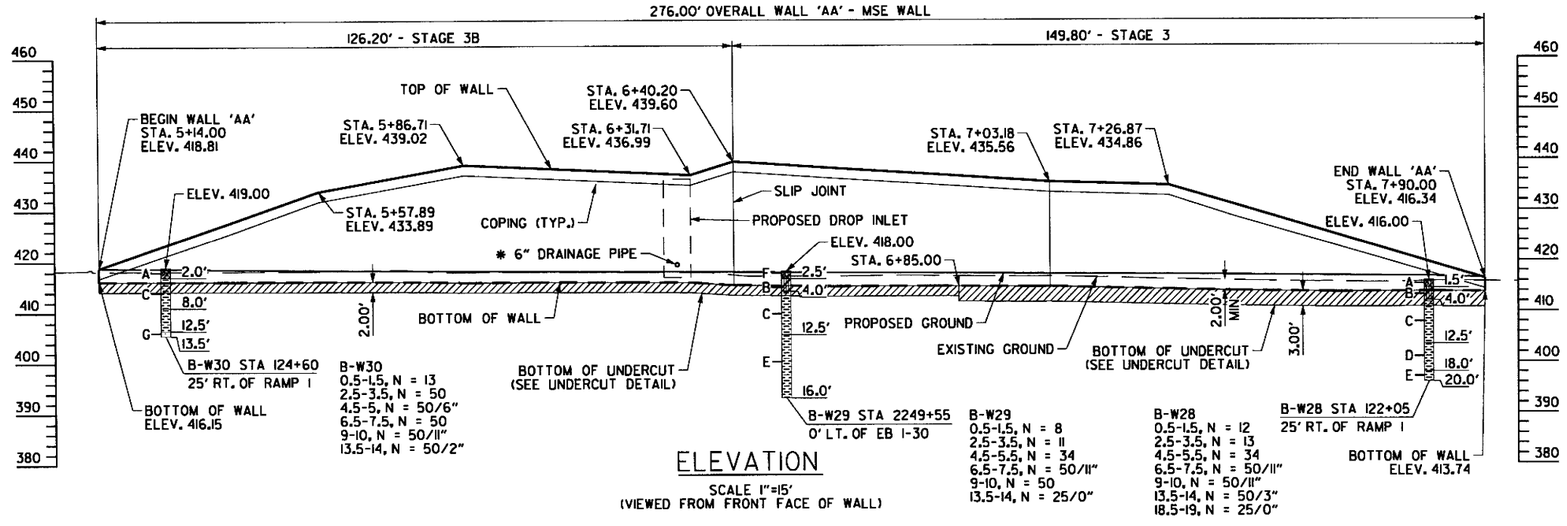


PLAN

SCALE 1"=15'

* REFER TO WALL SPECIAL DETAILS FOR PIPE CROSSING DETAIL. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS SHOWING THE DETAILS OF THE 6" DRAINAGE PIPE THROUGH THE WALL PANEL.



ELEVATION

SCALE 1"=15'
(VIEWED FROM FRONT FACE OF WALL)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1130	1465
				P&P RET. WALL 'AA'				60208

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12405
JOSHUA R. FRIAR
2018-08-08

* BENTLEY HORIZONTAL ALIGNMENT REVIEW
*
* Alignment name: RW*AA
* Alignment description: RW*AA
* Alignment style: Default
* Input Factor: 1.00000000
*

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. (WAAHXX001)	5+00.00	1992658.6691	1108520.1068
P.I. (WAAHXX002)	7+03.18	1992652.1804	1108723.1863
Tangential Direction:	S 88°10'11.8" E		
Tangential Length:	203.18		
Element: Linear			
P.I. (WAAHXX002)	7+03.18	1992652.1804	1108723.1863
P.O.E. (WAAHXX003)	8+07.55	1992671.4936	1108825.7478
Tangential Direction:	N 79°20'08.1" E		
Tangential Length:	104.36		

BORING LEGEND

A - MEDIUM DENSE CLAYEY FINE TO COARSE GRAVEL, SANDY (FILL)
B - STIFF SILTY CLAY
C - LOW HARDNESS TO MODERATELY HARD HIGHLY WEATHERED SHALE
D - MODERATELY HARD WEATHERED SHALE
E - MODERATELY HARD TO HARD SHALE
F - LOOSE FINE TO COARSE SAND WITH SOME CONCRETE FRAGMENTS (FILL)
G - MODERATELY HARD TO HARD FINE-GRAINED SANDSTONE

RETAINING WALL 'AA'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
5+14.00	418.81	418.87	416.15
5+39.00	427.40	418.58	416.14
5+64.00	434.98	418.35	416.14
5+89.00	438.92	418.15	415.91
6+14.00	437.79	418.00	415.92
6+39.00	439.23	417.85	415.34
6+64.00	438.08	417.69	415.04
6+89.00	436.47	417.54	414.99
7+14.00	435.24	417.38	414.67
7+39.00	431.30	417.19	414.10
7+64.00	423.97	416.95	413.79
7+89.00	416.63	416.55	413.75
7+90.00	416.34	416.52	413.74

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. REFER TO SP JOB CA0601 "SHORING" FOR SHORING REQUIREMENTS.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH. REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

LAYOUT OF RETAINING WALL 'AA'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: JH DATE: 6/26/2015
CHECKED BY: SA DATE: 6/19/2015
DESIGNED BY: JH DATE: 6/12/2015
FILENAME: rca0601_p&p_aa_01
SCALE: As Shown

DRAWING NO. 60208

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Jharrell

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 5+14.00 TO 6+85.00: 14,170 PSF
   - STA. 6+85.00 TO 7+90.00: 11,310 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210. "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

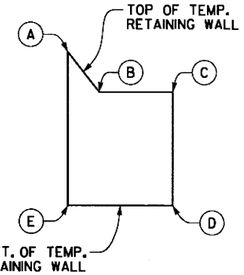
④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

⑤ CONCRETE RIPRAP, SEE PLAN VIEW FOR LIMITS.

⑥ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2) WHERE ADJACENT TO CONCRETE RIPRAP.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1131	1465
				①		P&P RET. WALL 'AA'		60209



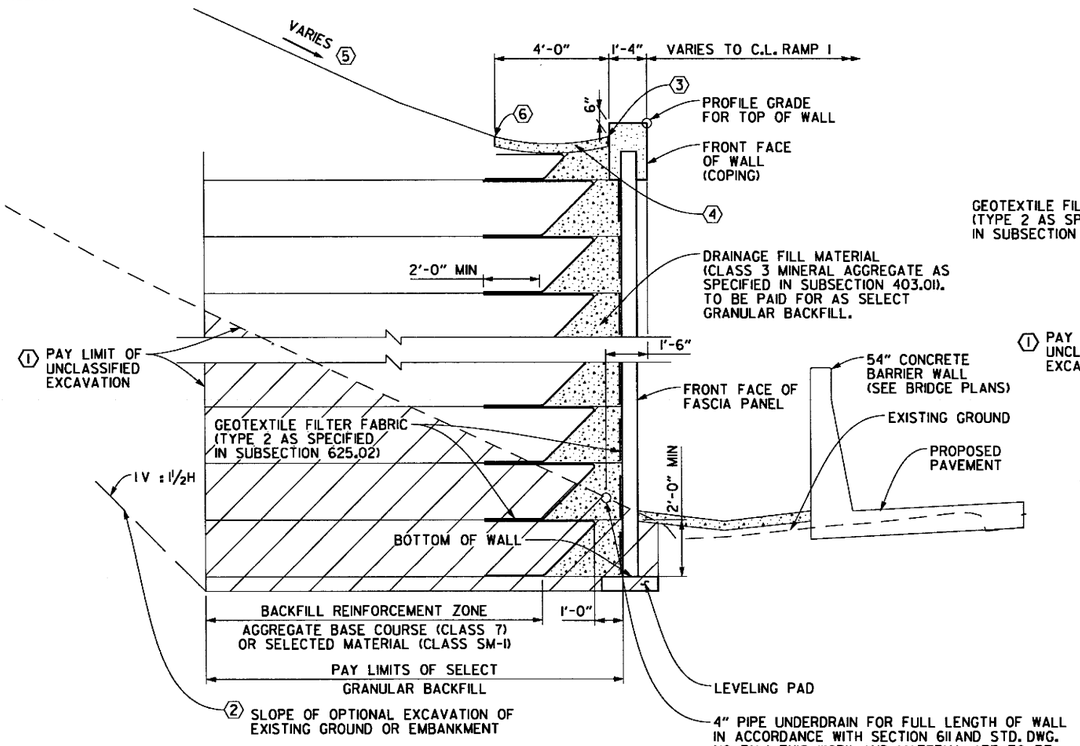
TEMP. RETAINING WALL SKETCH

NO SCALE - SEE TABLE OF VARIABLES

TABLE OF VARIABLES

POINT	STAGE 3 - TEMP. RETAINING WALL		
	STATION	OFFSET	ELEV.
A	2249+71.1	9.58 LT.	444.54
B	2249+65.1	9.58 LT.	436.91
C	2249+51.0	9.58 LT.	436.91
D	2249+51.0	9.58 LT.	415.26
E	2249+71.1	9.58 LT.	415.26
QUANTITIES	STAGE 3 - TEMP. RETAINING WALL		
TEMPORARY RETAINING WALL (SQ. FT.)	460		

NOTE:
STATIONS & OFFSETS ARE ALONG C.L. EB I-30. VALUES AND QUANTITIES ARE APPROXIMATE, FOR INFORMATION ONLY, AND TO ASSIST DURING BIDDING. LIMITS MUST BE COMPATIBLE WITH CONTRACTOR'S SHORING, THEREFORE DETERMINED BY CONTRACTOR. SEE SP JOB CA0601 "TEMPORARY RETAINING WALLS" AND "SHORING". PAYMENT SUBSIDIARY TO "RETAINING WALL 'AA' ITEMS.



SECTION A-A

(BACKFILL METHOD A)
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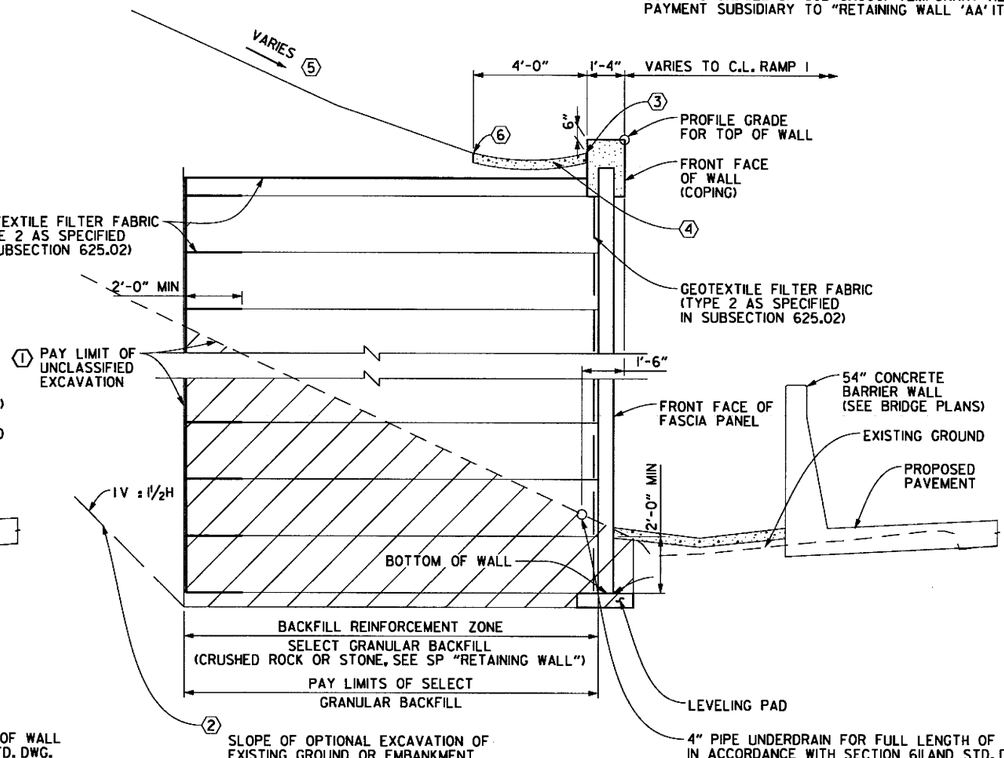

SECTION A-A

(BACKFILL METHOD B)
N.T.S.

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'AA'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JH DATE: 6/26/2015
CHECKED BY: SA DATE: 6/19/2015
DESIGNED BY: DCD DATE: 6/12/2015
FILENAME:
SCALE: As Shown

DRAWING NO. 60209

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8/3/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1132	1465
				(1)		P&P RET. WALL 'AA'		60210

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12406
SHRIRAM PAND
2018-08-03

(1) EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

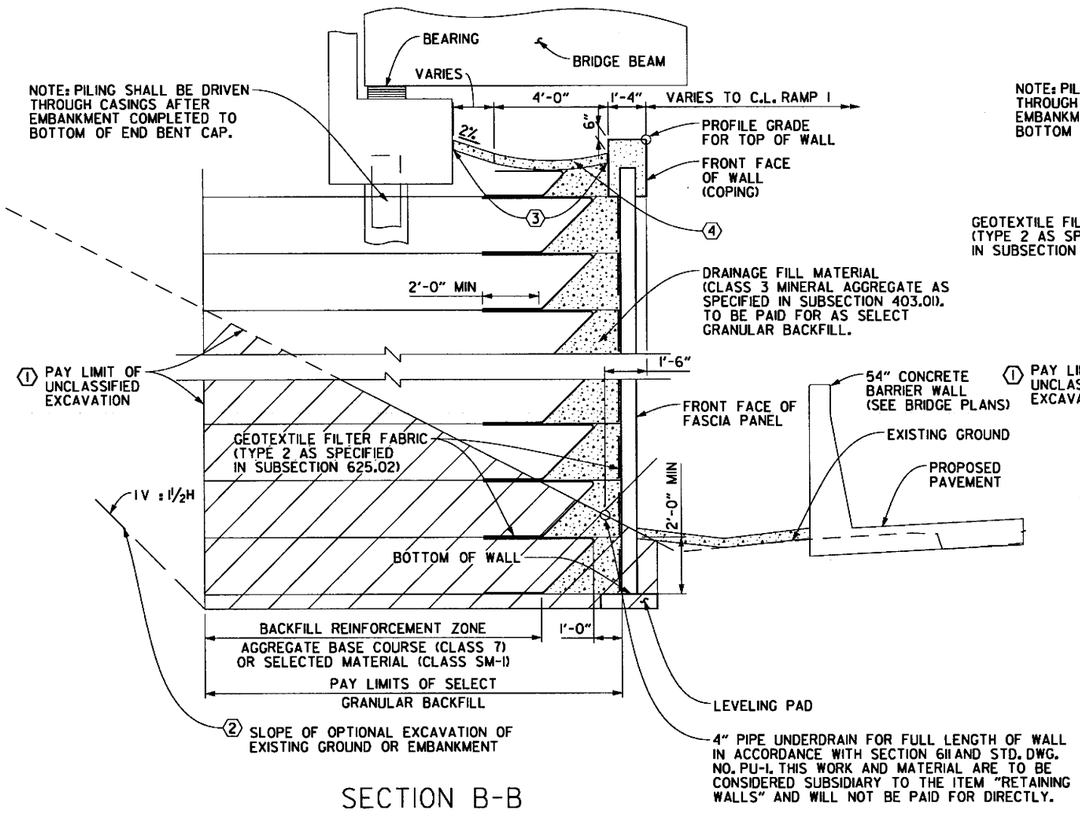
(2) CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

(3) AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

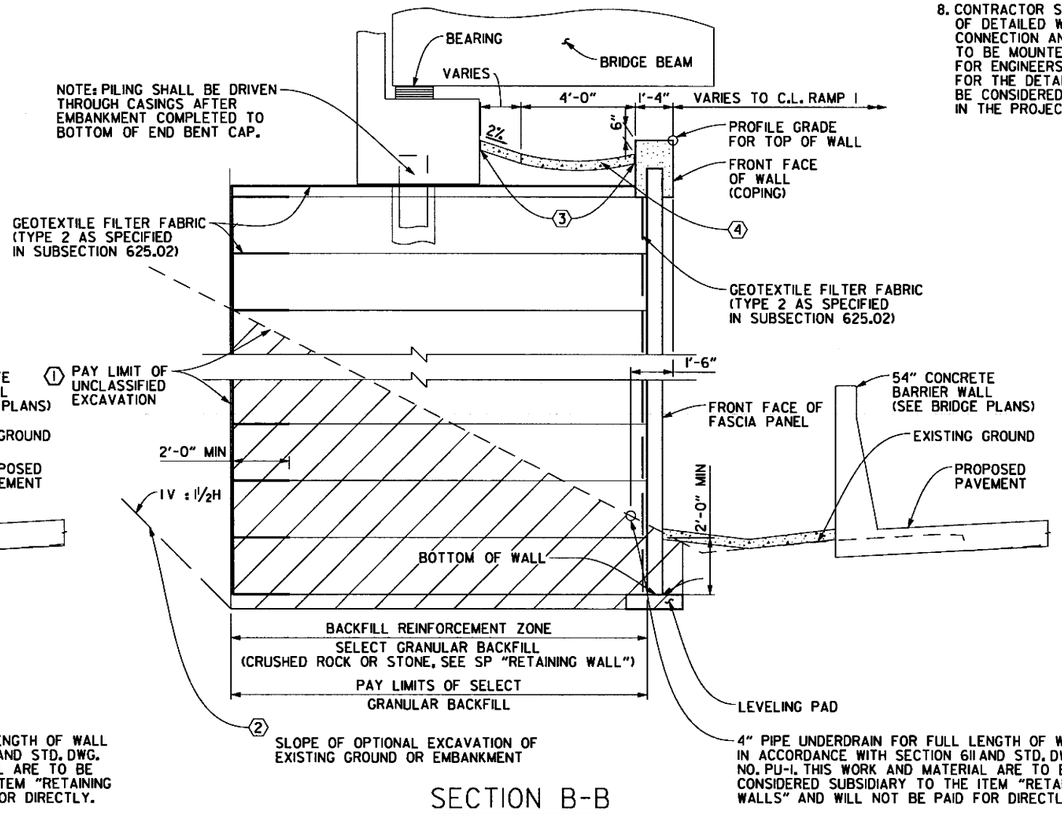
(4) THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 5+14.00 TO 6+85.00: 14,170 PSF
   - STA. 6+85.00 TO 7+90.00: 11,310 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION B-B
(BACKFILL METHOD A)
N.T.S.



SECTION B-B
(BACKFILL METHOD B)
N.T.S.

SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'AA'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JH DATE: 6/26/2015
CHECKED BY: SA DATE: 6/19/2015
DESIGNED BY: JH DATE: 6/12/2015
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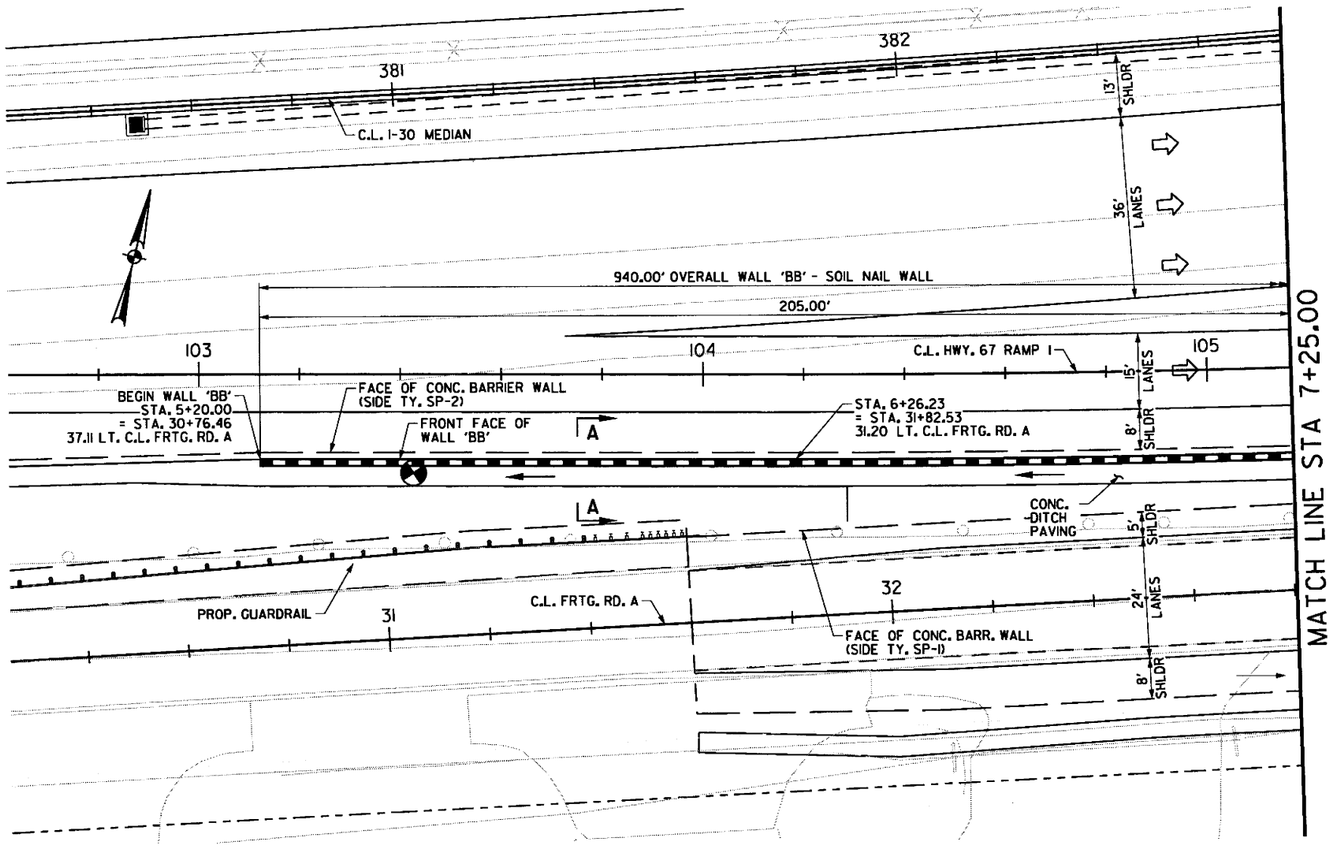
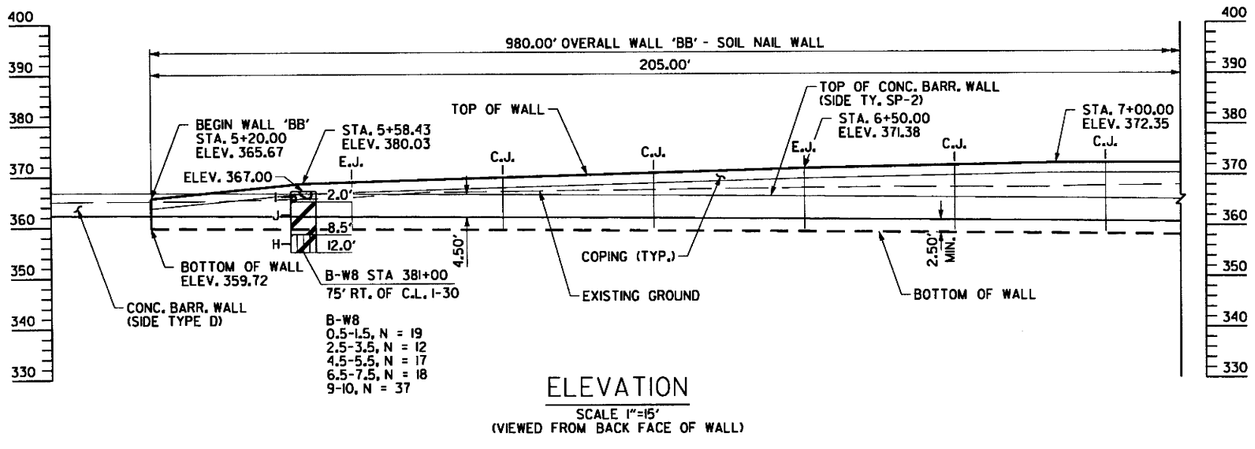


PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'
(VIEWED FROM BACK FACE OF WALL)

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 19404
SHANE ALAN ALLRED
2018-05-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1133	1465
				P&P RET. WALL 'BB'				6021

* Alignment name: RW*BB
* Alignment description: Retaining Wall BB near HWY 67 Ramp 1

	STATION	NORTHING	EASTING
Element: Linear			
POB( )	5+00.00	1995805.6531	1120921.9258
PC(WBB-1)	6+26.23	1995835.9971	1121044.4572
Tangential Direction:	N 76°05'27.5" E		
Tangential Length:	126.23		
Element: Circular			
PC(WBB-1)	6+26.23	1995835.9971	1121044.4572
PI( )	8+65.37	1995893.4810	1121276.5822
CC(1)		1999030.3817	1120253.3924
PT(2)	11+03.67	1995983.9194	1121497.9582
Radius:	3290.88		
Delta:	8°18'44.5" Left		
Degree of Curvature(Arc):	1°44'27.8"		
Length:	477.43		
Tangent:	239.14		
Chord:	477.02		
Middle Ordinate:	8.65		
External:	8.68		
Tangent Direction:	N 76°05'27.5" E		
Radial Direction:	S 13°54'32.5" E		
Chord Direction:	N 71°56'05.2" E		
Radial Direction:	S 22°13'17.0" E		
Tangent Direction:	N 67°46'43.0" E		
Element: Linear			
PT(2)	11+03.67	1995983.9194	1121497.9582
PI(WBBHXX002)	13+75.59	1996086.7562	1121749.6835
Tangential Direction:	N 67°46'43.0" E		
Tangential Length:	271.92		
Element: Linear			
PI(WBBHXX002)	13+75.59	1996086.7562	1121749.6835
POE( )	15+00.00	1996127.7059	1121867.1629
Tangential Direction:	N 70°46'59.0" E		
Tangential Length:	124.41		

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "SOIL NAIL WALL". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "SOIL NAIL WALL".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

SHEET 1 OF 3
LAYOUT OF RETAINING WALL 'BB'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	6/26/2015	FILENAME:	rca0601_p&p_bb_01
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DESIGNED BY:	JH	DATE:	6/12/2015		

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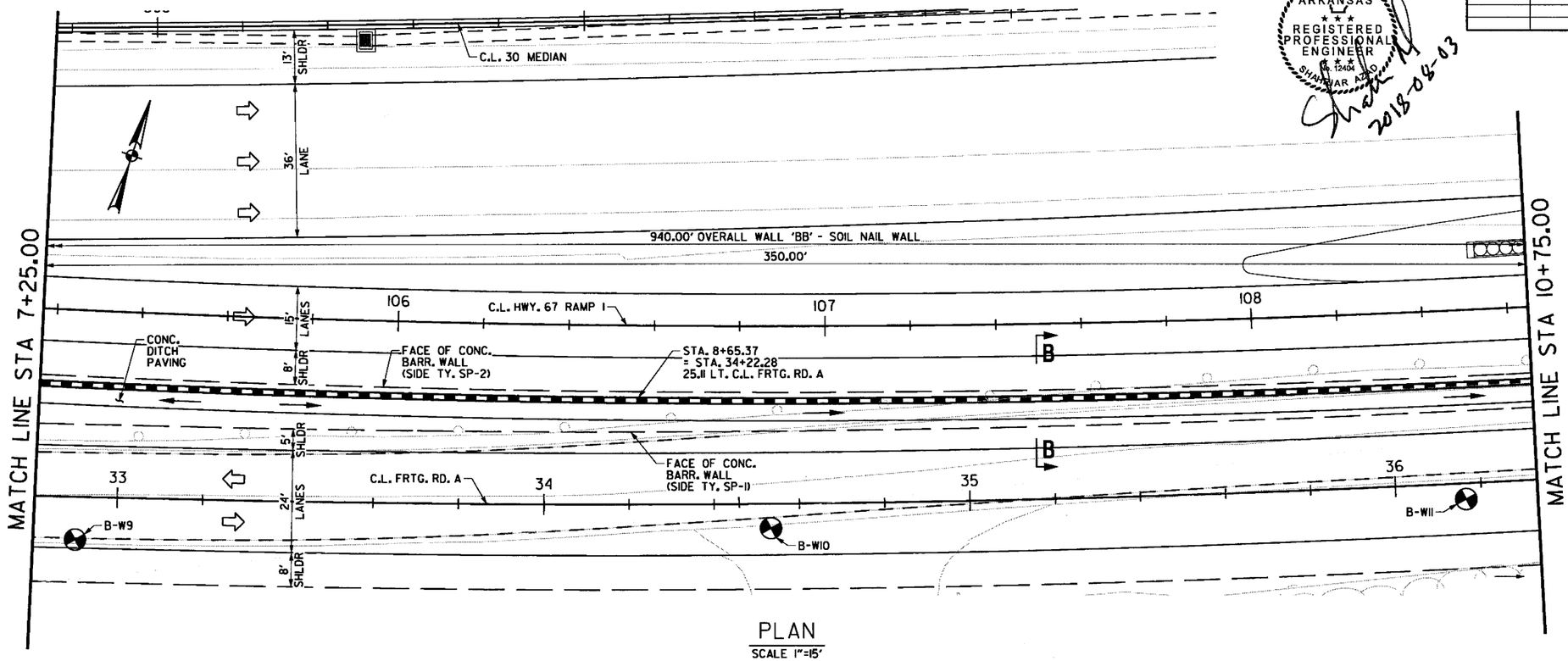
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1134	1465
				P&P RET. WALL 'BB'				60212

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. ZIED
2018-08-03



PLAN
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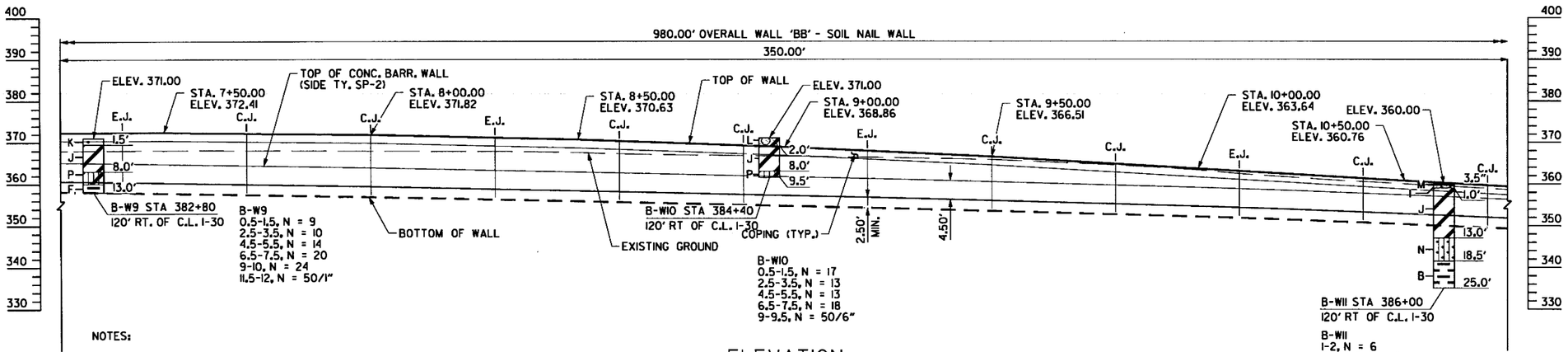

ELEVATION
SCALE 1"=15'
(VIEWED FROM BACK FACE OF WALL)

RETAINING WALL 'BB'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
5+20.00	365.67	362.22	359.72
5+25.00	366.14	362.19	359.69
5+50.00	368.49	362.06	359.56
5+75.00	369.22	361.91	359.41
6+00.00	369.94	361.75	359.25
6+25.00	370.66	361.57	359.07
6+50.00	371.38	361.38	358.88
6+75.00	371.86	361.16	358.66
7+00.00	372.35	360.93	358.43
7+25.00	372.38	360.66	358.16
7+50.00	372.41	360.28	357.78
7+75.00	372.11	359.84	357.34
8+00.00	371.82	359.37	356.87
8+25.00	371.22	358.87	356.37
8+50.00	370.63	358.35	355.85
8+75.00	369.74	357.79	355.29
9+00.00	368.86	357.22	354.72
9+25.00	367.69	356.62	354.12
9+50.00	366.51	355.99	353.49
9+75.00	365.08	355.33	352.83
10+00.00	363.60	354.60	352.10
10+25.00	362.20	353.80	351.30
10+50.00	360.70	352.80	350.30
10+75.00	359.40	351.80	349.30
11+00.00	358.00	350.70	348.20
11+25.00	356.60	349.50	347.00
11+50.00	355.30	348.20	345.70
11+75.00	354.00	346.80	344.30
12+00.00	352.80	345.30	342.80
12+25.00	351.80	343.70	341.20
12+50.00	350.80	342.10	339.60
12+75.00	349.60	340.30	337.80
13+00.00	348.50	338.60	336.10
13+25.00	347.20	336.80	334.30
13+50.00	346.00	334.90	332.40
13+75.00	343.60	332.90	330.40
14+00.00	341.30	330.90	328.40
14+25.00	337.90	328.90	326.40
14+50.00	334.40	326.90	324.40
14+75.00	331.40	324.90	322.40
15+00.00	328.40	322.90	320.40

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "SOIL NAIL WALL". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "SOIL NAIL WALL".
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6. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH. REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

SHEET 2 OF 3
LAYOUT OF RETAINING WALL 'BB'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JH DATE: 6/26/2015
CHECKED BY: SA DATE: 6/19/2015
DESIGNED BY: JH DATE: 6/12/2015
FILENAME: rca0601_p&p_bb_02
SCALE: As Shown

DRAWING NO. 60212

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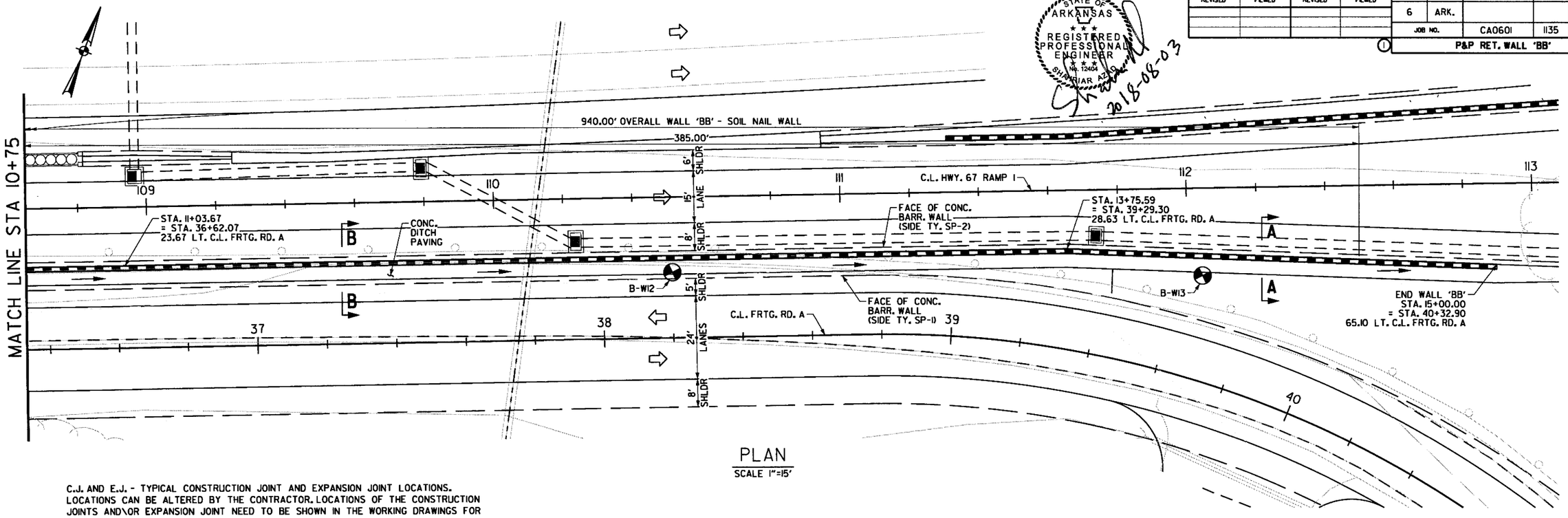
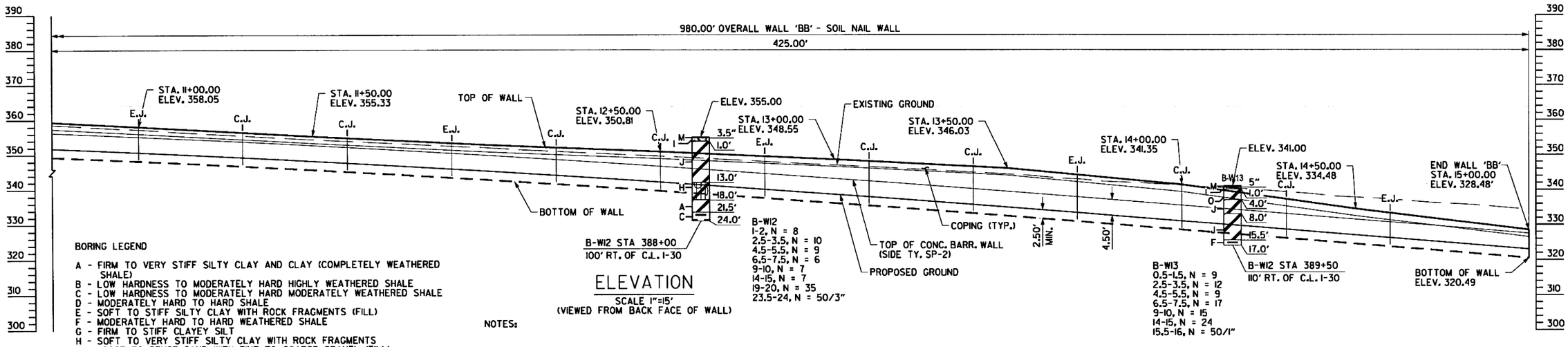
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1135	1465
				P&P RET. WALL 'BB'				60213

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNON RIAR
2018-08-03



PLAN
SCALE 1"=15'

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.



ELEVATION
SCALE 1"=15'
(VIEWED FROM BACK FACE OF WALL)

BORING LEGEND

A - FIRM TO VERY STIFF SILTY CLAY AND CLAY (COMPLETELY WEATHERED SHALE)
B - LOW HARDNESS TO MODERATELY HARD HIGHLY WEATHERED SHALE
C - LOW HARDNESS TO MODERATELY HARD MODERATELY WEATHERED SHALE
D - MODERATELY HARD TO HARD SHALE
E - SOFT TO STIFF SILTY CLAY WITH ROCK FRAGMENTS (FILL)
F - MODERATELY HARD TO HARD WEATHERED SHALE
G - FIRM TO STIFF CLAYEY SILT
H - SOFT TO VERY STIFF SILTY CLAY WITH ROCK FRAGMENTS
I - LOOSE TO DENSE SAND WITH FINE TO COARSE GRAVEL (FILL)
J - VERY SOFT TO VERY STIFF CLAY
K - CRUSHED STONE BASE
L - FIRM TO VERY STIFF FINE SANDY CLAY WITH ROCK FRAGMENTS(FILL)
M - ASPHALT CONCRETE
N - MEDIUM DENSE TO DENSE SILTY FINE SAND
O - STIFF CLAY (FILL)
P - FIRM TO VERY STIFF SILTY CLAY
Q - STIFF FINE SANDY CLAY
R - LOOSE SILT WITH SOME CRUSHED STONE (FILL)
S - DENSE SILTY FINE SAND (FILL)
T - DENSE CLAYEY FINE TO COARSE GRAVEL (FILL)
U - DENSE CLAYEY FINE GRAVEL, SANDY
V - VERY STIFF FINE SANDY CLAY WITH FINE TO COARSE GRAVEL
W - MEDIUM DENSE SANDY FINE TO COARSE GRAVEL
X - DENSE TO VERY DENSE CLAYEY SAND WITH FINE TO COARSE GRAVEL
Y - LOOSE FINE SANDY SILT (FILL)
Z - MEDIUM DENSE FINE SAND WITH FRIABLE SANDSTONE SEAMS AND LAYERS

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "SOIL NAIL WALL". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "SOIL NAIL WALL".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

SHEET 3 OF 3
LAYOUT OF RETAINING WALL 'BB'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	JH	DATE:	6/26/2015
CHECKED BY:	SA	DATE:	6/19/2015
DESIGNED BY:	JH	DATE:	6/12/2015

FILENAME: rca0601_p&p_bb_03
SCALE: As Shown

DRAWING NO. 60213

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GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.
2. SEISMIC PERFORMANCE ZONE: 1
3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
4. SEE SP JOB CA0601 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.
5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS.

(1) AASHTO M153 TYPE IAS PER SUBSECTION 501.02(h)(2)

(2) THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12444
SHAHRIAR AZAD
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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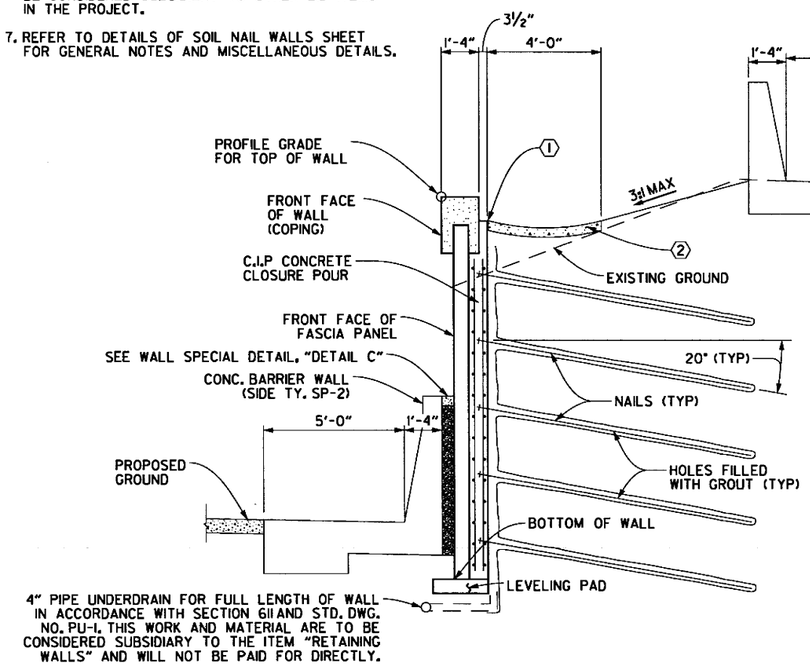
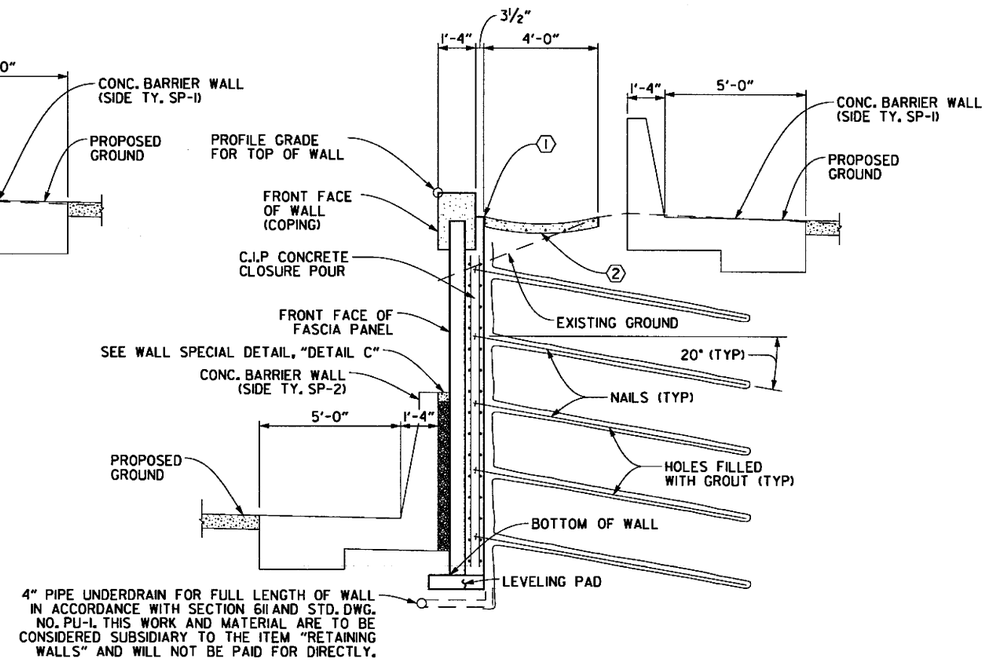
				JOB NO.		CA0601	1136	1465
				(1)		P&P RET. WALL 'BB'		60214



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

SECTIONS OF RETAINING WALL 'BB'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: JH DATE: 6/26/2015
CHECKED BY: SA DATE: 6/19/2015
DESIGNED BY: JH DATE: 6/12/2015
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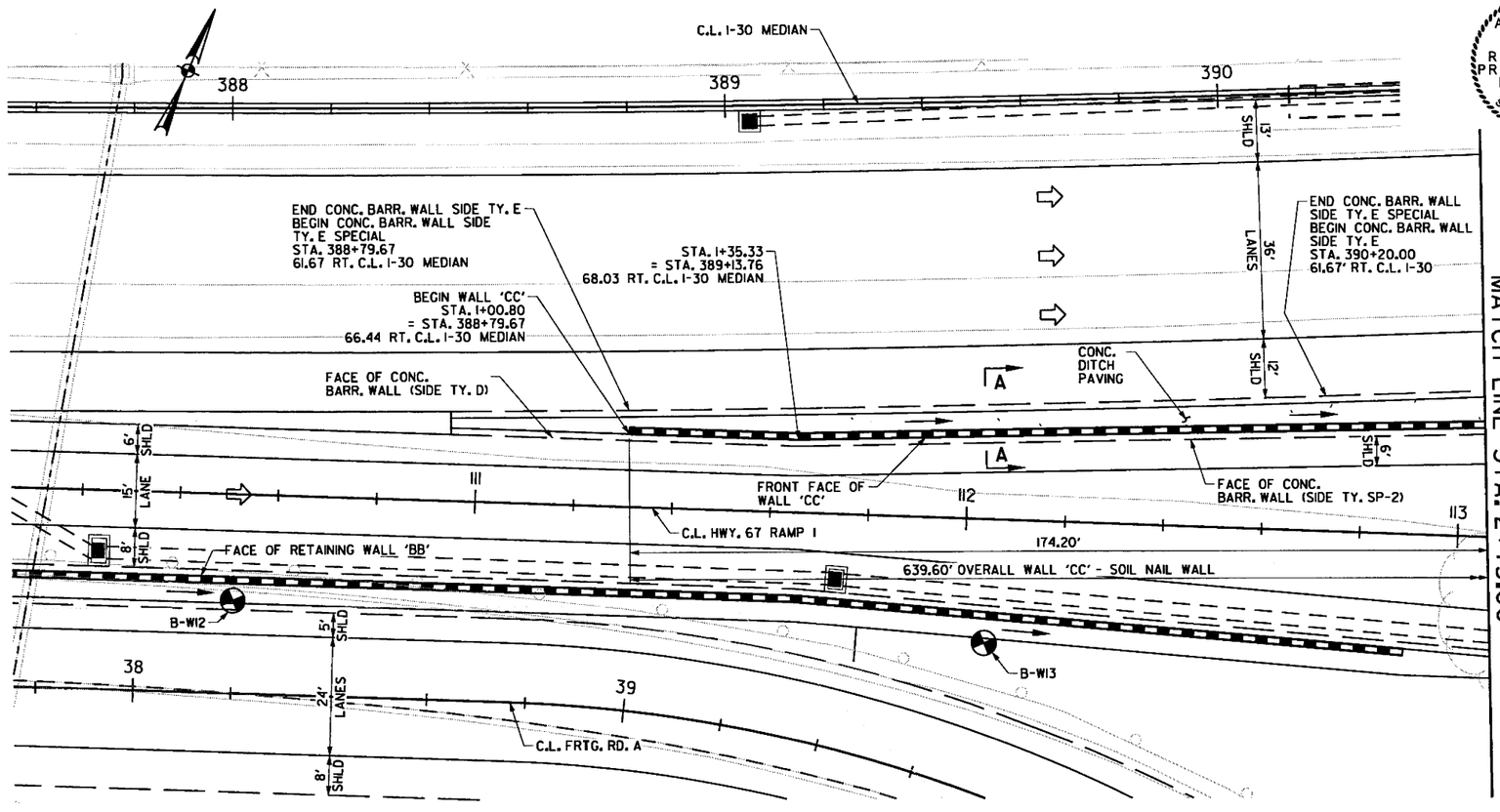
8/3/2018
jharrell

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1137	1465
				①		P&P RET. WALL 'CC'		60215

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHEAR AZAD
2018-08-03



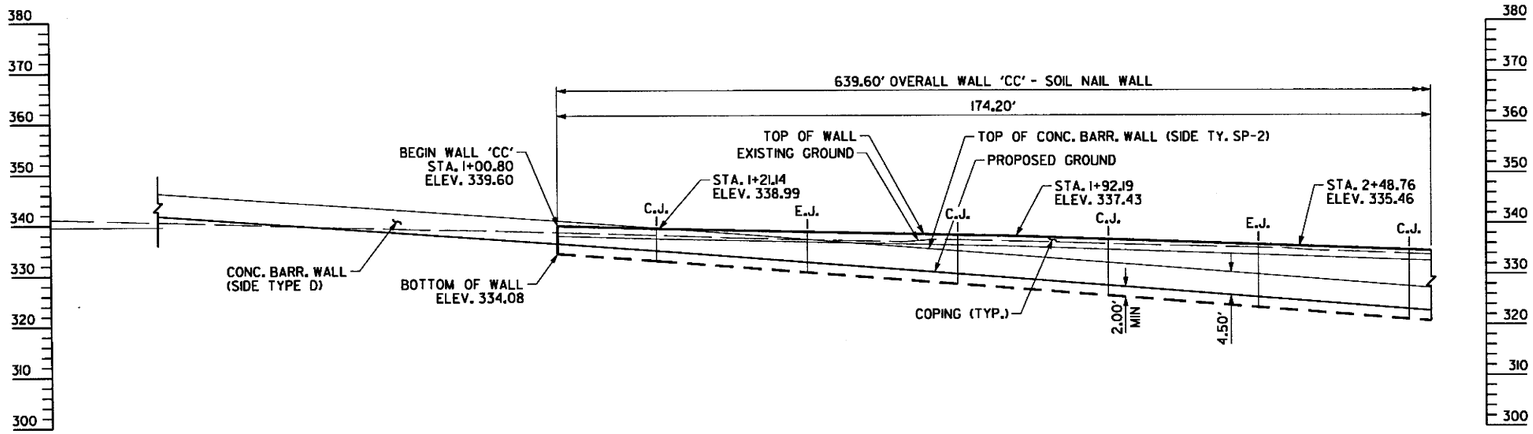
PLAN
SCALE 1"=15'

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "SOIL NAIL WALL". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "SOIL NAIL WALL".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS..
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

* Alignment name: RETAINING WALL 'CC'

	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	1996064.9117	1121612.4792
PI ( )	1+35.33	1996116.0908	1121737.7561
Tangential Direction:	N 67° 46' 43.0" E		
Tangential Length:	135.33		
Element: Linear			
PI ( )	1+35.33	1996116.0908	1121737.7561
PI ( )	3+35.66	1996201.4688	1121918.9813
Tangential Direction:	N 64° 46' 26.9" E		
Tangential Length:	200.33		
Element: Linear			
PI ( )	3+35.66	1996201.4688	1121918.9813
POE ( )	7+48.89	1996357.7464	1122301.5191
Tangential Direction:	N 67° 46' 43.0" E		
Tangential Length:	413.23		



ELEVATION
SCALE 1"=15'
(VIEWED FROM FRONT FACE OF WALL)

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

SHEET 1 OF 3
LAYOUT OF RETAINING WALL 'CC'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	6/12/2015		

DRAWING NO. 60215

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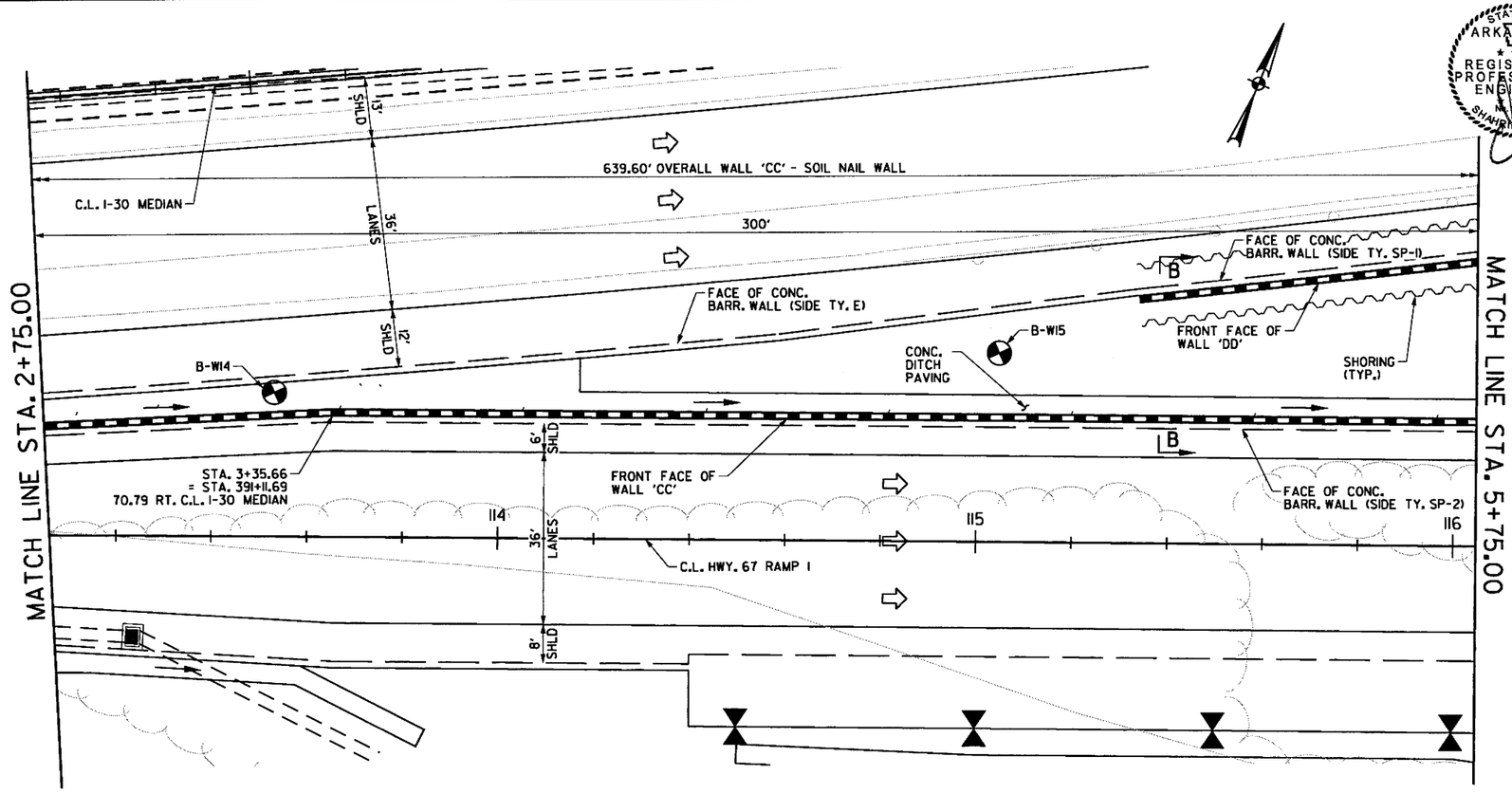
				6	ARK.			
				JOB NO.		CA0601	1138	1465
				①		P&P RET. WALL 'CC'		60216

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
12404
SHAHRIAR AZAD
2018-05-03



PLAN
SCALE 1"=15'

RETAINING WALL 'CC'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
1+00.80	339.60	336.09	334.09
1+25.80	338.89	334.27	332.27
1+50.80	338.34	332.33	330.33
1+75.80	337.79	330.39	328.39
2+00.80	337.13	328.45	326.45
2+25.80	336.26	326.52	324.52
2+50.80	335.39	324.57	322.57
2+75.80	334.49	322.62	320.62
3+00.80	333.59	320.67	318.67
3+25.80	332.68	318.72	316.72
3+50.80	331.67	316.75	314.75
3+75.80	330.67	314.78	312.78
4+00.80	329.72	312.81	310.81
4+25.80	328.89	310.84	308.84
4+50.80	327.86	308.99	306.99
4+75.80	326.73	307.21	305.21
5+00.80	325.38	305.66	303.66
5+25.80	324.02	304.19	302.19
5+50.80	322.40	302.97	300.97
5+75.80	320.78	301.84	299.84
6+00.80	318.71	300.99	298.99
6+25.80	315.89	300.15	298.15
6+50.80	312.38	299.56	297.56
6+75.80	308.95	299.08	297.08
7+00.80	305.53	298.84	296.84
7+25.80	301.63	298.62	296.62
7+40.40	299.09	298.52	296.52

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
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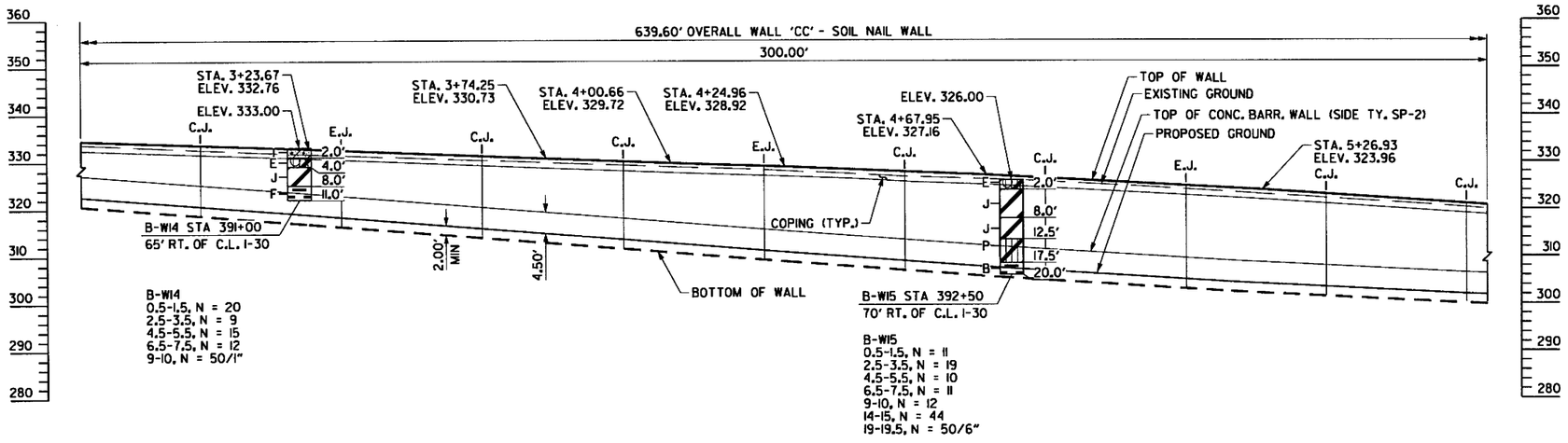
6. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".



B-W14
0.5-1.5, N = 20
2.5-3.5, N = 9
4.5-5.5, N = 15
6.5-7.5, N = 12
9-10, N = 50/1"

B-W15
0.5-1.5, N = 11
2.5-3.5, N = 19
4.5-5.5, N = 10
6.5-7.5, N = 11
9-10, N = 12
14-15, N = 44
19-19.5, N = 50/6"

ELEVATION
SCALE 1"=15'
(VIEWED FROM FRONT FACE OF WALL)

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

SHEET 2 OF 3
LAYOUT OF RETAINING WALL 'CC'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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CHECKED BY:	SA	DATE:	6/19/2015	SCALE:	As Shown
DESIGNED BY:	DCD	DATE:	6/12/2015		

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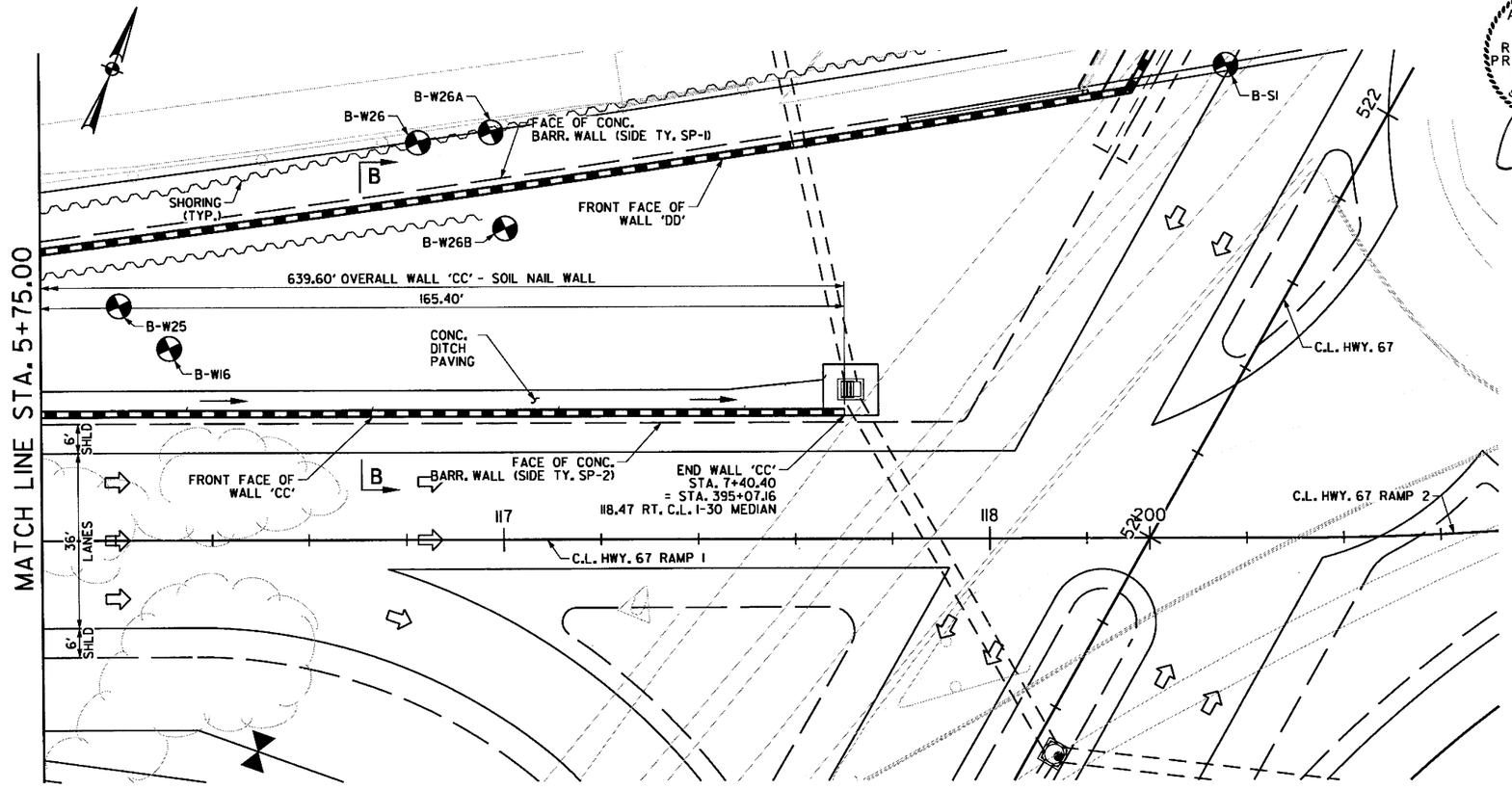
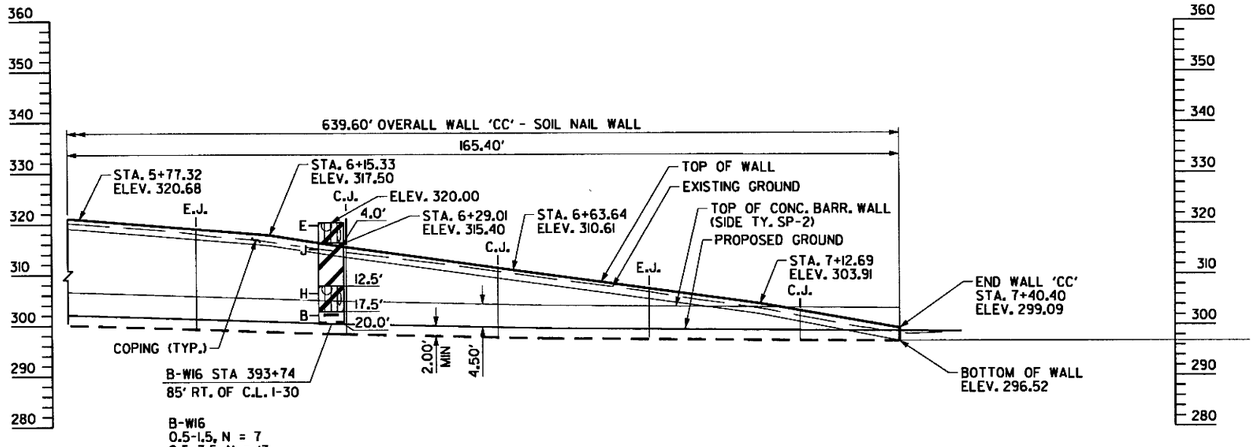


PLAN

SCALE 1"=15'



B-WI6
0.5-1.5, N = 7
2.5-3.5, N = 13
4.5-5.5, N = 9
6.5-7.5, N = 7
9-10, N = 12
14-15, N = 36
18.5-19, N = 50/7"

ELEVATION

SCALE 1"=15'

(VIEWED FROM FRONT FACE OF WALL)

C.J. AND E.J. - TYPICAL CONSTRUCTION JOINT AND EXPANSION JOINT LOCATIONS. LOCATIONS CAN BE ALTERED BY THE CONTRACTOR. LOCATIONS OF THE CONSTRUCTION JOINTS AND\OR EXPANSION JOINT NEED TO BE SHOWN IN THE WORKING DRAWINGS FOR ENGINEER'S APPROVAL.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
STEPHEN ALLEN SHRIVER
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1139	1465
				P&P RET. WALL 'CC'				60217

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "SOIL NAIL WALL". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "SOIL NAIL WALL".
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6. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH. REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

BORING LEGEND

A - FIRM TO VERY STIFF SILTY CLAY AND CLAY (COMPLETELY WEATHERED SHALE)
B - LOW HARDNESS TO MODERATELY HARD HIGHLY WEATHERED SHALE
C - LOW HARDNESS TO MODERATELY HARD MODERATELY WEATHERED SHALE
D - MODERATELY HARD TO HARD SHALE
E - SOFT TO STIFF SILTY CLAY WITH ROCK FRAGMENTS (FILL)
F - MODERATELY HARD TO HARD WEATHERED SHALE
G - FIRM TO STIFF CLAYEY SILT
H - SOFT TO VERY STIFF SILTY CLAY WITH ROCK FRAGMENTS
I - LOOSE TO DENSE SAND WITH FINE TO COARSE GRAVEL (FILL)
J - VERY SOFT TO VERY STIFF CLAY
K - CRUSHED STONE BASE
L - FIRM TO VERY STIFF FINE SANDY CLAY WITH ROCK FRAGMENTS(FILL)
M - ASPHALT CONCRETE
N - MEDIUM DENSE TO DENSE SILTY FINE SAND
O - STIFF CLAY (FILL)
P - FIRM TO VERY STIFF SILTY CLAY
Q - STIFF FINE SANDY CLAY
R - LOOSE SILT WITH SOME CRUSHED STONE (FILL)
S - DENSE SILTY FINE SAND (FILL)
T - DENSE CLAYEY FINE TO COARSE GRAVEL (FILL)
U - DENSE CLAYEY FINE GRAVEL, SANDY
V - VERY STIFF FINE SANDY CLAY WITH FINE TO COARSE GRAVEL
W - MEDIUM DENSE SANDY FINE TO COARSE GRAVEL
X - DENSE TO VERY DENSE CLAYEY SAND WITH FINE TO COARSE GRAVEL
Y - LOOSE FINE SANDY SILT (FILL)
Z - MEDIUM DENSE FINE SAND WITH FRIABLE SANDSTONE SEAMS AND LAYERS

SHEET 3 OF 3
LAYOUT OF RETAINING WALL 'CC'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 6/26/2015
CHECKED BY: SA DATE: 6/19/2015
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SCALE: As Shown

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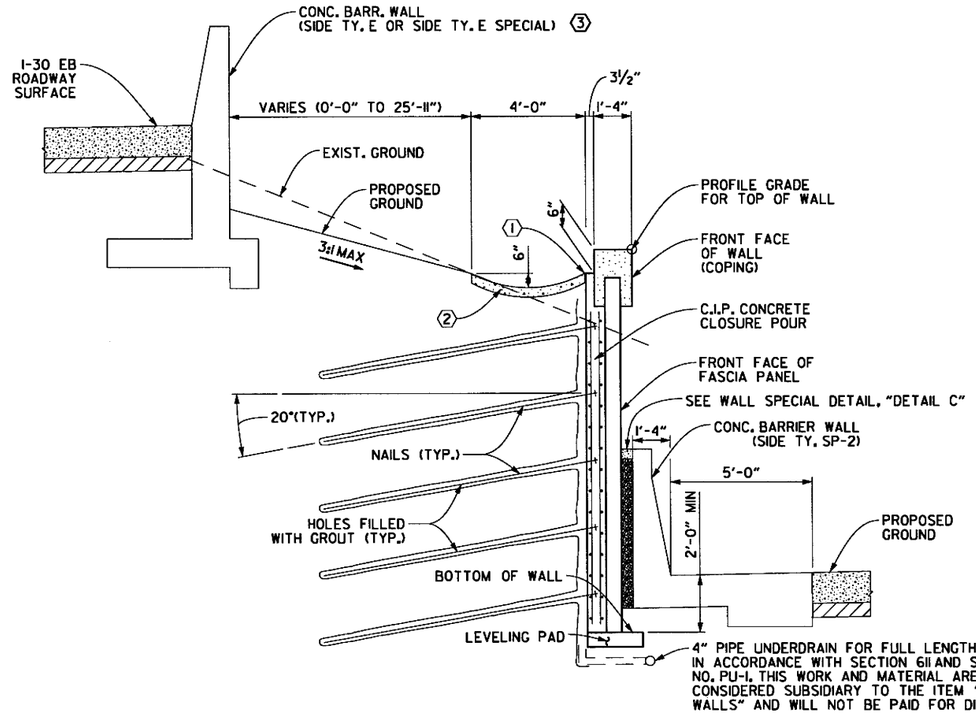
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1140	1465
				①		P&P RET. WALL 'CC'		60218

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAM
2018-08-03



SECTION A-A

FROM STA. 1+00.80 TO STA. 5+04.12
N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.
2. SEISMIC PERFORMANCE ZONE: 1
3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
4. SEE SP JOB CA0601 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.
5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS.

① AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

② THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

③ SEE SPECIAL DETAILS OF WALLS FOR LIMIT OF CONCRETE BARRIER WALL SIDE TYPE E SPECIAL

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'CC'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 6/26/2015
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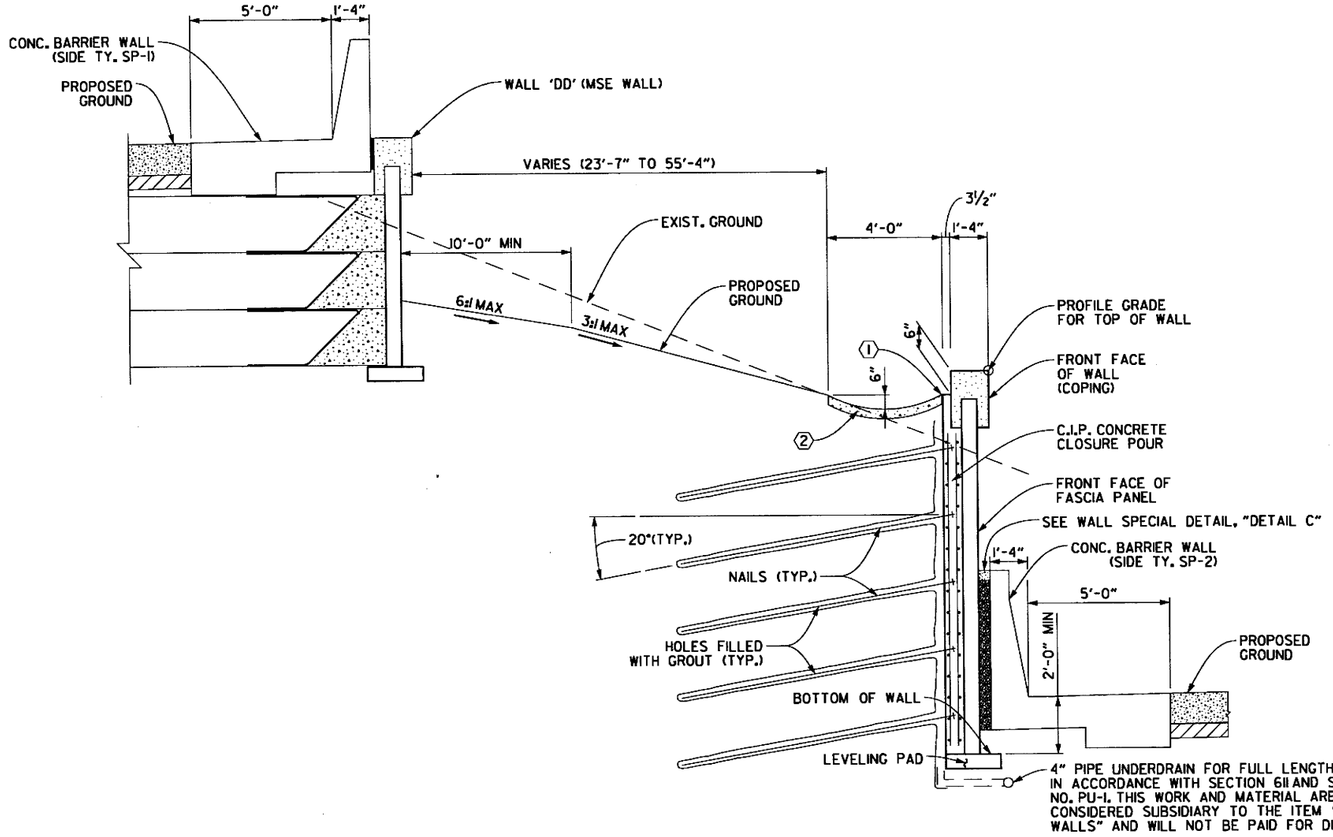

SECTION B-B

FROM STA. 5+04.12 TO STA. 7+40.40
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12402
SHANNON RIAR HEAD
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1141	1465
						P&P RET. WALL 'CC'		60219

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: ALLOWABLE STRESS (ASD) METHOD, ALSO KNOWN AS SERVICE LOAD METHOD (SLD), AS OUTLINED IN FHWA GEOTECHNICAL ENGINEERING CIRCULAR NO. 7.
2. SEISMIC PERFORMANCE ZONE: I
3. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
4. SEE SP JOB CA0601 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.
5. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
6. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.
7. REFER TO DETAILS OF SOIL NAIL WALLS SHEET FOR GENERAL NOTES AND MISCELLANEOUS DETAILS.

(1) AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

(2) THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'CC'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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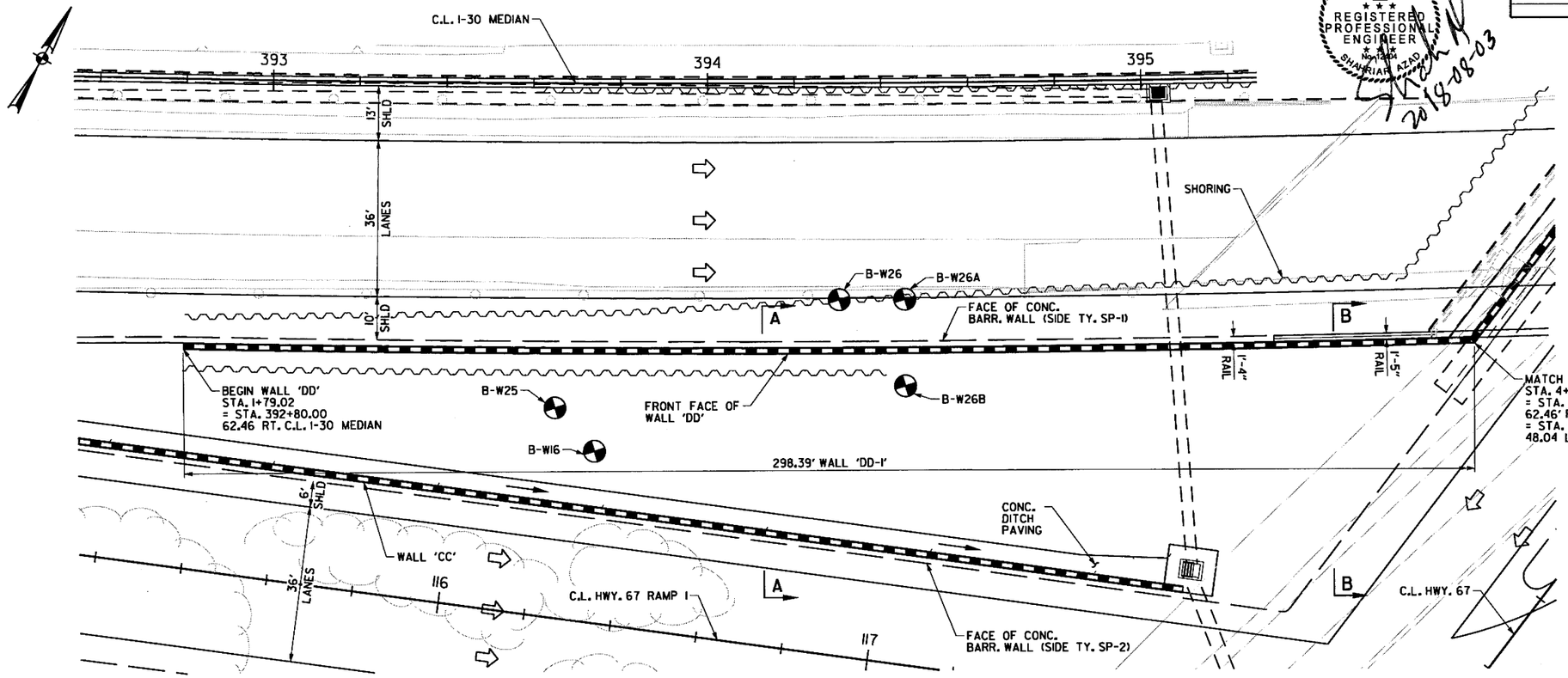
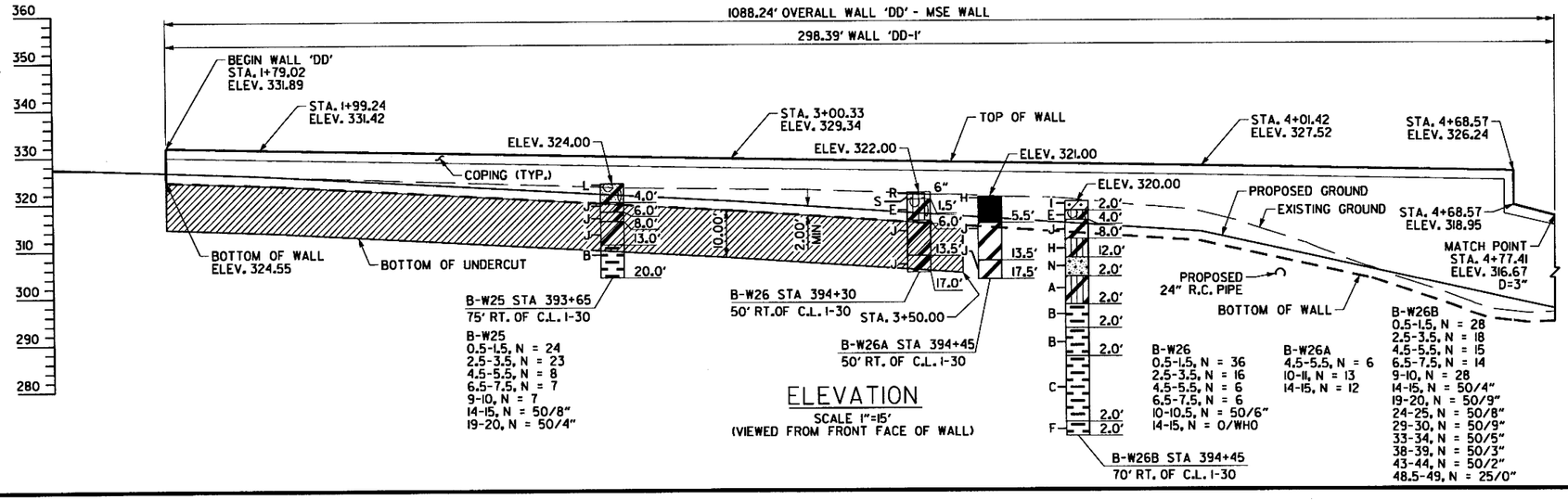
				6	ARK.			
				JOB NO.		CA0601	1142	1465
				①		P&P RET. WALL 'DD'		60220

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHRIAR AZAD
2018-08-03



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'
(VIEWED FROM FRONT FACE OF WALL)

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

BORING LEGEND

A - FIRM TO VERY STIFF SILTY CLAY AND CLAY (COMPLETELY WEATHERED SHALE)
B - LOW HARDNESS TO MODERATELY HARD HIGHLY WEATHERED SHALE
C - LOW HARDNESS TO MODERATELY HARD MODERATELY WEATHERED SHALE
D - MODERATELY HARD TO HARD SHALE
E - SOFT TO STIFF SILTY CLAY WITH ROCK FRAGMENTS (FILL)
F - MODERATELY HARD TO HARD WEATHERED SHALE
G - FIRM TO STIFF CLAYEY SILT
H - SOFT TO VERY STIFF SILTY CLAY WITH ROCK FRAGMENTS
I - LOOSE TO DENSE SAND WITH FINE TO COARSE GRAVEL (FILL)
J - VERY SOFT TO VERY STIFF CLAY
K - CRUSHED STONE BASE
L - FIRM TO VERY STIFF FINE SANDY CLAY WITH ROCK FRAGMENTS(FILL)
M - ASPHALT CONCRETE
N - MEDIUM DENSE TO DENSE SILTY FINE SAND
O - STIFF CLAY (FILL)
P - FIRM TO VERY STIFF SILTY CLAY
Q - STIFF FINE SANDY CLAY
R - LOOSE SILT WITH SOME CRUSHED STONE (FILL)
S - DENSE SILTY FINE SAND (FILL)
T - DENSE CLAYEY FINE TO COARSE GRAVEL (FILL)
U - DENSE CLAYEY FINE GRAVEL, SANDY
V - VERY STIFF FINE SANDY CLAY WITH FINE TO COARSE GRAVEL
W - MEDIUM DENSE SANDY FINE TO COARSE GRAVEL
X - DENSE TO VERY DENSE CLAYEY SAND WITH FINE TO COARSE GRAVEL
Y - LOOSE FINE SANDY SILT (FILL)
Z - MEDIUM DENSE FINE SAND WITH FRIABLE SANDSTONE SEAMS AND LAYERS

SHEET 1 OF 4
LAYOUT OF RETAINING WALL 'DD'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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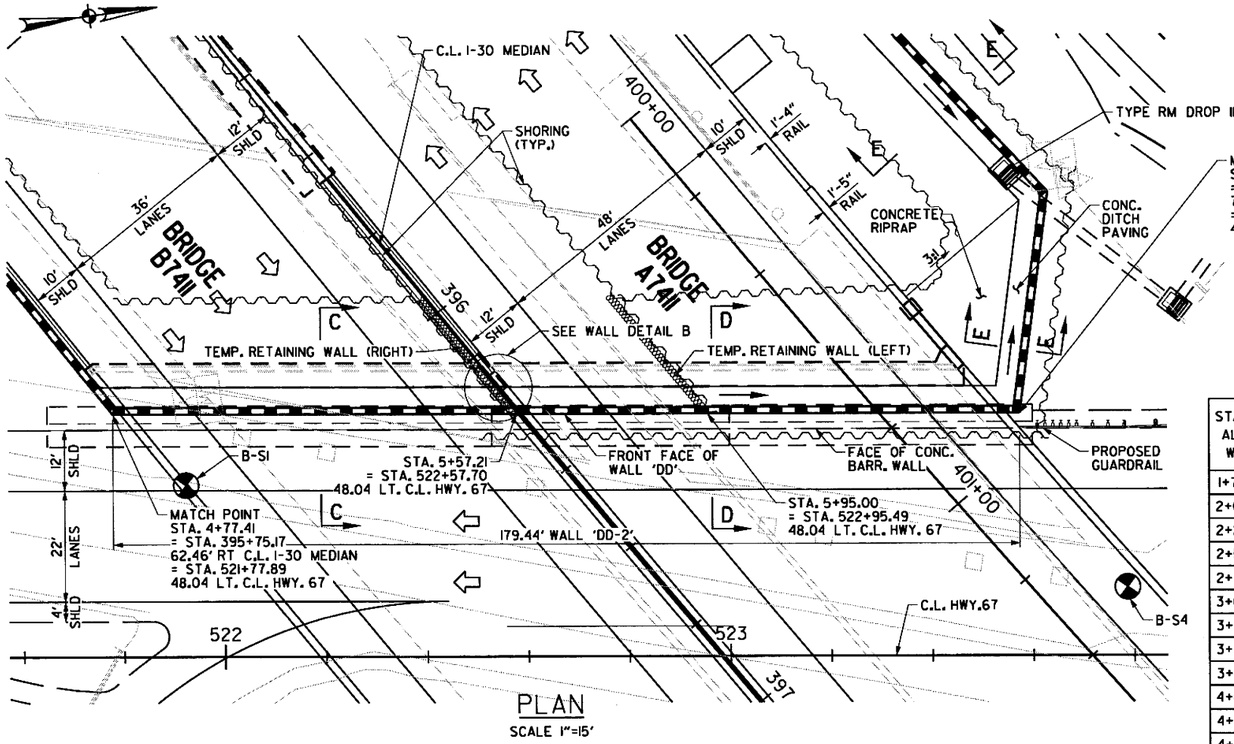
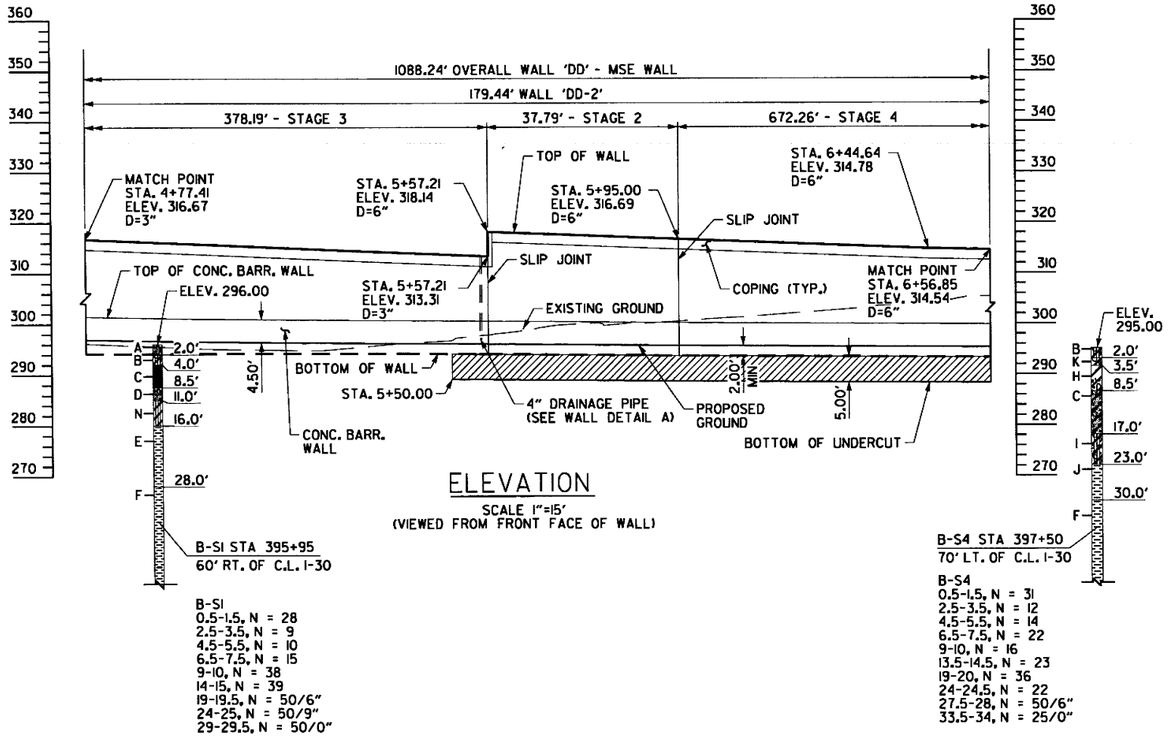


PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

(VIEWED FROM FRONT FACE OF WALL)

B-SI STA 395+95
60' RT. OF C.L. I-30

B-SI
0.5-1.5, N = 28
2.5-3.5, N = 9
4.5-5.5, N = 10
6.5-7.5, N = 15
9-10, N = 38
14-15, N = 39
19-19.5, N = 50/6"
24-25, N = 50/9"
29-29.5, N = 50/0"

B-S4 STA 397+50
70' LT. OF C.L. I-30

B-S4
0.5-1.5, N = 31
2.5-3.5, N = 12
4.5-5.5, N = 14
6.5-7.5, N = 22
9-10, N = 16
13.5-14.5, N = 23
19-20, N = 36
24-24.5, N = 22
27.5-28, N = 50/6"
33.5-34, N = 25/0"

RETAINING WALL 'DD'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
1+79.02	331.89	326.61	324.55
2+04.02	331.32	325.62	323.62
2+29.02	330.81	324.23	322.23
2+54.02	330.29	322.84	320.84
2+79.02	329.78	321.45	319.44
3+04.02	329.27	320.01	318.01
3+29.02	328.82	318.33	316.33
3+54.02	328.37	316.64	314.65
3+79.02	327.92	314.96	312.97
4+04.02	327.47	312.88	310.84
4+29.02	326.99	307.45	305.40
4+54.02	326.52	302.01	298.15
4+79.02	318.04	296.89	294.15
5+04.02	316.99	296.47	294.16
5+29.02	315.94	296.27	294.18
5+54.02	314.89	296.07	294.07
5+79.02	317.30	295.84	293.84
6+04.02	316.34	295.61	293.61
6+29.02	315.38	295.47	293.47
6+54.02	314.59	295.33	293.33
6+79.02	314.09	295.93	293.93
7+04.02	313.73	296.64	294.64
7+29.02	314.40	297.39	295.38
7+54.02	315.07	298.13	296.13
7+79.02	315.79	298.97	296.97
8+04.02	316.69	300.13	298.13
8+29.02	317.59	301.29	299.29
8+54.02	318.44	302.80	300.80
8+79.02	319.29	304.40	302.40
9+04.02	320.10	306.03	304.02
9+29.02	320.88	307.70	305.69
9+54.02	321.66	309.37	307.37
9+79.02	322.41	311.05	309.04
10+04.02	323.16	312.72	310.72
10+29.02	323.93	314.39	312.39
10+54.02	324.71	316.07	314.06
10+79.02	325.50	317.74	315.74
11+04.02	326.33	319.42	317.41
11+29.02	327.15	321.09	319.09
11+54.02	328.01	322.75	320.74
11+79.02	328.87	324.40	322.39
12+04.02	329.75	326.01	324.00
12+29.02	330.66	327.52	325.52
12+54.02	331.57	329.58	327.01
12+67.26	332.05	331.42	327.76

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 9404
SHAHRIAR AZAM
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1143	1465
P&P RET. WALL 'DD'				60221

* Alignment name: RETAINING WALL 'DD'
*

	STATION	NORTHING	EASTING
Element: Circular			
PC ( )	0+00.00	1996204.8665	1121907.2897
PI ( )	2+38.84	1996312.9896	1122120.2530
CC ( )		2001369.4012	1119285.2168
PT ( )	4+77.41	1996438.2791	1122323.5914
Radius:	5792.04		
Delta:	4°43'21.3" Left		
Degree of Curvature(Arc):	0°59'21.2"		
Length:	477.41		
Tangent:	238.84		
Chord:	477.27		
Middle Ordinate:	4.92		
External:	4.92		
Tangent Direction:	N 63°04'57.9" E		
Radial Direction:	S 26°55'02.1" E		
Chord Direction:	N 60°43'17.3" E		
Radial Direction:	S 31°38'23.4" E		
Tangent Direction:	N 58°21'36.6" E		
Element: Linear			
PT ( )	4+77.41	1996438.2791	1122323.5914
PI ( )	6+56.85	1996616.2739	1122346.3583
Tangential Direction:	N 7°17'20.5" E		
Tangential Length:	179.44		
Element: Linear			
PI ( )	6+56.85	1996616.2739	1122346.3583
PC ( )	7+01.03	1996627.4712	1122303.6190
Tangential Direction:	N 75°19'08.1" W		
Tangential Length:	44.18		
Element: Circular			
PC ( )	7+01.03	1996627.4712	1122303.6190
PI ( )	11+75.02	1996351.1270	1121918.5304
CC ( )		2000381.9499	1119609.3600
PT ( )	16+45.70	1996158.7096	1121485.3619
Radius:	4621.16		
Delta:	11°42'44.8" Right		
Degree of Curvature(Arc):	1°14'23.5"		
Length:	944.66		
Tangent:	473.98		
Chord:	943.02		
Middle Ordinate:	24.12		
External:	24.24		
Tangent Direction:	S 54°20'10.8" W		
Radial Direction:	N 35°39'49.2" W		
Chord Direction:	S 60°11'33.2" W		
Radial Direction:	N 23°57'04.4" W		
Tangent Direction:	S 66°02'55.6" W		

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. REFER TO SP JOB CA0601 "SHORING" FOR SHORING REQUIREMENTS.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH ½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

SHEET 2 OF 4
LAYOUT OF RETAINING WALL 'DD'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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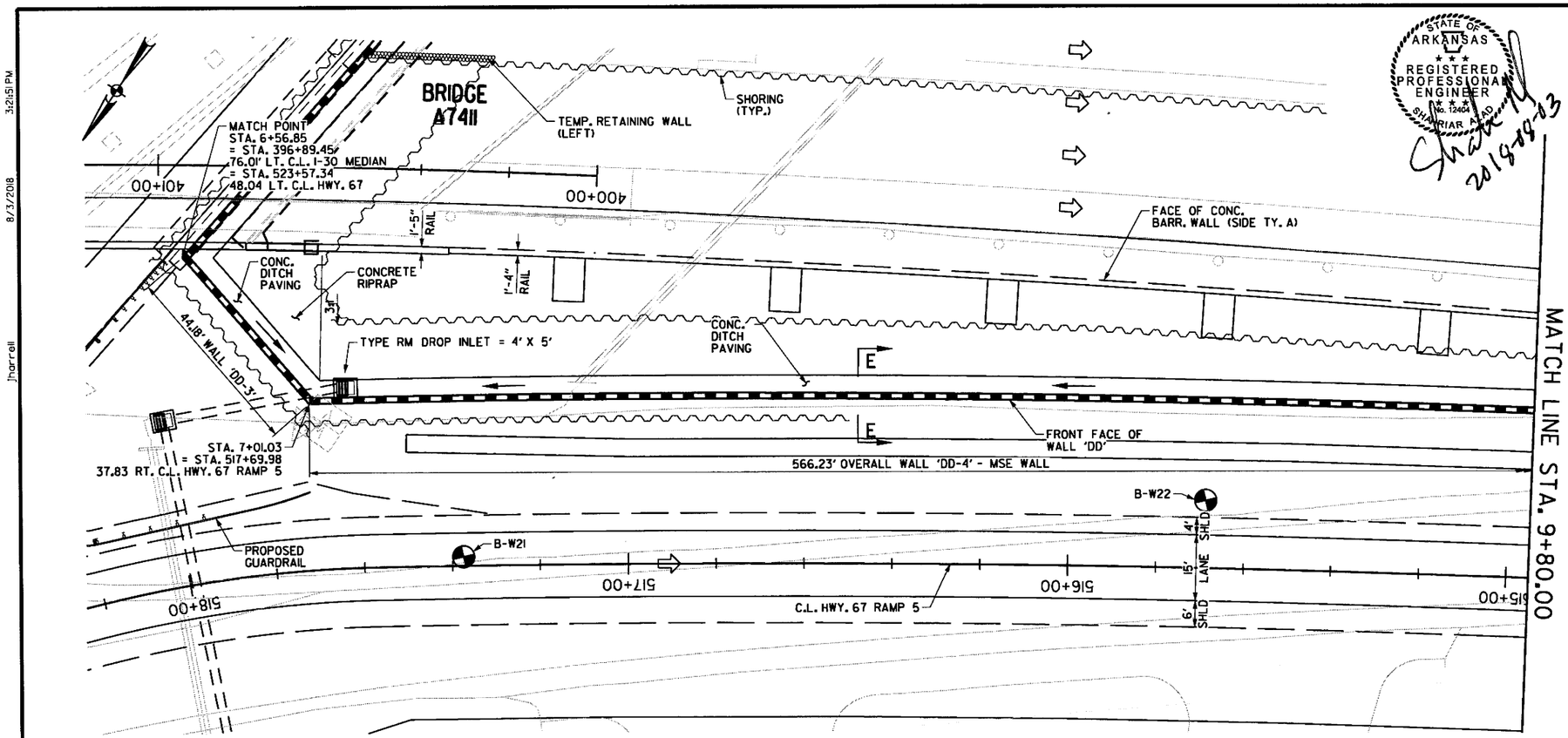
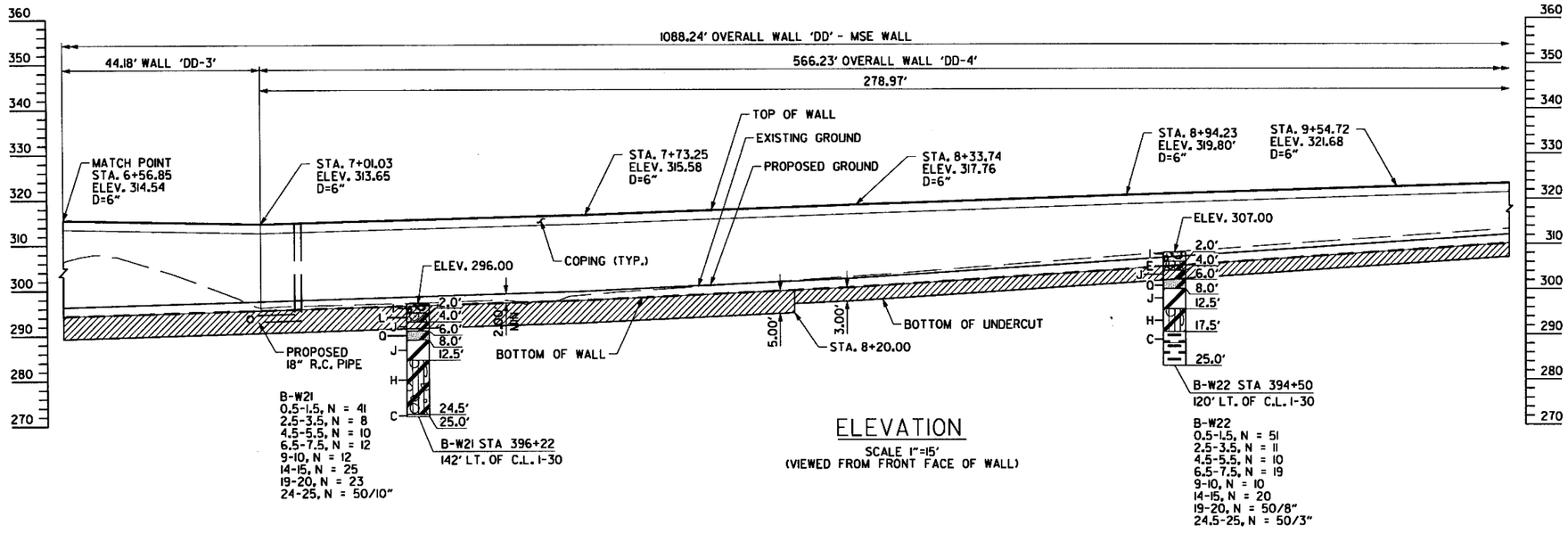
				6	ARK.			
				JOB NO.		CA0601	1144	1465
				①		P&P RET. WALL 'DD'		60222



PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'

(VIEWED FROM FRONT FACE OF WALL)

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. REFER TO SP JOB CA0601 "SHORING" FOR SHORING REQUIREMENTS.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH. REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12404 SHAWN R. ALLRIAR 2018-08-03

SHEET 3 OF 4

LAYOUT OF RETAINING WALL 'DD'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	DCD	DATE:	6/26/2015	FILENAME:	rca0601_p&p_dd_03
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DRAWING NO. 60222

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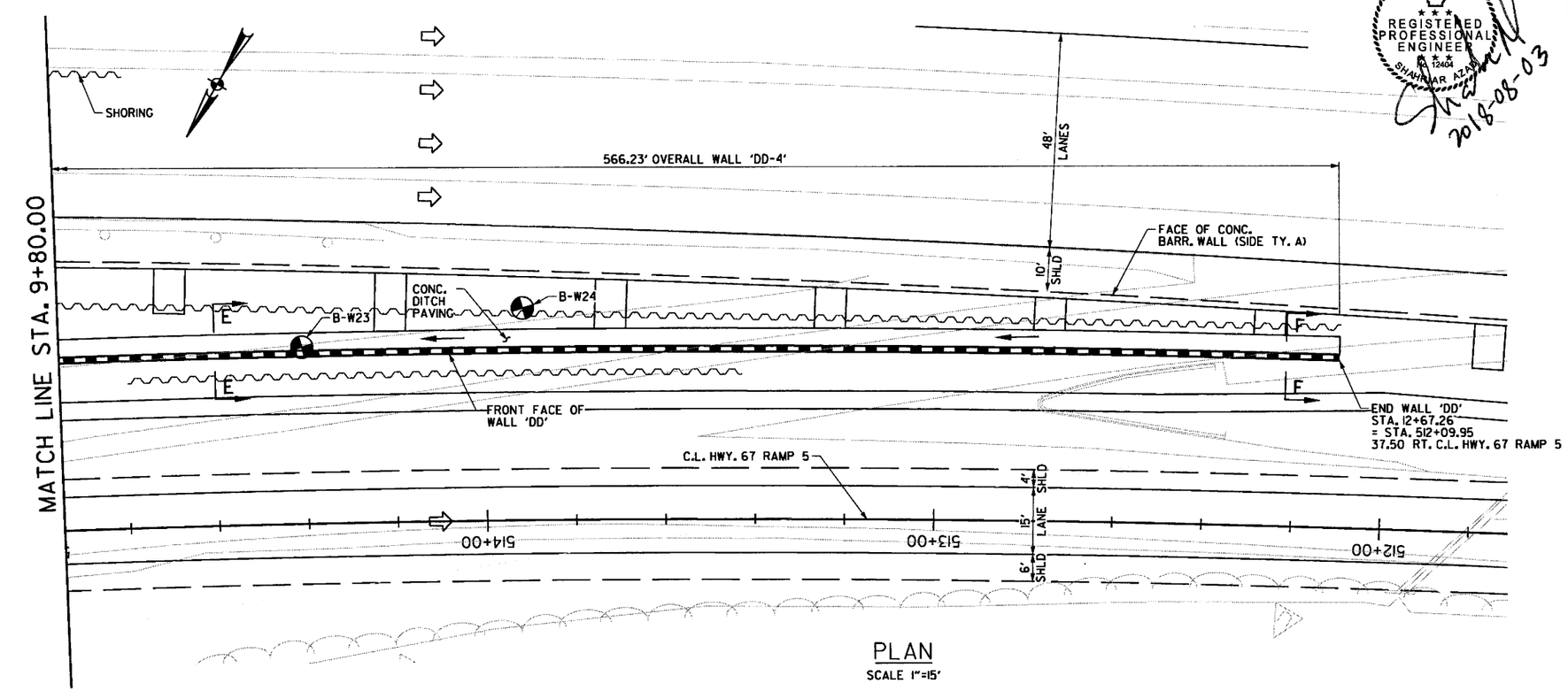
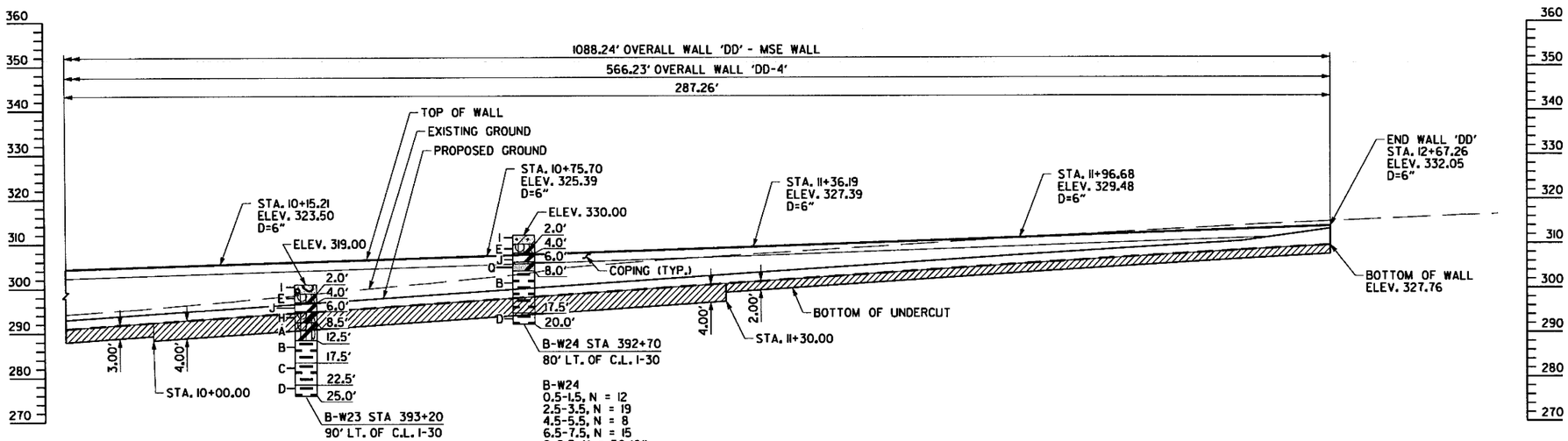
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1145	1465
				①		P&P RET. WALL 'DD'		60223

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAM
2018-08-03



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'
(VIEWED FROM FRONT FACE OF WALL)

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
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SHEET 4 OF 4
LAYOUT OF RETAINING WALL 'DD'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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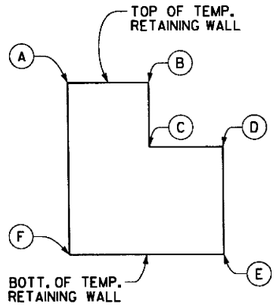


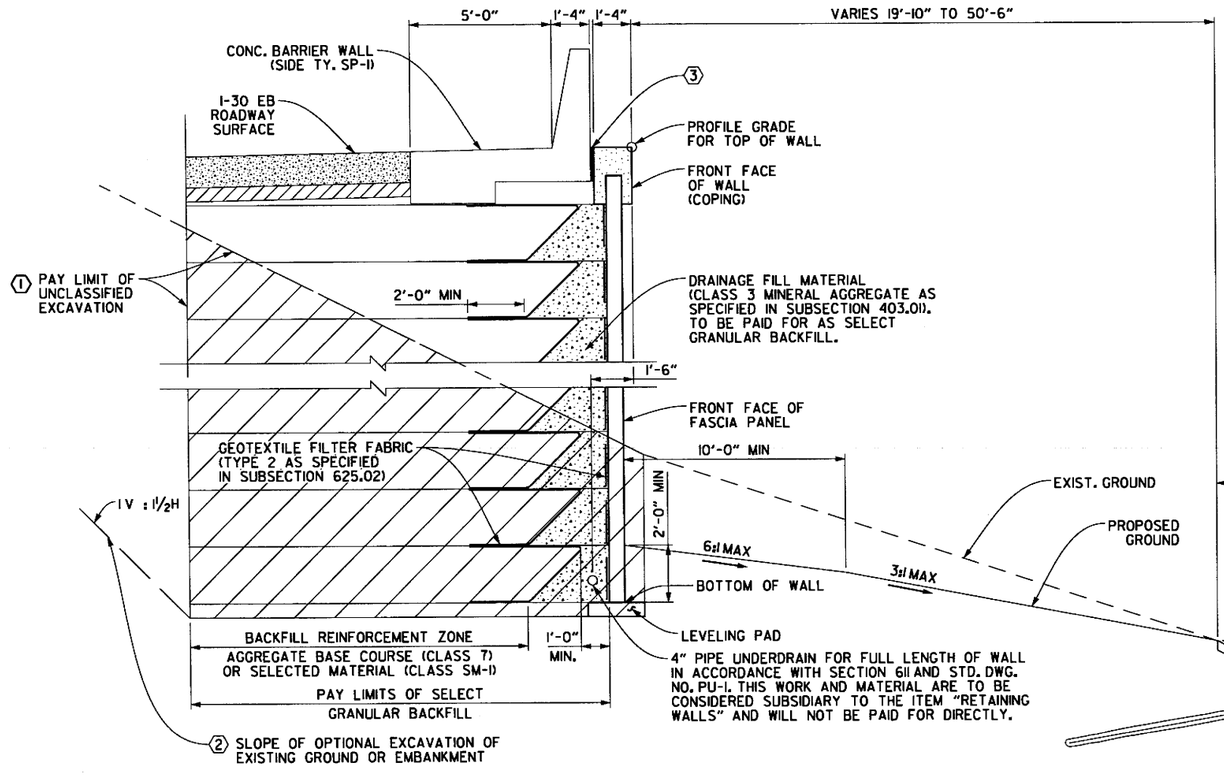
TEMP. RETAINING WALL SKETCH

NO SCALE - SEE TABLE OF VARIABLES

TABLE OF VARIABLES

POINT	STAGE 2 - RIGHT SIDE			STAGE 2 - LEFT SIDE		
	STATION	OFFSET	ELEV.	STATION	OFFSET	ELEV.
A	395+95.9	0.71 RT.	326.75	396+18.8	28.52 LT.	325.21
B	396+11.3	0.71 RT.	326.44	396+36.2	28.52 LT.	324.86
C	396+11.3	0.71 RT.	314.21	396+36.2	28.52 LT.	315.04
D	396+25.3	0.71 RT.	314.21	396+49.4	28.52 LT.	315.04
E	396+25.3	0.71 RT.	294.04	396+49.4	28.52 LT.	293.68
F	395+95.9	0.71 RT.	294.04	396+18.8	28.52 LT.	293.68
QUANTITIES	STAGE 2 - RIGHT SIDE			STAGE 2 - LEFT SIDE		
TEMPORARY RETAINING WALL (SQ. FT.)	784			827		

NOTE:
STATIONS & OFFSETS ARE ALONG C.L. MEDIAN I-30. VALUES AND QUANTITIES ARE APPROXIMATE, FOR INFORMATION ONLY, AND TO ASSIST DURING BIDDING. LIMITS MUST BE COMPATIBLE WITH CONTRACTOR'S SHORING, THEREFORE DETERMINED BY CONTRACTOR. SEE SP JOB CA0601 "TEMPORARY RETAINING WALLS" AND "SHORING". PAYMENT SUBSIDIARY TO "RETAINING WALL 'DD' ITEMS.



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SECTION A-A

(BACKFILL METHOD A)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRAM ARAB
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1146	1465
				P&P RET. WALL 'DD'				60224

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH (0.7 WALL HEIGHT, 8' MIN.) OF THE REINFORCED ZONE:
   - STA. 1+79.00 TO 3+50.00: 6,045 PSF
   - STA. 3+50.00 TO 5+50.00: 5,265 PSF
   - STA. 5+50.00 TO 12+67.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO "RETAINING WALLS" SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE 1AS PER SUBSECTION 501.02(h)(2)

④ UNDERCUT DETAILS ARE NOT SHOWN. REFER TO SPECIAL DETAILS OF WALLS FOR ADDITIONAL INFORMATION.

SHEET 1 OF 7
SECTIONS OF WALL 'DD'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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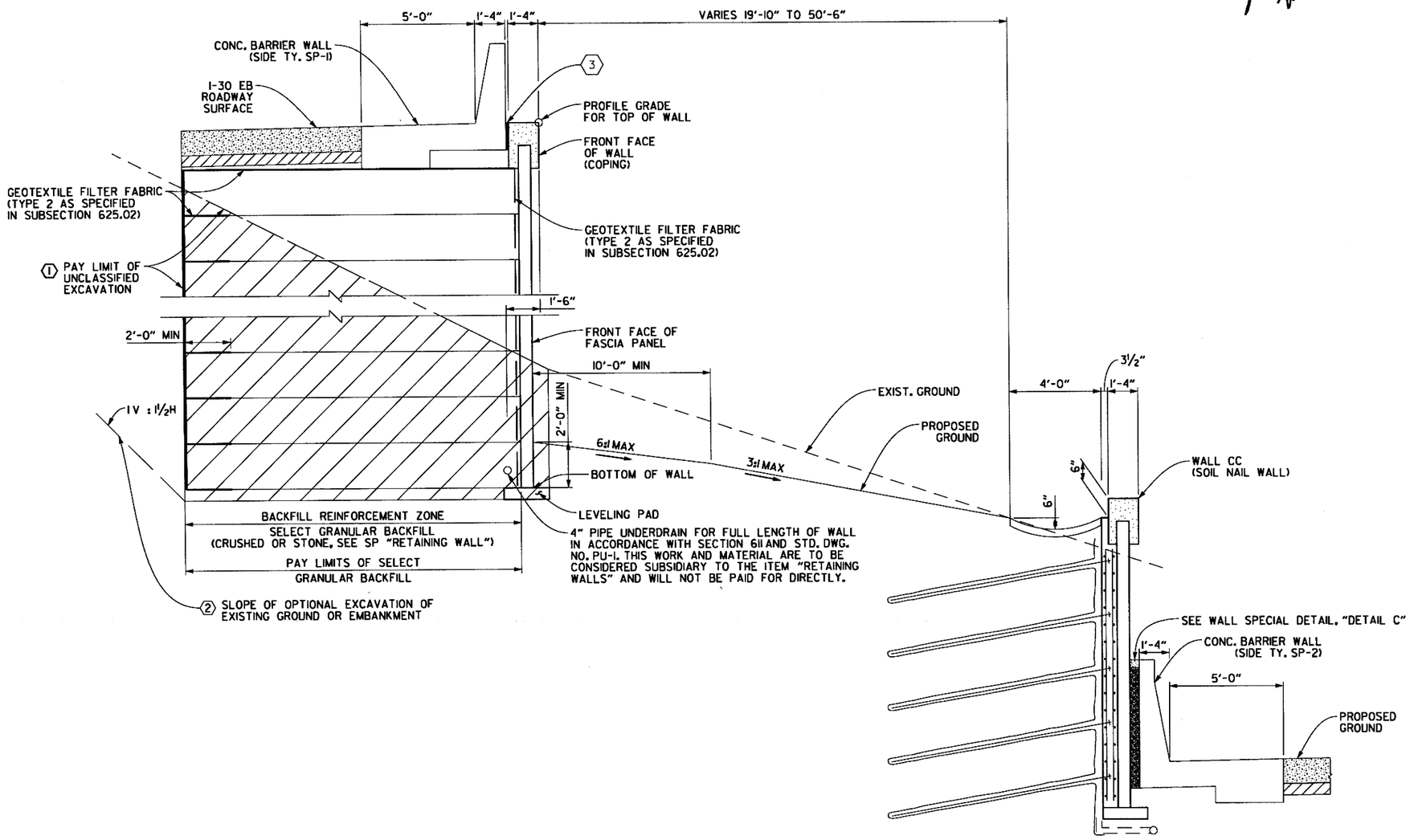
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1147	1465
				①		P&P RET. WALL 'DD'		60225

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12434
SHAHRIAR ADL
2018-08-03



SECTION A-A ④

(BACKFILL METHOD B)
N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH (0.7 WALL HEIGHT, 8' MIN.) OF THE REINFORCED ZONE:
   - STA. 1+79.00 TO 3+50.00: 6,045 PSF
   - STA. 3+50.00 TO 5+50.00: 5,265 PSF
   - STA. 5+50.00 TO 12+67.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO "RETAINING WALLS" SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ UNDERCUT DETAILS ARE NOT SHOWN. REFER TO SPECIAL DETAILS OF WALLS FOR ADDITIONAL INFORMATION.

SHEET 2 OF 7
SECTIONS OF WALL 'DD'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	DCD	DATE:	6/26/2015	FILENAME:	rca0601_sections_dd_02
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				6	ARK.			
				JOB NO.		CA0601	1148	1465
						P&P RET. WALL 'DD'		60226

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210. "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

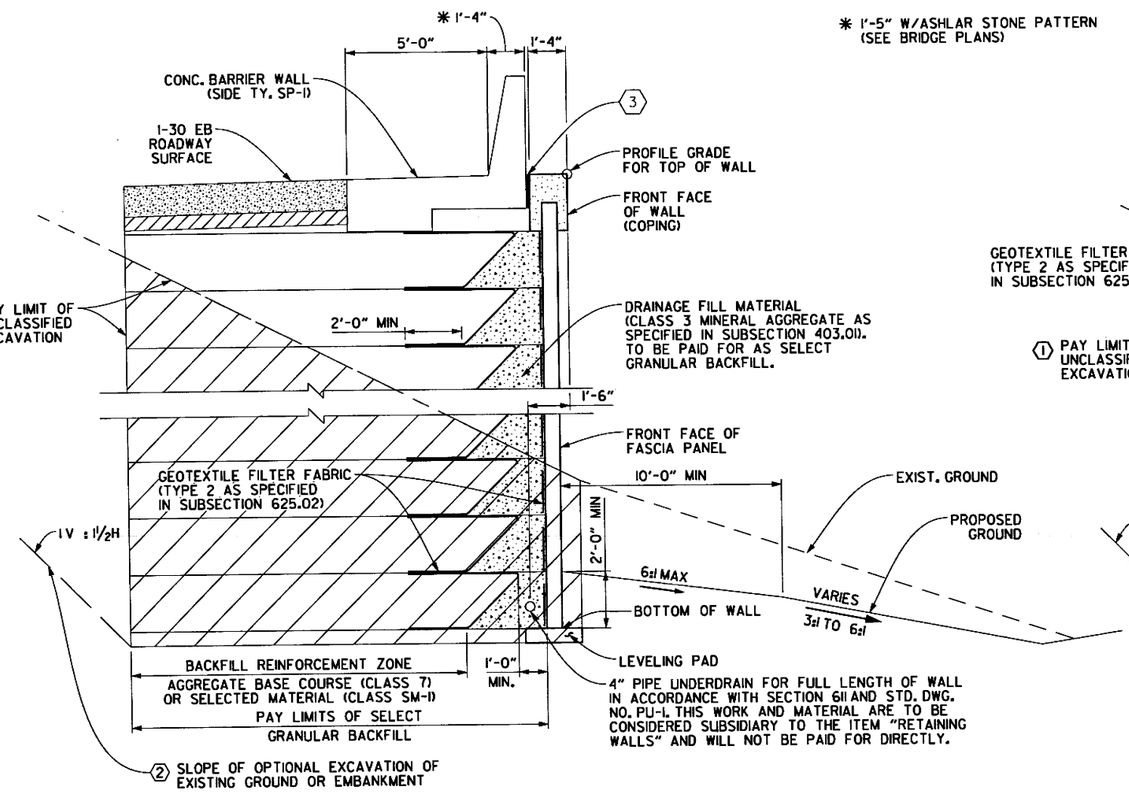
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE IAS PER SUBSECTION 501.02(h)(2)

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH (0.7 WALL HEIGHT, 8' MIN.) OF THE REINFORCED ZONE:
   - STA. 1+79.00 TO 3+50.00: 6,045 PSF
   - STA. 3+50.00 TO 5+50.00: 5,265 PSF
   - STA. 5+50.00 TO 12+67.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO "RETAINING WALLS" SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

* 1'-5" W/ASHLAR STONE PATTERN (SEE BRIDGE PLANS)



SECTION B-B
(BACKFILL METHOD A)
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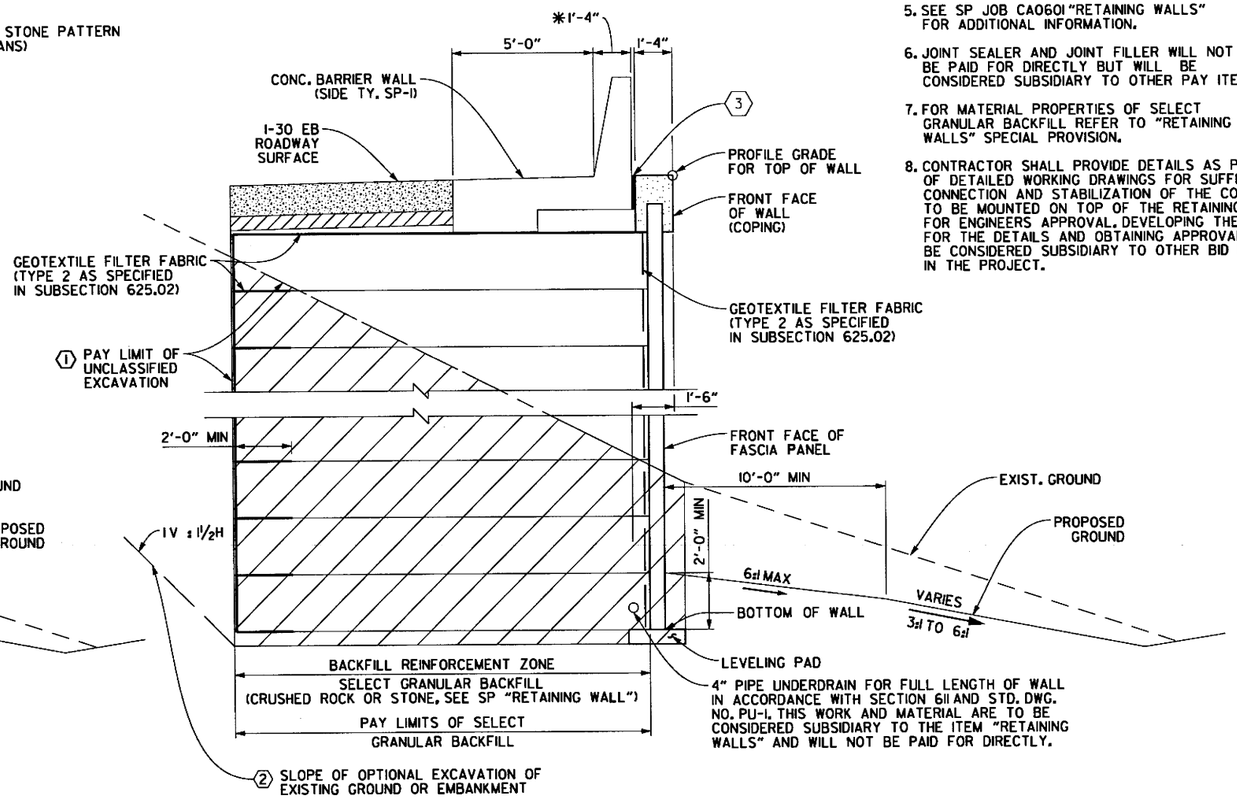

SECTION B-B
(BACKFILL METHOD B)
N.T.S.

SHEET 3 OF 7
SECTIONS OF WALL 'DD'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0601	1149	1465
				①		P&P RET. WALL 'DD'		60227

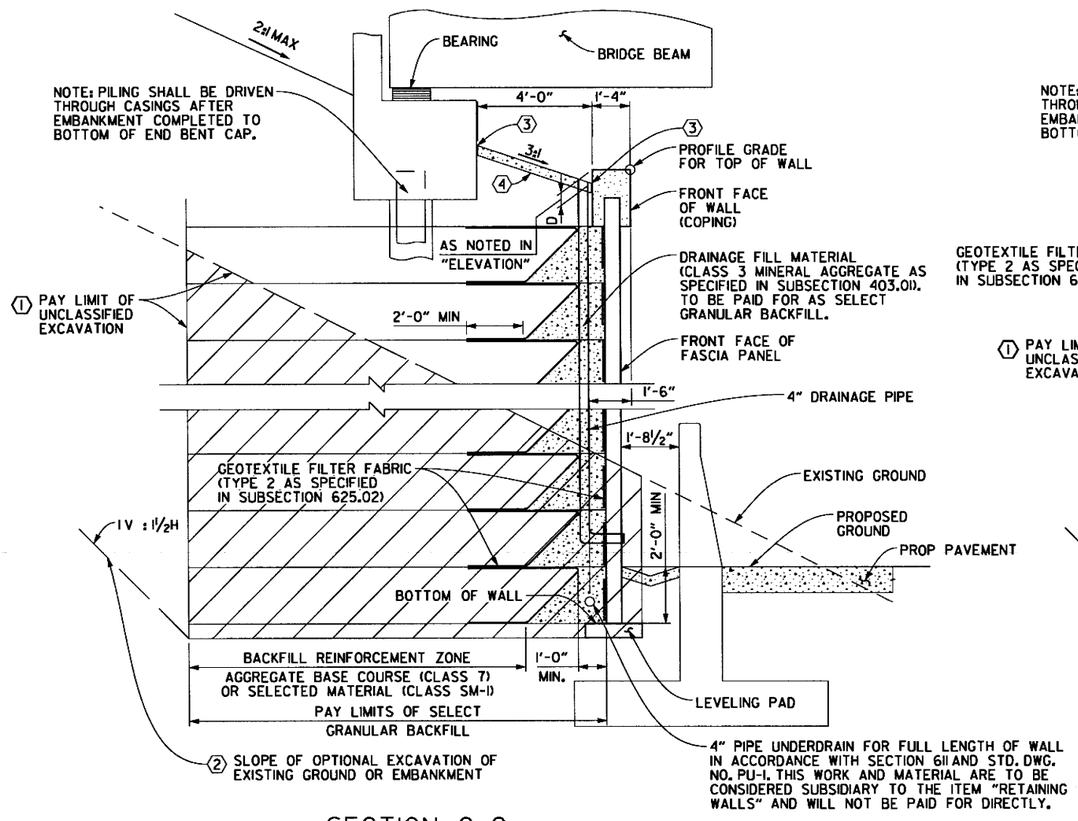


① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1



SECTION C-C

(BACKFILL METHOD A)
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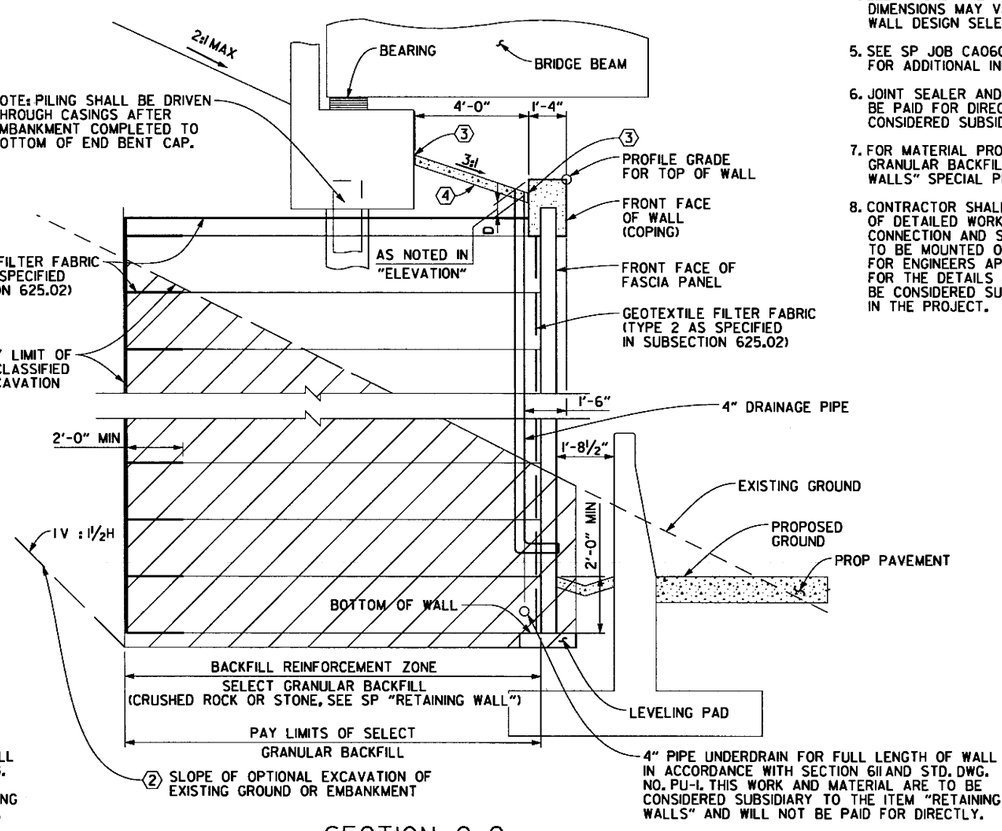

SECTION C-C

(BACKFILL METHOD B)
N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH (0.7 WALL HEIGHT, 8' MIN.) OF THE REINFORCED ZONE:
   - STA. 1+79.00 TO 3+50.00: 6,045 PSF
   - STA. 3+50.00 TO 5+50.00: 5,265 PSF
   - STA. 5+50.00 TO 12+67.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
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SHEET 4 OF 7
SECTIONS OF WALL 'DD'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 24464
SHAHRIAR ZIAD
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1150	1465
				①		P&P RET. WALL 'DD'		60228

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

⑤ UNDERCUT DETAILS ARE NOT SHOWN. REFER TO SPECIAL DETAILS OF WALLS FOR ADDITIONAL INFORMATION.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH (0.7 WALL HEIGHT, 8' MIN.) OF THE REINFORCED ZONE:
   - STA. 1+79.00 TO 3+50.00: 6,045 PSF
   - STA. 3+50.00 TO 5+50.00: 5,265 PSF
   - STA. 5+50.00 TO 12+67.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
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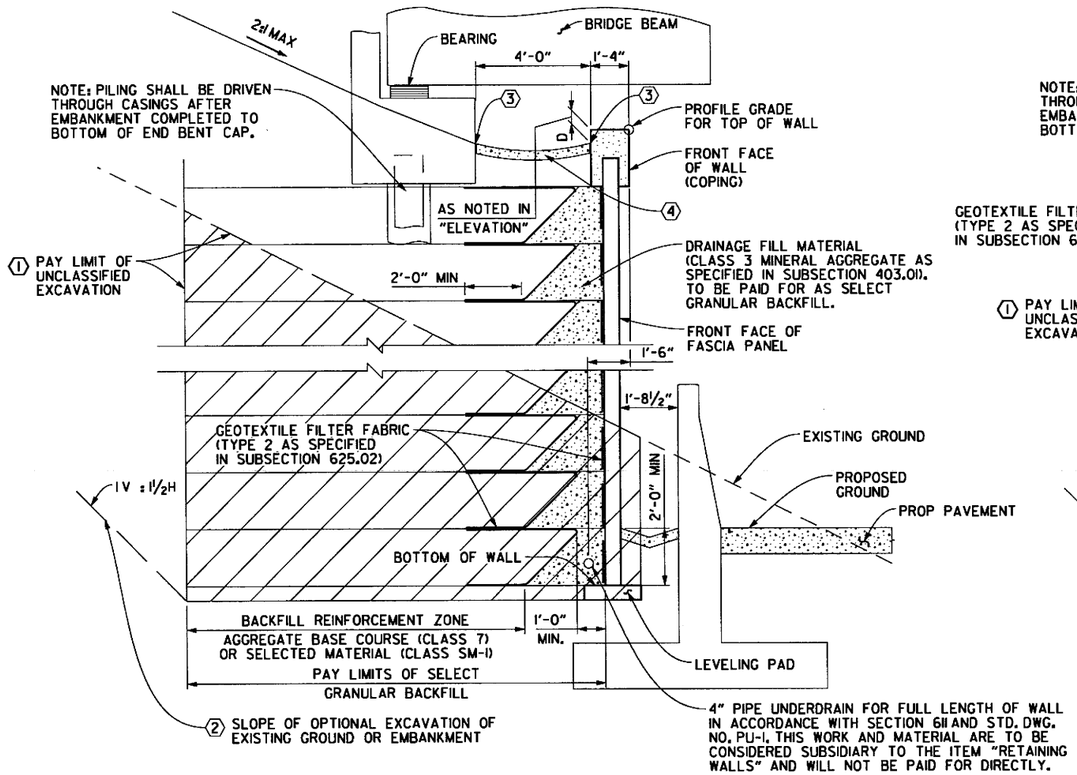
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION D-D ⑤

(BACKFILL METHOD A)
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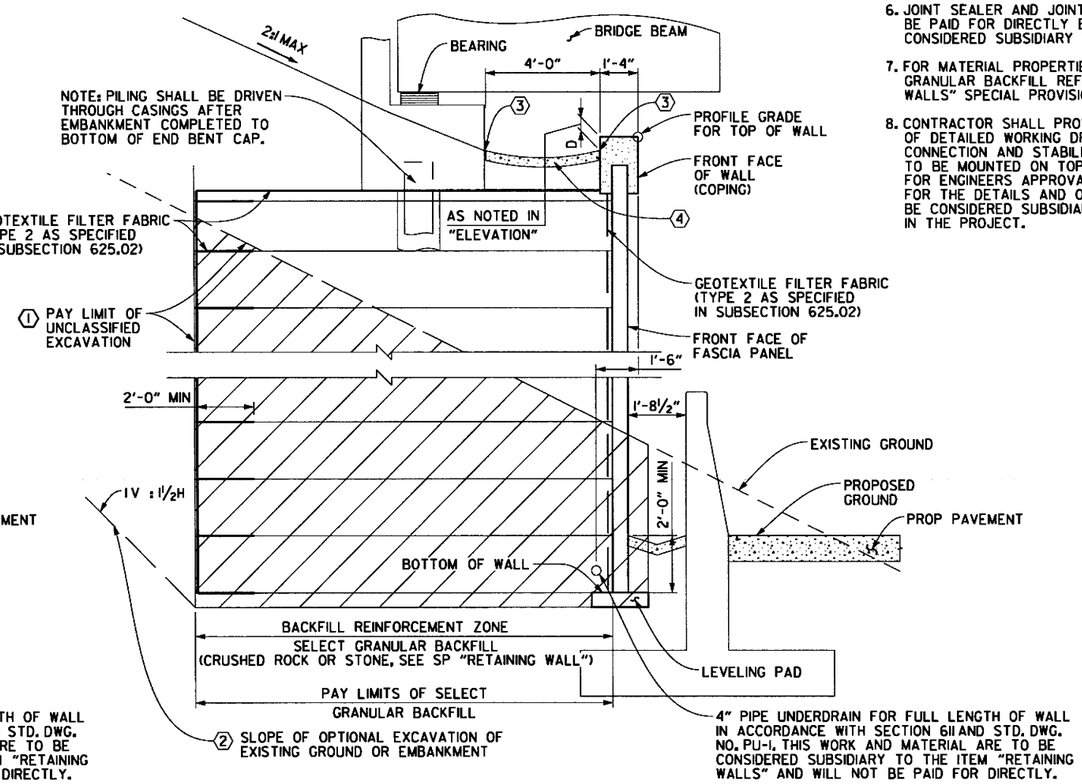

SECTION D-D ⑤

(BACKFILL METHOD B)
N.T.S.

SHEET 5 OF 7
SECTIONS OF WALL 'DD'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0601	1151	1465
						P&P RET. WALL 'DD'		60229

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

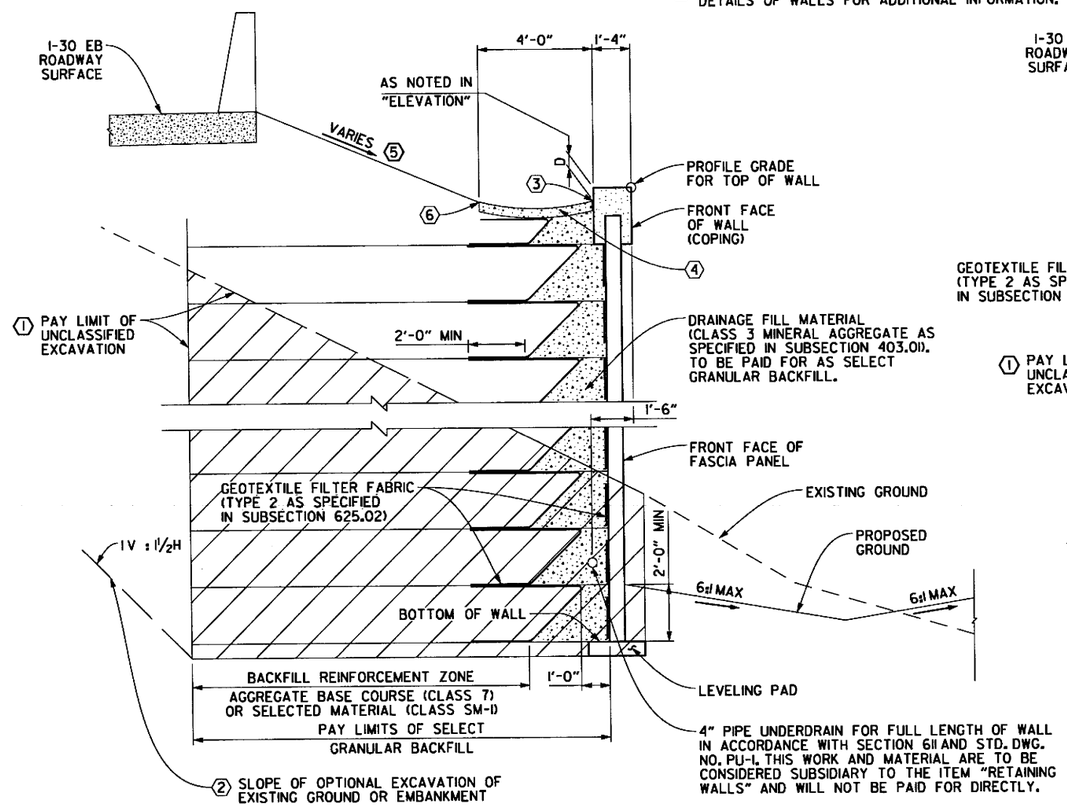
③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

⑤ CONCRETE RIPRAP, SEE PLAN VIEW FOR LIMITS.

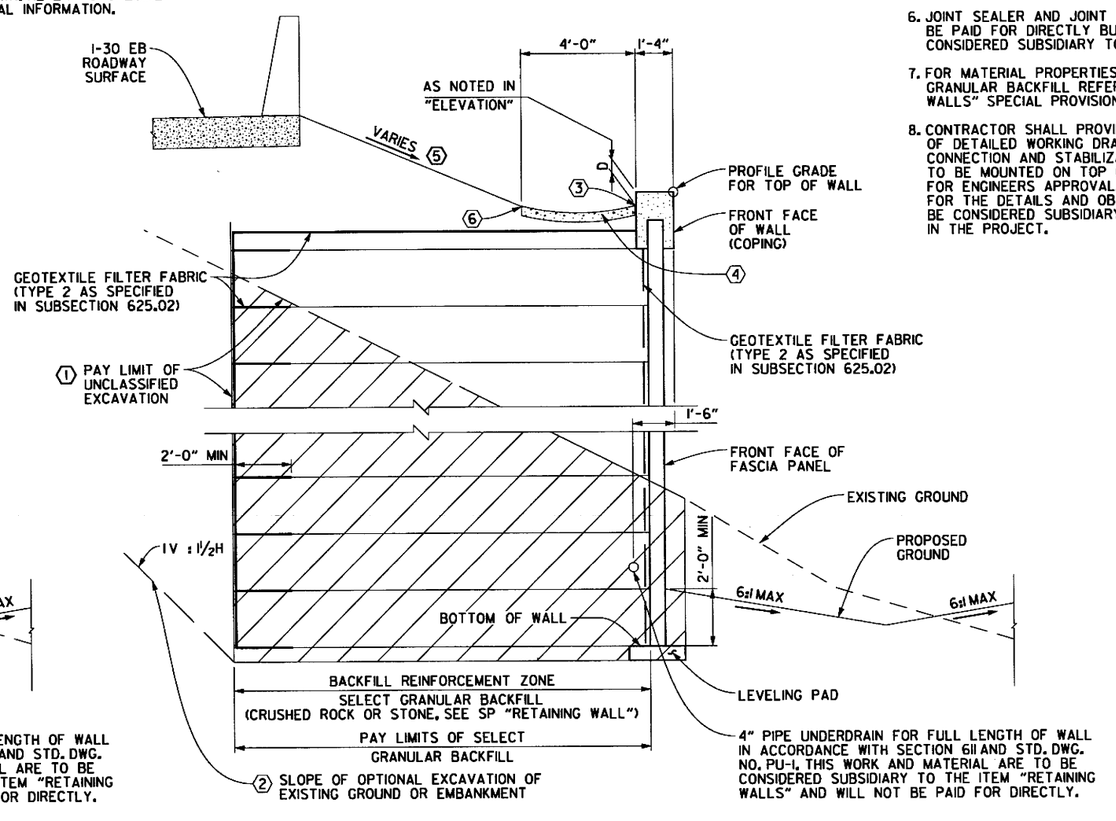
⑥ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2) WHERE ADJACENT TO CONCRETE RIPRAP.

⑦ UNDERCUT DETAILS ARE NOT SHOWN. REFER TO SPECIAL DETAILS OF WALLS FOR ADDITIONAL INFORMATION.



SECTION E-E ⑦

(BACKFILL METHOD A)
N.T.S.



SECTION E-E ⑦

(BACKFILL METHOD B)
N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 1+79.00 TO 3+50.00: 6,045 PSF
   - STA. 3+50.00 TO 5+50.00: 5,265 PSF
   - STA. 5+50.00 TO 12+67.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
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SHEET 6 OF 7
SECTIONS OF WALL 'DD'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1152	1465
				①		P&P RET. WALL 'DD'		60230

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR MEAD
2018-08-03

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

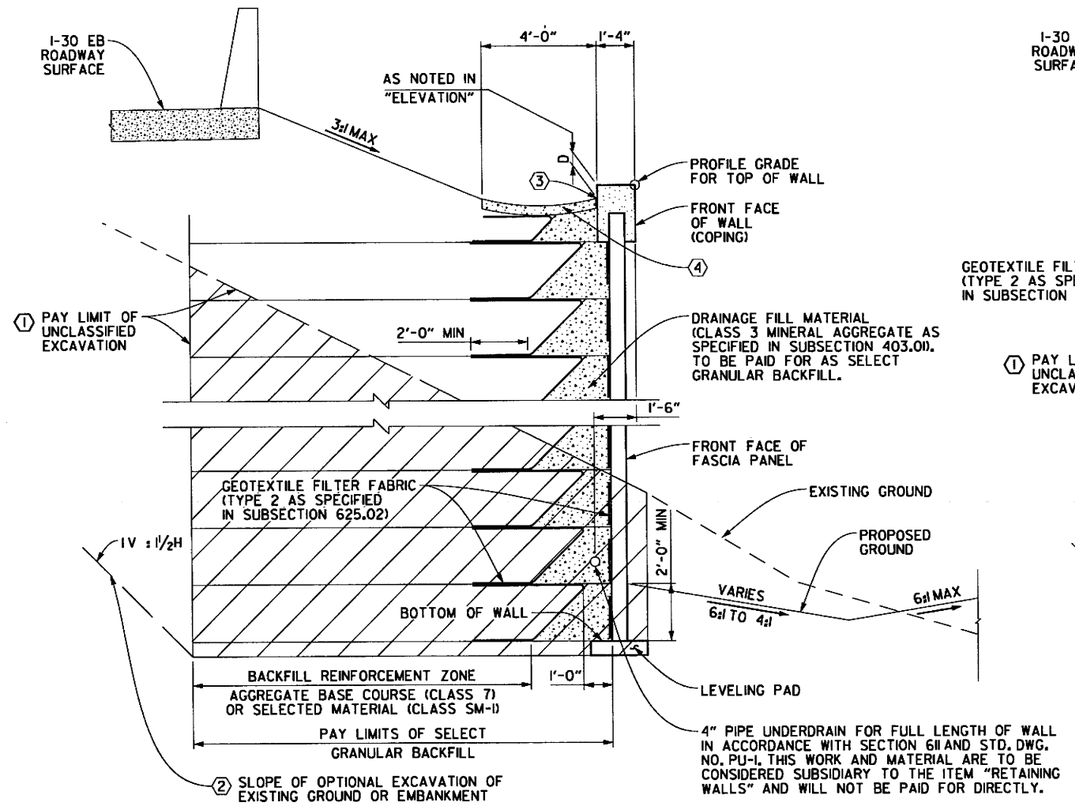
③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

⑤ UNDERCUT DETAILS ARE NOT SHOWN. REFER TO SPECIAL DETAILS OF WALLS FOR ADDITIONAL INFORMATION.

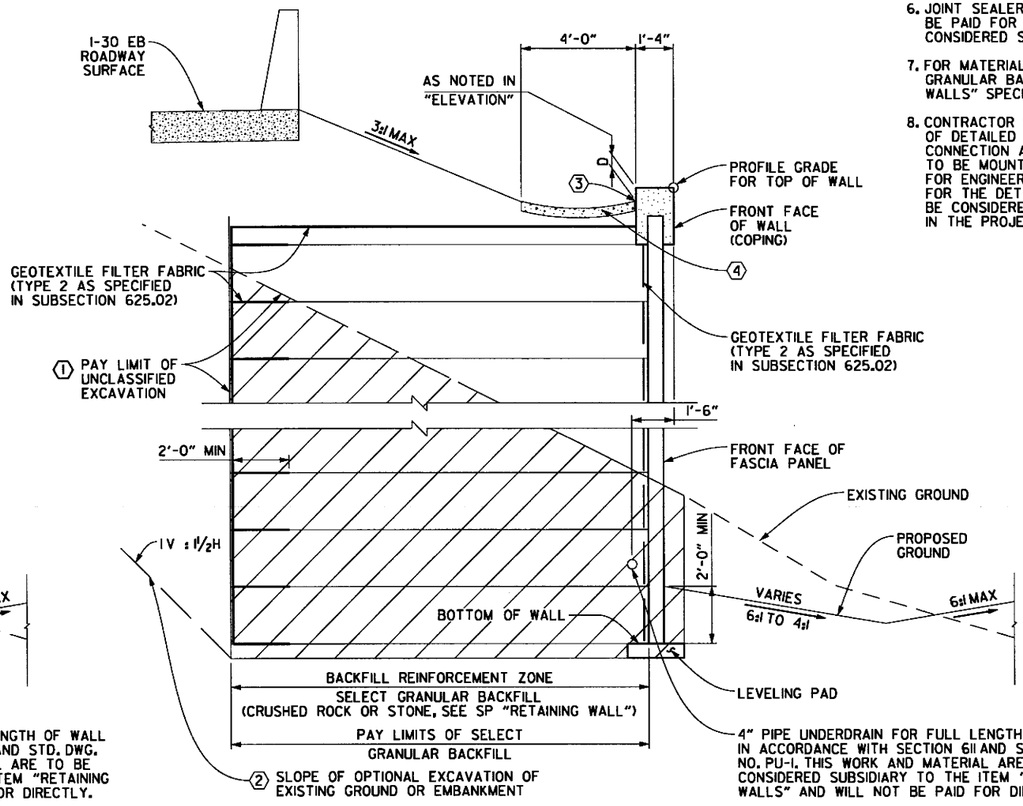
GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 1+79.00 TO 3+50.00: 6,045 PSF
   - STA. 3+50.00 TO 5+50.00: 5,265 PSF
   - STA. 5+50.00 TO 12+67.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO "RETAINING WALLS" SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION F-F ⑤

FROM STA. 12+47.09 TO STA. 12+67.26
(BACKFILL METHOD A)
N.T.S.



SECTION F-F ⑤

FROM STA. 12+47.09 TO STA. 12+67.26
(BACKFILL METHOD B)
N.T.S.

SHEET 7 OF 7
SECTIONS OF WALL 'DD'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	6/12/2015		

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				6	ARK.			
				JOB NO.		CA0601	1153	1465
				P&P RET. WALL 'EE'				60231

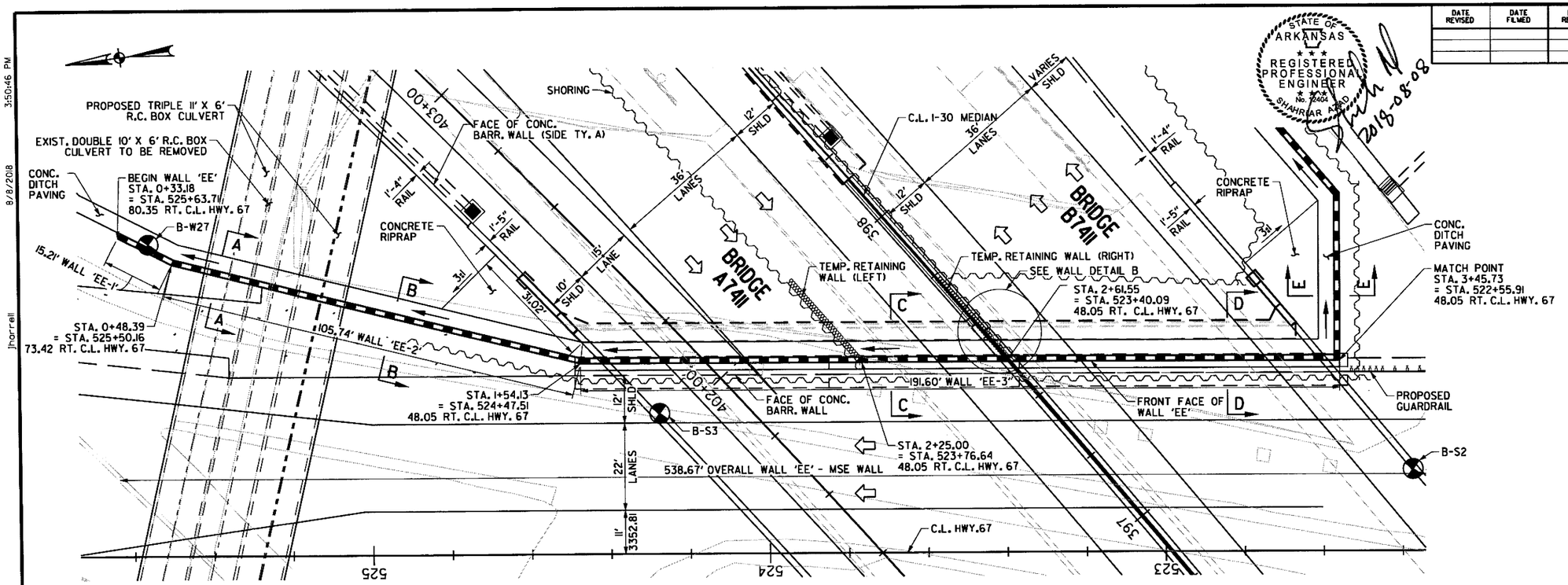
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 22404
SHAHRIAR ARJO
2018-08-08

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. REFER TO SP JOB CA0601 "SHORING" FOR SHORING REQUIREMENTS.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH. REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

RETAINING WALL 'EE'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+33.18	295.62	295.62	293.62
0+58.18	300.44	294.93	292.93
0+83.18	305.26	294.29	292.28
1+08.18	310.08	294.49	292.48
1+33.18	310.68	295.06	293.05
1+58.18	311.07	295.55	293.55
1+83.18	312.18	295.67	293.67
2+08.18	313.30	295.86	293.86
2+33.18	314.41	296.07	294.07
2+58.18	315.52	296.35	294.35
2+83.18	312.94	296.66	294.66
3+08.18	314.03	296.99	294.99
3+33.18	315.12	297.39	295.39
3+58.18	315.08	297.75	295.75
3+83.18	314.98	298.08	296.08
4+08.18	314.40	298.41	296.39
4+33.18	313.74	298.73	296.70
4+58.18	313.10	299.06	297.01
4+83.18	312.41	301.25	297.32
5+08.18	311.72	303.57	297.63
5+33.18	311.03	305.88	297.93
5+58.18	310.34	308.19	298.24
5+71.85	309.96	309.46	298.41



PLAN

SCALE 1"=15'

ELEVATION

SCALE 1"=15'
(VIEWED FROM FRONT FACE OF WALL)

SHEET 1 OF 2
LAYOUT OF RETAINING WALL 'EE'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 6/26/2015
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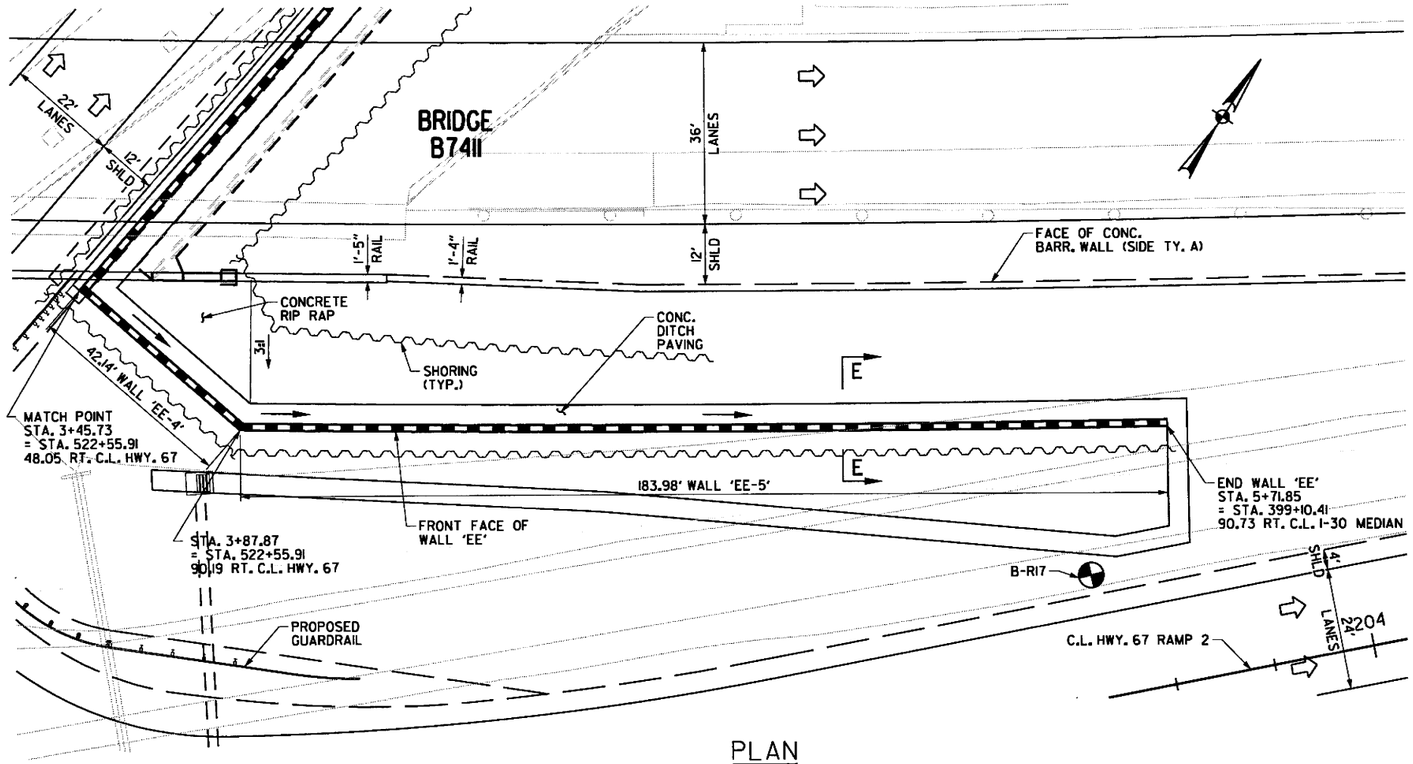
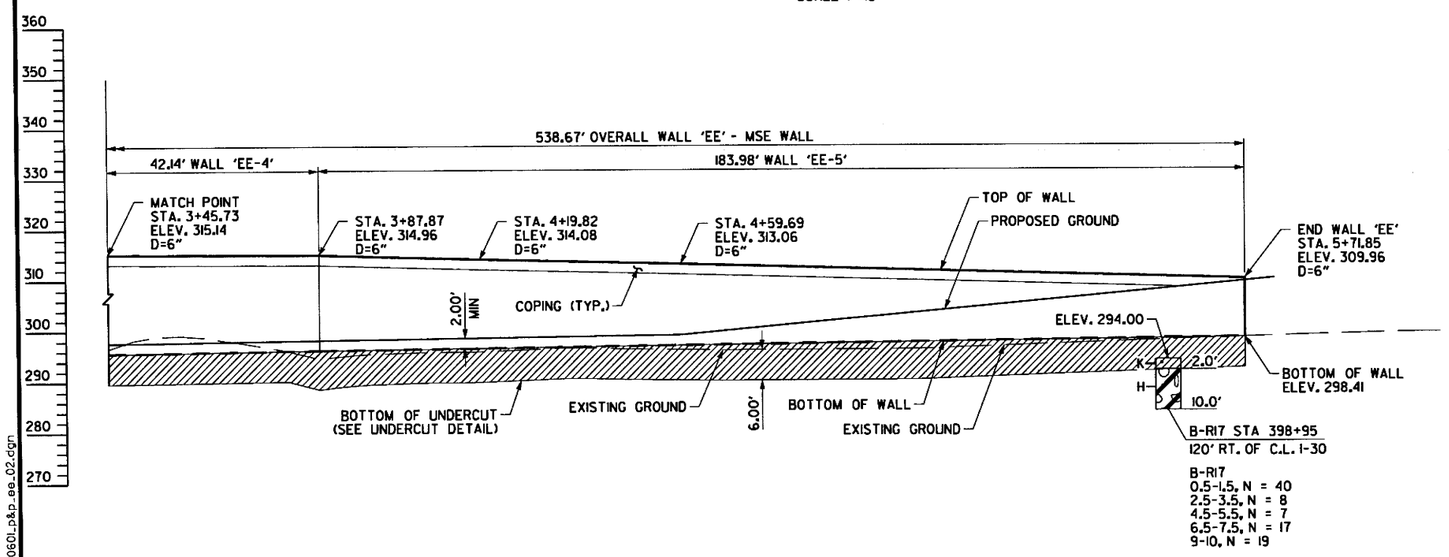


PLAN

SCALE 1"=15'



ELEVATION

SCALE 1"=15'
(VIEWED FROM FRONT FACE OF WALL)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1154	1465
				P&P RET. WALL 'EE'				60232

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AMID
2018-08-03

* Alignment name: RW*DD

	STATION	NORTHING	EASTING
Element: Linear			
POB ( )	0+00.00	1996832.0742	1122518.6169
PI ( )	0+48.39	1996792.1250	1122491.3030
Tangential Direction:	S 34°21'39.7" W		
Tangential Length:	48.39		
Element: Linear			
PI ( )	0+48.39	1996792.1250	1122491.3030
PI ( )	1+54.13	1996693.5249	1122453.1068
Tangential Direction:	S 21°10'32.1" W		
Tangential Length:	105.74		
Element: Linear			
PI ( )	1+54.13	1996693.5249	1122453.1068
PI ( )	3+45.73	1996503.4789	1122428.7984
Tangential Direction:	S 7°17'20.5" W		
Tangential Length:	191.59		
Element: Linear			
PI ( )	3+45.73	1996503.4789	1122428.7984
PC ( )	3+87.87	1996498.1310	1122470.6002
Tangential Direction:	S 82°42'34.1" E		
Tangential Length:	42.14		
Element: Circular			
PC ( )	3+87.87	1996498.1310	1122470.6002
PI ( )	4+99.98	1996559.4883	1122564.4313
CC ( )		2001369.4012	1119285.2168
PT ( )	6+12.07	1996624.4136	1122655.8299
Radius:	5820.30		
Delta:	2°12'25.2" Left		
Degree of Curvature(Arc):	0°59'03.9"		
Length:	224.20		
Tangent:	112.11		
Chord:	224.18		
Middle Ordinate:	1.08		
External:	1.08		
Tangent Direction:	N 56°49'07.8" E		
Radial Direction:	S 33°10'52.2" E		
Chord Direction:	N 55°42'55.2" E		
Radial Direction:	S 35°23'17.4" E		
Tangent Direction:	N 54°36'42.6" E		

BORING LEGEND

A - FIRM TO VERY STIFF SILTY CLAY AND CLAY (COMPLETELY WEATHERED SHALE)
B - LOW HARDNESS TO MODERATELY HARD HIGHLY WEATHERED SHALE
C - LOW HARDNESS TO MODERATELY HARD MODERATELY WEATHERED SHALE
D - MODERATELY HARD TO HARD SHALE
E - SOFT TO STIFF SILTY CLAY WITH ROCK FRAGMENTS (FILL)
F - MODERATELY HARD TO HARD WEATHERED SHALE
G - FIRM TO STIFF CLAYEY SILT
H - SOFT TO VERY STIFF SILTY CLAY WITH ROCK FRAGMENTS
I - LOOSE TO DENSE SAND WITH FINE TO COARSE GRAVEL (FILL)
J - VERY SOFT TO VERY STIFF CLAY
K - CRUSHED STONE BASE
L - FIRM TO VERY STIFF FINE SANDY CLAY WITH ROCK FRAGMENTS(FILL)
M - ASPHALT CONCRETE
N - MEDIUM DENSE TO DENSE SILTY FINE SAND
O - STIFF CLAY (FILL)
P - FIRM TO VERY STIFF SILTY CLAY
Q - STIFF FINE SANDY CLAY
R - LOOSE SILT WITH SOME CRUSHED STONE (FILL)
S - DENSE SILTY FINE SAND (FILL)
T - DENSE CLAYEY FINE TO COARSE GRAVEL (FILL)
U - DENSE CLAYEY FINE GRAVEL, SANDY
V - VERY STIFF FINE SANDY CLAY WITH FINE TO COARSE GRAVEL
W - MEDIUM DENSE SANDY FINE TO COARSE GRAVEL
X - DENSE TO VERY DENSE CLAYEY SAND WITH FINE TO COARSE GRAVEL
Y - LOOSE FINE SANDY SILT (FILL)
Z - MEDIUM DENSE FINE SAND WITH FRIABLE SANDSTONE SEAMS AND LAYERS

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
8. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

SHEET 2 OF 2
LAYOUT OF RETAINING WALL 'EE'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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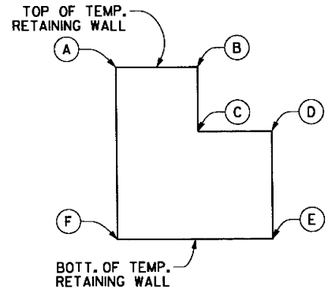


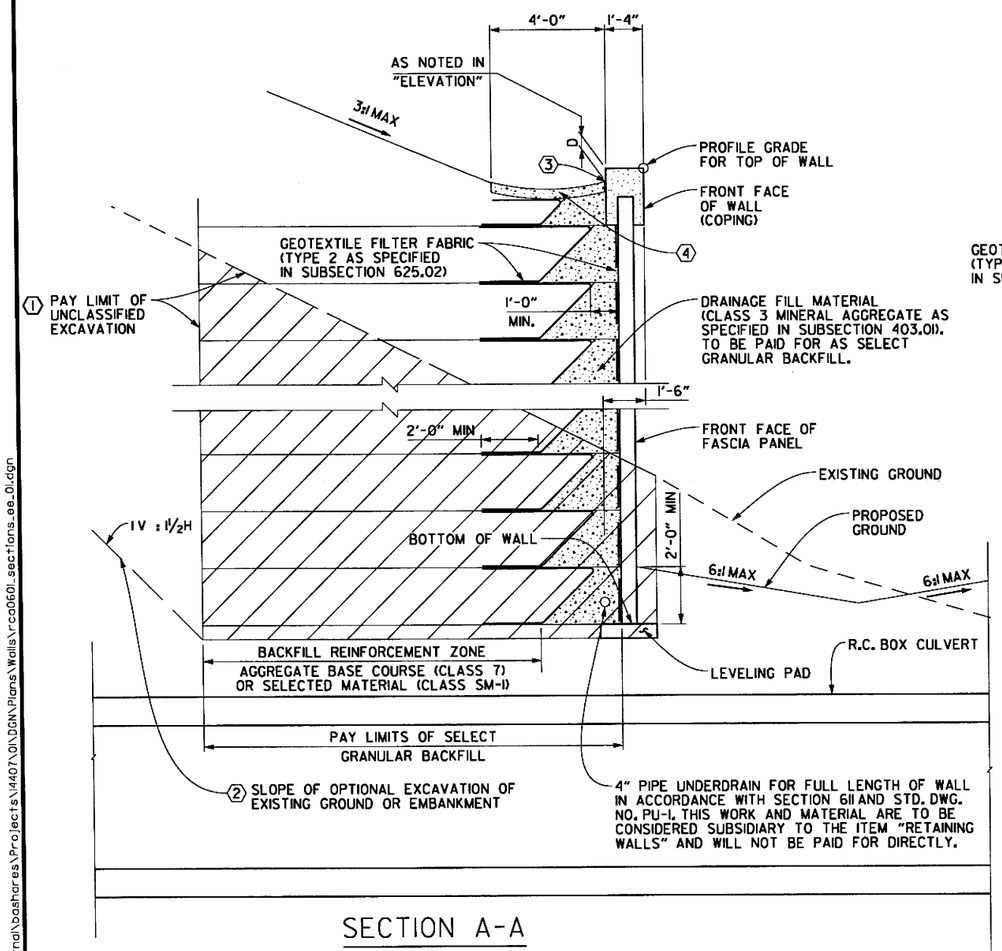
TEMP. RETAINING WALL SKETCH

NO SCALE - SEE TABLE OF VARIABLES

TABLE OF VARIABLES

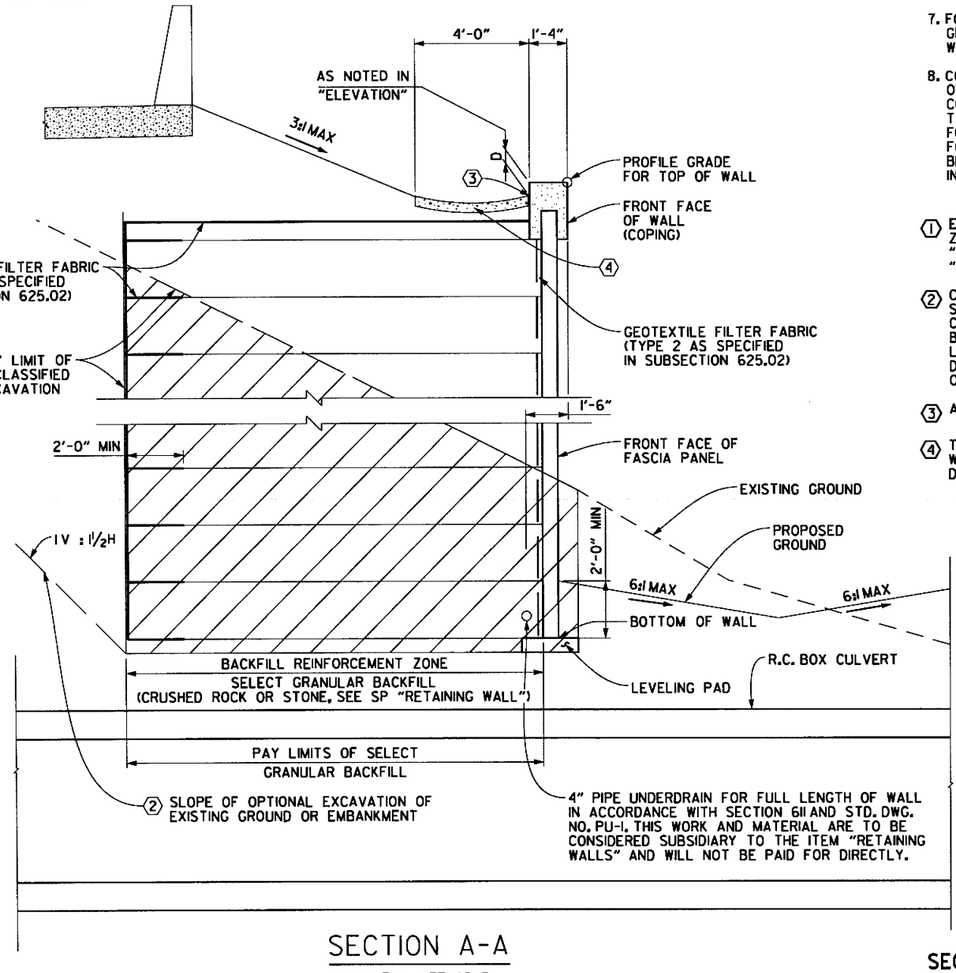
POINT	STAGE 2 - LEFT SIDE			STAGE 2 - RIGHT SIDE		
	STATION	OFFSET	ELEV.	STATION	OFFSET	ELEV.
A	398+03.8	28.27 LT.	321.05	397+79.0	0.71 RT.	322.73
B	397+89.4	28.27 LT.	321.41	397+66.2	0.71 RT.	321.96
C	397+89.4	28.27 LT.	311.53	397+66.2	0.71 RT.	309.58
D	397+75.8	28.27 LT.	311.53	397+50.7	0.71 RT.	309.58
E	397+75.8	28.27 LT.	294.00	397+50.7	0.71 RT.	294.39
F	398+03.8	28.27 LT.	294.00	397+79.0	0.71 RT.	293.68
QUANTITIES	STAGE 2 - RIGHT SIDE			STAGE 2 - LEFT SIDE		
TEMPORARY RETAINING WALL (SQ. FT.)	631			601		

NOTE:
STATIONS & OFFSETS ARE ALONG C.L. MEDIAN I-30. VALUES AND QUANTITIES ARE APPROXIMATE. FOR INFORMATION ONLY, AND TO ASSIST DURING BIDDING. LIMITS MUST BE COMPATIBLE WITH CONTRACTOR'S SHORING, THEREFORE DETERMINED BY CONTRACTOR. SEE SP JOB CA0601 "TEMPORARY RETAINING WALLS" AND "SHORING". PAYMENT SUBSIDIARY TO "RETAINING WALL 'EE' ITEMS.



SECTION A-A

(BACKFILL METHOD A)
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
N.T.S.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
SHAHNAWAR AZAD
NO. 12404
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1155	1465
				①		P&P RET. WALL 'EE'		60233

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+33.00 TO 1+10.00: 7,150 PSF
   - STA. 1+10.00 TO 5+71.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO "RETAINING WALLS" SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

SHEET 1 OF 5
SECTIONS OF RETAINING WALL 'EE'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0601	1156	1465
				①		P&P RET. WALL 'EE'		60234

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHADRIAR ALAM
2018-08-03

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

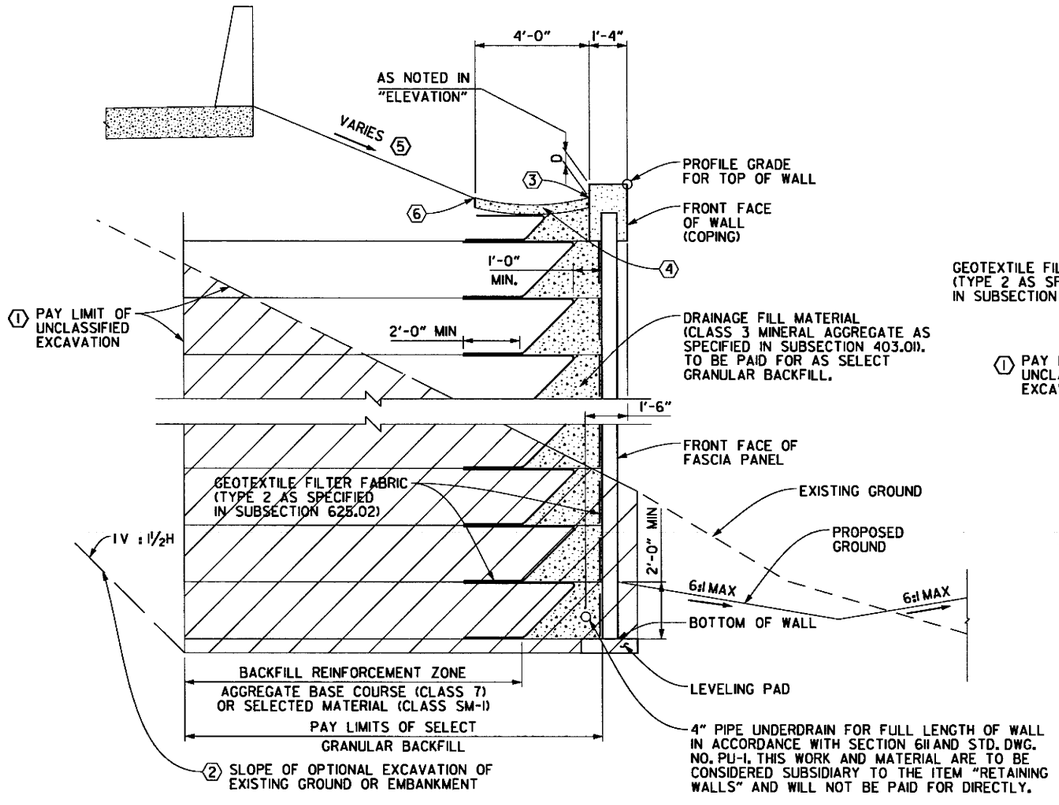
② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

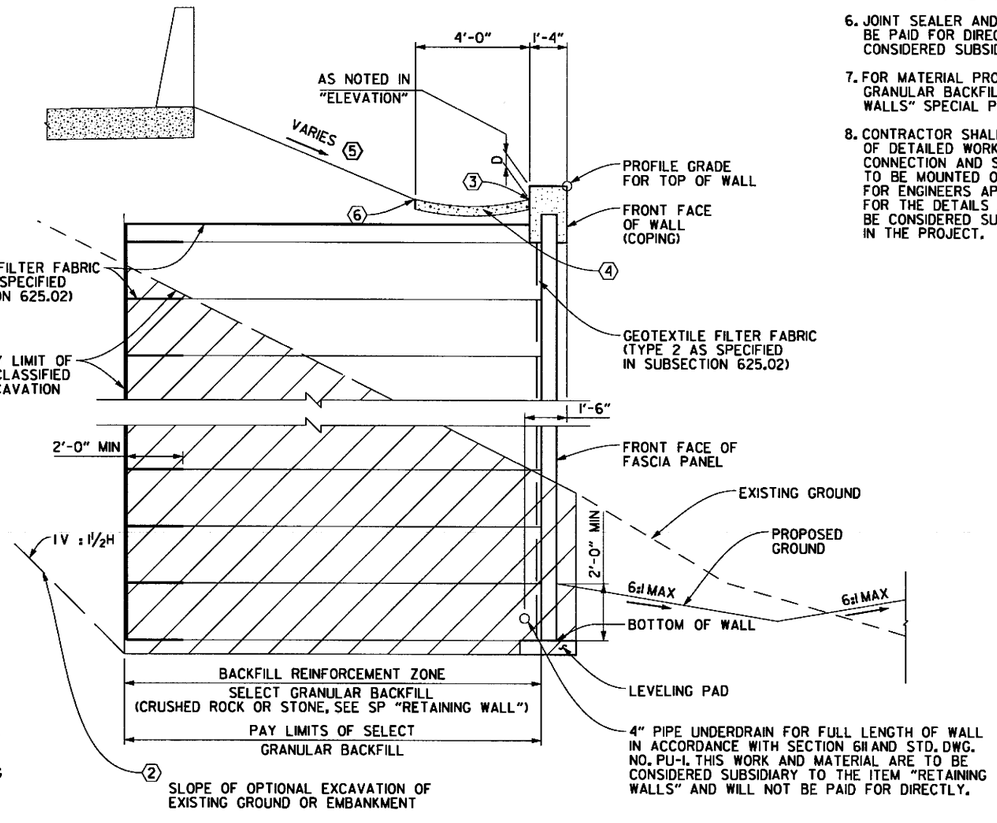
⑤ CONCRETE RIPRAP, SEE PLAN VIEW FOR LIMITS.

⑥ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2) WHERE ADJACENT TO CONCRETE RIPRAP.



SECTION B-B

(BACKFILL METHOD A)
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+33.00 TO 1+10.00: 7,150 PSF
   - STA. 1+10.00 TO 5+71.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO "RETAINING WALLS" SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

SHEET 2 OF 5
SECTIONS OF RETAINING WALL 'EE'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 6/26/2015
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1157	1165
				①		P&P RET. WALL 'EE'		60235

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

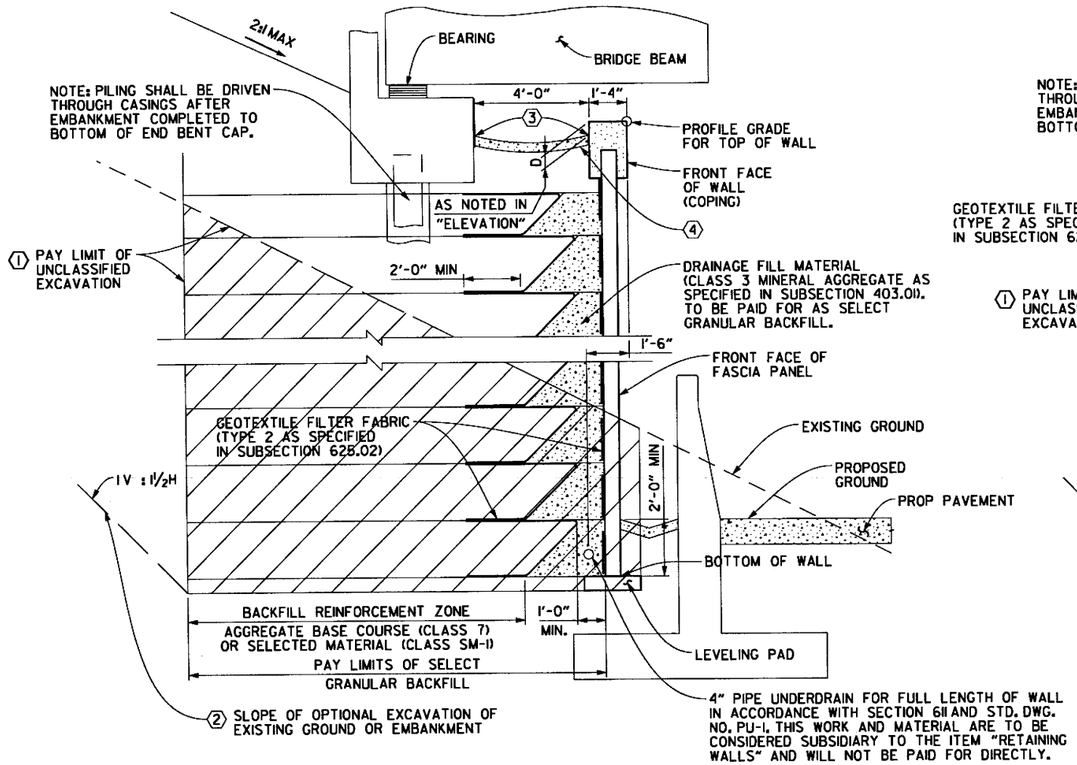
③ AASHTO M153 TYPE IAS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

⑤ UNDERCUT DETAILS ARE NOT SHOWN. REFER TO SPECIAL DETAILS OF WALLS FOR ADDITIONAL INFORMATION.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+33.00 TO 1+10.00: 7,150 PSF
   - STA. 1+10.00 TO 5+71.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO "RETAINING WALLS" SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.



SECTION C-C ⑤

(BACKFILL METHOD A)
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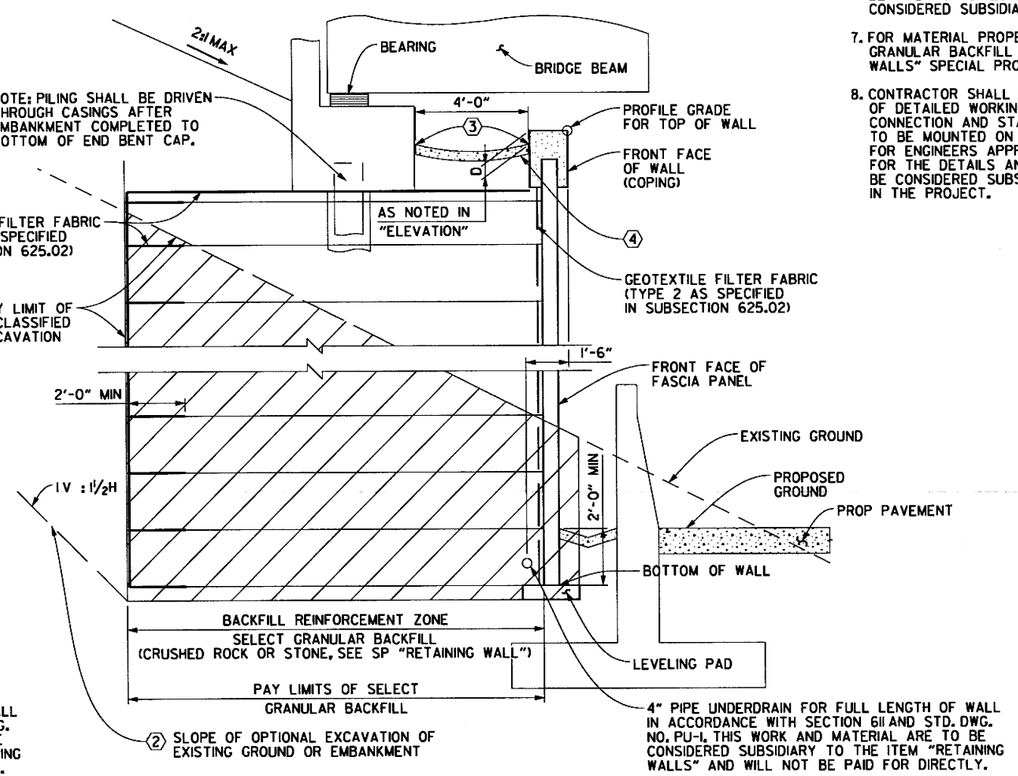

SECTION C-C ⑤

(BACKFILL METHOD B)
N.T.S.

SHEET 3 OF 5
SECTIONS OF RETAINING WALL 'EE'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	6/12/2015		

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				6	ARK.			
				JOB NO.		CA0601	1158	1465
				①		P&P RET. WALL 'EE'		60236

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

⑤ UNDERCUT DETAILS ARE NOT SHOWN. REFER TO SPECIAL DETAILS OF WALLS FOR ADDITIONAL INFORMATION.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+33.00 TO 1+10.00: 7,150 PSF
   - STA. 1+10.00 TO 5+71.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
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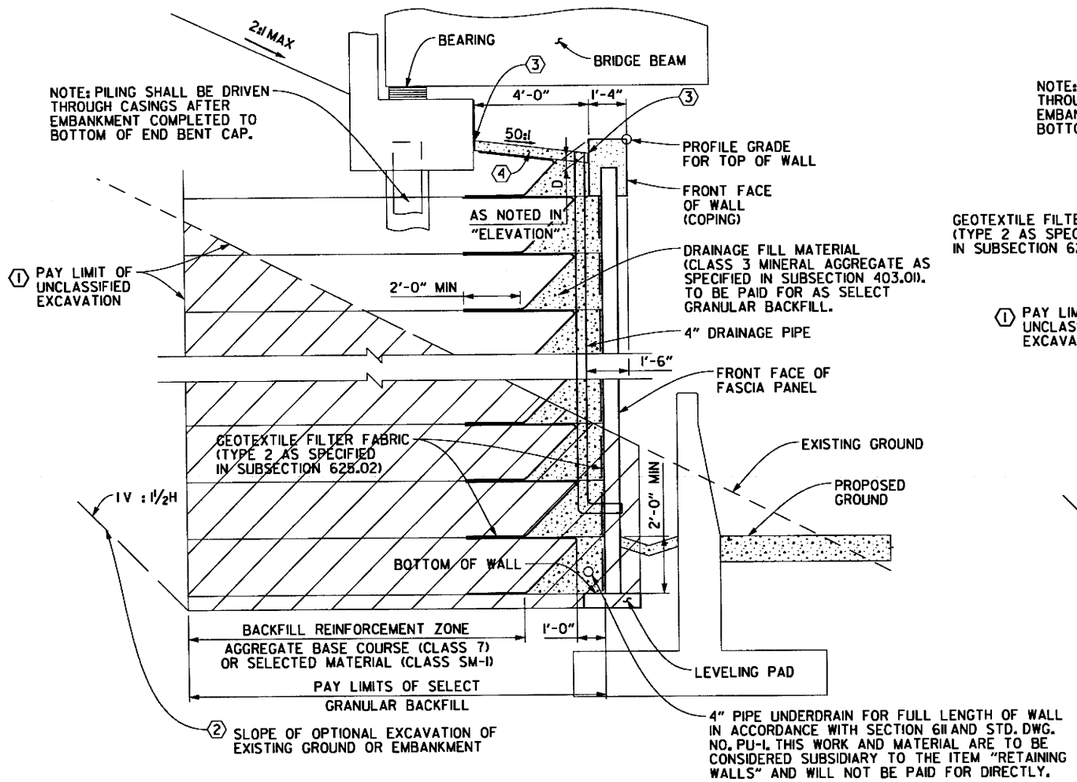

SECTION D-D ⑤
(BACKFILL METHOD A)
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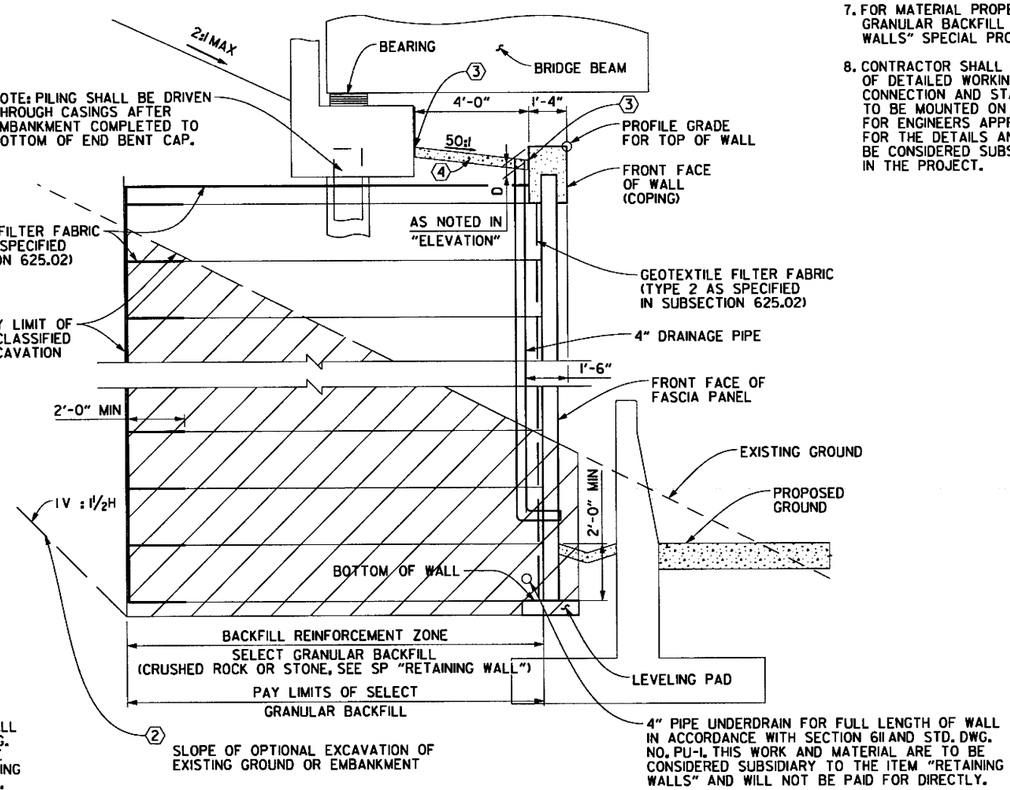

SECTION D-D ⑤
(BACKFILL METHOD B)
N.T.S.

SHEET 4 OF 5
SECTIONS OF RETAINING WALL 'EE'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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				6	ARK.			
				JOB NO.		CA0601	1159	1465
				①		P&P RET. WALL 'EE'		60237

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

⑤ CONCRETE RIPRAP. SEE PLAN VIEW FOR LIMITS.

⑥ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2) WHERE ADJACENT TO CONCRETE RIPRAP.

⑦ UNDERCUT DETAILS ARE NOT SHOWN. REFER TO SPECIAL DETAILS OF WALLS FOR ADDITIONAL INFORMATION.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+33.00 TO 1+10.00: 7,150 PSF
   - STA. 1+10.00 TO 5+71.00: 6,045 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
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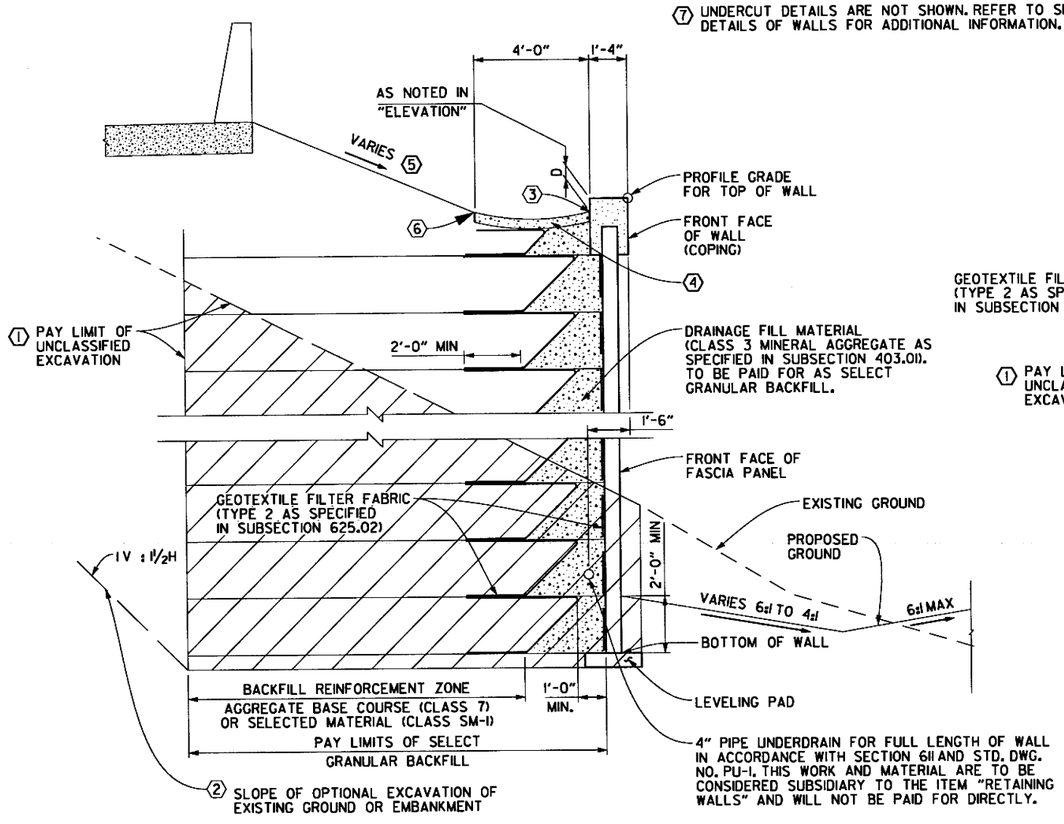

SECTION E-E ⑦

(BACKFILL METHOD A)
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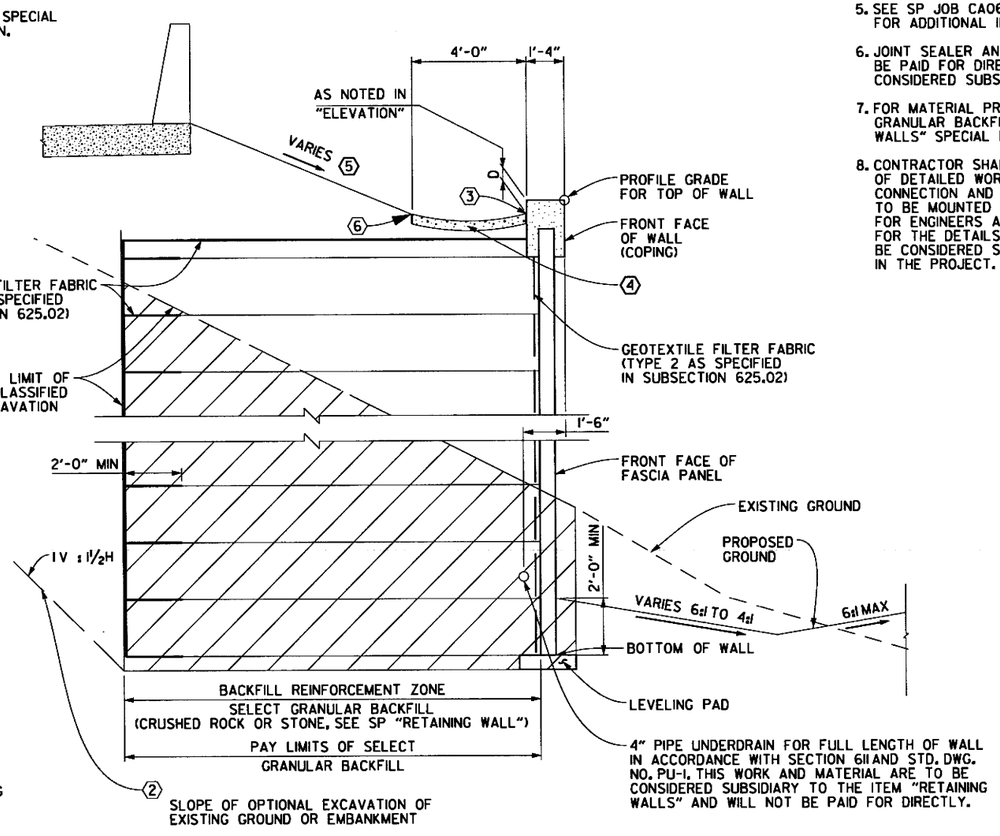

SECTION E-E ⑦

(BACKFILL METHOD B)
N.T.S.

SHEET 5 OF 5
SECTIONS OF RETAINING WALL 'EE'
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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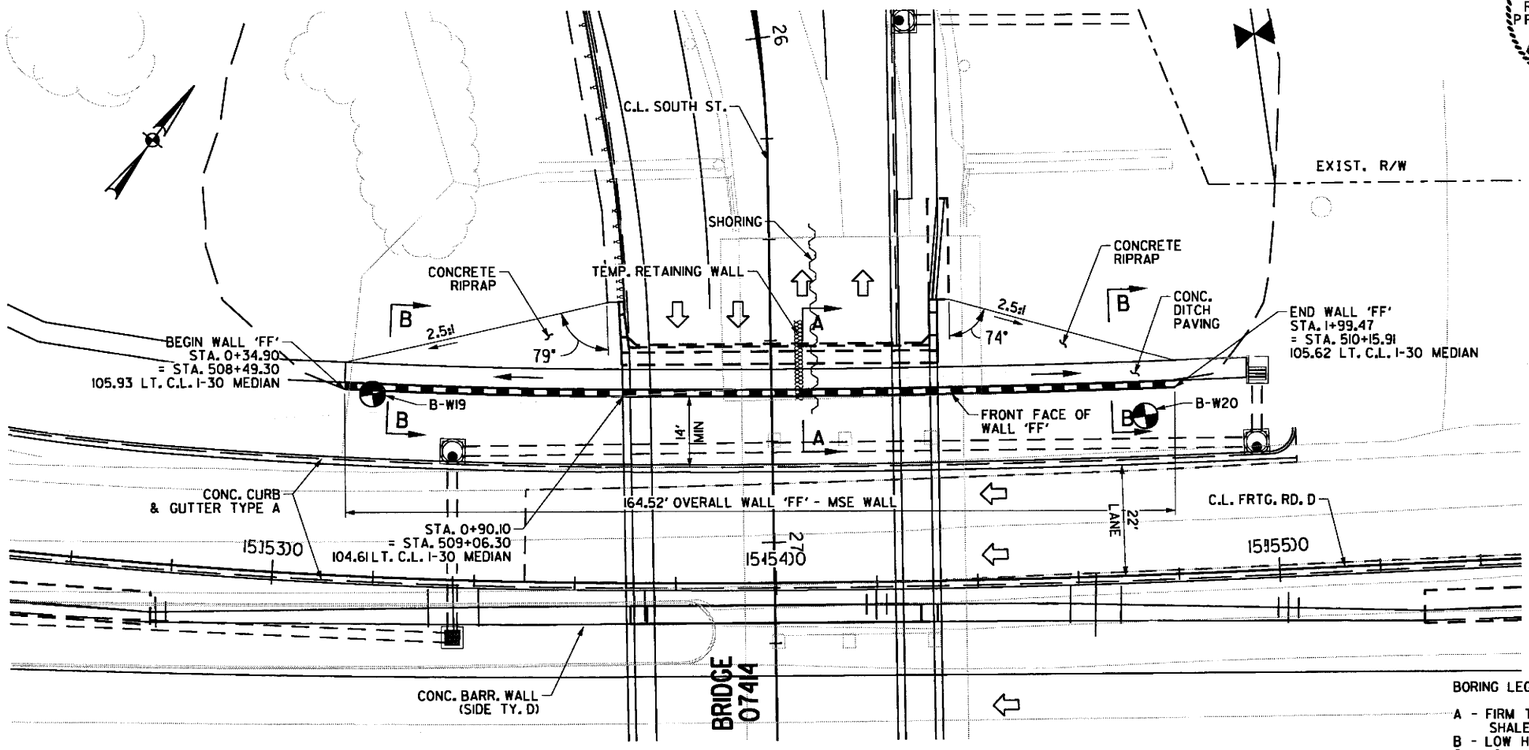
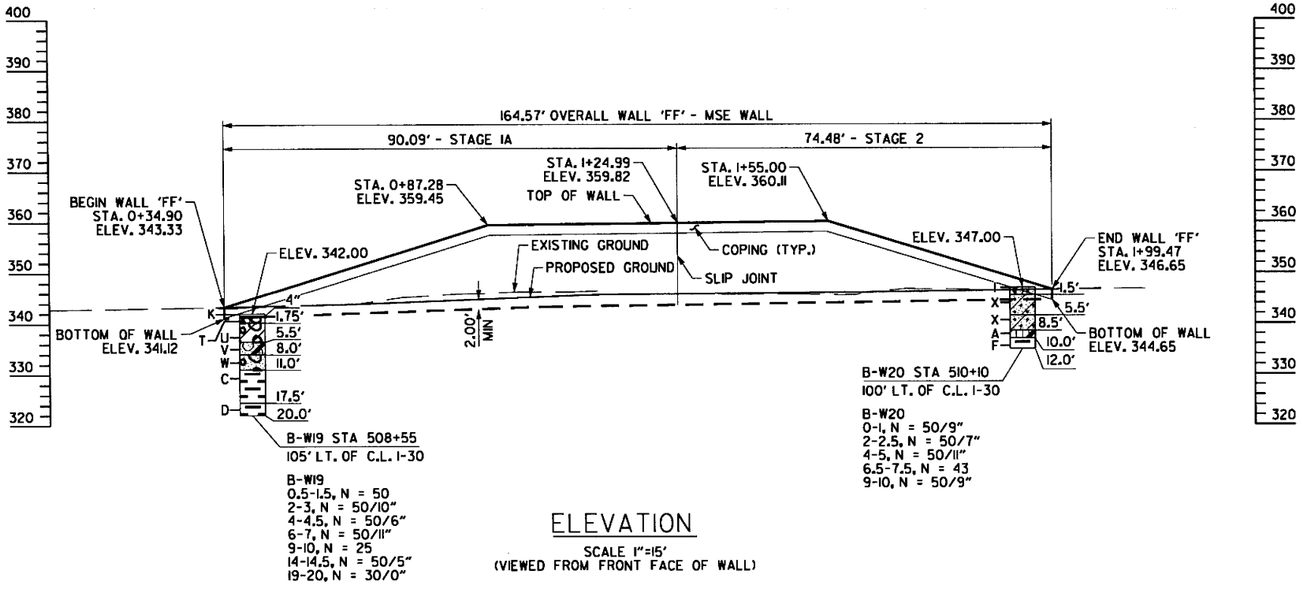
				6	ARK.			
				JOB NO.		CA0601	1160	1465
						P&P RET. WALL 'FF'		60238

STATE OF ARKANSAS REGISTERED PROFESSIONAL ENGINEER No. 12431 GRAHAM A. PAPE 2018-08-08



PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'
(VIEWED FROM FRONT FACE OF WALL)

* Alignment name: RETAINING WALL 'FF'

		STATION	NORTHING	EASTING
Element: Circular				
PC ( )		0+00.00	2003743.8511	1130678.9670
PI ( )		0+45.07	2003768.5560	1130716.6618
CC ( )			2004777.8126	1130001.3154
PCC ( )		0+90.10	2003795.9402	1130752.4577
	Radius:	1236.24		
	Delta:	4°10'32.8" Left		
	Degree of Curvature(Arc):	4°38'04.9"		
	Length:	90.10		
	Tangent:	45.07		
	Chord:	90.08		
	Middle Ordinate:	0.82		
	External:	0.82		
	Tangent Direction:	N 56°45'33.9" E		
	Radial Direction:	S 33°14'26.1" E		
	Chord Direction:	N 54°40'17.5" E		
	Radial Direction:	S 37°24'58.9" E		
	Tangent Direction:	N 52°35'01.1" E		
Element: Circular				
PCC ( )		0+90.10	2003795.9402	1130752.4577
PI ( )		1+54.06	2003834.8005	1130803.2548
CC ( )			2005789.0720	1129227.6918
PT ( )		2+17.98	2003876.1979	1130852.0064
	Radius:	2509.48		
	Delta:	2°55'11.5" Left		
	Degree of Curvature(Arc):	2°16'59.4"		
	Length:	127.89		
	Tangent:	63.96		
	Chord:	127.87		
	Middle Ordinate:	0.81		
	External:	0.81		
	Tangent Direction:	N 52°35'01.1" E		
	Radial Direction:	S 37°24'58.9" E		
	Chord Direction:	N 51°07'25.4" E		
	Radial Direction:	S 40°20'10.3" E		
	Tangent Direction:	N 49°39'49.7" E		

BORING LEGEND

A - FIRM TO VERY STIFF SILTY CLAY AND CLAY (COMPLETELY WEATHERED SHALE)
B - LOW HARDNESS TO MODERATELY HARD HIGHLY WEATHERED SHALE
C - LOW HARDNESS TO MODERATELY HARD MODERATELY WEATHERED SHALE
D - MODERATELY HARD TO HARD SHALE
E - SOFT TO STIFF SILTY CLAY WITH ROCK FRAGMENTS (FILL)
F - MODERATELY HARD TO HARD WEATHERED SHALE
G - FIRM TO STIFF CLAYEY SILT
H - SOFT TO VERY STIFF SILTY CLAY WITH ROCK FRAGMENTS
I - LOOSE TO DENSE SAND WITH FINE TO COARSE GRAVEL (FILL)
J - VERY SOFT TO VERY STIFF CLAY
K - CRUSHED STONE BASE
L - FIRM TO VERY STIFF FINE SANDY CLAY WITH ROCK FRAGMENTS(FILL)
M - ASPHALT CONCRETE
N - MEDIUM DENSE TO DENSE SILTY FINE SAND
O - STIFF CLAY (FILL)
P - FIRM TO VERY STIFF SILTY CLAY
Q - STIFF FINE SANDY CLAY
R - LOOSE SILT WITH SOME CRUSHED STONE (FILL)
S - DENSE SILTY FINE SAND (FILL)
T - DENSE CLAYEY FINE TO COARSE GRAVEL (FILL)
U - DENSE CLAYEY FINE GRAVEL, SANDY
V - VERY STIFF FINE SANDY CLAY WITH FINE TO COARSE GRAVEL
W - MEDIUM DENSE SANDY FINE TO COARSE GRAVEL
X - DENSE TO VERY DENSE CLAYEY SAND WITH FINE TO COARSE GRAVEL
Y - LOOSE FINE SANDY SILT (FILL)
Z - MEDIUM DENSE FINE SAND WITH FRIABLE SANDSTONE SEAMS AND LAYERS

RETAINING WALL 'FF'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+33.18	295.62	295.62	293.62
0+58.18	300.44	294.93	292.93
0+83.18	305.26	294.29	292.28
1+08.18	310.08	294.49	292.49
1+33.18	310.68	295.06	293.06
1+58.18	311.07	295.55	293.55
1+83.18	312.18	295.67	293.67
2+08.18	313.30	295.86	293.86

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. REFER TO SP JOB CA0601 "SHORING" FOR SHORING REQUIREMENTS.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF. REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

LAYOUT OF RETAINING WALL 'FF'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY: DCD DATE: 6/26/2015
CHECKED BY: SA DATE: 6/19/2015
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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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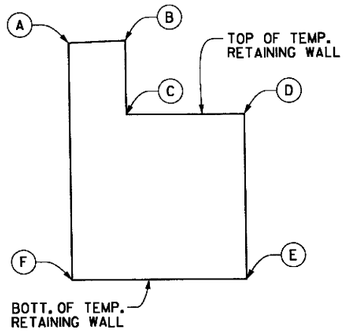
				JOB NO.		CA0601	1161	1465
				①		P&P RET. WALL 'FF'		60239



TEMP. RETAINING WALL SKETCH

NO SCALE - SEE TABLE OF VARIABLES

TABLE OF VARIABLES

POINT	STAGE IA - TEMP. RETAINING WALL		
	STATION	OFFSET	ELEV.
A	026+55.7	5.50 LT.	364.59
B	026+60.7	5.50 LT.	364.76
C	026+60.7	5.50 LT.	358.25
D	026+71.1	5.50 LT.	358.25
E	026+71.1	5.50 LT.	343.68
F	026+55.7	5.50 LT.	343.68
QUANTITIES	STAGE IA - TEMP. RETAINING WALL		
TEMPORARY RETAINING WALL (SQ. FT.)	257		
SELECT GRANULAR	105		

NOTE:
STATIONS & OFFSETS ARE ALONG C.L. SOUTH ST. VALUES AND QUANTITIES ARE APPROXIMATE, FOR INFORMATION ONLY, AND TO ASSIST DURING BIDDING. LIMITS MUST BE COMPATIBLE WITH CONTRACTOR'S SHORING, THEREFORE DETERMINED BY CONTRACTOR. SEE SP JOB CA0601 "TEMPORARY RETAINING WALLS" AND "SHORING". PAYMENT SUBSIDIARY TO "RETAINING WALL 'FF' ITEMS.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR A. ZOU
2018-08-08

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+34.00 TO 1+62.00: 13,000 PSF
   - STA. 1+62.00 TO 1+99.00: 11,050 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
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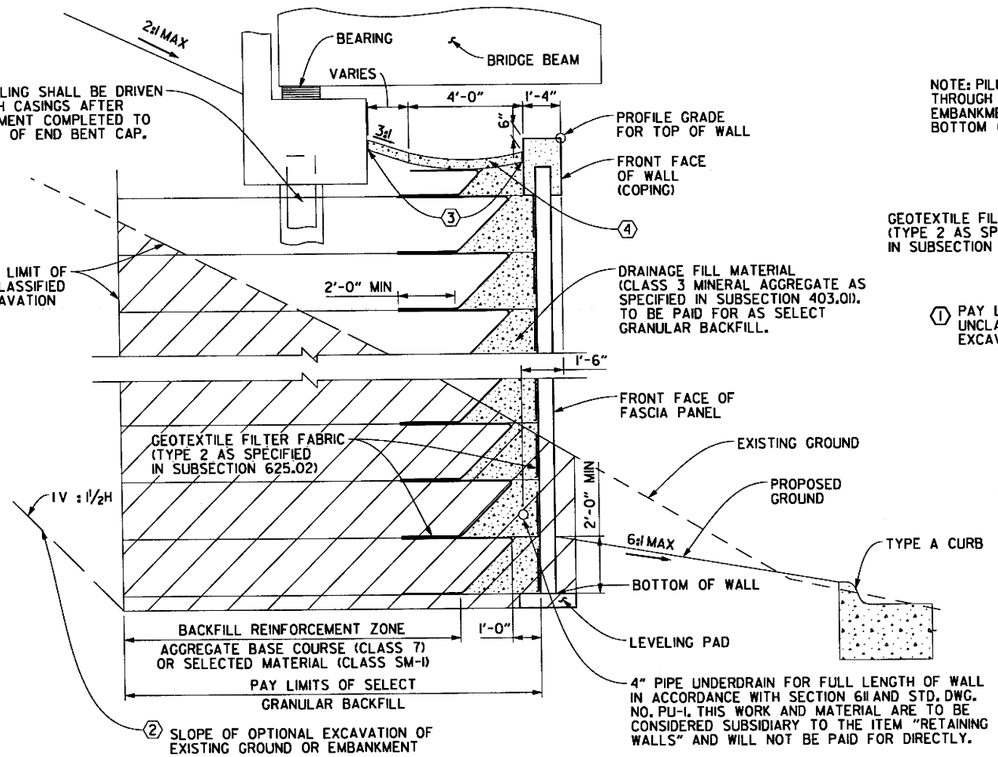
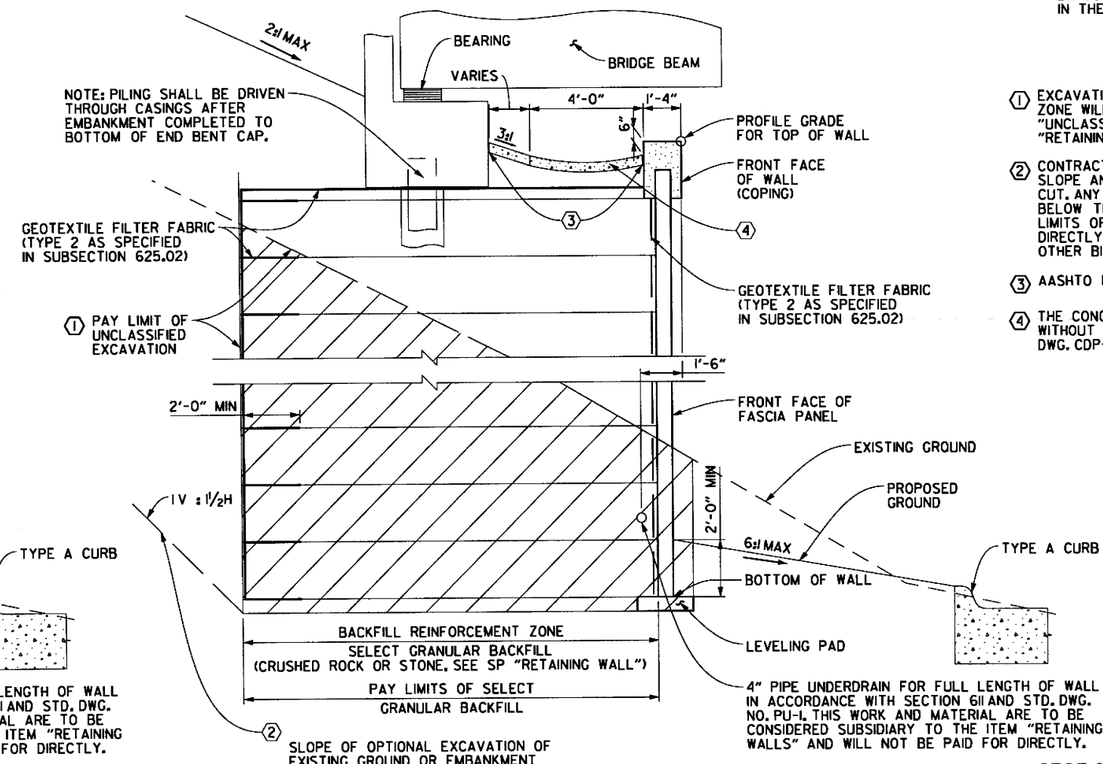


SECTION A-A

(BACKFILL METHOD A)
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
N.T.S.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE IAS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'FF'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	DCD	DATE:	6/26/2015
CHECKED BY:	SA	DATE:	6/19/2015
DESIGNED BY:	DCD	DATE:	6/12/2015

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SCALE: As Shown

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GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+34.00 TO 1+62.00: 13,000 PSF
   - STA. 1+62.00 TO 1+99.00: 11,050 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

(1) EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

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(3) AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

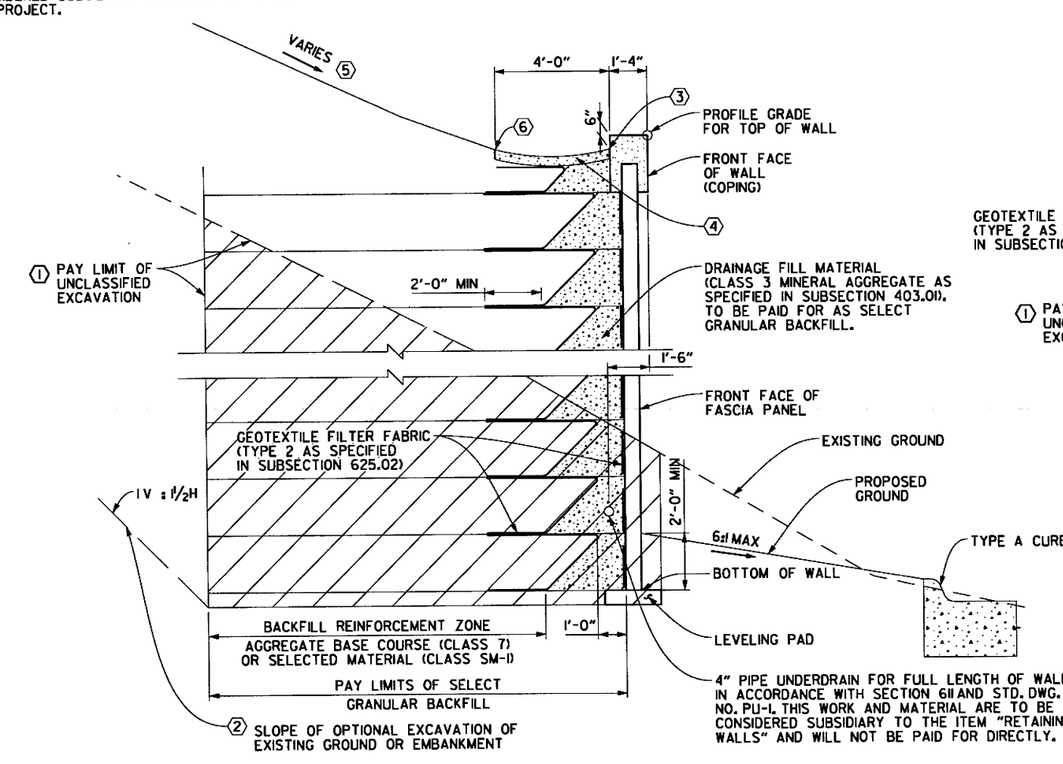
(4) THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

(5) CONCRETE RIPRAP. SEE PLAN VIEW FOR LIMITS.

(6) AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2) WHERE ADJACENT TO CONCRETE RIPRAP.

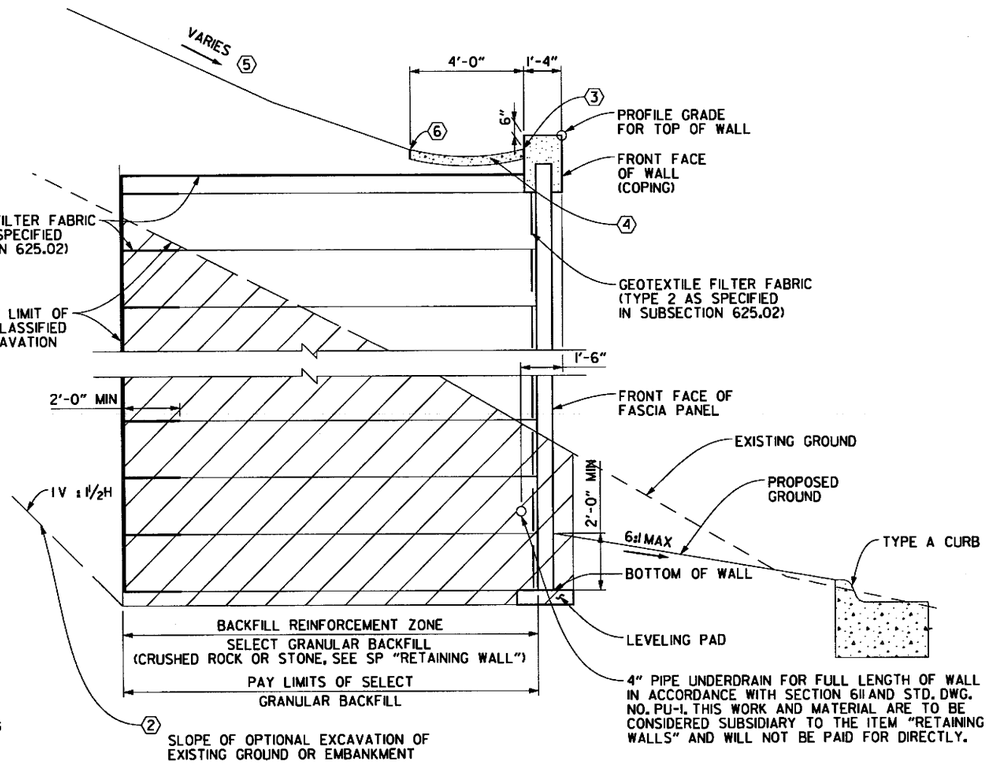
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHNAWAR AZAD
2018-08-03

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1162	1465
				(1)		P&P RET. WALL 'FF'		60240



SECTION B-B

(BACKFILL METHOD A)
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
N.T.S.

SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'FF'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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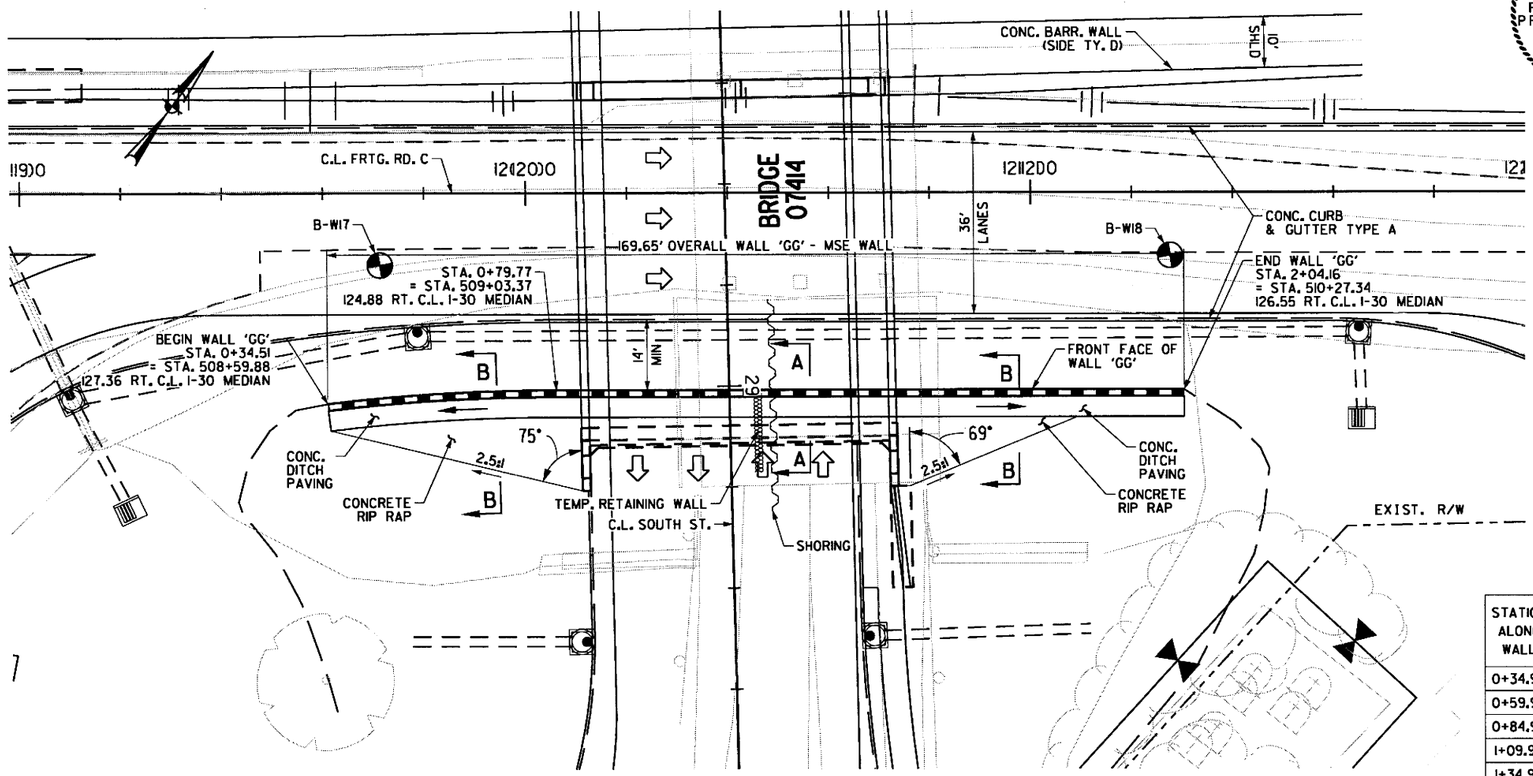
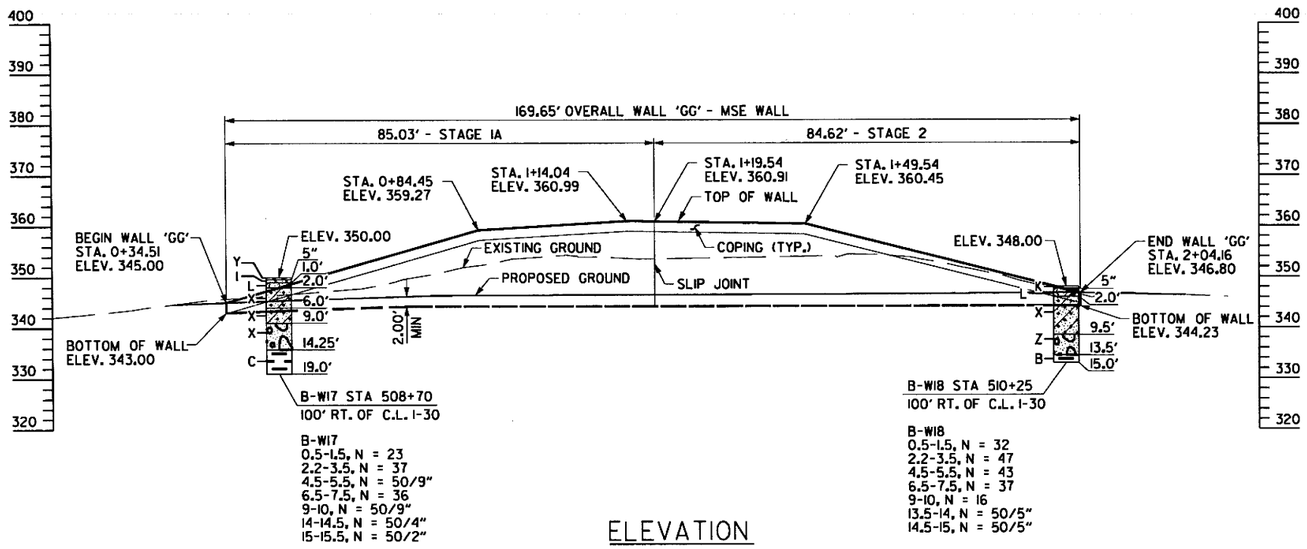


PLAN
SCALE 1"=15'



ELEVATION
SCALE 1"=15'
(VIEWED FROM BACK FACE OF WALL)

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR ASHRAFI
2018-08-08

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1163	1465
P&P RET. WALL 'GG'				60241

* Alignment name: RW*GG
*

	STATION	NORTHING	EASTING
Element: Circular			
PC ( )	0+00.00	2003558.6479	1130833.3993
PI ( )	0+40.03	2003588.9486	1130859.5508
CC ( )		2003306.4457	1131125.6151
PT ( )	0+79.77	2003613.2388	1130891.3630
Radius:	386.00		
Delta:	11°50'24.0" Right		
Degree of Curvature(Arc):	14°50'36.5"		
Length:	79.77		
Tangent:	40.03		
Chord:	79.62		
Middle Ordinate:	2.06		
External:	2.07		
Tangent Direction:	N 40°47'47.2" E		
Radial Direction:	S 49°12'12.8" E		
Chord Direction:	N 46°42'59.2" E		
Radial Direction:	S 37°21'48.9" E		
Tangent Direction:	N 52°38'11.1" E		
Element: Linear			
PT ( )	0+79.77	2003613.2388	1130891.3630
POE ( )	2+33.60	2003706.5974	1131013.6321
Tangential Direction:	N 52°38'11.1" E		
Tangential Length:	153.84		

RETAINING WALL 'GG'

STATION ALONG WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.	BOTTOM OF WALL ELEV.
0+34.90	343.33	343.33	341.12
0+59.90	351.03	343.91	342.08
0+84.90	358.72	344.83	342.89
1+09.90	359.67	345.76	343.48
1+34.90	359.91	345.96	343.81
1+59.90	358.63	346.15	344.13
1+84.90	351.06	346.46	344.46
1+99.47	346.65	346.65	344.65

BORING LEGEND

A - FIRM TO VERY STIFF SILTY CLAY AND CLAY (COMPLETELY WEATHERED SHALE)
B - LOW HARDNESS TO MODERATELY HARD HIGHLY WEATHERED SHALE
C - LOW HARDNESS TO MODERATELY HARD MODERATELY WEATHERED SHALE
D - MODERATELY HARD TO HARD SHALE
E - SOFT TO STIFF SILTY CLAY WITH ROCK FRAGMENTS (FILL)
F - MODERATELY HARD TO HARD WEATHERED SHALE
G - FIRM TO STIFF CLAYEY SILT
H - SOFT TO VERY STIFF SILTY CLAY WITH ROCK FRAGMENTS
I - LOOSE TO DENSE SAND WITH FINE TO COARSE GRAVEL (FILL)
J - VERY SOFT TO VERY STIFF CLAY
K - CRUSHED STONE BASE
L - FIRM TO VERY STIFF FINE SANDY CLAY WITH ROCK FRAGMENTS(FILL)
M - ASPHALT CONCRETE
N - MEDIUM DENSE TO DENSE SILTY FINE SAND
O - STIFF CLAY (FILL)
P - FIRM TO VERY STIFF SILTY CLAY
Q - STIFF FINE SANDY CLAY
R - LOOSE SILT WITH SOME CRUSHED STONE (FILL)
S - DENSE SILTY FINE SAND (FILL)
T - DENSE CLAYEY FINE TO COARSE GRAVEL (FILL)
U - DENSE CLAYEY FINE GRAVEL, SANDY
V - VERY STIFF FINE SANDY CLAY WITH FINE TO COARSE GRAVEL
W - MEDIUM DENSE SANDY FINE TO COARSE GRAVEL
X - DENSE TO VERY DENSE CLAYEY SAND WITH FINE TO COARSE GRAVEL
Y - LOOSE FINE SANDY SILT (FILL)
Z - MEDIUM DENSE FINE SAND WITH FRIABLE SANDSTONE SEAMS AND LAYERS

NOTES:

1. CONTROL POINT STATIONS AND OFFSETS ARE MEARSURED TO THE OUTSIDE TOP CORNER OF COPING.
2. SEE ROADWAY PLANS FOR ADDITIONAL ROADWAY HORIZONTAL ALIGNMENT DATA.
3. SEE DRAINAGE PLANS FOR ADDITIONAL DRAINAGE INFORMATION.
4. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL AS DESCRIBED IN SP JOB CA0601 "RETAINING WALLS". ANY ADDITIONAL GEOTECHNICAL INVESTIGATION TO BE PERFORMED BY CONTRACTOR'S ENGINEER SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM "RETAINING WALLS".
5. BORING LOGS MAY BE OBTAINED FROM THE CONSTRUCTION CONTRACT PROCUREMENT SECTION OF THE PROGRAM MANAGEMENT DIVISION UPON REQUEST.
6. REFER TO RETAINING WALL DETAIL SHEETS FOR ADDITIONAL INFORMATION.
7. REFER TO SP JOB CA0601 "SHORING" FOR SHORING REQUIREMENTS.
8. ALL EXPOSED WALL CONCRETE ELEMENTS SHALL HAVE TEXTURED COATING FINISH, REFER TO SP JOB CA0601 "TEXTURED COATING FINISH".
9. WALL FASCIA VISIBLE BEYOND COPINGS SHALL HAVE "ASHLAR STONE" FORMLINER PRODUCED FINISH PATTERN WITH 1½" NOMINAL DEPTH OF RELIEF, REFER TO SP JOB CA0601 "ARCHITECTURAL FINISH".

LAYOUT OF RETAINING WALL 'GG'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

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DESIGNED BY:	DCD	DATE:	6/12/2015		

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1164	1465
				①		P&P RET. WALL 'GG'		60242



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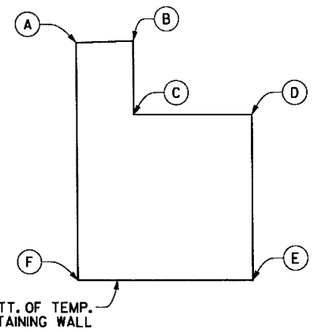


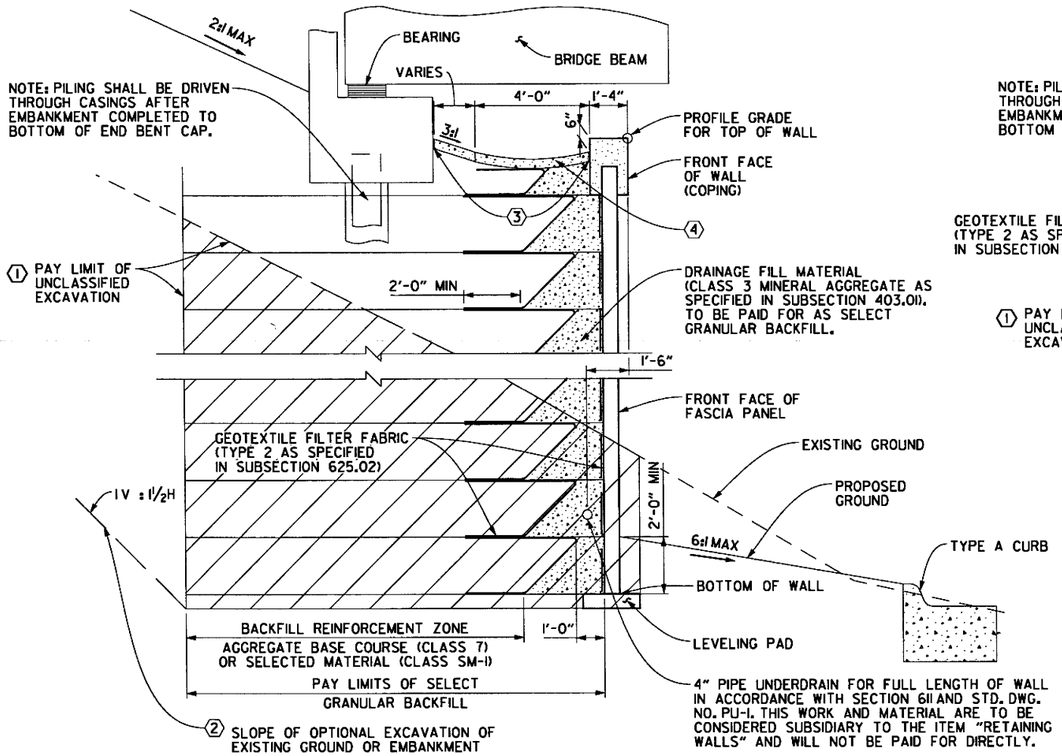
TEMP. RETAINING WALL SKETCH

NO SCALE - SEE TABLE OF VARIABLES

TABLE OF VARIABLES

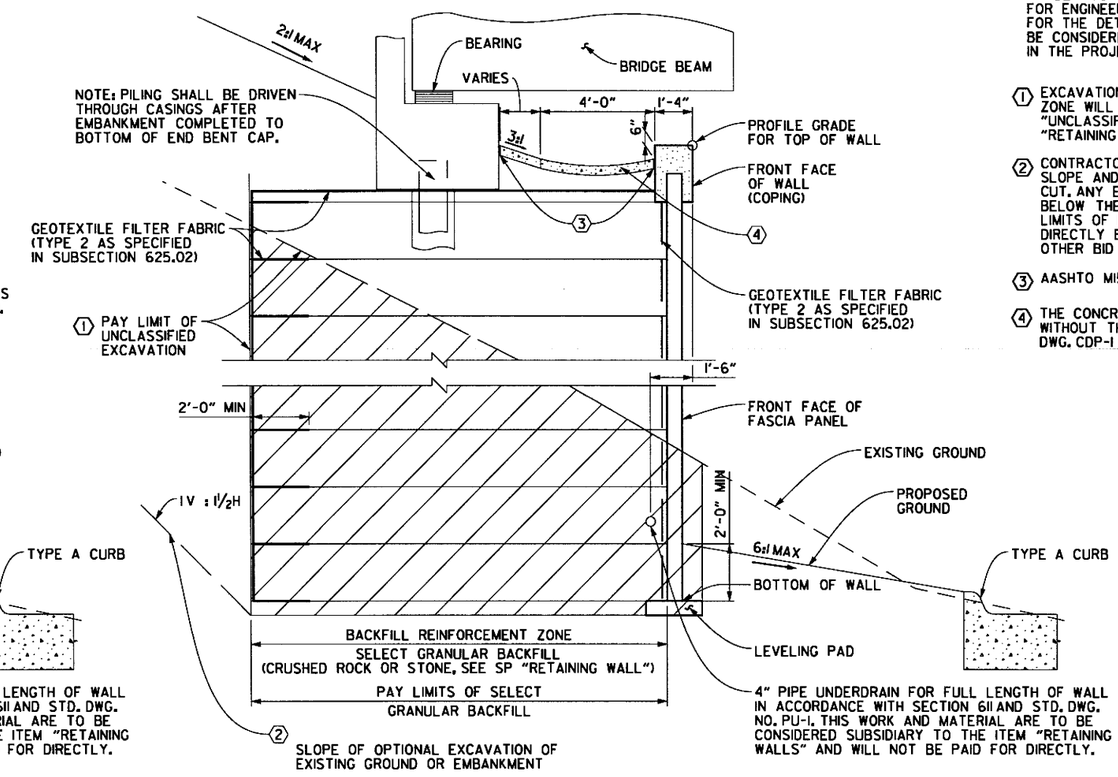
POINT	STAGE IA - TEMP. RETAINING WALL		
	STATION	OFFSET	ELEV.
A	029+16.8	5.50 LT.	365.81
B	029+11.8	5.50 LT.	365.93
C	029+11.8	5.50 LT.	359.41
D	029+00.9	5.50 LT.	359.41
E	029+00.9	5.50 LT.	344.33
F	029+16.8	5.50 LT.	344.33
QUANTITIES	STAGE IA - TEMP. RETAINING WALL		
TEMPORARY RETAINING WALL (SQ. FT.)	272		

NOTE:
STATIONS & OFFSETS ARE ALONG C.L. SOUTH ST. VALUES AND QUANTITIES ARE APPROXIMATE, FOR INFORMATION ONLY, AND TO ASSIST DURING BIDDING. LIMITS MUST BE COMPATIBLE WITH CONTRACTOR'S SHORING, THEREFORE DETERMINED BY CONTRACTOR, SEE SP JOB CA0601 "TEMPORARY RETAINING WALLS" AND "SHORING". PAYMENT SUBSIDIARY TO "RETAINING WALL 'GG' ITEMS.



SECTION A-A

(BACKFILL METHOD A)
N.T.S.



SECTION A-A

(BACKFILL METHOD B)
N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+34.00 TO 2+00.00: 12,350 PSF
3. SEISMIC PERFORMANCE ZONE: I
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
5. SEE SP JOB CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.
6. JOINT SEALER AND JOINT FILLER WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.
7. FOR MATERIAL PROPERTIES OF SELECT GRANULAR BACKFILL REFER TO RETAINING WALL SPECIAL PROVISION.
8. CONTRACTOR SHALL PROVIDE DETAILS AS PART OF DETAILED WORKING DRAWINGS FOR SUFFICIENT CONNECTION AND STABILIZATION OF THE COPING TO BE MOUNTED ON TOP OF THE RETAINING WALL FOR ENGINEERS APPROVAL. DEVELOPING THE DESIGN FOR THE DETAILS AND OBTAINING APPROVAL SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS IN THE PROJECT.

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

② CONTRACTOR HAS THE OPTION OF USING A CUT SLOPE AND/OR SHORING TO MAINTAIN STABILITY OF CUT. ANY EXCAVATION AND SUBSEQUENT BACKFILL BELOW THE EXISTING GROUND LINE AND BEYOND THE LIMITS OF REINFORCING ZONE WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

③ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2)

④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

SHEET 1 OF 2
SECTIONS OF RETAINING WALL 'GG'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1165	1465
						P&P RET. WALL 'GG'		60243

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHANNAR ALLEN
2018-08-03

① EXCAVATION REQUIRED FOR AREA OF REINFORCING ZONE WILL BE PAID FOR UNDER THE PAY ITEM 210, "UNCLASSIFIED EXCAVATION". SEE SP JOB NO. CA0601 "RETAINING WALLS" FOR ADDITIONAL INFORMATION.

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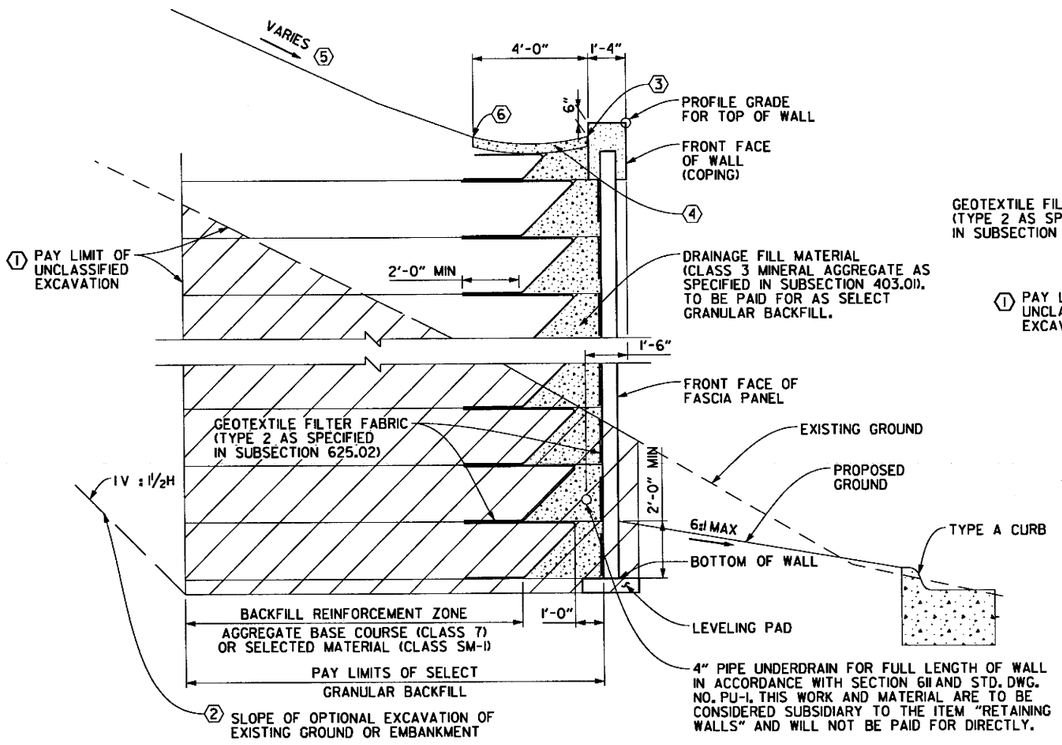
④ THE CONCRETE DITCH PAVING SHALL BE CONSTRUCTED WITHOUT THE 3" WEEP HOLES SHOWN ON STANDARD DWG. CDP-1

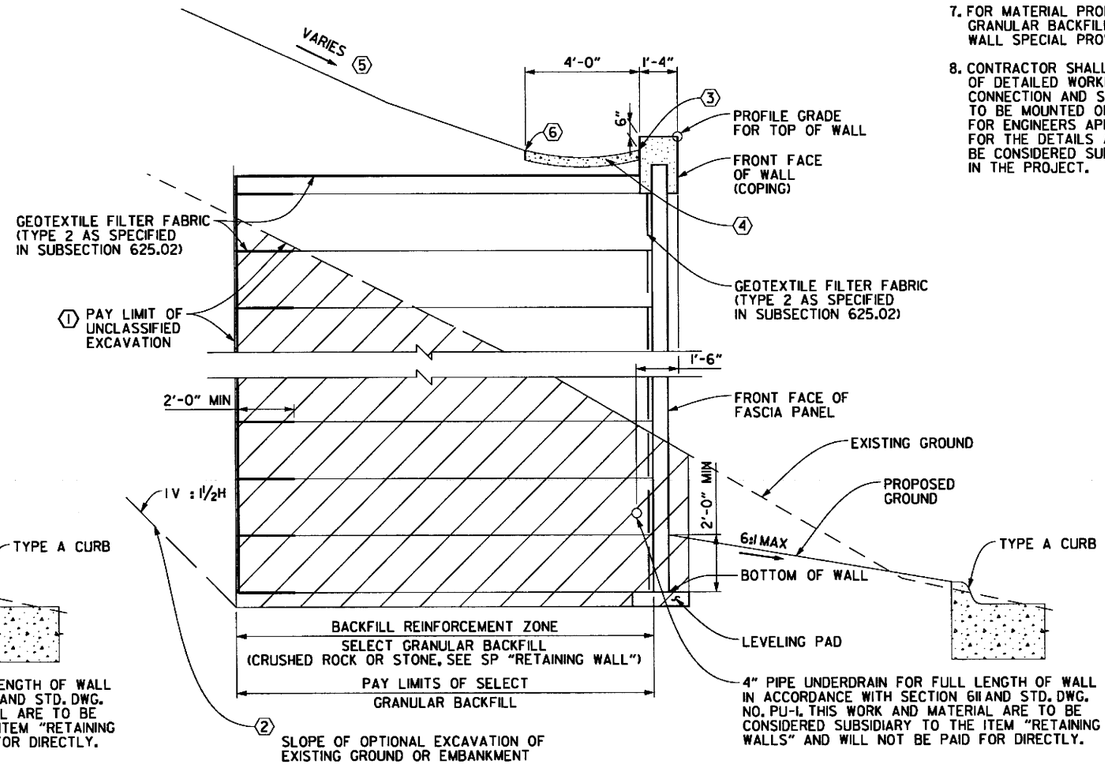
⑤ CONCRETE RIPRAP, SEE PLAN VIEW FOR LIMITS.

⑥ AASHTO M153 TYPE I AS PER SUBSECTION 501.02(h)(2) WHERE ADJACENT TO CONCRETE RIPRAP.



SECTION B-B

(BACKFILL METHOD A)
N.T.S.



SECTION B-B

(BACKFILL METHOD B)
N.T.S.

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: LRFD BRIDGE DESIGN SPECIFICATIONS (6TH EDITION) WITH CURRENT INTERIMS.
2. RECOMMENDED FACTORED BEARING RESISTANCE FOR THE EXISTING FOUNDATION MATERIAL BASED ON AN ESTIMATED WIDTH OF THE REINFORCED ZONE:
   - STA. 0+34.00 TO 2+00.00: 12,350 PSF
3. SEISMIC PERFORMANCE ZONE: 1
4. ELEVATIONS ARE APPROXIMATE. WALL DIMENSIONS MAY VARY DEPENDING ON WALL DESIGN SELECTED.
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SHEET 2 OF 2
SECTIONS OF RETAINING WALL 'GG'

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

DRAWN BY:	DCD	DATE:	6/26/2015	FILENAME:	rca0601_sections_gg_02
CHECKED BY:	SA	DATE:	6/19/2015	SCALE:	As Shown
DESIGNED BY:	DCD	DATE:	6/12/2015		

DRAWING NO. 60243

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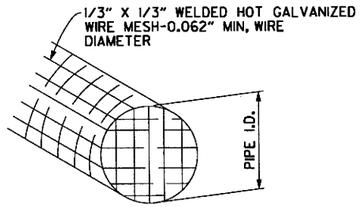
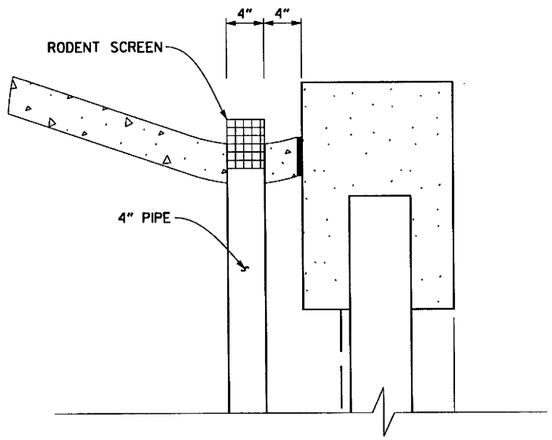
				6	ARK.			
				JOB NO.		CA0601	1166	1465
				①		DETAILS OF MSE WALLS		60244

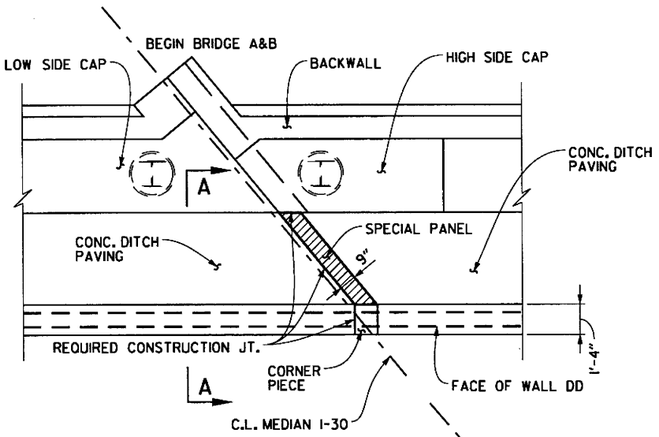
STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR AZAD
2018-08-03

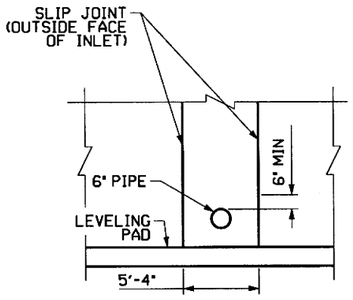


RODENT SCREEN
DETAIL

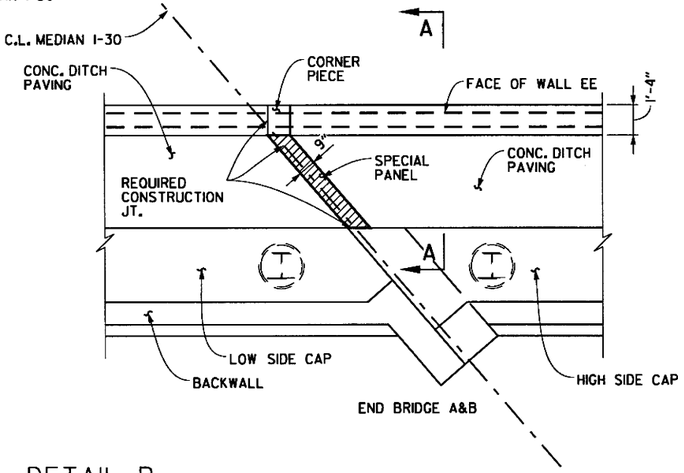


DETAIL A
N.T.S.

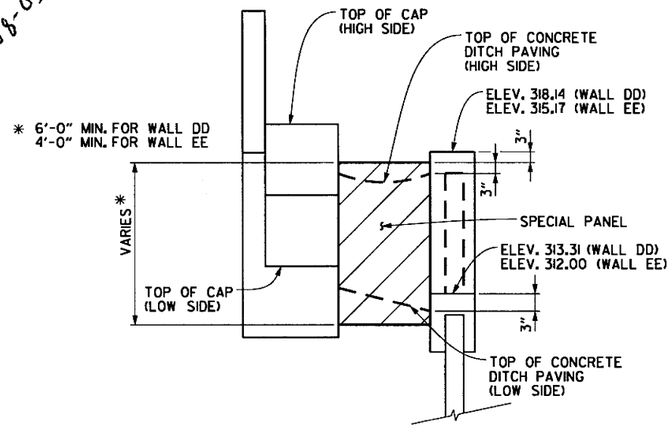




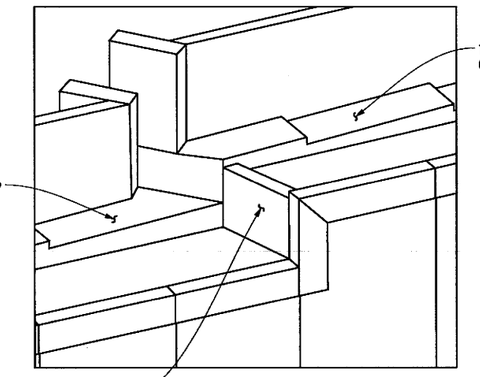
PIPE CROSSING DETAIL
WALL "AA"



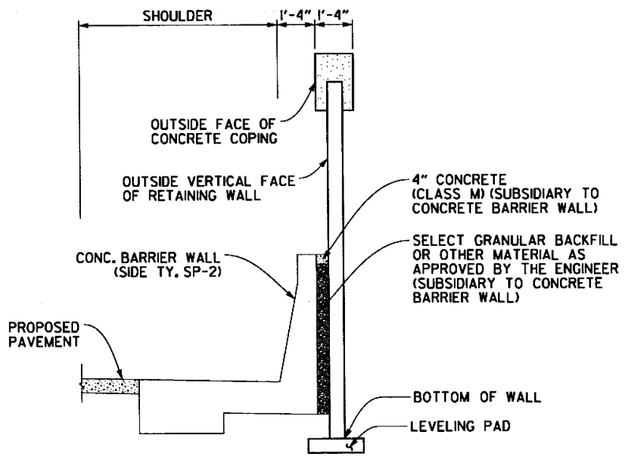
DETAIL B
PLAN VIEW



DETAIL B
SECTION A-A

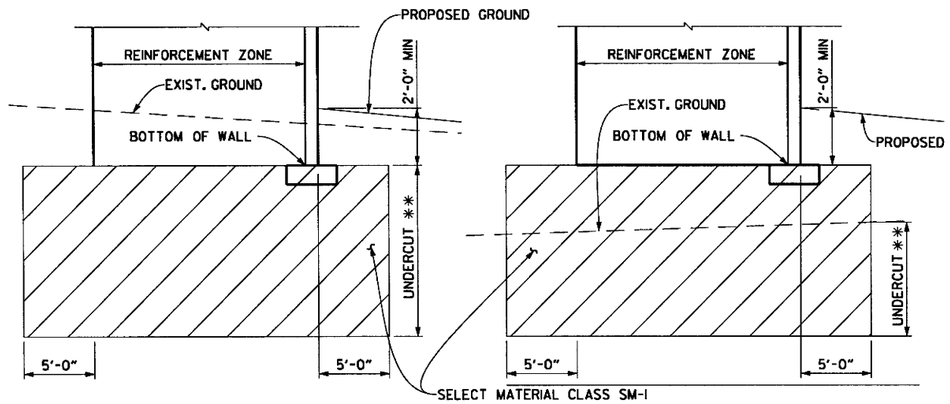


DETAIL B
ISOMETRIC VIEW



NOTE: SEE INDIVIDUAL WALL SECTIONS FOR APPLICABILITY

DETAIL C
N.T.S.



WALL BOTTOM BELOW EXISTING GROUND

WALL BOTTOM ABOVE EXISTING GROUND

** FOR DEPTH OF UNDERCUT, SEE "LAYOUT OF RETAINING WALL" DRAWINGS.

UNDERCUT DETAIL

SHEET 1 OF 2
SPECIAL DETAILS OF WALLS
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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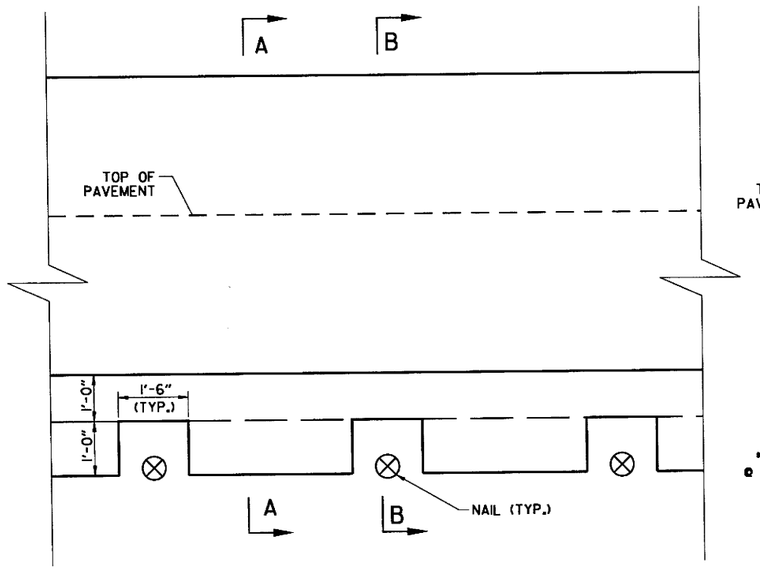
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1167	1465
				DETAILS OF MSE WALLS				60245

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13072
STEPHEN T. SMILEY
7 Aug 2018

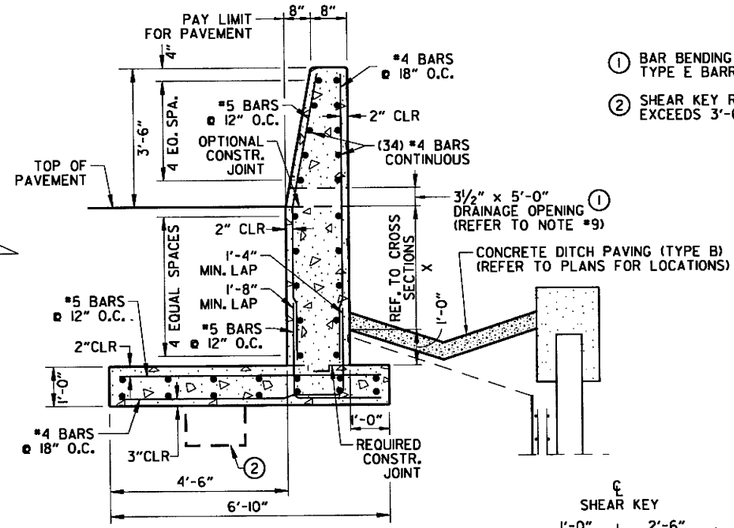


ELEVATION OF CONCRETE BARRIER WALL SIDE TYPE E SPECIAL

(VIEW FROM BACK FACE OF BARRIER)

(FROM STA. 388+79.67 TO STA. 390+20.00 61.67' RT. C.L. I-30 MEDIAN)

NOTE: CONCRETE BARRIER WALL SIDE TYPE E SPECIAL SHALL BE PAID AS CONCRETE BARRIER WALL SIDE TYPE E; MASH TL-4

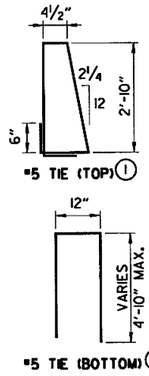


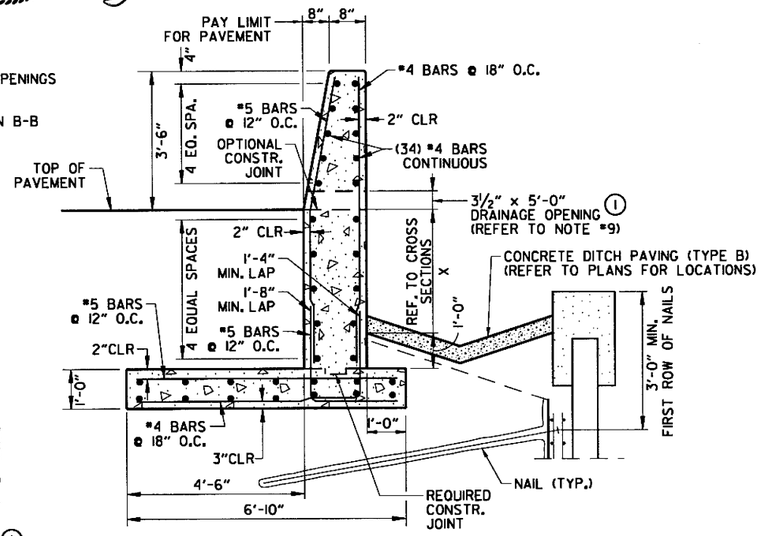
SECTION A-A

N.T.S.

(1) BAR BENDING DIAGRAMS FOR SIDE TYPE E BARRIERS AT DRAINAGE OPENINGS

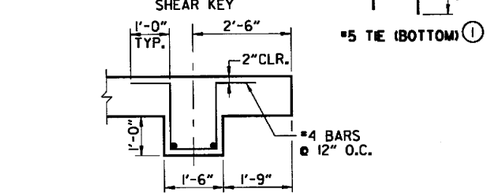
(2) SHEAR KEY REQUIRED WHEN "X" EXCEEDS 3'-6", OMIT FOR SECTION B-B





SECTION B-B

N.T.S.



NOTE: FOOTING REINFORCEMENT OMITTED FOR CLARITY.

SHEAR KEY DETAIL

NOTE:
MIN. LAP LENGTH FOR LONGITUDINAL BARS ARE AS FOLLOWS:

#4 BARS = 1'-9"
#5 BARS = 2'-2"

GENERAL NOTES FOR CONCRETE BARRIER WALLS

1. ALL BARRIER WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 631 OF THE STANDARD SPECIFICATIONS, 2014 EDITION.
2. CONTRACTION JOINTS REQUIRED @ 30'-0" MAXIMUM SPACING.
3. ALL CONTRACTION JOINTS TO BE FORMED IN FRESH CONCRETE ON TOP AND IN SIDES OF BARRIER WALL.
4. CONTRACTION JOINTS ARE NOT PERMITTED AT THE DOWEL BAR LOCATIONS.
5. ALL EXPOSED EDGES OF CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.
6. THE DESIGN OF BARRIER WALL IS BASED ON A MINIMUM FOUNDATION BEARING CAPACITY OF ONE TON PER SQUARE FOOT. UNSTABLE FOUNDATION MATERIAL SHALL BE REMOVED AND REPLACED TO PROVIDE A FIRM FOUNDATION AS DIRECTED BY THE ENGINEER.
7. SPACING BETWEEN EXPANSION JOINTS SHALL NOT EXCEED 400 FT. EXPANSION JOINTS SHALL BE FORMED USING 1" PREFORMED JOINT FILLER. CONTINUOUS REINFORCEMENT SHALL BE CUT 2" CLEAR OF EXPANSION JOINTS.
8. CONSTRUCT DRAINAGE OPENINGS AT EVERY 50' O.C. AND AT SAGS IF SHOWN ON THE PLANS. DOWEL BARS SHALL NOT BE PLACED WITHIN 3" OF DRAINAGE OPENINGS.
9. MAINTAIN 3" CLEARANCE ON ALL FOOTING REINFORCEMENT AND 2" CLEARANCE ON ALL OTHER REINFORCEMENT.

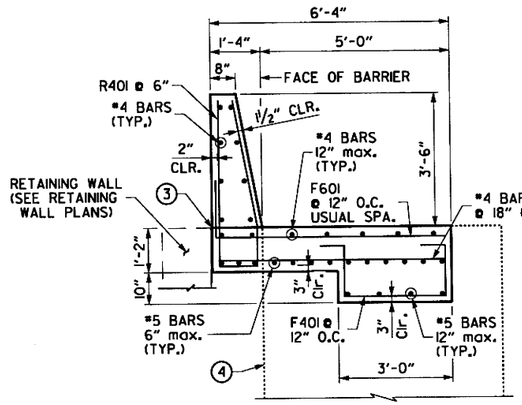
TABLE OF QUANTITIES

(FOR INFORMATION ONLY)

SIDE TYPE	LIN. FT.	REINFORCING STEEL - RDWY. (GR. 60)	CLASS S CONCRETE - ROADWAY (CU. YDS.)
SP-1	1183	70,980 LBS.	586.64
SP-2	1624	110,432 LBS.	845.33

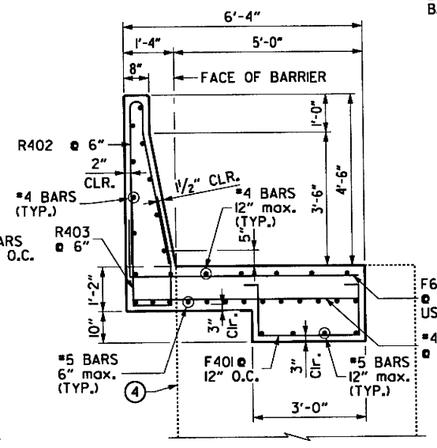
(3) ½" JOINT FILLER (AASHTO M153, TYPE I) IN ACCORDANCE WITH SUBSECTION 501.02 (h)(1) WITH 1½" x 1" TYPE 3 OR 4 JOINT SEALER IN ACCORDANCE WITH SUBSECTION 501.02 (h)(2). (JOINT FILLER WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "RETAINING WALLS".)

(4) SEE DROP INLET DETAIL.



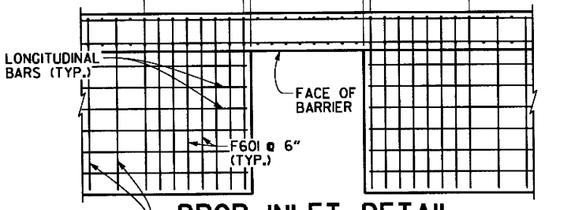
CONCRETE BARRIER WALL (SIDE TYPE SP-1)

N.T.S



CONCRETE BARRIER WALL (SIDE TYPE SP-2)

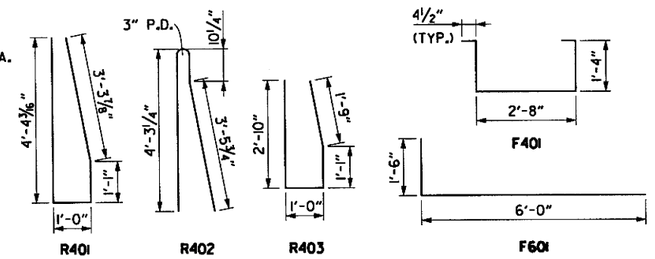
N.T.S



DROP INLET DETAIL

NO SCALE

FIELD TRIM LONGITUDINAL FOOTING BARS TO FIT INLET. OMIT TRANSVERSE BARS WHERE DROP INLET IS TO BE PROVIDED.



SHEET 2 OF 2
SPECIAL DETAILS OF WALLS
HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22
ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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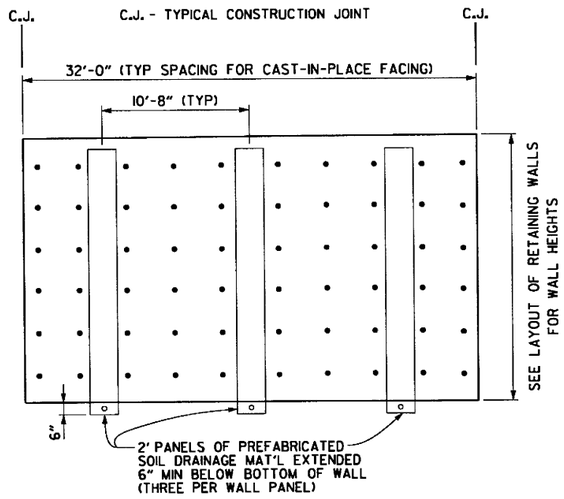
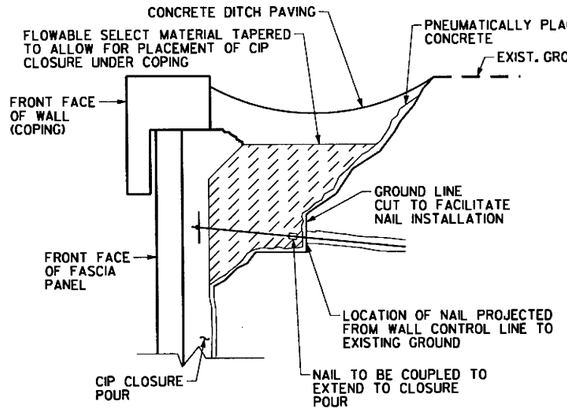


TYPICAL PANEL

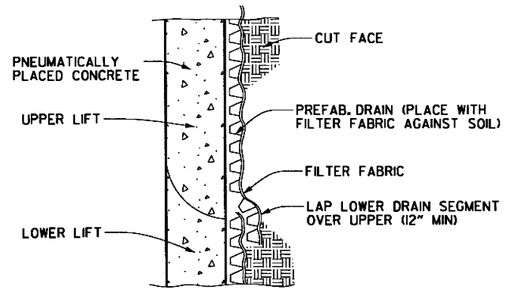
N.T.S.



DETAIL B

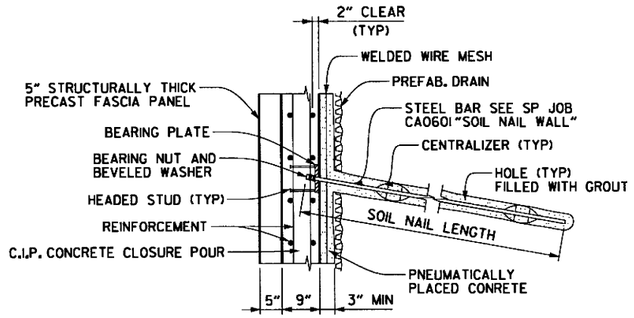
N.T.S.

(CONSTRUCT THE NAIL FIRST THEN CONSTRUCT THE FLOWABLE SELECT MATERIAL)



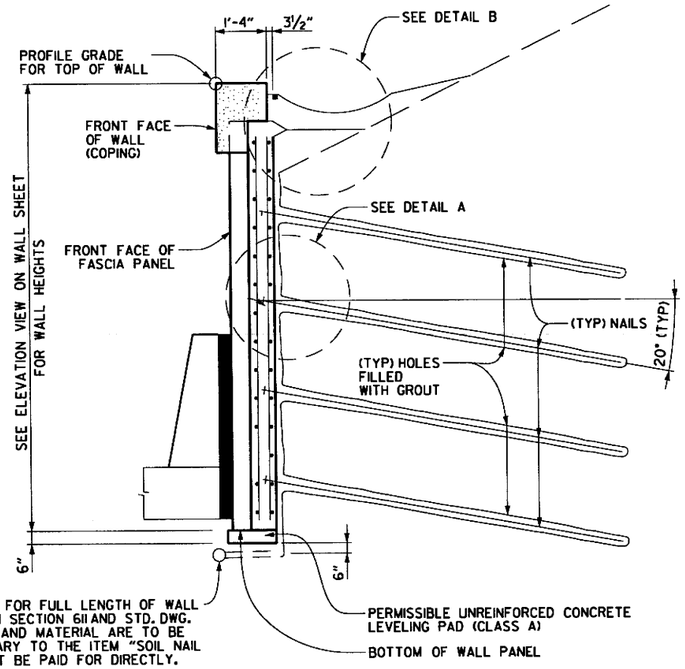
PREFABRICATED DRAINAGE MATERIAL

N.T.S.



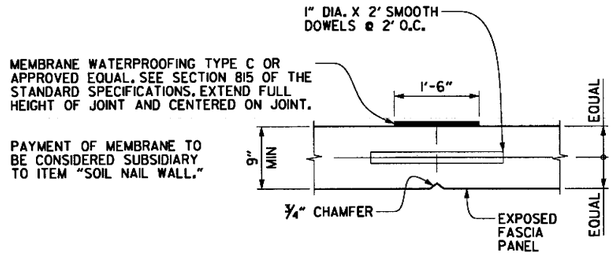
DETAIL A

N.T.S.



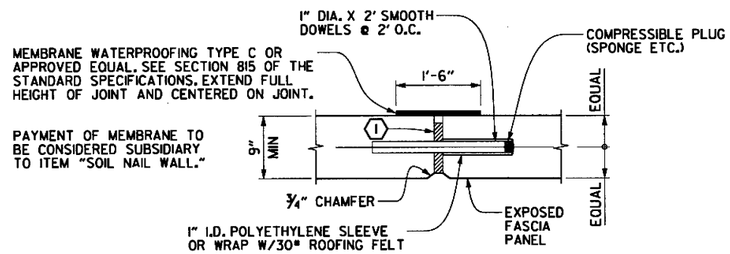
TYPICAL SECTION THROUGH WALL

N.T.S.



TYPICAL CONSTRUCTION JOINT DETAIL

N.T.S.



EXPANSION JOINT DETAIL

N.T.S.

THE OFFSET SHOWN ON THE PLAN VIEW OF THE WALL SHALL NOT BE ALTERED BY THE CONTRACTOR. THE VERTICAL CUT LINE BEHIND THE PNEUMATICALLY PLACED CONRETE SHALL BE ADJUSTED BASED ON THE THICKNESS OF THE CONCRETE FASCIA WALL AND PNEUMATICALLY PLACED CONRETE, DETAILED IN THE CONTRACTOR'S WORKING DRAWINGS. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ADDITIONAL EXCAVATION AND ALL ADDITIONAL EXCAVATION SHALL BE SUBSIDIARY TO THE PAY ITEM "SOIL NAIL WALL."

(1) ½" JOINT FILLER AASHTO M153 TYPE 1 AS PER SUBSECTION 501.02(h)(1) WITH ½"x1" TYPE 3 OR 4 JOINT SEALER PER SUBSECTION 501.02(h)(2). PAYMENT WILL NOT BE MADE DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1168	1465
				DETAILS OF SOIL NAIL WALLS				60246

GENERAL NOTES:

THE DETAILS SHOWN ON THIS PLAN ARE FOR CONTRACTOR'S GUIDANCE ONLY AND SHALL BE IN NO WAY CONSTRUED AS THE DETAILED DESIGN. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS FOR APPROVAL INCLUDING THE DETAILS FOR CAST-IN-PLACE CLOSURE POUR AND PRE-CAST FASCIA PANELS ALONG WITH THE DRAINAGE SYSTEM BEHIND THE WALL, UNDERDRAIN SYSTEMS AND ALL OTHER DETAILS AS DESCRIBED IN THE SP JOB CA0601 "SOIL NAIL WALL."

ALL CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH, f'c = 3,500 PSI, UNLESS OTHERWISE NOTED.

ALL REINFORCING STEEL SHALL BE GRADE 60 AND SHALL CONFORM TO AASHTO M31 OR M322 TYPE A.

CHAMFER ALL EXPOSED CORNERS 3/4".

EXPANSION JOINTS SHALL BE LOCATED AT 92' CENTERS (MAX).

SOIL NAIL TEST ANCHORS WILL BE REQUIRED.

THE LOCATION OF THE TEST ANCHORS SHALL BE APPROVED BY THE ENGINEER. THE TEST ANCHORS MAY BE USED AS PRODUCTION NAILS, PROVIDED THEY DEVELOP THE REQUIRED TEST LOAD AND ARE EPOXY COATED. IF WIDELY VARYING SOIL CONDITIONS ARE ENCOUNTERED, THE ENGINEER MAY REQUIRE UP TO TWO ADDITIONAL TEST ANCHORS PER WALL. TEST ANCHORS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "SOIL NAIL WALL."

DRAINAGE SYSTEM SHALL CONSIST OF 2' PANELS OF PREFABRICATED SOIL DRAINAGE MATS EMPTYING INTO 4" UNDERDRAIN PIPES. PNEUMATICALLY PLACED CONCRETE SHALL BE PLACED OVER THE DRAINS, WITH THE DRAINAGE MATS PLACED AGAINST THE SOIL. THE DRAINAGE SYSTEM WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "SOIL NAIL WALL."

THE PRICE BID PER SQUARE FOOT SHALL INCLUDE ALL CONCRETE, REINFORCING STEEL, PNEUMATICALLY PLACED CONCRETE, CLOSURE POUR AND PRE-CAST FASCIA PANELS, EXPANSION AND CONSTRUCTION JOINTS, DRAINAGE MATERIAL, DRILLING, NAIL REINFORCEMENT, GROUT, TEST NAILS, AND ANY OTHER MATERIALS NECESSARY TO COMPLETE THE WALL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SURFACE WATER OR RAINWATER FROM DAMAGING THE RETAINING WALLS DURING CONSTRUCTION. THIS SHALL INCLUDE SHAPING THE BACKFILL TO PREVENT WATER FROM PONDING OR FLOWING ON THE BACKFILL OR AGAINST THE WALL FACE. ANY DAMAGE OR MOVEMENT CAUSED BY EROSION, SLOUGHING, OR SATURATION OF THE RETAINING WALL OR EMBANKMENT BACKFILL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

SEE SP JOB CA0601 "SOIL NAIL WALL" FOR EXCAVATION AND TESTING PROCEDURE.

THE CAST-IN-PLACE CLOSURE POUR SHALL BE COMPLETED AFTER ALL ROWS OF NAILS HAVE BEEN PLACED.

THE CAST-IN-PLACE CLOSURE POUR SHALL BE INSTALLED WITHIN 45 WORKING DAYS AFTER TESTING AND ACCEPTANCE OF THE SOIL NAILS. THE SOIL NAIL RETAINING WALL SHALL BE ACCEPTED BASED ON QUALITY CONTROL AND ACCEPTANCE SAMPLING AND TESTING RESULTS. SEE SP JOB CA0601 "SOIL NAIL WALL" FOR ADDITIONAL INFORMATION.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 12404
SHAHRIAR KAZEMI
2018-08-03

DETAILS OF SOIL NAIL WALLS

HWY 70 - SEVIER ST. (WIDENING) (F)
SALINE COUNTY
ROUTE 30 SEC. 22

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

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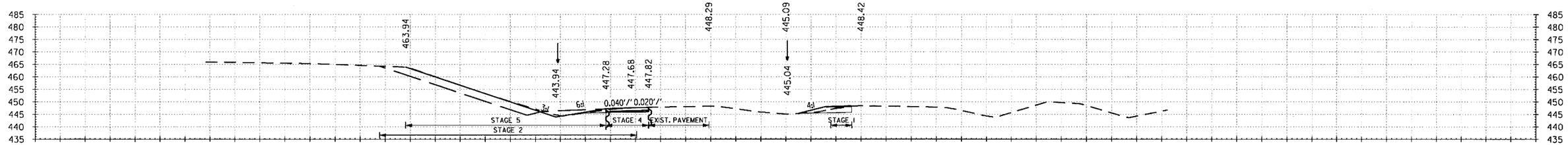
				JOB NO.		CA0601	1169	1465

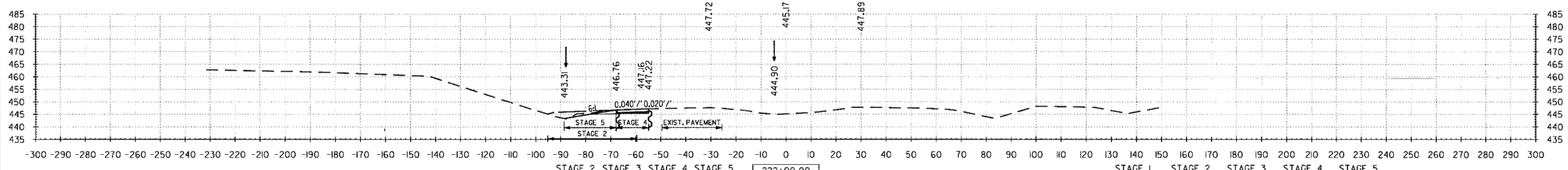
(2) I-30 CROSS SECTIONS



223+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 199 SF, STAGE 3 7 SF, STAGE 4 17 SF, STAGE 5 59 SF
223+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 6 SF, STAGE 3 6 SF, STAGE 4 0 SF, STAGE 5 174 SF

223+00.00

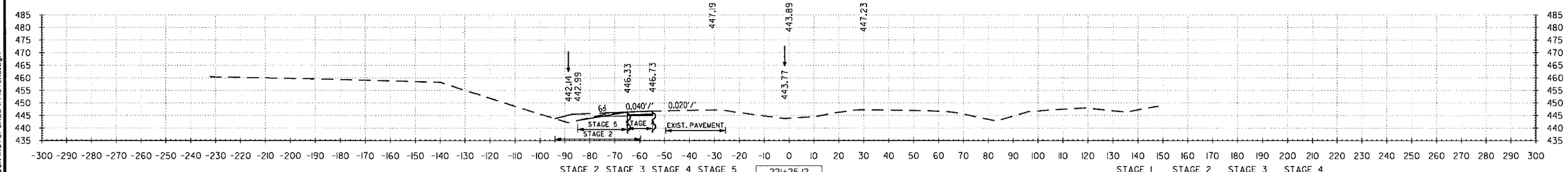
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 10 CUYD, STAGE 2 397 CUYD, STAGE 3 13 CUYD, STAGE 4 63 CUYD, STAGE 5 204 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 26 CUYD, STAGE 3 12 CUYD, STAGE 4 0 CUYD, STAGE 5 323 CUYD



222+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 15 SF, STAGE 3 0 SF, STAGE 4 17 SF, STAGE 5 51 SF
222+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 8 SF, STAGE 3 0 SF, STAGE 4 0 SF, STAGE 5 0 SF

222+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 37 CUYD, STAGE 3 0 CUYD, STAGE 4 48 CUYD, STAGE 5 143 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 34 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD, STAGE 5 0 CUYD



221+25.12 AREA UNCLASSIFIED EXCAVATION: STAGE 2 11 SF, STAGE 3 0 SF, STAGE 4 17 SF, STAGE 5 52 SF
221+25.12 AREA COMPACTED EMBANKMENT: STAGE 2 16 SF, STAGE 3 0 SF, STAGE 4 0 SF, STAGE 5 0 SF

221+25.12

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD

STA. 221+25 TO STA. 223+00

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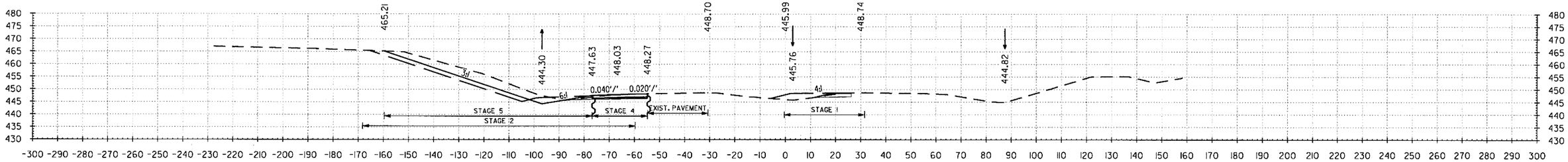
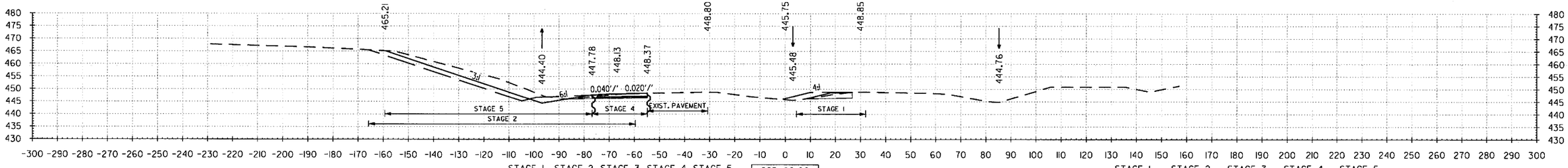
				JOB NO.		CA0601	1170	1465
				②	I-30 CROSS SECTIONS			



226+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5
226+00.00 AREA UNCLASSIFIED EXCAVATION:	9 SF	470 SF	51 SF	18 SF	58 SF
226+00.00 AREA COMPACTED EMBANKMENT:	18 SF	1 SF	9 SF	18 SF	105 SF

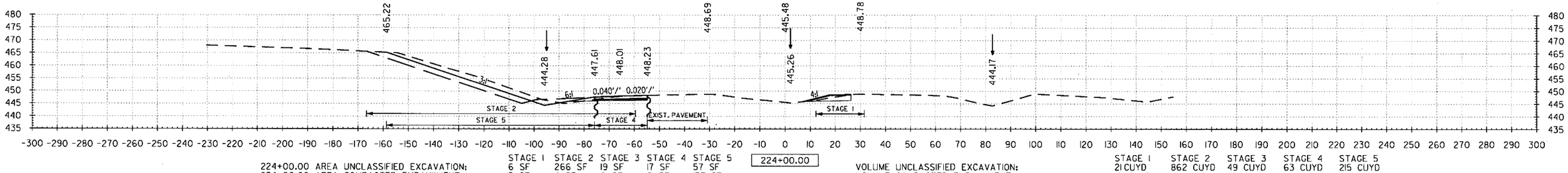
	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5
VOLUME UNCLASSIFIED EXCAVATION:	28 CUYD	1428 CUYD	169 CUYD	65 CUYD	206 CUYD
VOLUME COMPACTED EMBANKMENT:	67 CUYD	2 CUYD	30 CUYD	34 CUYD	497 CUYD



225+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5
225+00.00 AREA UNCLASSIFIED EXCAVATION:	6 SF	301 SF	40 SF	17 SF	53 SF
225+00.00 AREA COMPACTED EMBANKMENT:	18 SF	0 SF	7 SF	0 SF	110 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5
VOLUME UNCLASSIFIED EXCAVATION:	23 CUYD	1050 CUYD	110 CUYD	63 CUYD	204 CUYD
VOLUME COMPACTED EMBANKMENT:	43 CUYD	8 CUYD	25 CUYD	0 CUYD	458 CUYD



224+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5
224+00.00 AREA UNCLASSIFIED EXCAVATION:	6 SF	266 SF	19 SF	17 SF	57 SF
224+00.00 AREA COMPACTED EMBANKMENT:	5 SF	4 SF	6 SF	0 SF	137 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5
VOLUME UNCLASSIFIED EXCAVATION:	21 CUYD	862 CUYD	49 CUYD	63 CUYD	215 CUYD
VOLUME COMPACTED EMBANKMENT:	10 CUYD	19 CUYD	23 CUYD	0 CUYD	576 CUYD

STA. 224+00 TO STA. 226+00

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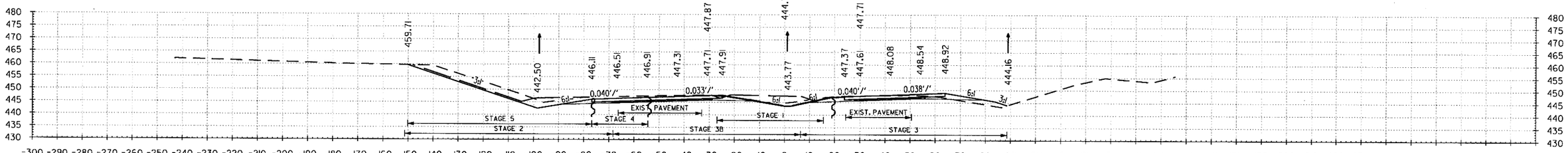
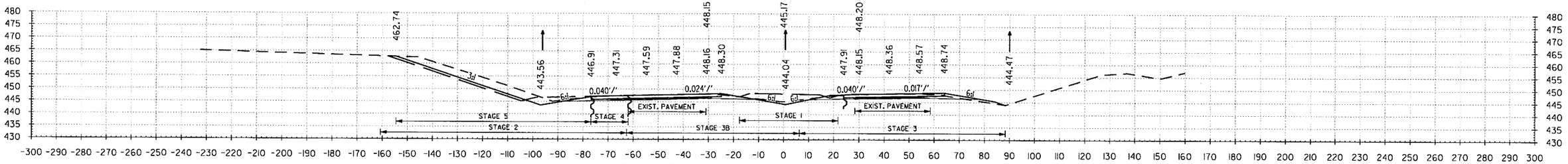
(2) I-30 CROSS SECTIONS



229+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 8 SF, STAGE 2 132 SF, STAGE 3 208 SF, STAGE 4 37 SF, STAGE 5 37 SF
229+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 28 SF, STAGE 2 2 SF, STAGE 3 27 SF, STAGE 4 0 SF, STAGE 5 0 SF

229+00.00

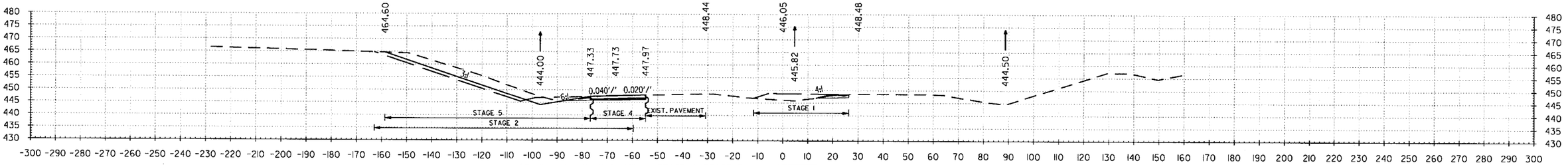
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 21 CUYD, STAGE 2 669 CUYD, STAGE 3 738 CUYD, STAGE 4 104 CUYD, STAGE 5 193 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 108 CUYD, STAGE 2 6 CUYD, STAGE 3 69 CUYD, STAGE 4 0 CUYD, STAGE 5 95 CUYD



228+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 229 SF, STAGE 3 190 SF, STAGE 4 19 SF, STAGE 5 67 SF
228+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 30 SF, STAGE 2 1 SF, STAGE 3 9 SF, STAGE 4 0 SF, STAGE 5 51 SF

228+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 23 CUYD, STAGE 2 950 CUYD, STAGE 3 480 CUYD, STAGE 4 69 CUYD, STAGE 5 243 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 108 CUYD, STAGE 2 6 CUYD, STAGE 3 36 CUYD, STAGE 4 0 CUYD, STAGE 5 234 CUYD



227+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 9 SF, STAGE 2 284 SF, STAGE 3 69 SF, STAGE 4 18 SF, STAGE 5 64 SF
227+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 28 SF, STAGE 2 2 SF, STAGE 3 9 SF, STAGE 4 0 SF, STAGE 5 75 SF

227+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 34 CUYD, STAGE 2 1397 CUYD, STAGE 3 223 CUYD, STAGE 4 67 CUYD, STAGE 5 226 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 86 CUYD, STAGE 2 6 CUYD, STAGE 3 34 CUYD, STAGE 4 34 CUYD, STAGE 5 432 CUYD

STA. 227+00 TO STA. 229+00

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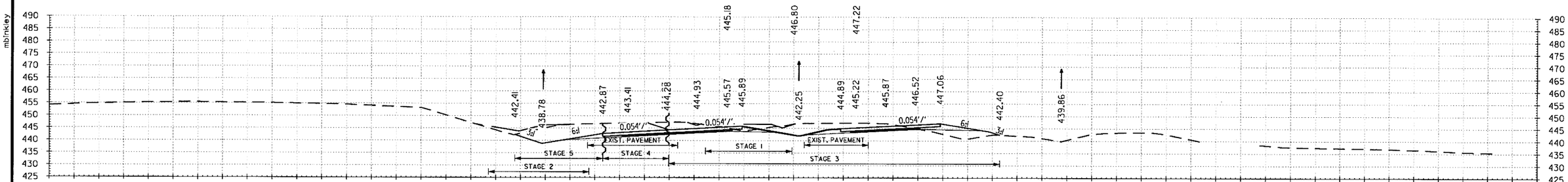
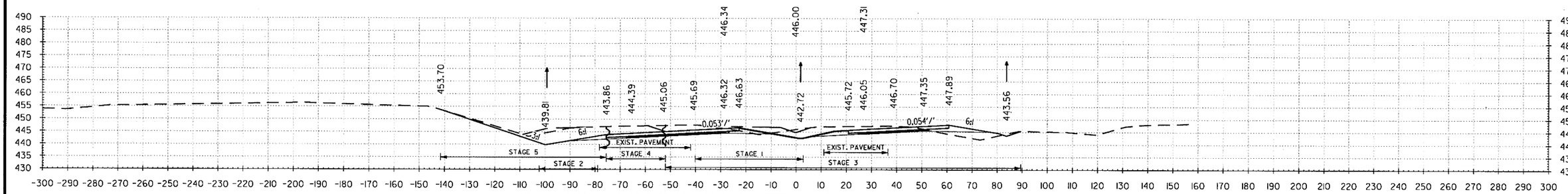
(2) I-30 CROSS SECTIONS



232+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 16 SF, STAGE 2 9 SF, STAGE 3 226 SF, STAGE 4 179 SF, STAGE 5 145 SF
232+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 17 SF, STAGE 2 27 SF, STAGE 3 63 SF, STAGE 4 0 SF, STAGE 5 0 SF

232+00.00

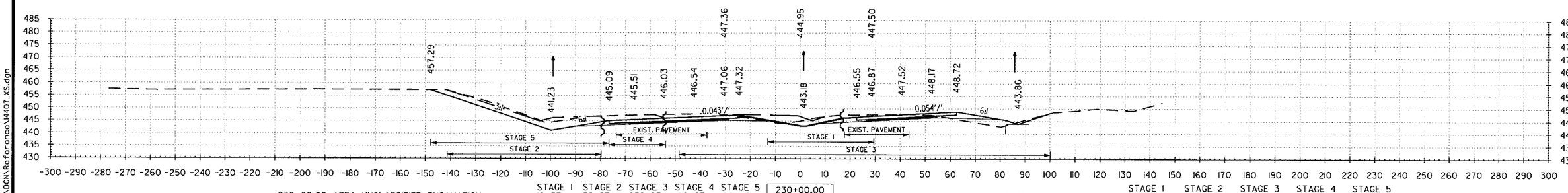
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 58 CUYD, STAGE 2 36 CUYD, STAGE 3 947 CUYD, STAGE 4 562 CUYD, STAGE 5 526 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 69 CUYD, STAGE 2 69 CUYD, STAGE 3 206 CUYD, STAGE 4 0 CUYD, STAGE 5 0 CUYD



231+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF, STAGE 2 10 SF, STAGE 3 285 SF, STAGE 4 124 SF, STAGE 5 139 SF
231+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 20 SF, STAGE 2 10 SF, STAGE 3 48 SF, STAGE 4 0 SF, STAGE 5 0 SF

231+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 47 CUYD, STAGE 2 78 CUYD, STAGE 3 1006 CUYD, STAGE 4 526 CUYD, STAGE 5 595 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 88 CUYD, STAGE 2 26 CUYD, STAGE 3 167 CUYD, STAGE 4 0 CUYD, STAGE 5 0 CUYD



230+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 32 SF, STAGE 3 258 SF, STAGE 4 160 SF, STAGE 5 182 SF
230+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 27 SF, STAGE 2 4 SF, STAGE 3 42 SF, STAGE 4 0 SF, STAGE 5 0 SF

230+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 34 CUYD, STAGE 2 304 CUYD, STAGE 3 863 CUYD, STAGE 4 365 CUYD, STAGE 5 406 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 102 CUYD, STAGE 2 12 CUYD, STAGE 3 128 CUYD, STAGE 4 0 CUYD, STAGE 5 0 CUYD

STA. 230+00 TO STA. 232+00

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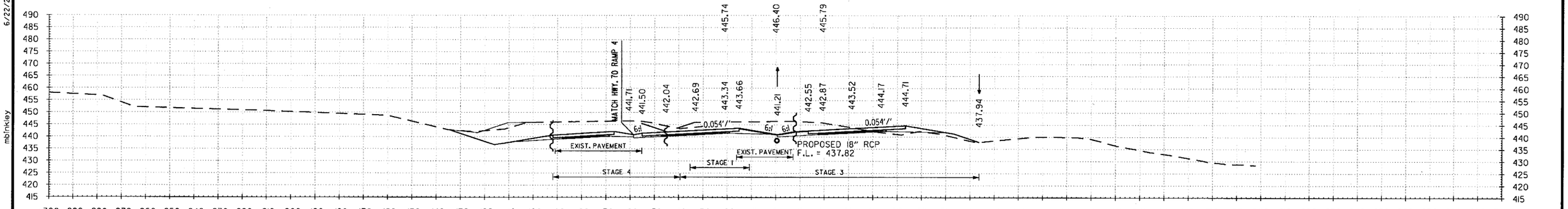
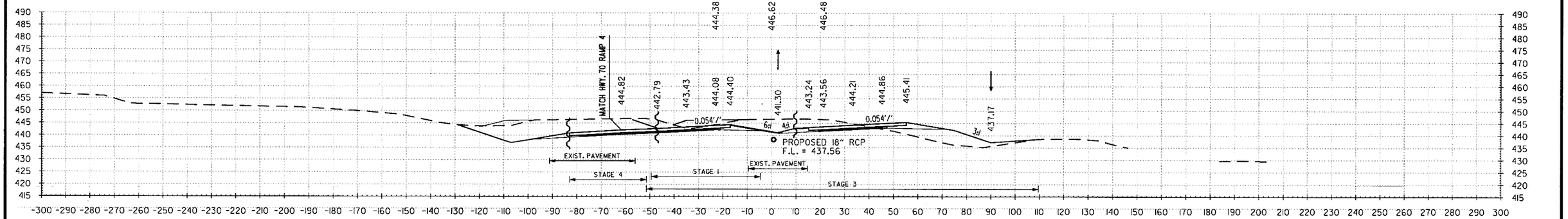


235+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 0 SF, STAGE 3 368 SF, STAGE 4 59 SF
235+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 9 SF, STAGE 2 0 SF, STAGE 3 31 SF, STAGE 4 0 SF

235+00.00

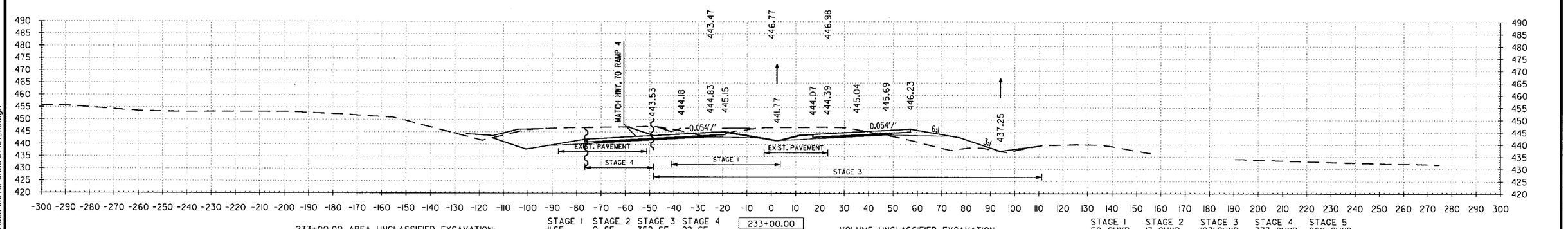
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 0 CUYD, STAGE 3 1363 CUYD, STAGE 4 223 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 65 CUYD, STAGE 2 0 CUYD, STAGE 3 388 CUYD, STAGE 4 0 CUYD



234+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 0 SF, STAGE 3 368 SF, STAGE 4 61 SF
234+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 26 SF, STAGE 2 0 SF, STAGE 3 178 SF, STAGE 4 0 SF

234+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 28 CUYD, STAGE 2 0 CUYD, STAGE 3 1334 CUYD, STAGE 4 154 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 93 CUYD, STAGE 2 0 CUYD, STAGE 3 576 CUYD, STAGE 4 0 CUYD



233+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 11 SF, STAGE 2 0 SF, STAGE 3 352 SF, STAGE 4 22 SF
233+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 24 SF, STAGE 2 0 SF, STAGE 3 133 SF, STAGE 4 0 SF

233+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 50 CUYD, STAGE 2 17 CUYD, STAGE 3 1071 CUYD, STAGE 4 373 CUYD, STAGE 5 269 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 76 CUYD, STAGE 2 50 CUYD, STAGE 3 363 CUYD, STAGE 4 0 CUYD, STAGE 5 0 CUYD

STA. 233+00 TO STA. 235+00

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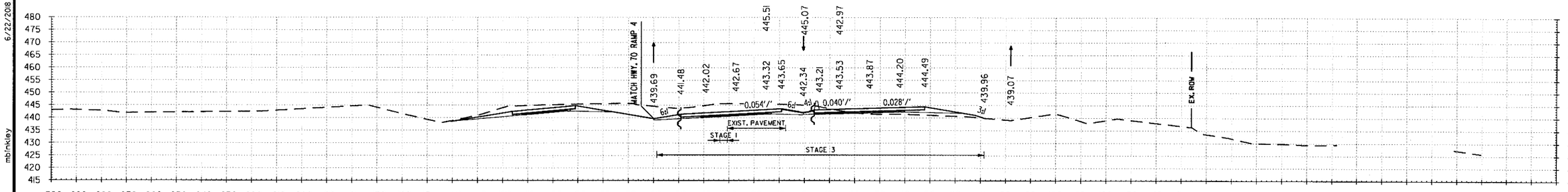
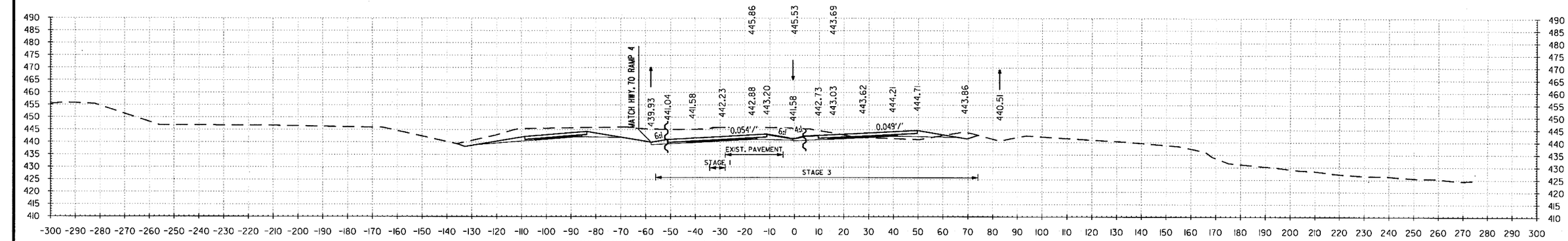
(2) I-30 CROSS SECTIONS



238+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 286 SF, STAGE 4 0 SF
238+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 46 SF, STAGE 4 0 SF

238+00.00

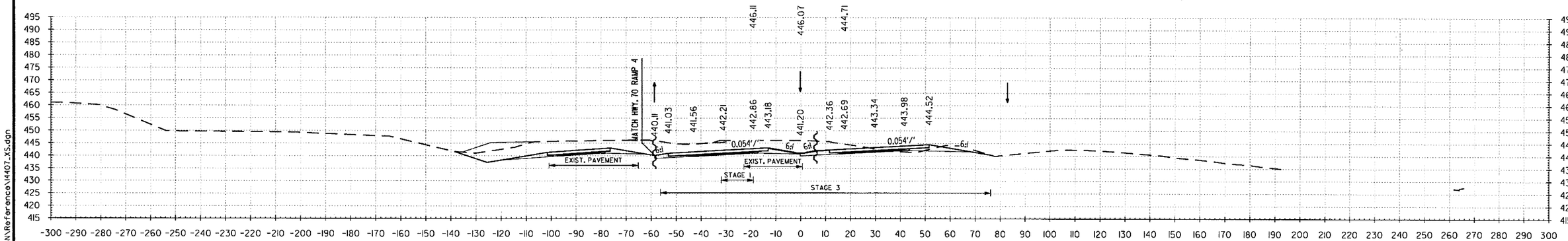
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 4 CUYD, STAGE 2 0 CUYD, STAGE 3 1012 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 291 CUYD, STAGE 4 0 CUYD



237+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 2 SF, STAGE 2 0 SF, STAGE 3 380 SF, STAGE 4 0 SF
237+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 21 SF, STAGE 4 0 SF

237+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD, STAGE 2 0 CUYD, STAGE 3 1317 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 219 CUYD, STAGE 4 0 CUYD



236+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 0 SF, STAGE 3 451 SF, STAGE 4 0 SF
236+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 7 SF, STAGE 4 0 SF

236+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 0 CUYD, STAGE 3 1517 CUYD, STAGE 4 110 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 17 CUYD, STAGE 2 0 CUYD, STAGE 3 71 CUYD, STAGE 4 0 CUYD

STA. 236+00 TO STA. 238+00

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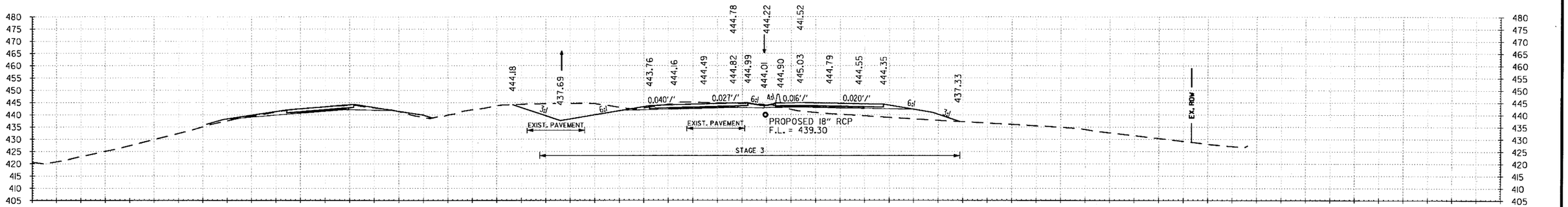
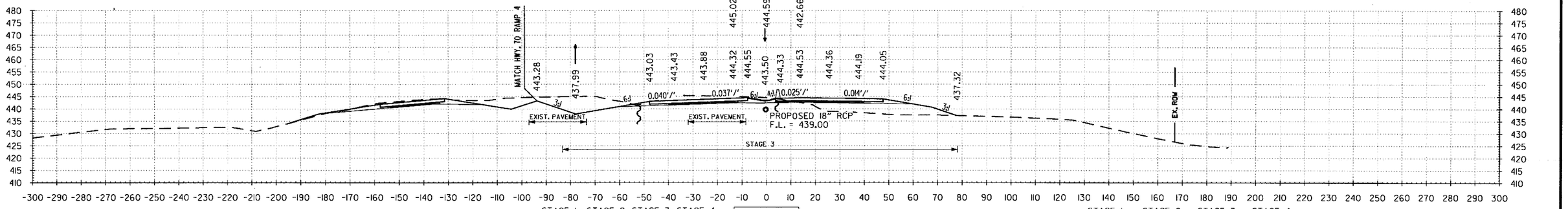


241+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 249 SF, STAGE 4 0 SF
241+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 183 SF, STAGE 4 0 SF

241+00.00

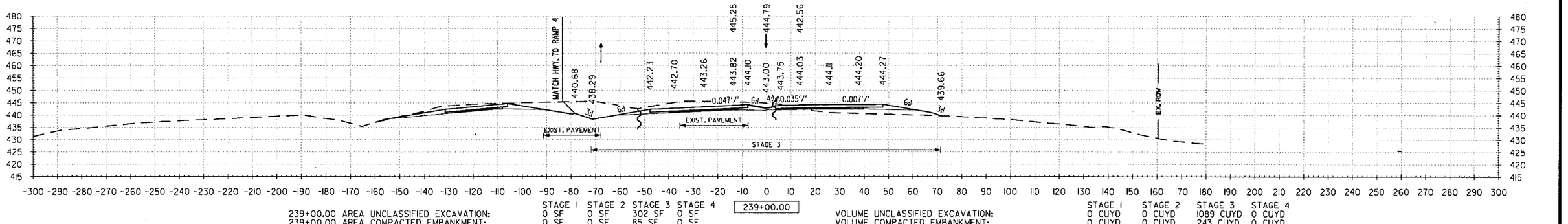
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 982 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 728 CUYD, STAGE 4 0 CUYD



240+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 281 SF, STAGE 4 0 SF
240+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 210 SF, STAGE 4 0 SF

240+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 1080 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 547 CUYD, STAGE 4 0 CUYD



239+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 302 SF, STAGE 4 0 SF
239+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 85 SF, STAGE 4 0 SF

239+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 1089 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 243 CUYD, STAGE 4 0 CUYD

STA. 239+00 TO STA. 241+00

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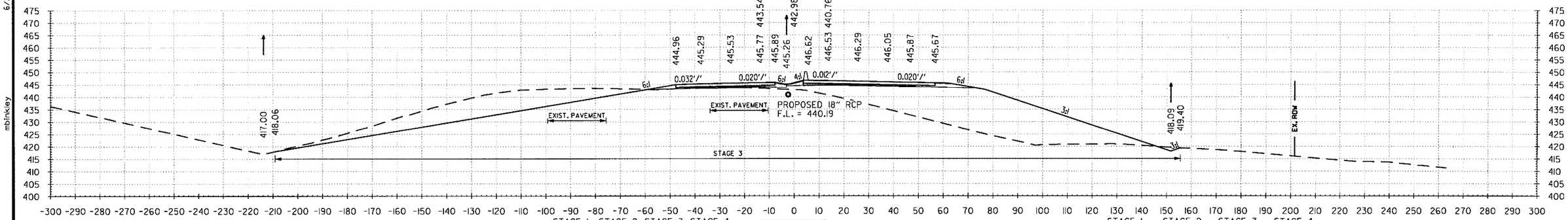
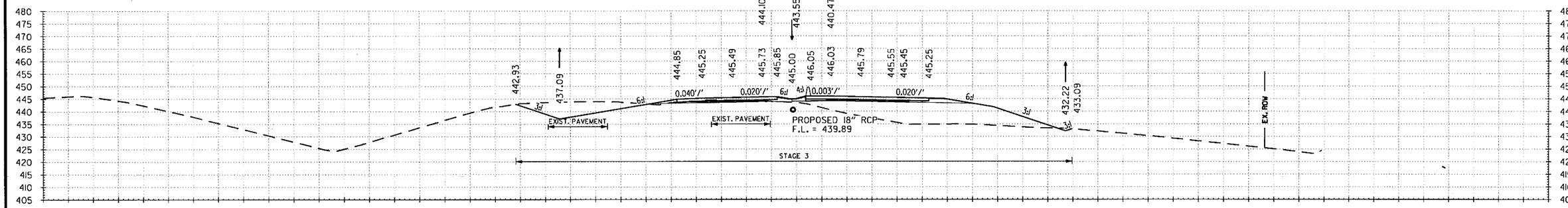


244+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 730 SF, STAGE 4 0 SF
244+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 1508 SF, STAGE 4 0 SF

244+00.00

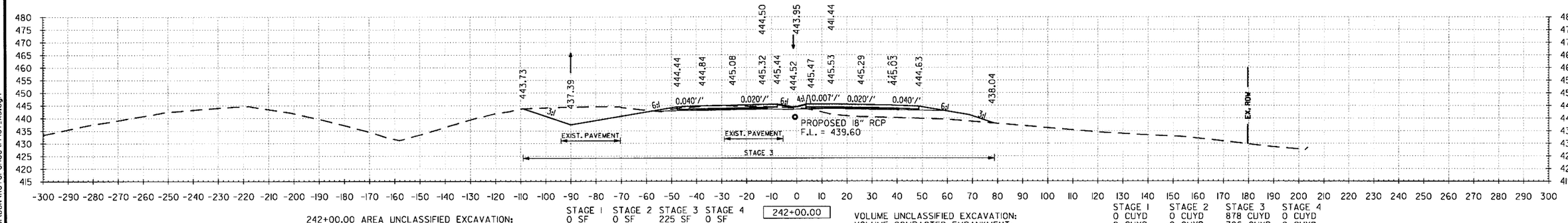
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 1719 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 3906 CUYD, STAGE 4 0 CUYD



243+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 198 SF, STAGE 4 0 SF
243+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 601 SF, STAGE 4 0 SF

243+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 784 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 1480 CUYD, STAGE 4 0 CUYD



242+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 225 SF, STAGE 4 0 SF
242+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 198 SF, STAGE 4 0 SF

242+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 878 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 706 CUYD, STAGE 4 0 CUYD

STA. 242+00 TO STA. 244+00

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(2) **I-30 CROSS SECTIONS**

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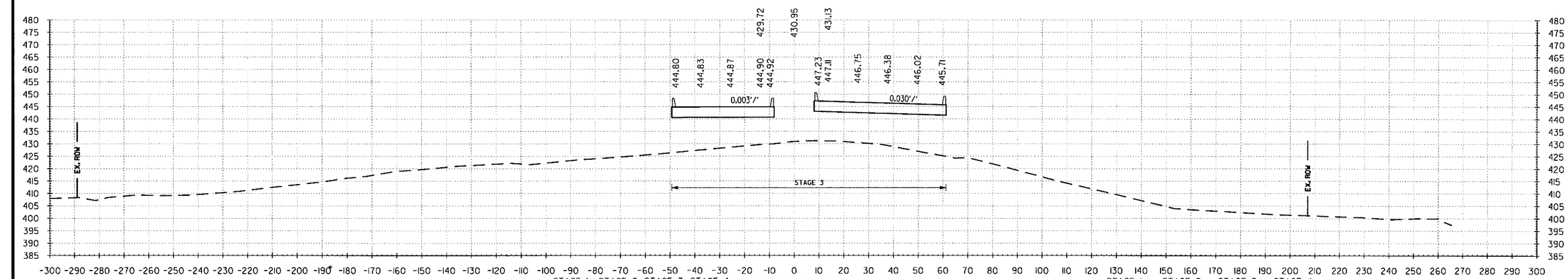
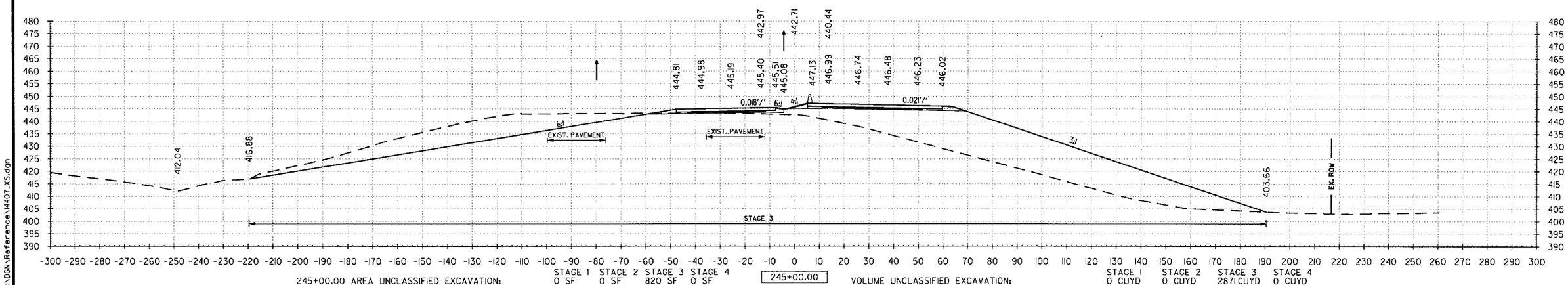


246+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF
246+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 1519 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 3917 CUYD, STAGE 4 0 CUYD



245+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 820 SF, STAGE 4 0 SF
245+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 2115 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 2871 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 6710 CUYD, STAGE 4 0 CUYD

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STA. 245+00 TO STA. 246+00

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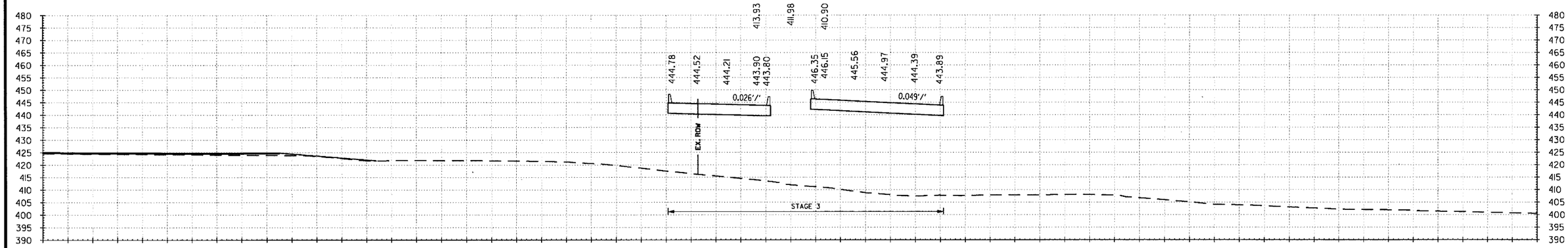
				JOB NO.		CA0601	1178	1465

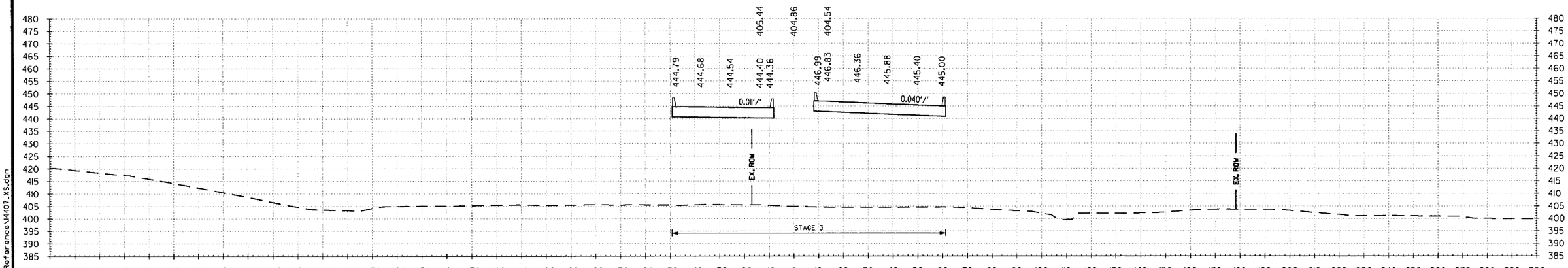
(2) I-30 CROSS SECTIONS



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
248+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	0 SF	0 SF
248+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	0 SF

248+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	0 CUYD	0 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
247+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	0 SF	0 SF
247+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	0 SF

247+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	0 CUYD	0 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD	0 CUYD

STA. 247+00 TO STA. 248+00

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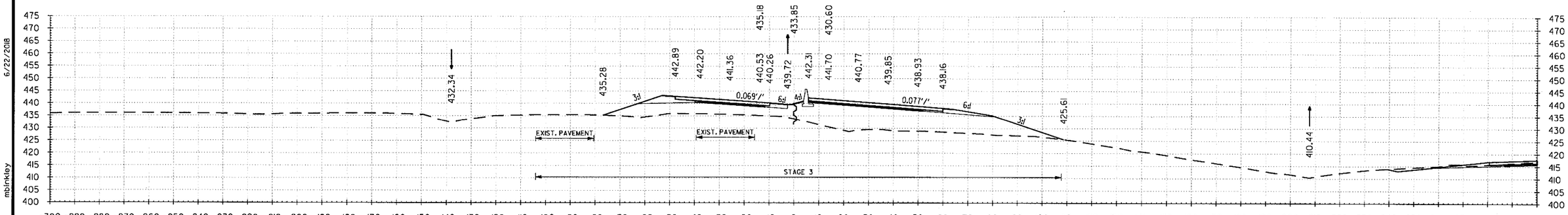
				JOB NO.		CA0601	1179	1465

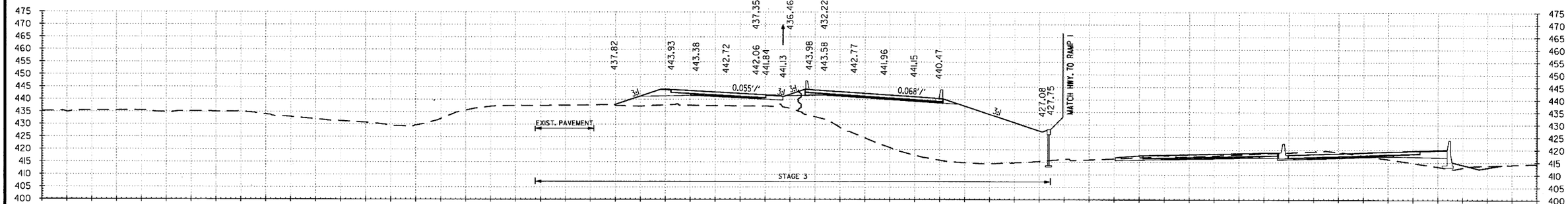
(2) I-30 CROSS SECTIONS



251+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 36 SF, STAGE 4 0 SF
251+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 1171 SF, STAGE 4 0 SF

251+00.00

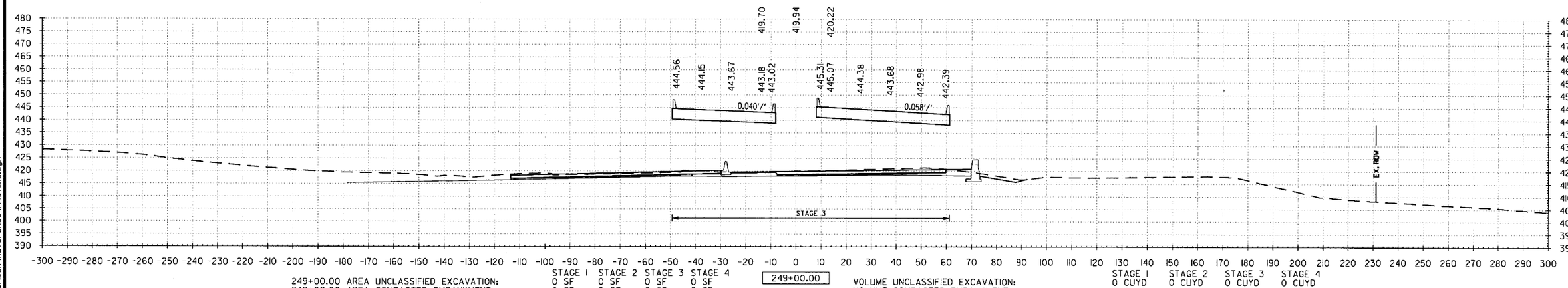
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 99 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 5989 CUYD, STAGE 4 0 CUYD



250+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 17 SF, STAGE 4 0 SF
250+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 2013 SF, STAGE 4 0 SF

250+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 32 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 3821 CUYD, STAGE 4 0 CUYD



249+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF
249+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

249+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD

STA. 249+00 TO STA. 251+00

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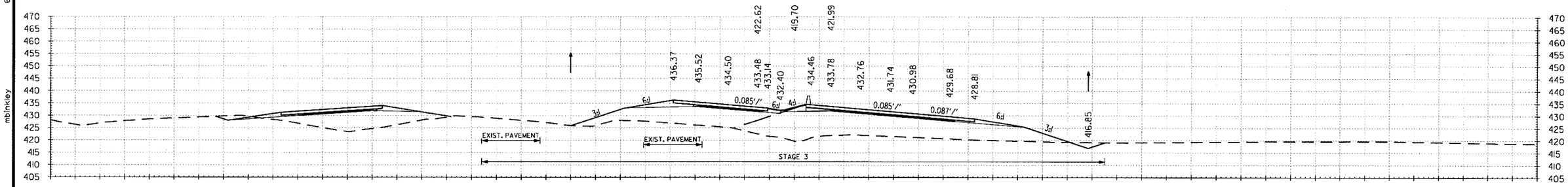
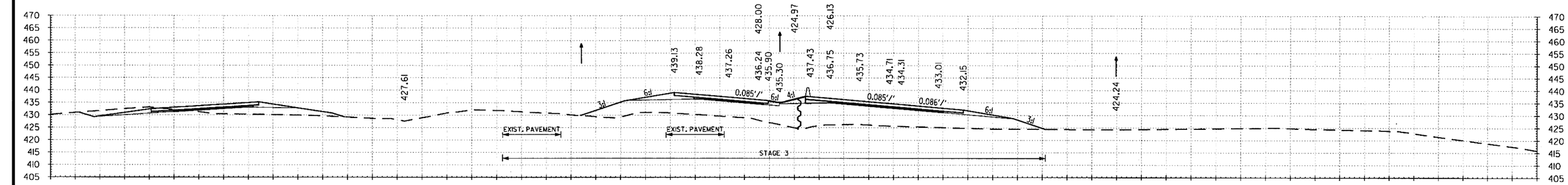
				JOB NO.		CA0601	1180	1465
				②		I-30 CROSS SECTIONS		



254+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 55 SF, STAGE 4 0 SF
254+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 1480 SF, STAGE 4 0 SF

254+00.00

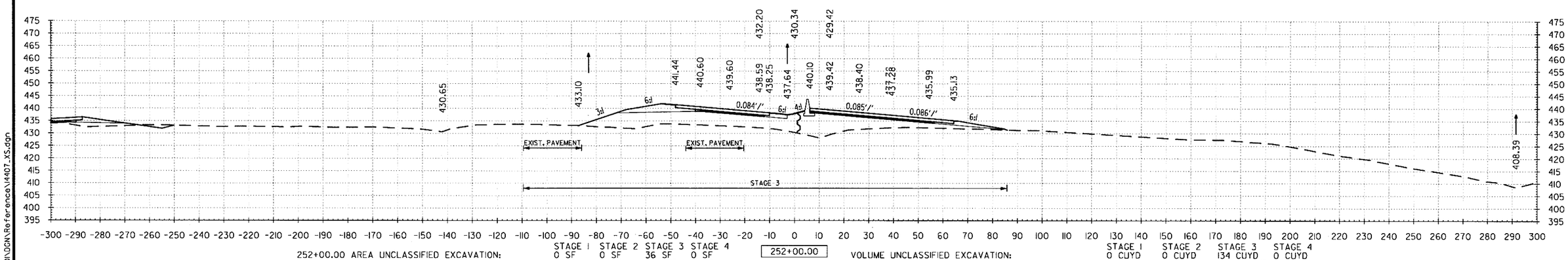
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 169 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 4976 CUYD, STAGE 4 0 CUYD



253+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 36 SF, STAGE 4 0 SF
253+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 1207 SF, STAGE 4 0 SF

253+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 134 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 3723 CUYD, STAGE 4 0 CUYD



252+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 36 SF, STAGE 4 0 SF
252+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 803 SF, STAGE 4 0 SF

252+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 134 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 3656 CUYD, STAGE 4 0 CUYD

STA. 252+00 TO STA. 254+00

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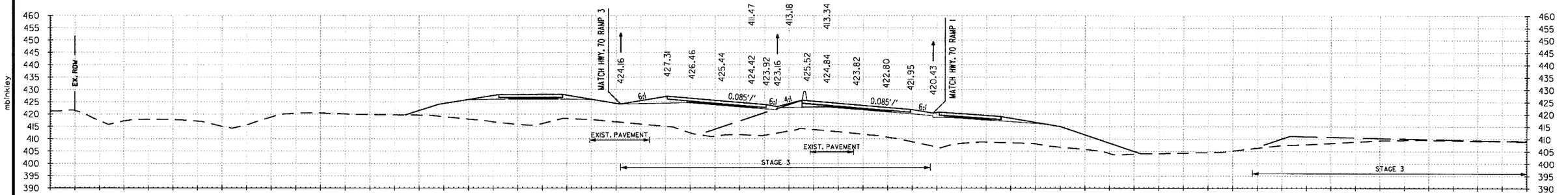
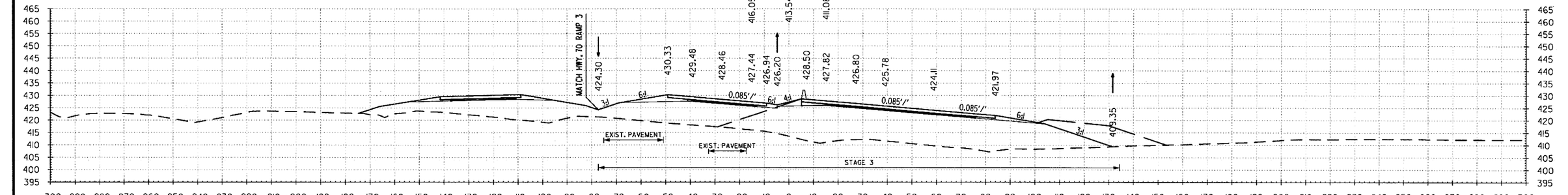
(2) I-30 CROSS SECTIONS



257+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 82 SF, STAGE 4 187 SF
257+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 2061 SF, STAGE 4 60 SF

257+00.00

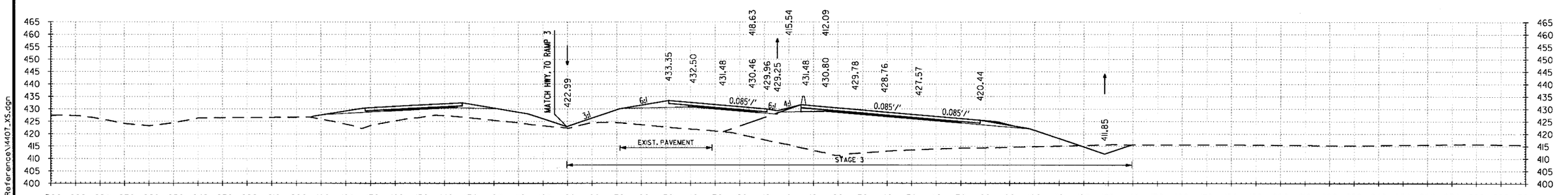
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 208 CUYD, STAGE 4 769 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 8221 CUYD, STAGE 4 112 CUYD



256+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 30 SF, STAGE 4 228 SF
256+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 2378 SF, STAGE 4 0 SF

256+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 180 CUYD, STAGE 4 423 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 8163 CUYD, STAGE 4 0 CUYD



255+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 67 SF, STAGE 4 0 SF
255+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 2030 SF, STAGE 4 0 SF

255+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 226 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 6500 CUYD, STAGE 4 0 CUYD

STA. 255+00 TO STA. 257+00

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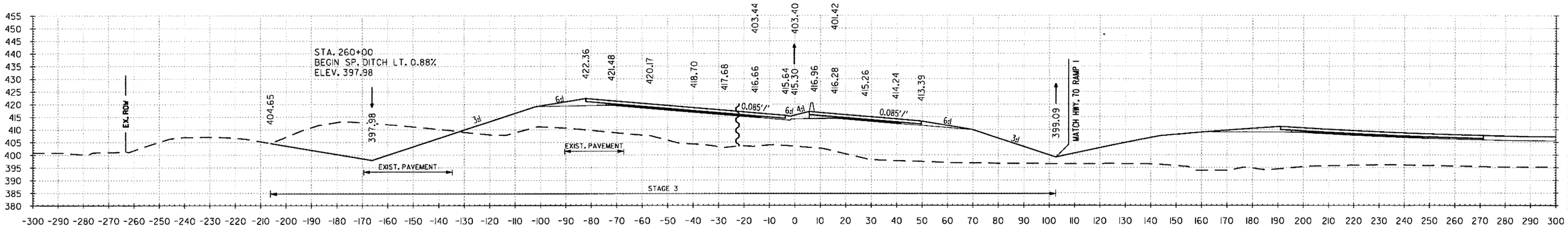
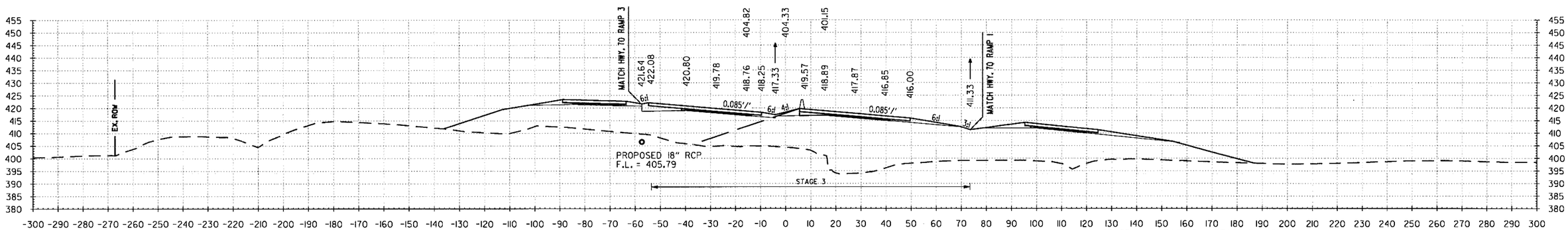
(2) I-30 CROSS SECTIONS



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
260+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	18 SF	599 SF
260+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	2547 SF	0 SF

260+00.00

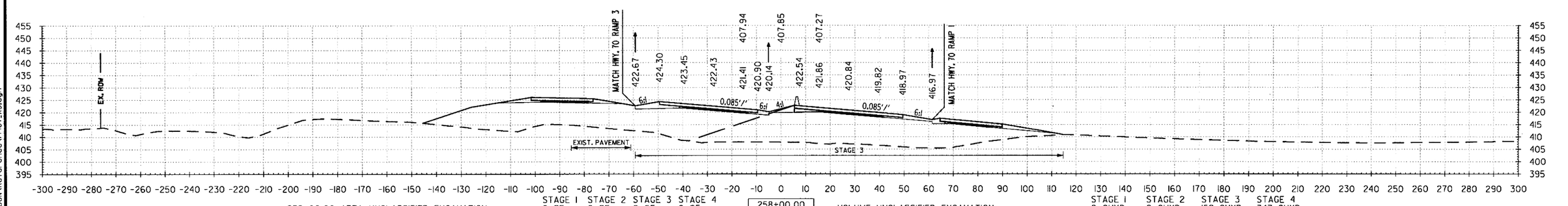
	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	34 CUYD	1110 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	8256 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
259+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	0 SF	0 SF
259+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	1911 SF	0 SF

259+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	0 CUYD	0 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	6171 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
258+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	0 SF	0 SF
258+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	1421 SF	0 SF

258+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	152 CUYD	347 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	6449 CUYD	112 CUYD

STA. 258+00 TO STA. 260+00

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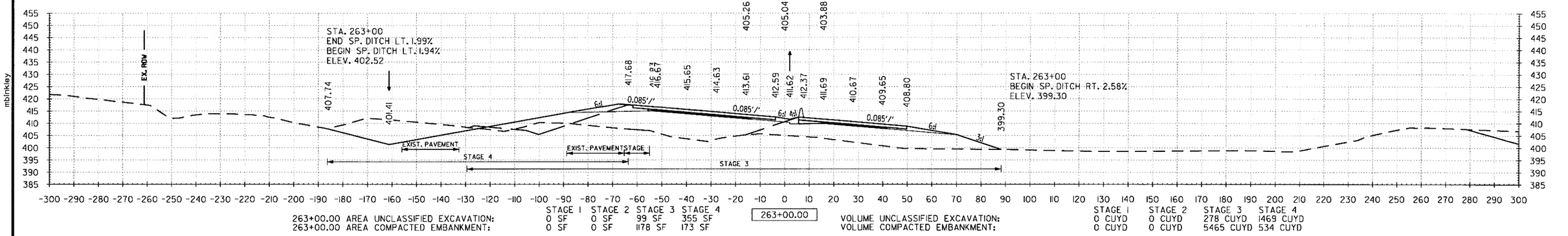
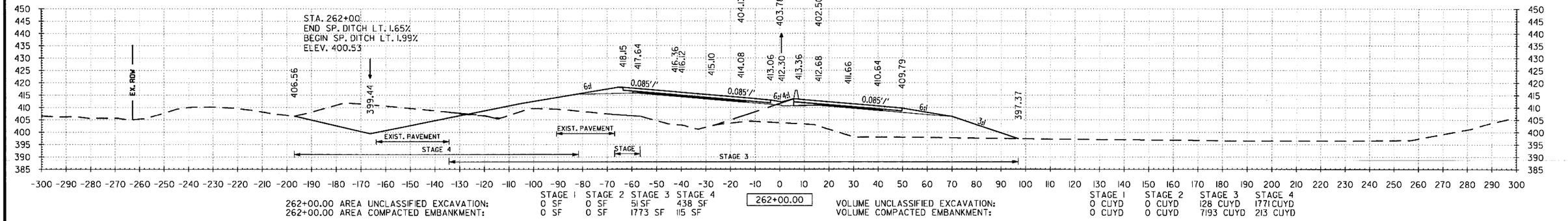
2 I-30 CROSS SECTIONS



263+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 0 SF, STAGE 2: 0 SF, STAGE 3: 99 SF, STAGE 4: 355 SF
263+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 0 SF, STAGE 3: 1178 SF, STAGE 4: 173 SF

263+00.00

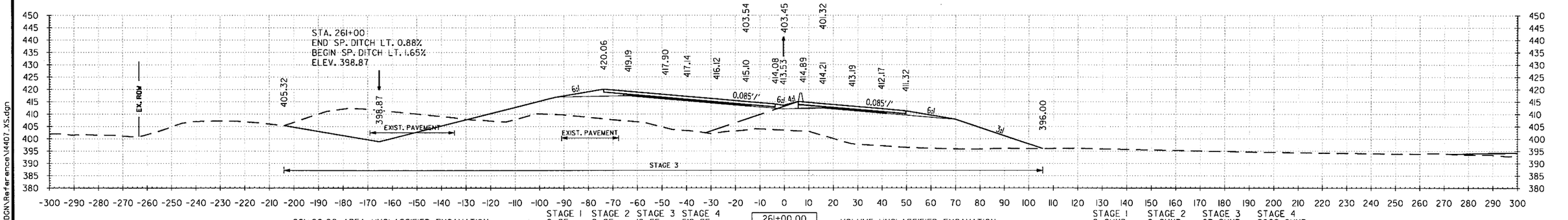
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 0 CUYD, STAGE 2: 0 CUYD, STAGE 3: 278 CUYD, STAGE 4: 1469 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 0 CUYD, STAGE 3: 5465 CUYD, STAGE 4: 534 CUYD



262+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 0 SF, STAGE 2: 0 SF, STAGE 3: 51 SF, STAGE 4: 438 SF
262+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 0 SF, STAGE 3: 1773 SF, STAGE 4: 115 SF

262+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 0 CUYD, STAGE 2: 0 CUYD, STAGE 3: 128 CUYD, STAGE 4: 1771 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 0 CUYD, STAGE 3: 7193 CUYD, STAGE 4: 213 CUYD



261+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 0 SF, STAGE 2: 0 SF, STAGE 3: 18 SF, STAGE 4: 518 SF
261+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 0 SF, STAGE 3: 2111 SF, STAGE 4: 0 SF

261+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 0 CUYD, STAGE 2: 0 CUYD, STAGE 3: 67 CUYD, STAGE 4: 2069 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 0 CUYD, STAGE 3: 8626 CUYD, STAGE 4: 0 CUYD

STA. 261+00 TO STA. 263+00

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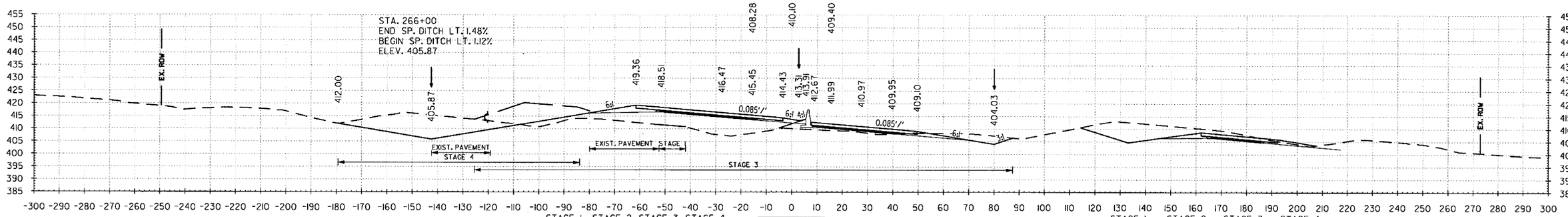
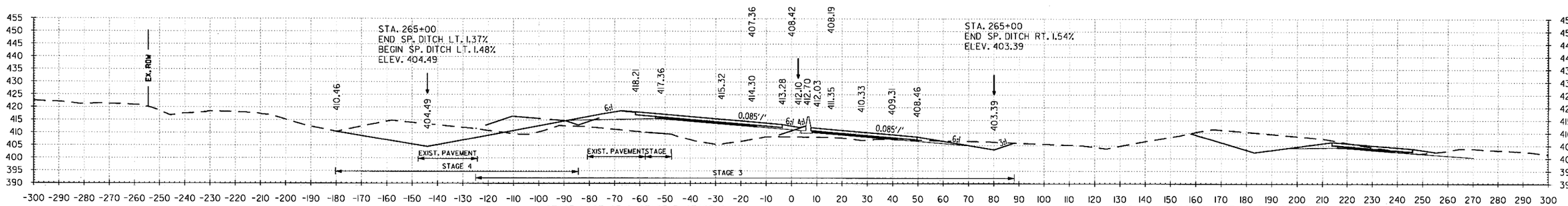
(2) I-30 CROSS SECTIONS



266+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 116 SF, STAGE 4 576 SF
266+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 691 SF, STAGE 4 0 SF

266+00.00

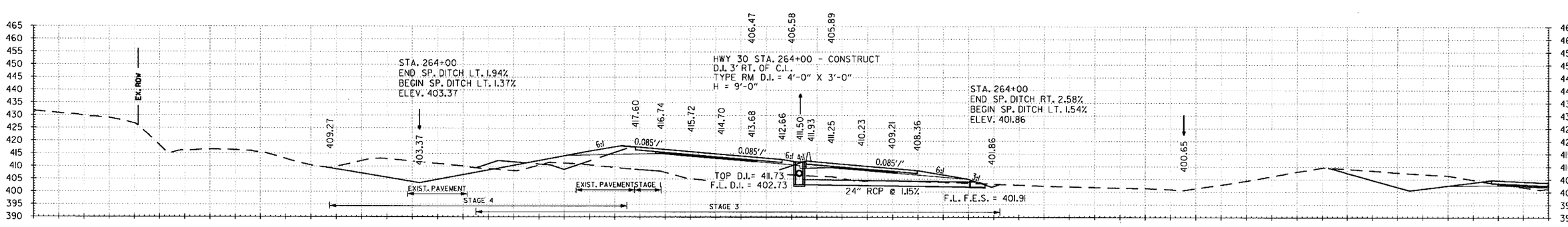
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 378 CUYD, STAGE 4 1936 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 2523 CUYD, STAGE 4 17 CUYD



265+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 88 SF, STAGE 4 469 SF
265+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 671 SF, STAGE 4 9 SF

265+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 282 CUYD, STAGE 4 1541 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 2756 CUYD, STAGE 4 158 CUYD



264+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 64 SF, STAGE 4 363 SF
264+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 817 SF, STAGE 4 76 SF

264+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 302 CUYD, STAGE 4 1330 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 3965 CUYD, STAGE 4 462 CUYD

STA. 264+00 TO STA. 266+00

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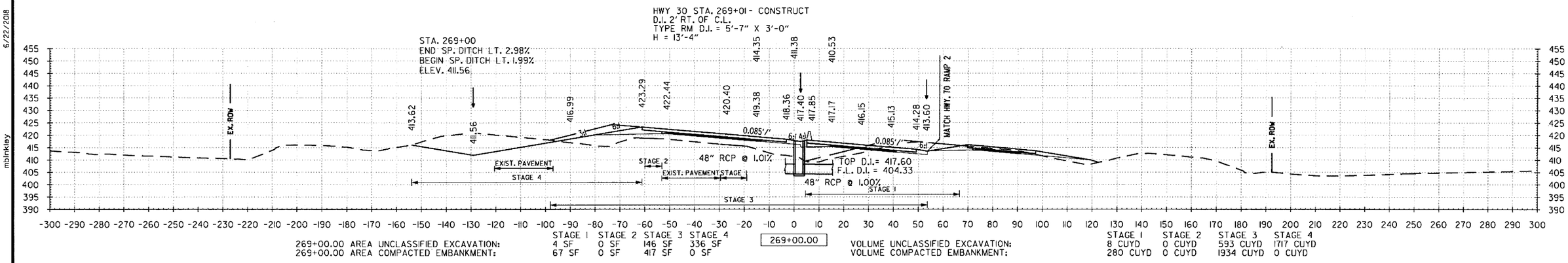
				JOB NO.		CA0601	1185	1465

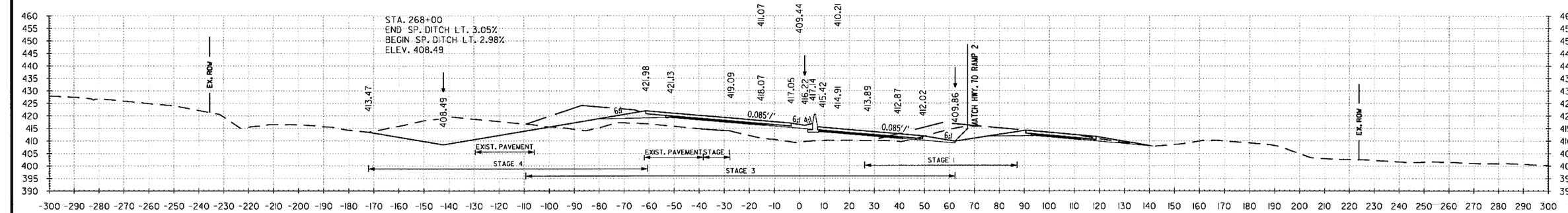
(2) **I-30 CROSS SECTIONS**



269+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 0 SF, STAGE 3 146 SF, STAGE 4 336 SF
269+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 67 SF, STAGE 2 0 SF, STAGE 3 417 SF, STAGE 4 0 SF

269+00.00

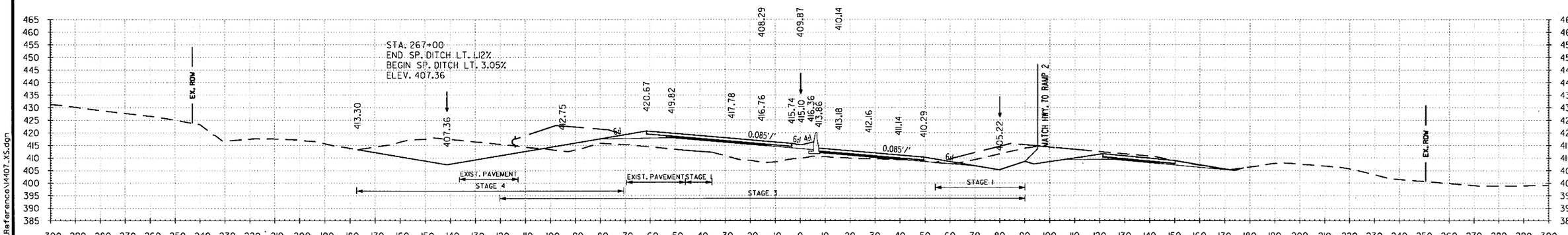
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 8 CUYD, STAGE 2 0 CUYD, STAGE 3 593 CUYD, STAGE 4 1717 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 280 CUYD, STAGE 2 0 CUYD, STAGE 3 1934 CUYD, STAGE 4 0 CUYD



268+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 174 SF, STAGE 4 559 SF
268+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 84 SF, STAGE 2 0 SF, STAGE 3 627 SF, STAGE 4 0 SF

268+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 756 CUYD, STAGE 4 2156 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 300 CUYD, STAGE 2 0 CUYD, STAGE 3 2458 CUYD, STAGE 4 0 CUYD



267+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 234 SF, STAGE 4 605 SF
267+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 78 SF, STAGE 2 0 SF, STAGE 3 700 SF, STAGE 4 0 SF

267+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 649 CUYD, STAGE 4 2188 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 145 CUYD, STAGE 2 0 CUYD, STAGE 3 2576 CUYD, STAGE 4 0 CUYD

STA. 267+00 TO STA. 269+00

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				6	ARK.			
				JOB NO.		CA0601	1186	1465

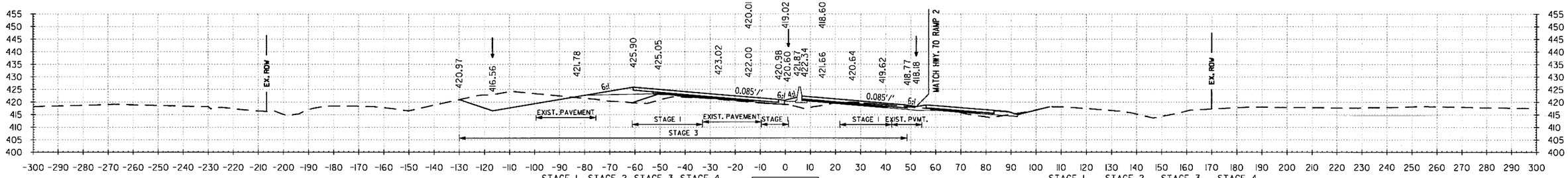
(2) I-30 CROSS SECTIONS



272+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 9 SF, STAGE 3 85 SF, STAGE 4 150 SF
272+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 11 SF, STAGE 3 144 SF, STAGE 4 102 SF

272+00.00

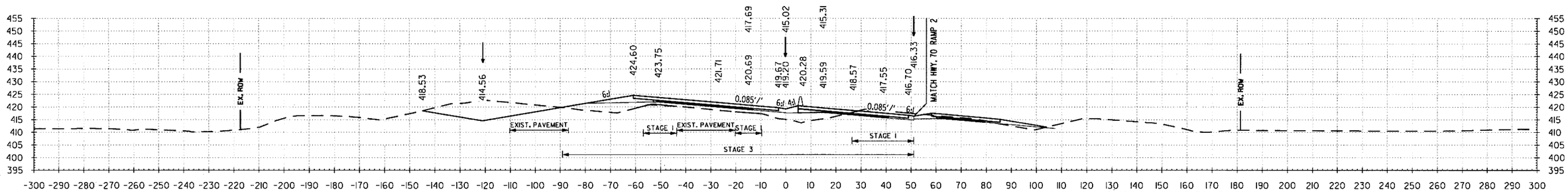
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 30 CUYD, STAGE 3 319 CUYD, STAGE 4 599 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 54 CUYD, STAGE 3 602 CUYD, STAGE 4 226 CUYD



271+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 7 SF, STAGE 3 87 SF, STAGE 4 173 SF
271+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 18 SF, STAGE 3 181 SF, STAGE 4 20 SF

271+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 26 CUYD, STAGE 3 362 CUYD, STAGE 4 321 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 34 CUYD, STAGE 3 865 CUYD, STAGE 4 38 CUYD



270+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF, STAGE 2 7 SF, STAGE 3 108 SF, STAGE 4 0 SF
270+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 286 SF, STAGE 4 0 SF

270+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 19 CUYD, STAGE 2 13 CUYD, STAGE 3 471 CUYD, STAGE 4 682 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 125 CUYD, STAGE 2 0 CUYD, STAGE 3 1302 CUYD, STAGE 4 0 CUYD

STA. 270+00 TO STA. 272+00

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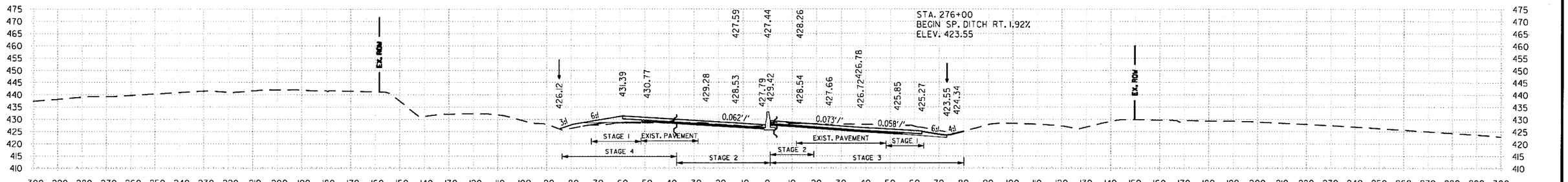
				JOB NO.		CA0601	1187	1465

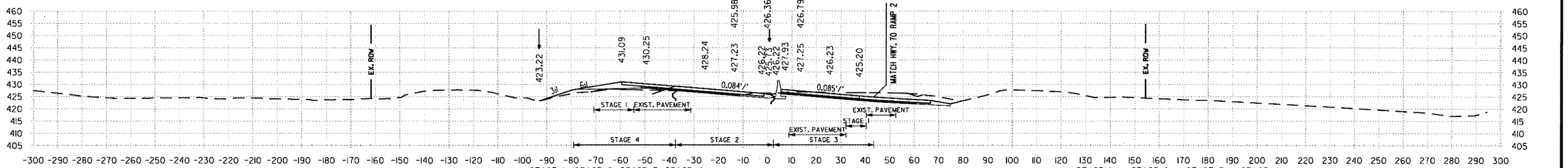
2 I-30 CROSS SECTIONS



276+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 9 SF, STAGE 2 38 SF, STAGE 3 166 SF, STAGE 4 39 SF
276+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 5 SF, STAGE 3 1 SF, STAGE 4 78 SF

276+00.00

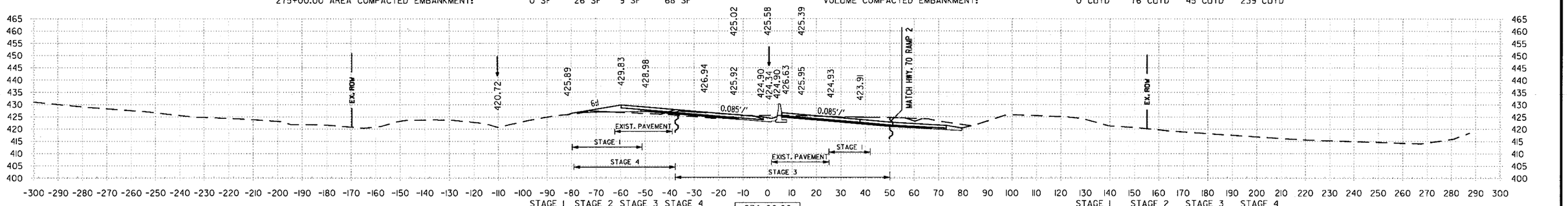
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 25 CUYD, STAGE 2 71 CUYD, STAGE 3 441 CUYD, STAGE 4 130 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 69 CUYD, STAGE 3 19 CUYD, STAGE 4 271 CUYD



275+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 0 SF, STAGE 3 72 SF, STAGE 4 31 SF
275+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 26 SF, STAGE 3 9 SF, STAGE 4 68 SF

275+00.00

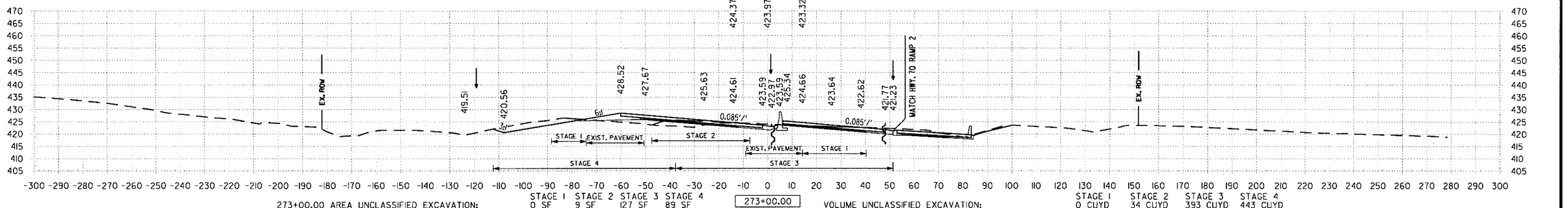
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 8 CUYD, STAGE 2 19 CUYD, STAGE 3 417 CUYD, STAGE 4 125 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 76 CUYD, STAGE 3 45 CUYD, STAGE 4 239 CUYD



274+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 34 SF, STAGE 2 10 SF, STAGE 3 153 SF, STAGE 4 36 SF
274+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 15 SF, STAGE 3 15 SF, STAGE 4 61 SF

274+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 36 CUYD, STAGE 3 519 CUYD, STAGE 4 232 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 73 CUYD, STAGE 3 50 CUYD, STAGE 4 238 CUYD



273+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 9 SF, STAGE 3 127 SF, STAGE 4 89 SF
273+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 24 SF, STAGE 3 12 SF, STAGE 4 67 SF

273+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 34 CUYD, STAGE 3 393 CUYD, STAGE 4 443 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 65 CUYD, STAGE 3 289 CUYD, STAGE 4 313 CUYD

STA. 273+00 TO STA. 276+00

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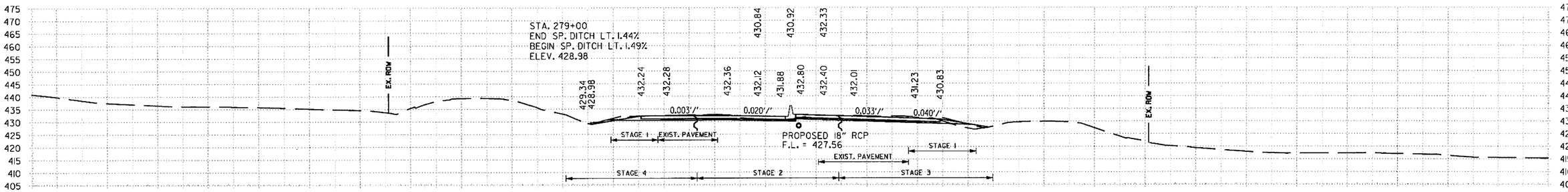
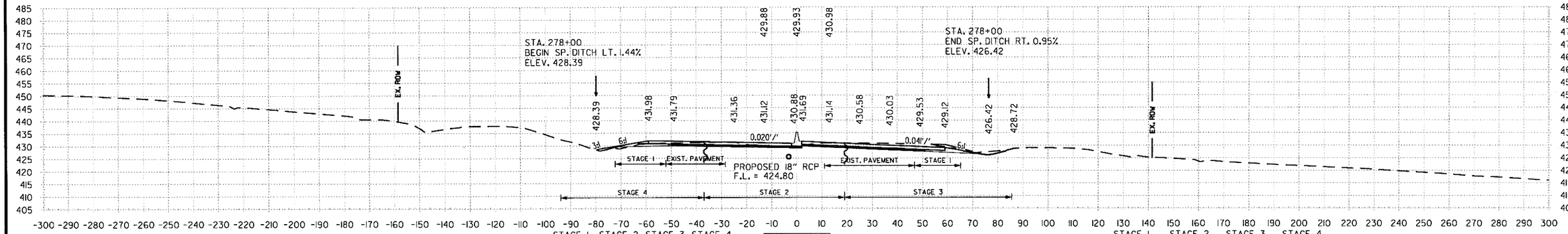
				JOB NO.		CA0601	1188	1465

(2) I-30 CROSS SECTIONS



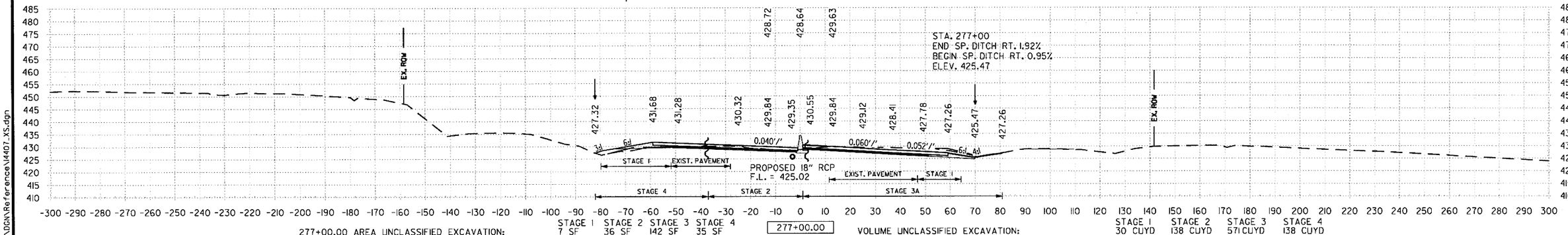
	STAGE 1	STAGE 2	STAGE 3	STAGE 4
279+00.00 AREA UNCLASSIFIED EXCAVATION:	6 SF	53 SF	81 SF	52 SF
279+00.00 AREA COMPACTED EMBANKMENT:	21 SF	0 SF	3 SF	0 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	21 CUYD	186 CUYD	356 CUYD	160 CUYD
VOLUME COMPACTED EMBANKMENT:	52 CUYD	2 CUYD	17 CUYD	19 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
278+00.00 AREA UNCLASSIFIED EXCAVATION:	5 SF	47 SF	111 SF	34 SF
278+00.00 AREA COMPACTED EMBANKMENT:	7 SF	1 SF	6 SF	10 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	23 CUYD	154 CUYD	469 CUYD	128 CUYD
VOLUME COMPACTED EMBANKMENT:	23 CUYD	6 CUYD	12 CUYD	112 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
277+00.00 AREA UNCLASSIFIED EXCAVATION:	7 SF	36 SF	142 SF	35 SF
277+00.00 AREA COMPACTED EMBANKMENT:	5 SF	2 SF	0 SF	50 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	30 CUYD	138 CUYD	571 CUYD	138 CUYD
VOLUME COMPACTED EMBANKMENT:	10 CUYD	25 CUYD	2 CUYD	238 CUYD

STA. 277+00 TO STA. 279+00

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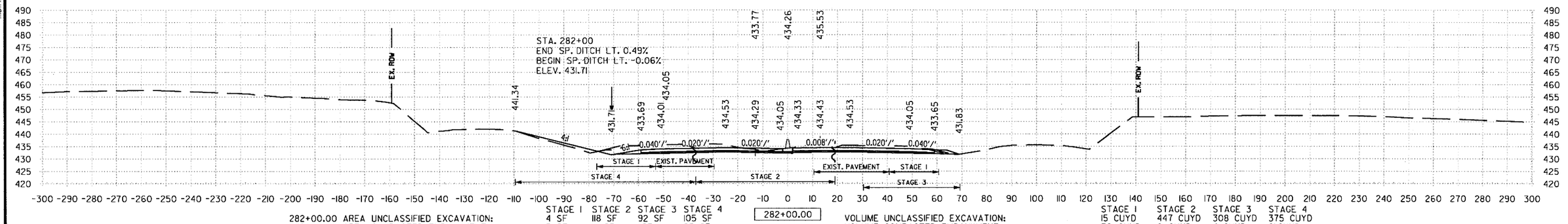
				JOB NO.		CA0601	1189	1465

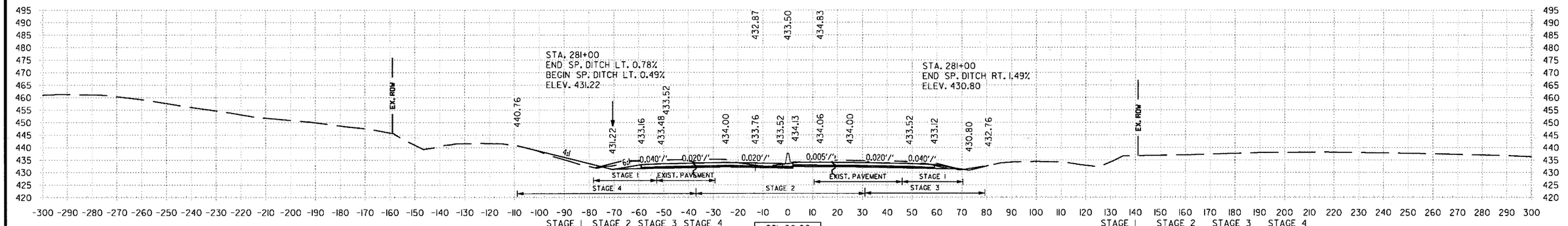
(2) I-30 CROSS SECTIONS



282+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 118 SF, STAGE 3 92 SF, STAGE 4 105 SF
282+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 5 SF, STAGE 2 0 SF, STAGE 3 1 SF, STAGE 4 25 SF

282+00.00

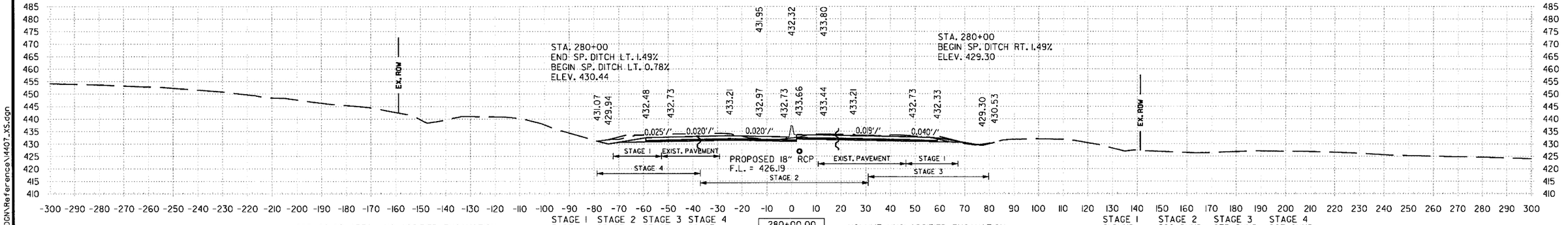
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 447 CUYD, STAGE 3 308 CUYD, STAGE 4 375 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 30 CUYD, STAGE 2 0 CUYD, STAGE 3 4 CUYD, STAGE 4 91 CUYD



281+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 123 SF, STAGE 3 74 SF, STAGE 4 97 SF
281+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 11 SF, STAGE 2 0 SF, STAGE 3 1 SF, STAGE 4 24 SF

281+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 412 CUYD, STAGE 3 262 CUYD, STAGE 4 350 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 39 CUYD, STAGE 2 4 CUYD, STAGE 3 8 CUYD, STAGE 4 45 CUYD



280+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 99 SF, STAGE 3 67 SF, STAGE 4 92 SF
280+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 10 SF, STAGE 2 2 SF, STAGE 3 3 SF, STAGE 4 0 SF

280+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 21 CUYD, STAGE 2 282 CUYD, STAGE 3 275 CUYD, STAGE 4 267 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 58 CUYD, STAGE 2 4 CUYD, STAGE 3 12 CUYD, STAGE 4 0 CUYD

STA. 280+00 TO STA. 282+00

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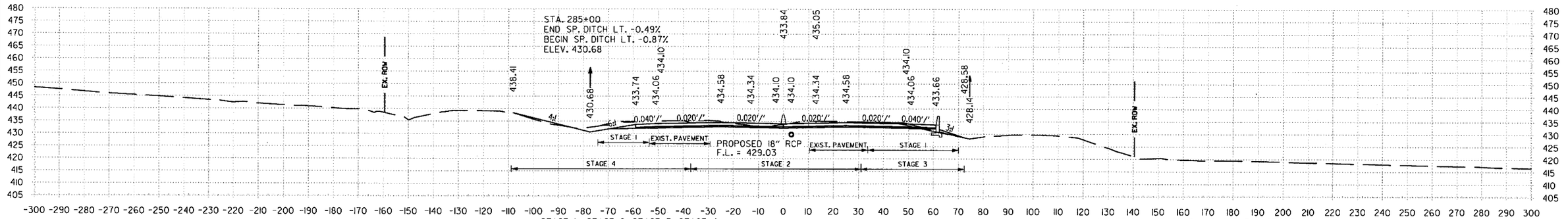
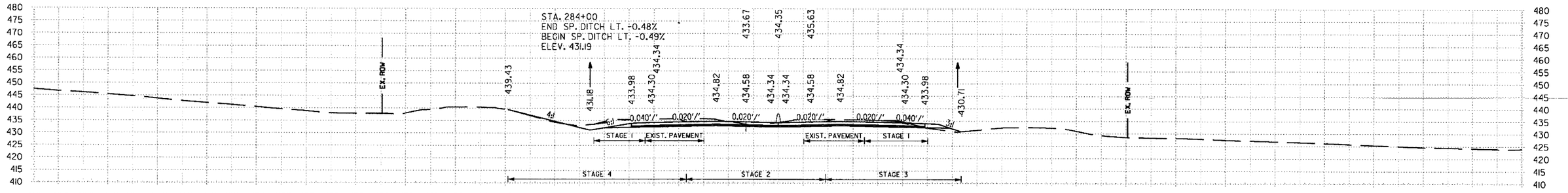


285+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 88 SF, STAGE 3 64 SF, STAGE 4 95 SF
285+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 7 SF, STAGE 2 0 SF, STAGE 3 7 SF, STAGE 4 10 SF

285+00.00

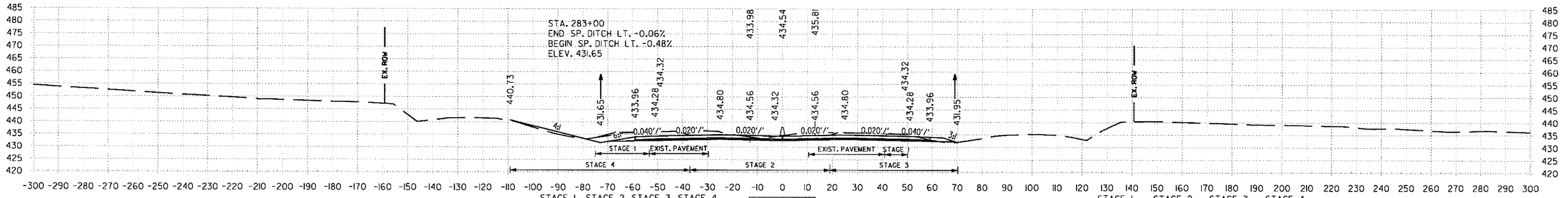
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 19 CUYD, STAGE 2 358 CUYD, STAGE 3 258 CUYD, STAGE 4 376 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 19 CUYD, STAGE 2 0 CUYD, STAGE 3 32 CUYD, STAGE 4 19 CUYD



284+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 105 SF, STAGE 3 75 SF, STAGE 4 108 SF
284+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 3 SF, STAGE 2 0 SF, STAGE 3 10 SF, STAGE 4 0 SF

284+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 421 CUYD, STAGE 3 288 CUYD, STAGE 4 406 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 8 CUYD, STAGE 2 0 CUYD, STAGE 3 25 CUYD, STAGE 4 34 CUYD



283+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 122 SF, STAGE 3 80 SF, STAGE 4 111 SF
283+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 0 SF, STAGE 3 3 SF, STAGE 4 18 SF

283+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD, STAGE 2 445 CUYD, STAGE 3 319 CUYD, STAGE 4 400 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 12 CUYD, STAGE 2 0 CUYD, STAGE 3 8 CUYD, STAGE 4 80 CUYD

STA. 283+00 TO STA. 285+00

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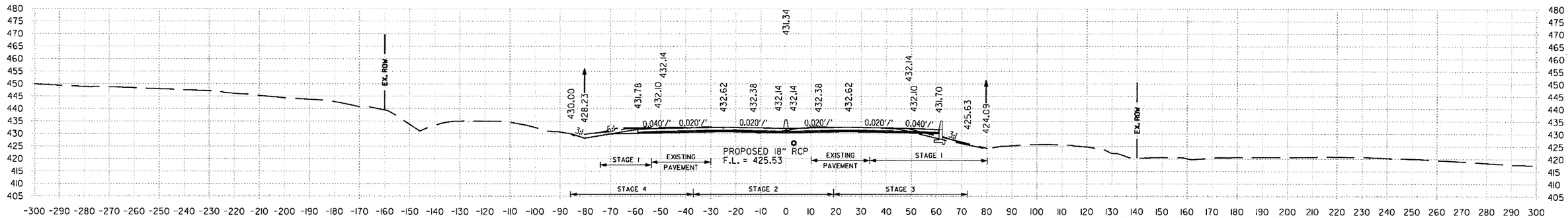
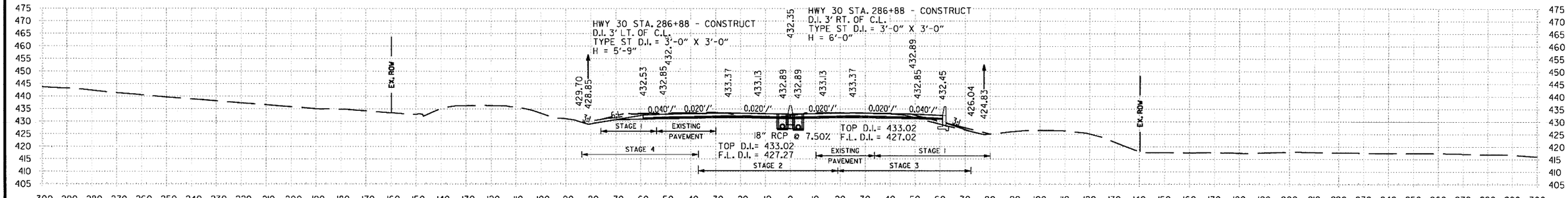
(2) I-30 CROSS SECTIONS



288+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 58 SF, STAGE 3 56 SF, STAGE 4 74 SF
288+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 24 SF, STAGE 2 0 SF, STAGE 3 4 SF, STAGE 4 1 SF

288+00.00

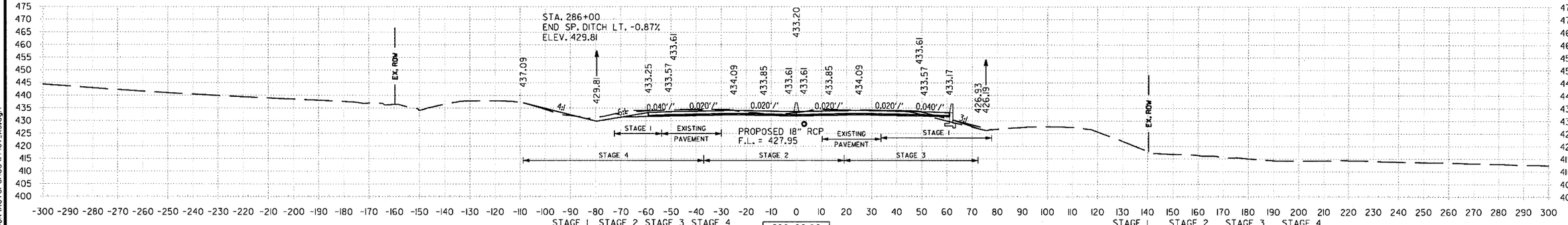
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 226 CUYD, STAGE 3 250 CUYD, STAGE 4 275 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 99 CUYD, STAGE 2 0 CUYD, STAGE 3 8 CUYD, STAGE 4 2 CUYD



287+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 66 SF, STAGE 3 79 SF, STAGE 4 74 SF
287+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 29 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

287+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 260 CUYD, STAGE 3 280 CUYD, STAGE 4 291 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 99 CUYD, STAGE 2 0 CUYD, STAGE 3 4 CUYD, STAGE 4 17 CUYD



286+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 74 SF, STAGE 3 72 SF, STAGE 4 83 SF
286+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 24 SF, STAGE 2 0 SF, STAGE 3 2 SF, STAGE 4 9 SF

286+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 19 CUYD, STAGE 2 300 CUYD, STAGE 3 252 CUYD, STAGE 4 330 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 58 CUYD, STAGE 2 0 CUYD, STAGE 3 17 CUYD, STAGE 4 36 CUYD

STA. 286+00 TO STA. 288+00

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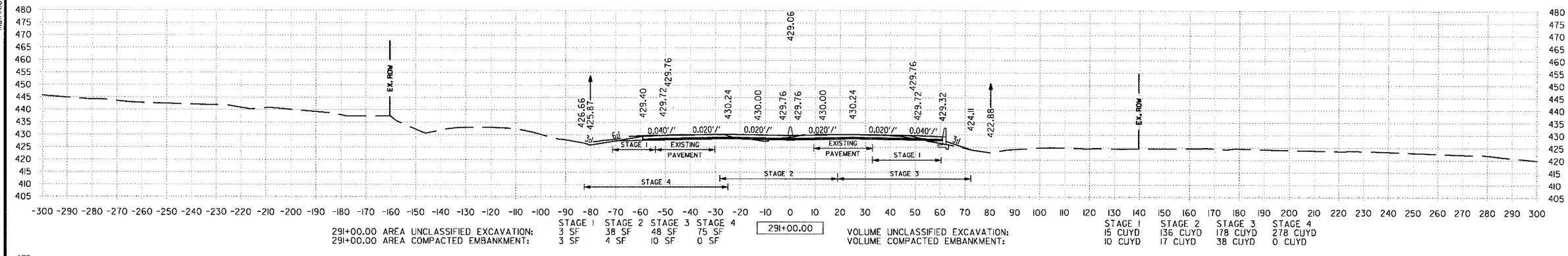
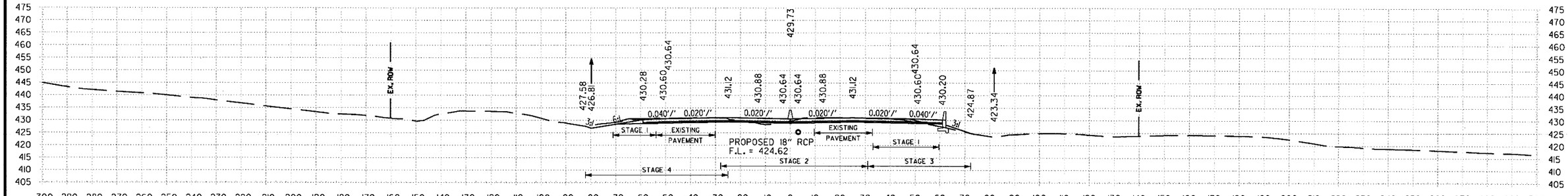
(2) **I-30 CROSS SECTIONS**



291+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 3 SF, STAGE 2: 38 SF, STAGE 3: 48 SF, STAGE 4: 75 SF
291+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 3 SF, STAGE 2: 4 SF, STAGE 3: 10 SF, STAGE 4: 0 SF

291+00.00

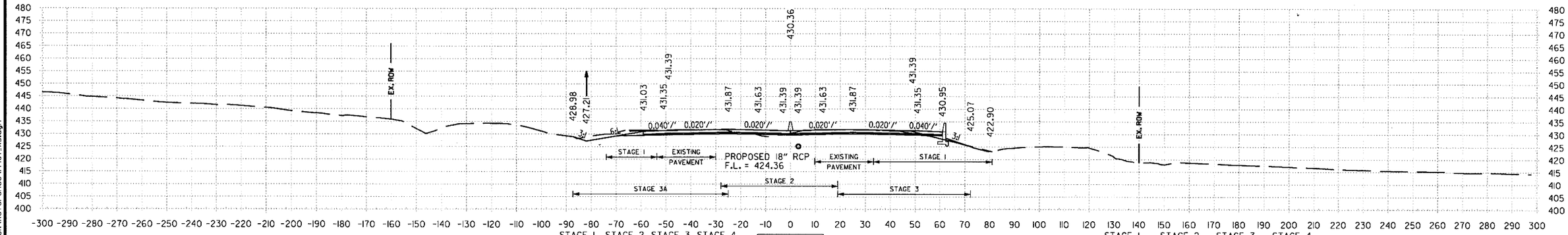
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 15 CUYD, STAGE 2: 136 CUYD, STAGE 3: 178 CUYD, STAGE 4: 278 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 10 CUYD, STAGE 2: 17 CUYD, STAGE 3: 38 CUYD, STAGE 4: 0 CUYD



290+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 5 SF, STAGE 2: 37 SF, STAGE 3: 48 SF, STAGE 4: 75 SF
290+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 2 SF, STAGE 2: 5 SF, STAGE 3: 10 SF, STAGE 4: 0 SF

290+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 21 CUYD, STAGE 2: 134 CUYD, STAGE 3: 182 CUYD, STAGE 4: 299 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 10 CUYD, STAGE 2: 19 CUYD, STAGE 3: 32 CUYD, STAGE 4: 0 CUYD



289+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 6 SF, STAGE 2: 35 SF, STAGE 3: 50 SF, STAGE 4: 86 SF
289+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 3 SF, STAGE 2: 5 SF, STAGE 3: 7 SF, STAGE 4: 0 SF

289+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 19 CUYD, STAGE 2: 173 CUYD, STAGE 3: 197 CUYD, STAGE 4: 297 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 50 CUYD, STAGE 2: 10 CUYD, STAGE 3: 21 CUYD, STAGE 4: 2 CUYD

STA. 289+00 TO STA. 291+00

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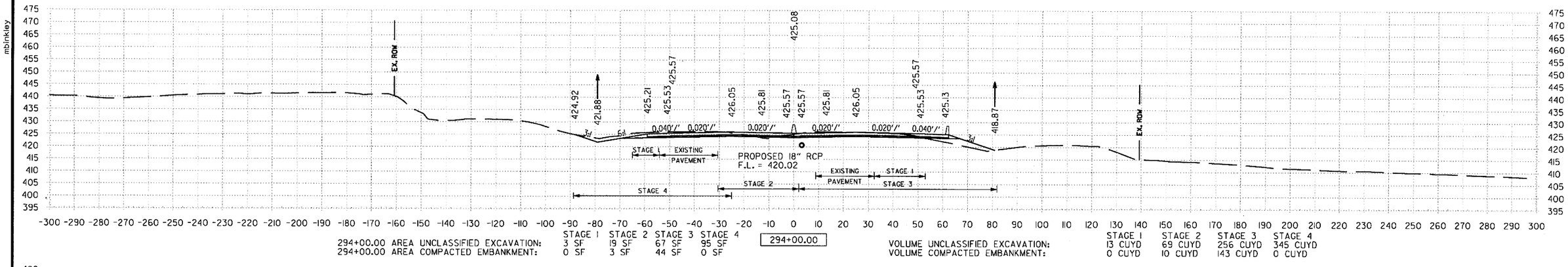
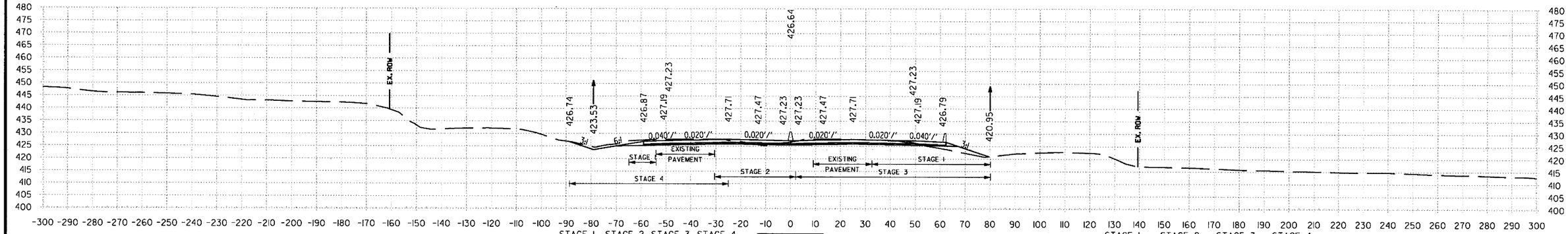
(2) I-30 CROSS SECTIONS



294+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 19 SF, STAGE 3 67 SF, STAGE 4 95 SF
294+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 3 44 SF, STAGE 4 0 SF

294+00.00

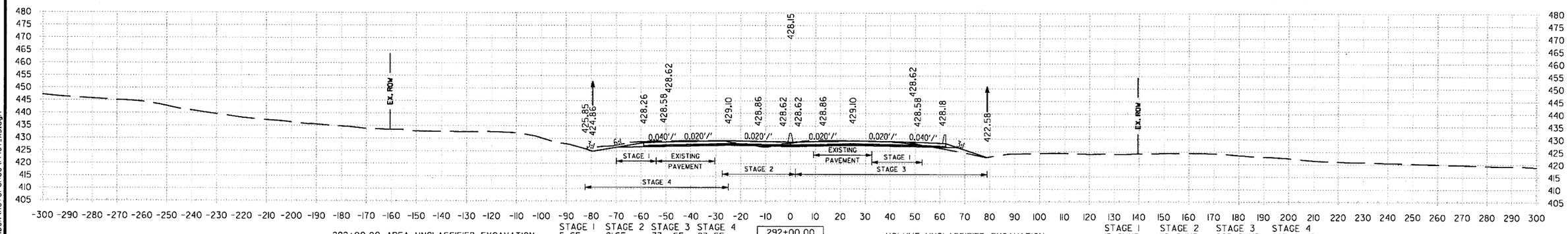
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD, STAGE 2 69 CUYD, STAGE 3 256 CUYD, STAGE 4 345 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 143 CUYD, STAGE 4 0 CUYD



293+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 18 SF, STAGE 3 71 SF, STAGE 4 91 SF
293+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 33 SF, STAGE 4 0 SF

293+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 73 CUYD, STAGE 3 267 CUYD, STAGE 4 323 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 8 CUYD, STAGE 3 95 CUYD, STAGE 4 0 CUYD



292+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 21 SF, STAGE 3 73 SF, STAGE 4 83 SF
292+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 18 SF, STAGE 4 0 SF

292+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 110 CUYD, STAGE 3 225 CUYD, STAGE 4 293 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 6 CUYD, STAGE 2 12 CUYD, STAGE 3 52 CUYD, STAGE 4 0 CUYD

STA. 292+00 TO STA. 294+00

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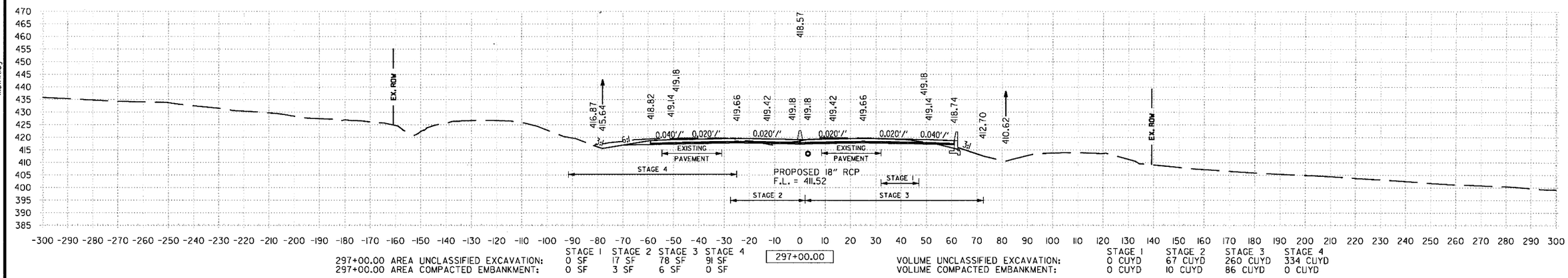
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1194	1465

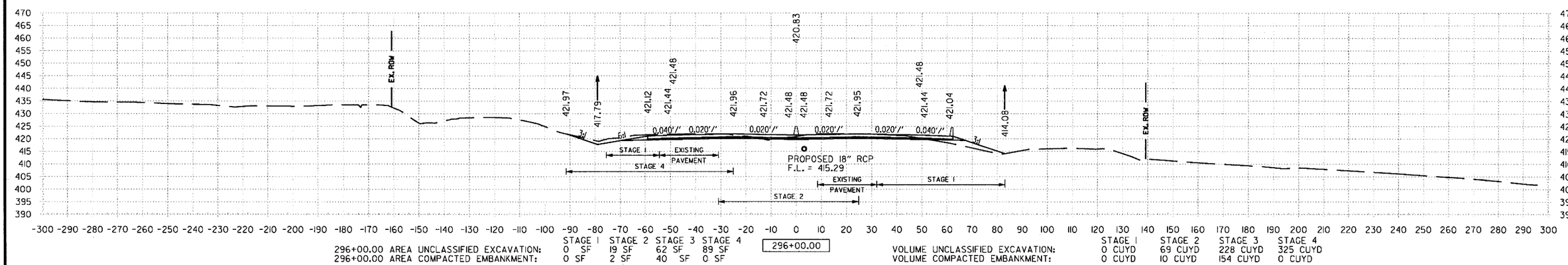
② I-30 CROSS SECTIONS



297+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 17 SF, STAGE 3 78 SF, STAGE 4 91 SF
297+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 3 6 SF, STAGE 4 0 SF

297+00.00

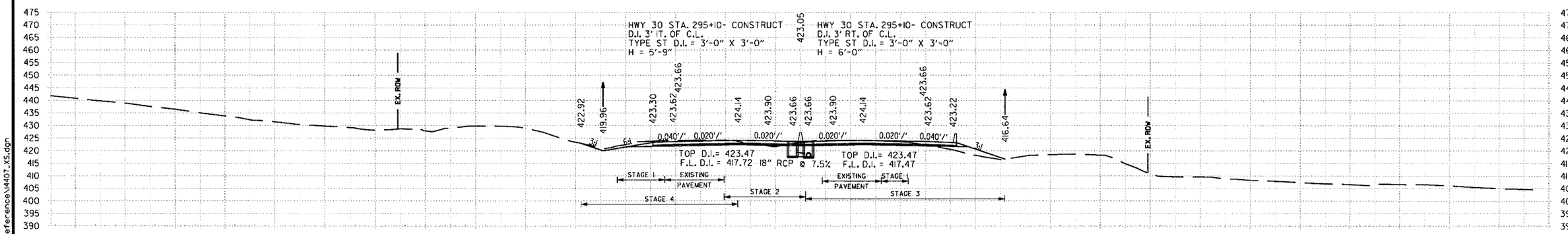
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 67 CUYD, STAGE 3 260 CUYD, STAGE 4 334 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 86 CUYD, STAGE 4 0 CUYD



296+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 19 SF, STAGE 3 62 SF, STAGE 4 89 SF
296+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 40 SF, STAGE 4 0 SF

296+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 69 CUYD, STAGE 3 228 CUYD, STAGE 4 325 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 154 CUYD, STAGE 4 0 CUYD



295+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 18 SF, STAGE 3 61 SF, STAGE 4 86 SF
295+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 3 43 SF, STAGE 4 0 SF

295+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 6 CUYD, STAGE 2 69 CUYD, STAGE 3 238 CUYD, STAGE 4 336 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 12 CUYD, STAGE 3 162 CUYD, STAGE 4 0 CUYD

STA. 295+00 TO STA. 297+00

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				6	ARK.			
				JOB NO.		CA0601	1195	1465

② **I-30 CROSS SECTIONS**

STA. 298+00 TO STA. 300+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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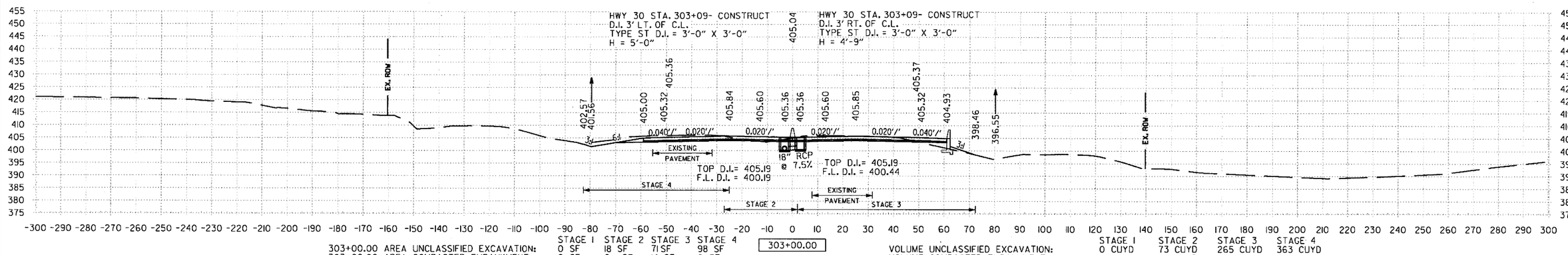
				JOB NO.		CA0601	1196	1465

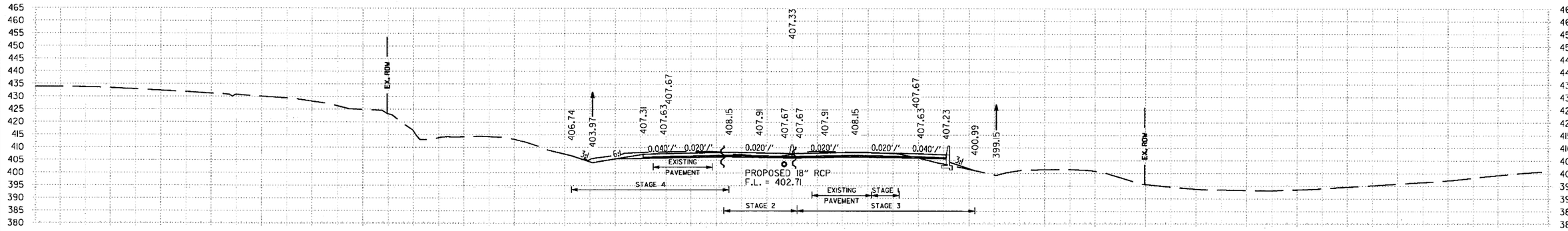
(2) **I-30 CROSS SECTIONS**



303+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 18 SF, STAGE 3 71 SF, STAGE 4 98 SF
303+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 14 SF, STAGE 4 0 SF

303+00.00

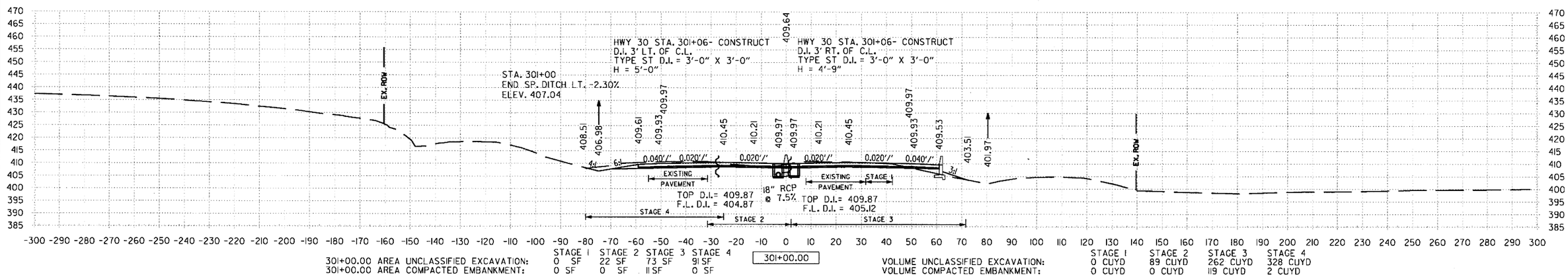
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 73 CUYD, STAGE 3 265 CUYD, STAGE 4 363 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 28 CUYD, STAGE 3 50 CUYD, STAGE 4 0 CUYD



302+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 21 SF, STAGE 3 72 SF, STAGE 4 98 SF
302+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 15 SF, STAGE 3 13 SF, STAGE 4 0 SF

302+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 80 CUYD, STAGE 3 269 CUYD, STAGE 4 350 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 28 CUYD, STAGE 3 45 CUYD, STAGE 4 0 CUYD



301+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 22 SF, STAGE 3 73 SF, STAGE 4 91 SF
301+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 11 SF, STAGE 4 0 SF

301+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 89 CUYD, STAGE 3 262 CUYD, STAGE 4 328 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 119 CUYD, STAGE 4 2 CUYD

STA. 301+00 TO STA. 303+00

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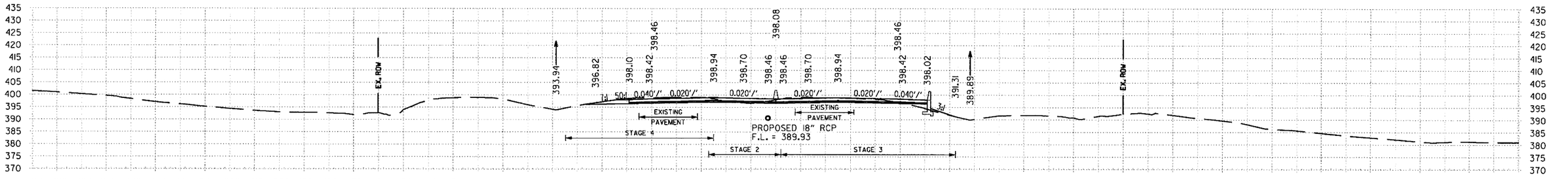
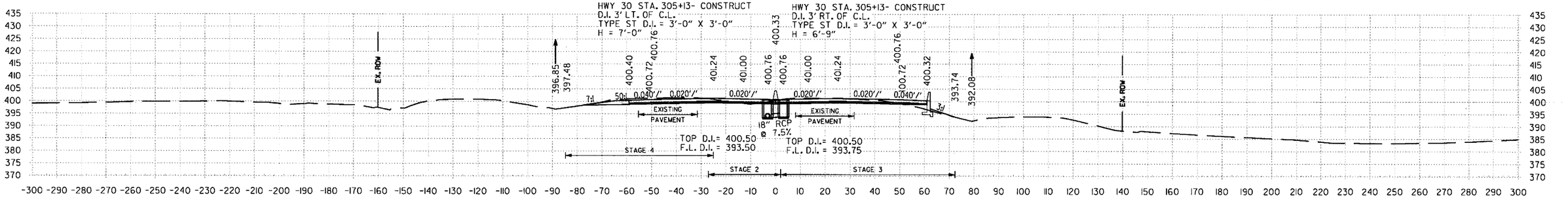


306+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
306+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	18 SF	68 SF	75 SF
306+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	10 SF	0 SF

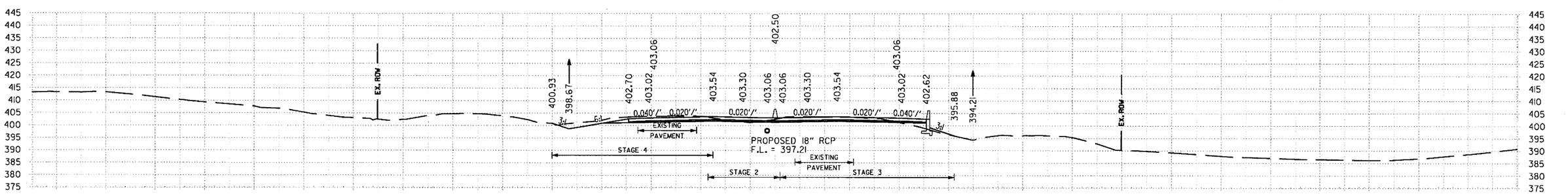
	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	69 CUYD	247 CUYD	286 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	2 CUYD	38 CUYD	0 CUYD



305+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
305+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	19 SF	65 SF	79 SF
305+00.00 AREA COMPACTED EMBANKMENT:	0 SF	1 SF	10 SF	0 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	67 CUYD	243 CUYD	339 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	4 CUYD	45 CUYD	0 CUYD



304+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
304+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	17 SF	66 SF	104 SF
304+00.00 AREA COMPACTED EMBANKMENT:	0 SF	1 SF	14 SF	0 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	65 CUYD	254 CUYD	375 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	2 CUYD	52 CUYD	0 CUYD

STA. 304+00 TO STA. 306+00

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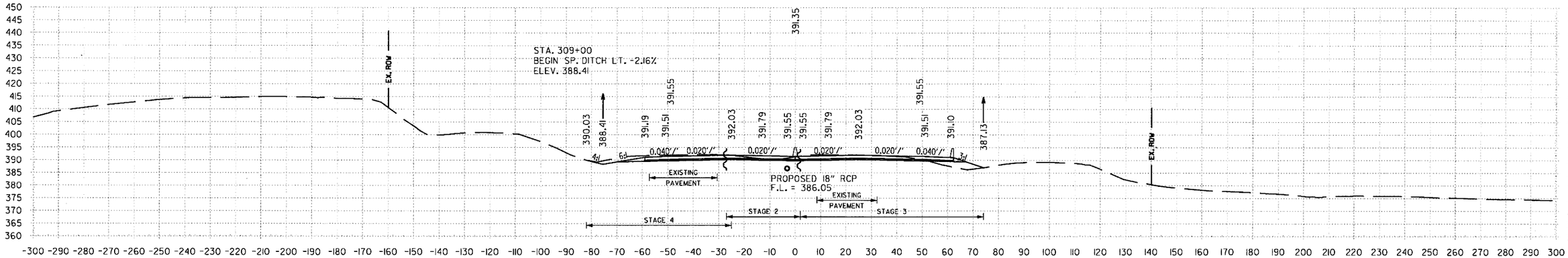
				6	ARK.			
				JOB NO.		CA0601	1198	1465

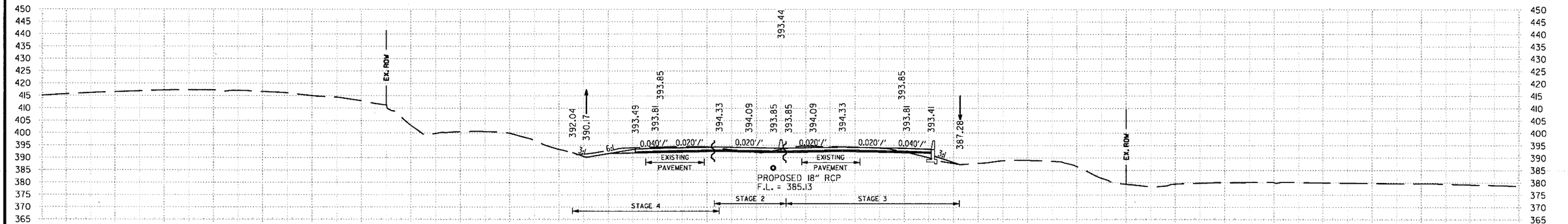
(2) I-30 CROSS SECTIONS



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
309+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	26 SF	66 SF	83 SF
309+00.00 AREA COMPACTED EMBANKMENT:	0 SF	5 SF	38 SF	0 SF

309+00.00

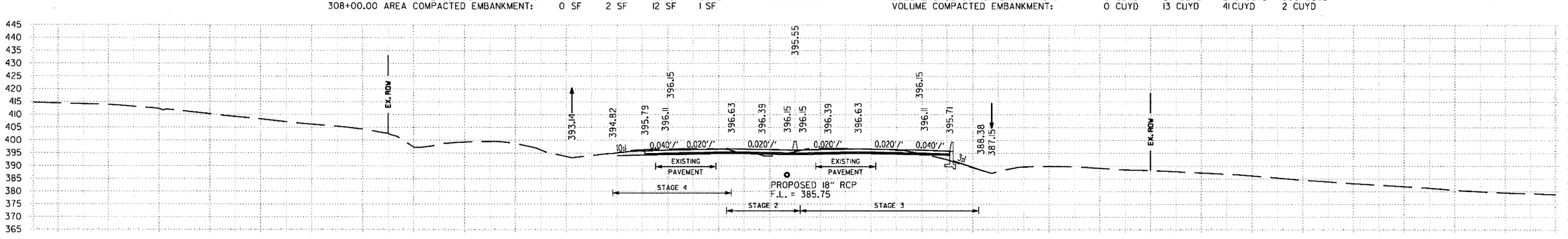
	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	80 CUYD	262 CUYD	313 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	13 CUYD	93 CUYD	2 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
308+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	17 SF	75 SF	86 SF
308+00.00 AREA COMPACTED EMBANKMENT:	0 SF	2 SF	12 SF	1 SF

308+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	54 CUYD	276 CUYD	300 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	13 CUYD	41 CUYD	2 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
307+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	12 SF	74 SF	76 SF
307+00.00 AREA COMPACTED EMBANKMENT:	0 SF	5 SF	10 SF	0 SF

307+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	56 CUYD	263 CUYD	280 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	12 CUYD	38 CUYD	0 CUYD

STA. 307+00 TO STA. 309+00

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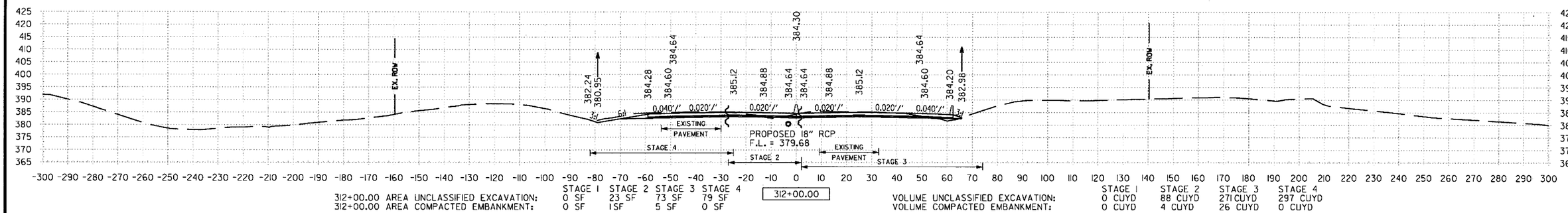
				JOB NO.		CA0601	1199	1465

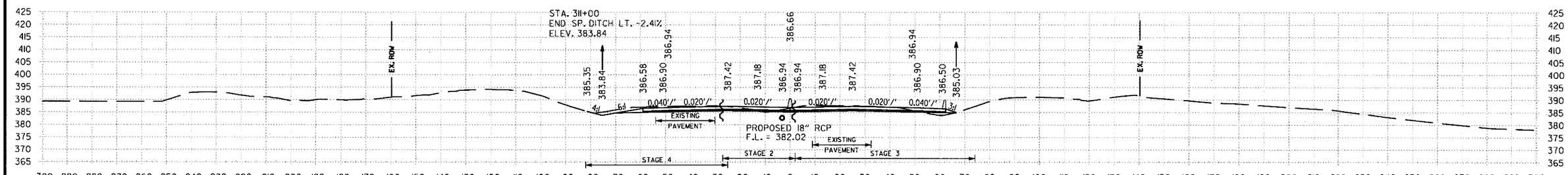
(2) **I-30 CROSS SECTIONS**



312+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 23 SF, STAGE 3 73 SF, STAGE 4 79 SF
312+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 5 SF, STAGE 4 0 SF

312+00.00

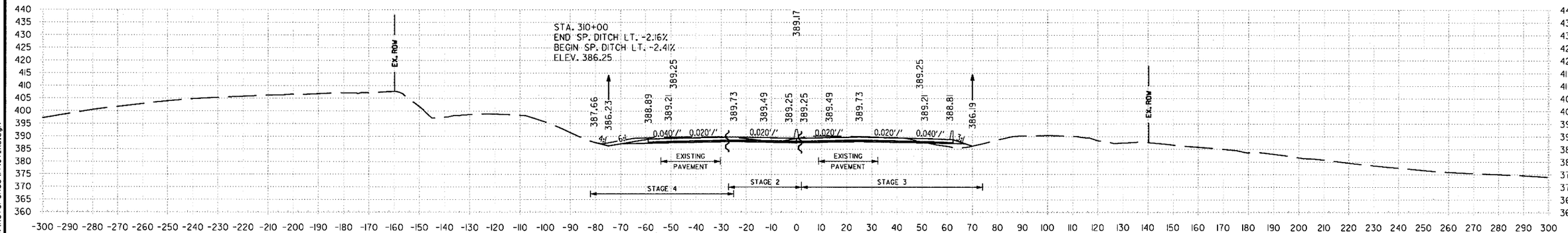
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 88 CUYD, STAGE 3 271 CUYD, STAGE 4 297 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 4 CUYD, STAGE 3 26 CUYD, STAGE 4 0 CUYD



311+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 24 SF, STAGE 3 73 SF, STAGE 4 81 SF
311+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 9 SF, STAGE 4 0 SF

311+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 97 CUYD, STAGE 3 275 CUYD, STAGE 4 297 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 2 CUYD, STAGE 3 54 CUYD, STAGE 4 0 CUYD



310+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 26 SF, STAGE 3 75 SF, STAGE 4 82 SF
310+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 20 SF, STAGE 4 0 SF

310+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 100 CUYD, STAGE 3 262 CUYD, STAGE 4 300 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 108 CUYD, STAGE 4 0 CUYD

STA. 310+00 TO STA. 312+00

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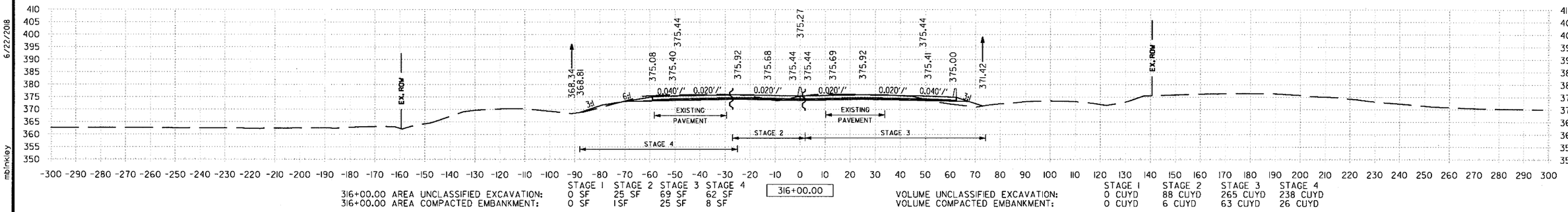
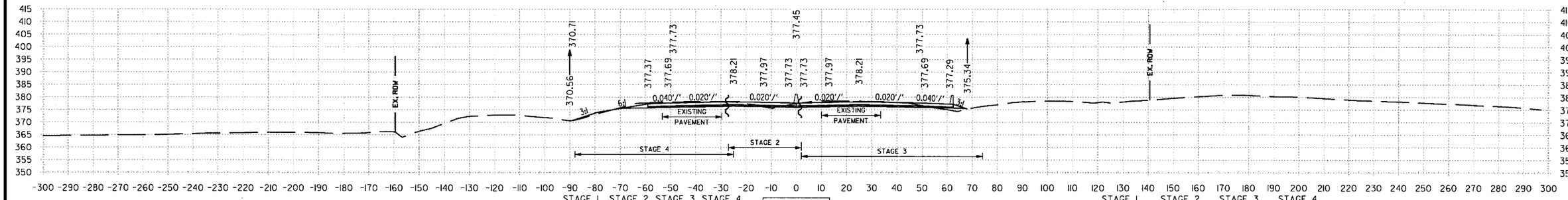
(2) I-30 CROSS SECTIONS



316+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 25 SF, STAGE 3 69 SF, STAGE 4 62 SF
316+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 25 SF, STAGE 4 8 SF

316+00.00

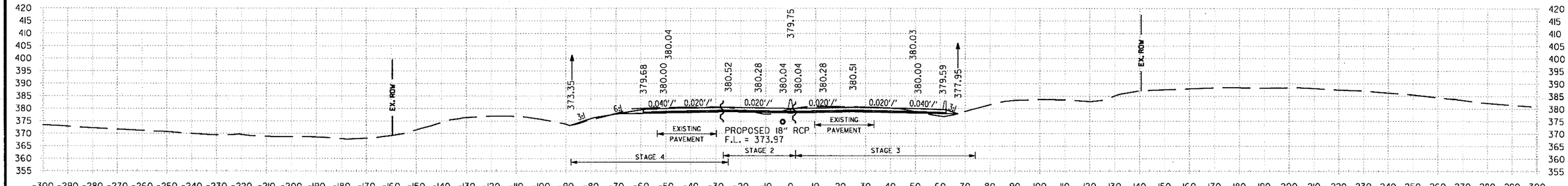
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 88 CUYD, STAGE 3 265 CUYD, STAGE 4 238 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 6 CUYD, STAGE 3 63 CUYD, STAGE 4 26 CUYD



315+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 22 SF, STAGE 3 74 SF, STAGE 4 66 SF
315+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 9 SF, STAGE 4 6 SF

315+00.00

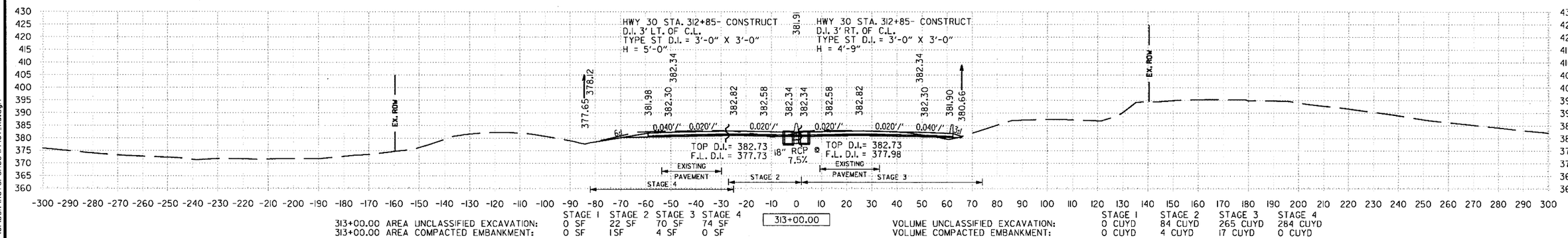
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 78 CUYD, STAGE 3 271 CUYD, STAGE 4 245 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 12 CUYD, STAGE 3 34 CUYD, STAGE 4 23 CUYD



314+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 20 SF, STAGE 3 72 SF, STAGE 4 66 SF
314+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 4 SF, STAGE 3 9 SF, STAGE 4 6 SF

314+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 78 CUYD, STAGE 3 263 CUYD, STAGE 4 260 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 25 CUYD, STAGE 4 12 CUYD



313+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 22 SF, STAGE 3 70 SF, STAGE 4 74 SF
313+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 4 SF, STAGE 4 0 SF

313+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 84 CUYD, STAGE 3 265 CUYD, STAGE 4 284 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 4 CUYD, STAGE 3 17 CUYD, STAGE 4 0 CUYD

STA. 313+00 TO STA. 316+00

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				JOB NO.		CA0601	1201	1465
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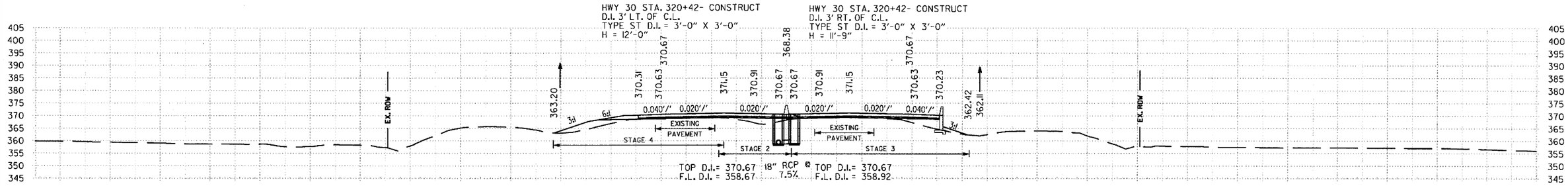
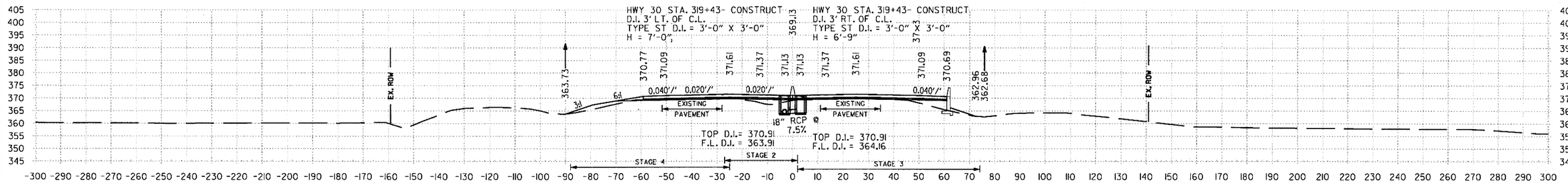
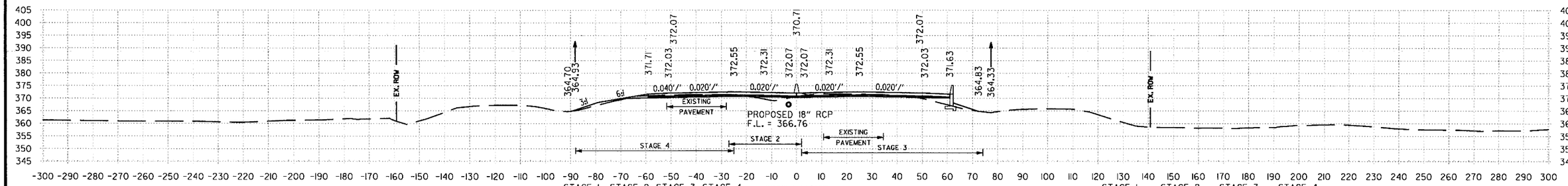


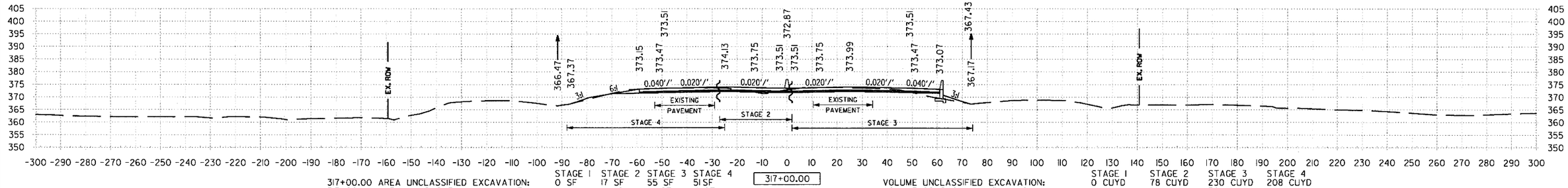
320+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	28 SF	24 SF
AREA COMPACTED EMBANKMENT:	0 SF	41 SF	79 SF	90 SF
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	2 CUYD	110 CUYD	95 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	180 CUYD	208 CUYD	273 CUYD



319+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	1 SF	31 SF	27 SF
AREA COMPACTED EMBANKMENT:	0 SF	56 SF	33 SF	57 SF
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	10 CUYD	132 CUYD	115 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	130 CUYD	130 CUYD	162 CUYD



318+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	4 SF	40 SF	36 SF
AREA COMPACTED EMBANKMENT:	0 SF	14 SF	37 SF	30 SF
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	39 CUYD	176 CUYD	158 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	32 CUYD	99 CUYD	63 CUYD



317+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	17 SF	55 SF	51 SF
AREA COMPACTED EMBANKMENT:	0 SF	3 SF	16 SF	4 SF
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	78 CUYD	230 CUYD	208 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	8 CUYD	76 CUYD	23 CUYD

STA. 317+00 TO STA. 320+00

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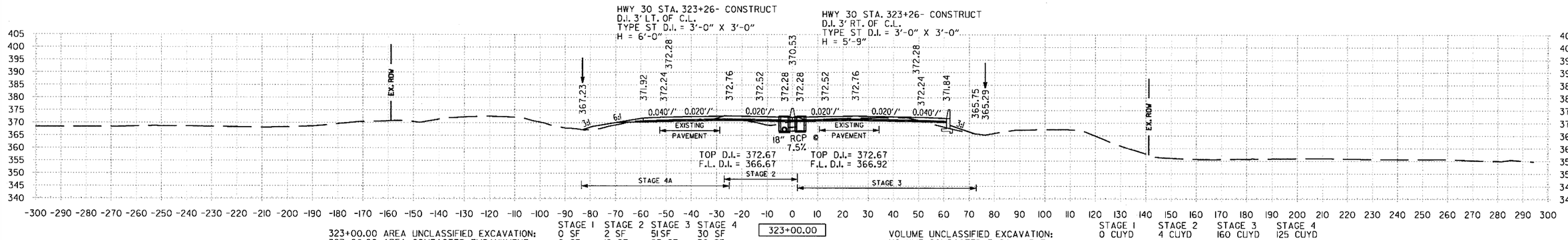
				6	ARK.			
				JOB NO.		CA0601	1202	1465

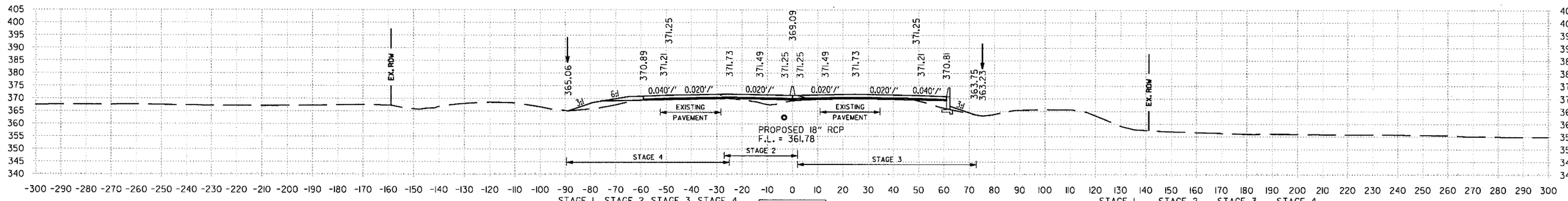
(2) I-30 CROSS SECTIONS



323+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 51SF, STAGE 4 30 SF
323+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 19 SF, STAGE 3 27 SF, STAGE 4 39 SF

323+00.00

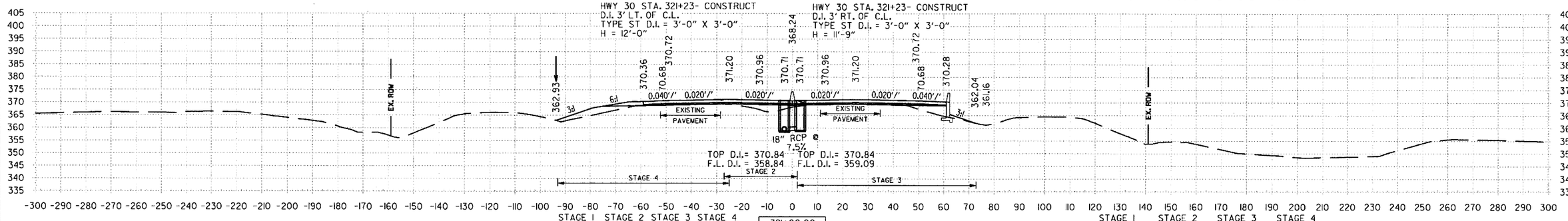
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 4 CUYD, STAGE 3 160 CUYD, STAGE 4 125 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 97 CUYD, STAGE 3 149 CUYD, STAGE 4 210 CUYD



322+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 35 SF, STAGE 4 37 SF
322+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 33 SF, STAGE 3 53 SF, STAGE 4 74 SF

322+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 121 CUYD, STAGE 4 113 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 149 CUYD, STAGE 3 241 CUYD, STAGE 4 310 CUYD



321+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 30 SF, STAGE 4 24 SF
321+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 47 SF, STAGE 3 77 SF, STAGE 4 93 SF

321+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 108 CUYD, STAGE 4 89 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 163 CUYD, STAGE 3 289 CUYD, STAGE 4 339 CUYD

STA. 321+00 TO STA. 323+00

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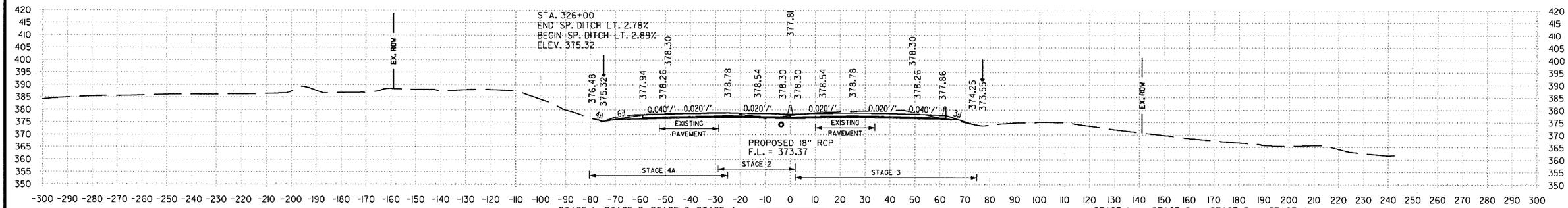
				JOB NO.		CA0601	1203	1465

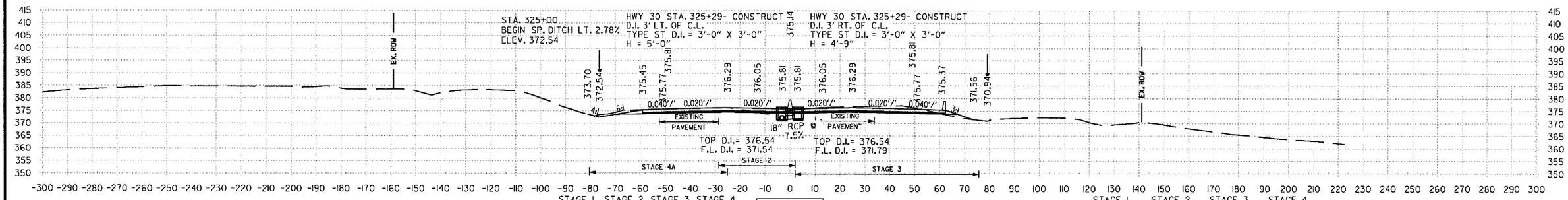
(2) I-30 CROSS SECTIONS



326+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 27 SF, STAGE 3 114 SF, STAGE 4 62 SF
326+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 3 SF, STAGE 4 1 SF

326+00.00

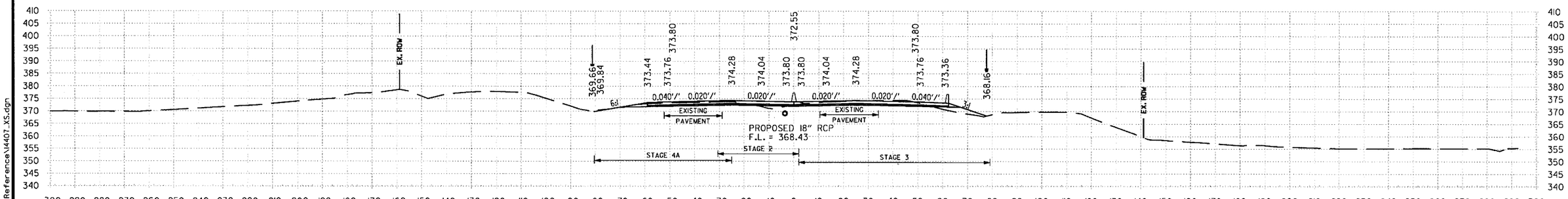
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 93 CUYD, STAGE 3 402 CUYD, STAGE 4 232 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 6 CUYD, STAGE 3 21 CUYD, STAGE 4 4 CUYD



325+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 23 SF, STAGE 3 103 SF, STAGE 4 63 SF
325+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 8 SF, STAGE 4 1 SF

325+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 65 CUYD, STAGE 3 315 CUYD, STAGE 4 193 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 21 CUYD, STAGE 3 71 CUYD, STAGE 4 15 CUYD



324+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 12 SF, STAGE 3 67 SF, STAGE 4 41 SF
324+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 9 SF, STAGE 3 30 SF, STAGE 4 7 SF

324+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 26 CUYD, STAGE 3 219 CUYD, STAGE 4 132 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 52 CUYD, STAGE 3 106 CUYD, STAGE 4 86 CUYD

STA. 324+00 TO STA. 326+00

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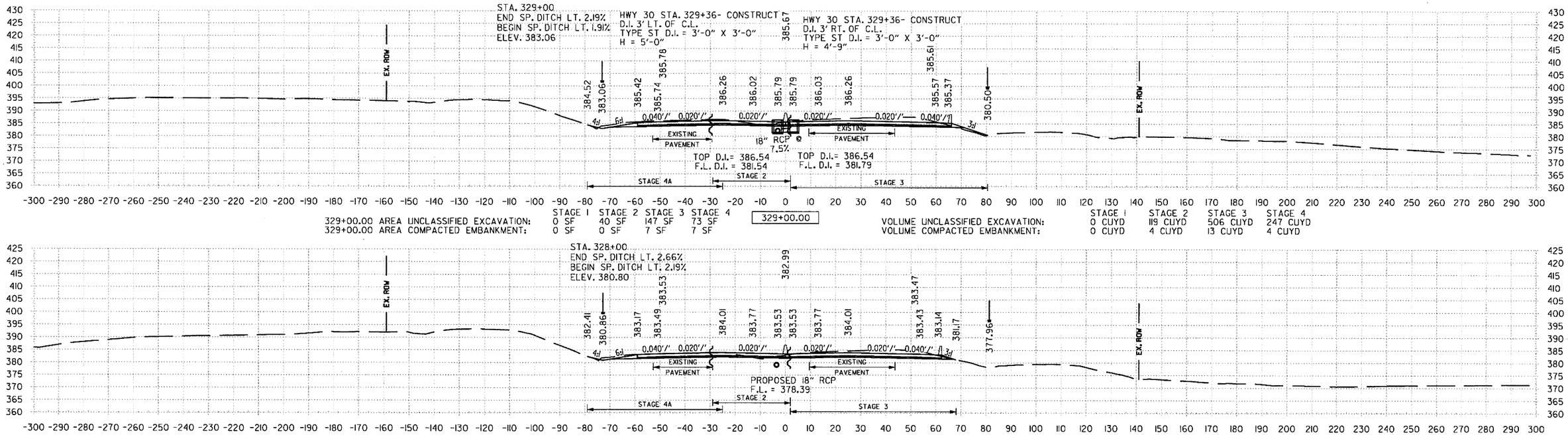
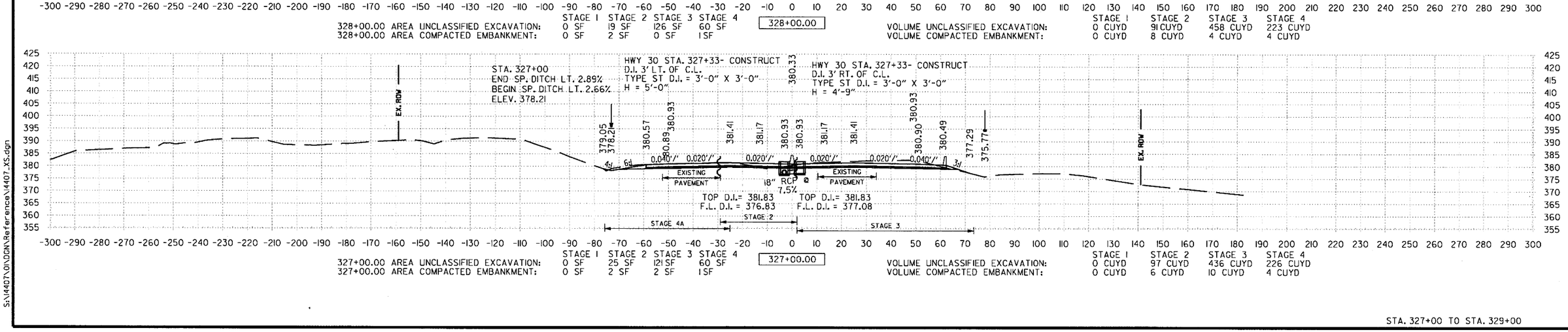
(2) **I-30 CROSS SECTIONS**



329+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	40 SF	147 SF	73 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	7 SF	7 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	119 CUYD	506 CUYD	247 CUYD
COMPACTED EMBANKMENT:	0 CUYD	4 CUYD	13 CUYD	4 CUYD



328+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	19 SF	126 SF	60 SF
AREA COMPACTED EMBANKMENT:	0 SF	2 SF	0 SF	1 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	91 CUYD	458 CUYD	223 CUYD
COMPACTED EMBANKMENT:	0 CUYD	8 CUYD	4 CUYD	4 CUYD

327+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	25 SF	121 SF	60 SF
AREA COMPACTED EMBANKMENT:	0 SF	2 SF	2 SF	1 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	97 CUYD	436 CUYD	226 CUYD
COMPACTED EMBANKMENT:	0 CUYD	6 CUYD	10 CUYD	4 CUYD

STA. 327+00 TO STA. 329+00

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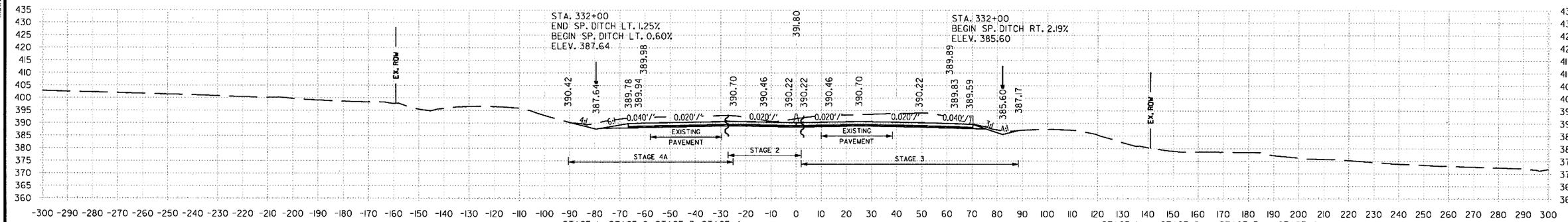
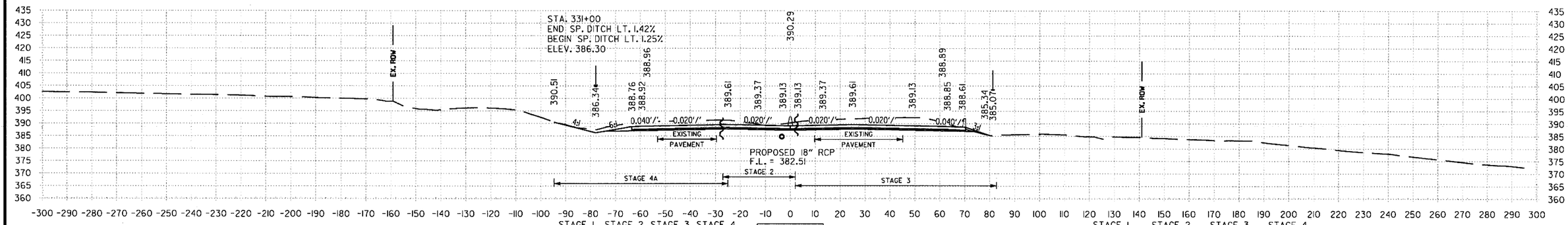
				②		I-30 CROSS SECTIONS		



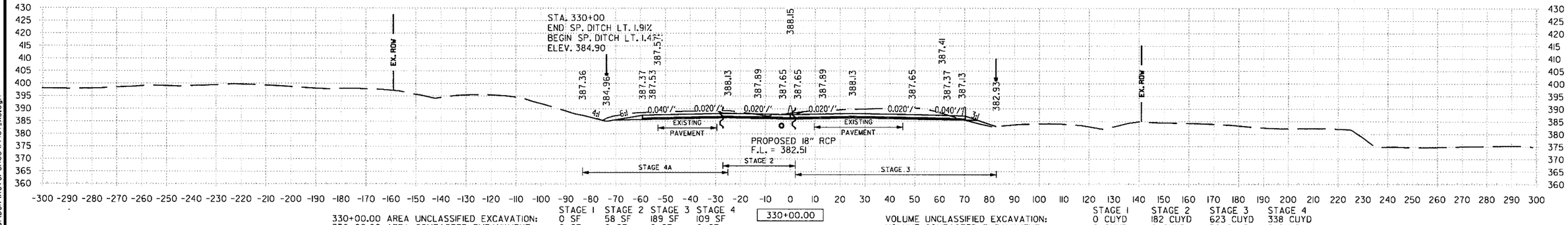
332+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	90 SF	302 SF	189 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	0 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	310 CUYD	1010 CUYD	625 CUYD
COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	4 CUYD	0 CUYD



331+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	69 SF	243 SF	148 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	2 SF	0 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	250 CUYD	800 CUYD	476 CUYD
COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	21 CUYD	0 CUYD



330+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	58 SF	189 SF	109 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	9 SF	0 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	182 CUYD	623 CUYD	338 CUYD
COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	30 CUYD	2 CUYD

STA. 330+00 TO STA. 332+00

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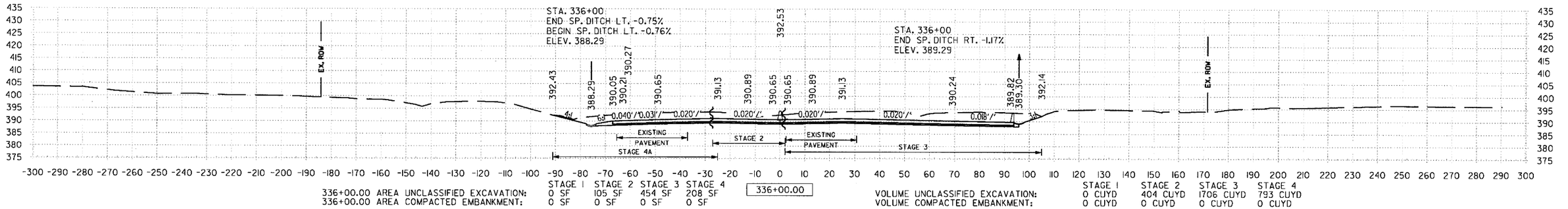
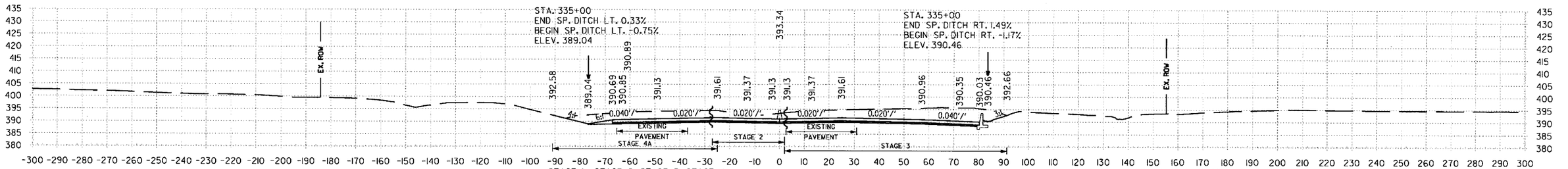
(2) **I-30 CROSS SECTIONS**



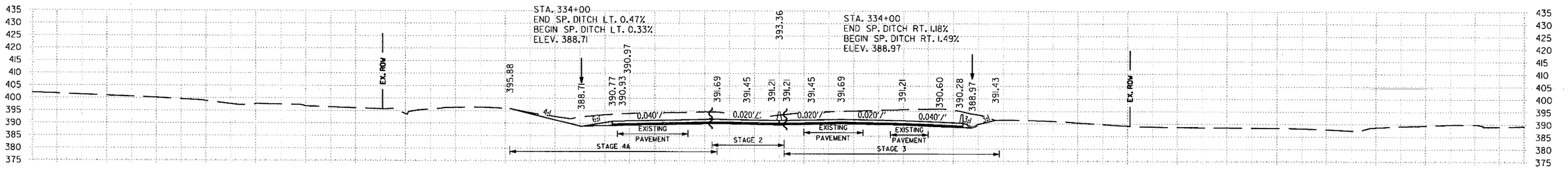
336+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 105 SF, STAGE 3 454 SF, STAGE 4 208 SF — 336+00.00
336+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 404 CUYD, STAGE 3 1706 CUYD, STAGE 4 793 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD



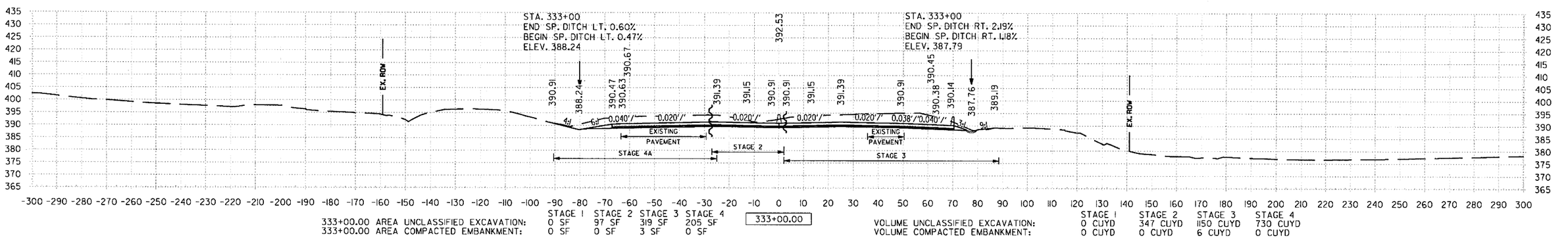
335+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 113 SF, STAGE 3 467 SF, STAGE 4 220 SF — 335+00.00
335+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 413 CUYD, STAGE 3 1645 CUYD, STAGE 4 867 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD



334+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 1105F, STAGE 3 421 SF, STAGE 4 248 SF — 334+00.00
334+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 384 CUYD, STAGE 3 1371 CUYD, STAGE 4 839 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 6 CUYD, STAGE 4 0 CUYD



333+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 97 SF, STAGE 3 319 SF, STAGE 4 205 SF — 333+00.00
333+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 3 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 347 CUYD, STAGE 3 1150 CUYD, STAGE 4 730 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 6 CUYD, STAGE 4 0 CUYD

STA. 333+00 TO STA. 336+00

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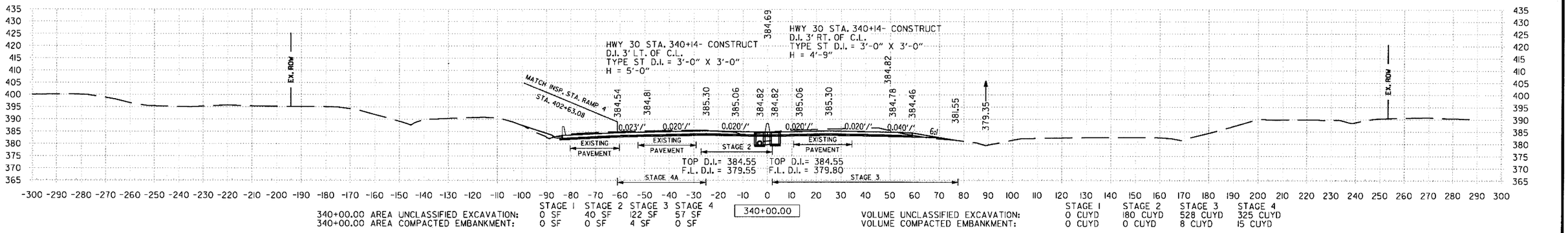
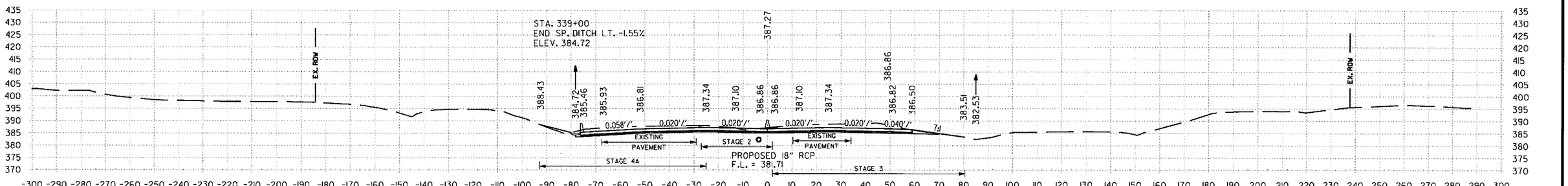


340+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	40 SF	122 SF	57 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	4 SF	0 SF

340+00.00

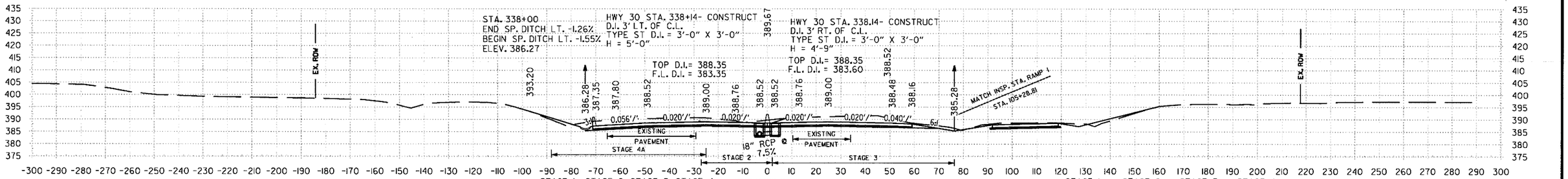
VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	180 CUYD	528 CUYD	325 CUYD
COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	8 CUYD	15 CUYD



339+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	57 SF	163 SF	118 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	8 SF

339+00.00

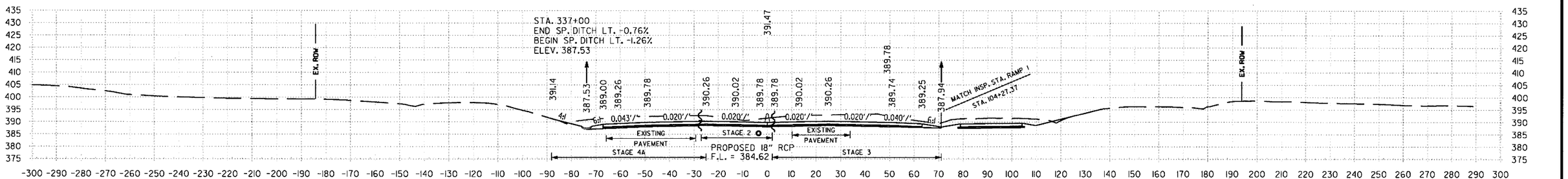
VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	256 CUYD	699 CUYD	495 CUYD
COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD	38 CUYD



338+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	81 SF	214 SF	149 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	12 SF

338+00.00

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	328 CUYD	860 CUYD	613 CUYD
COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD	25 CUYD



337+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	96 SF	250 SF	182 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	1 SF

337+00.00

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	373 CUYD	1304 CUYD	723 CUYD
COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD	2 CUYD

STA. 337+00 TO STA. 340+00

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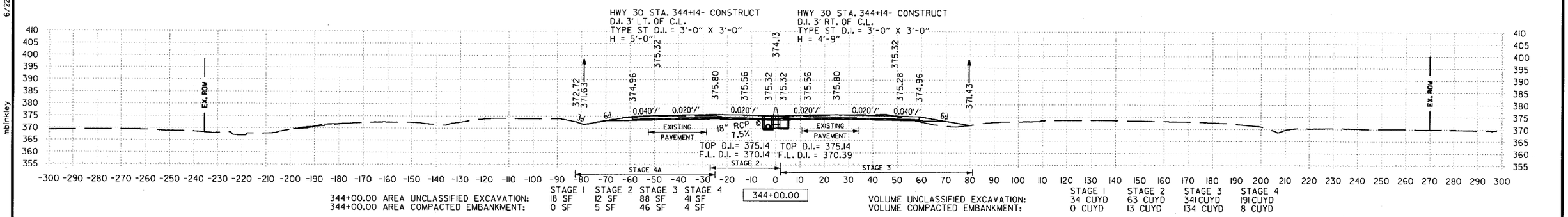
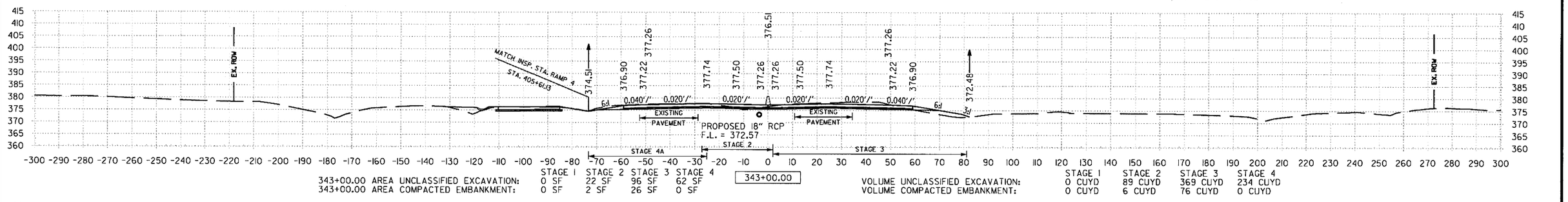
2 I-30 CROSS SECTIONS



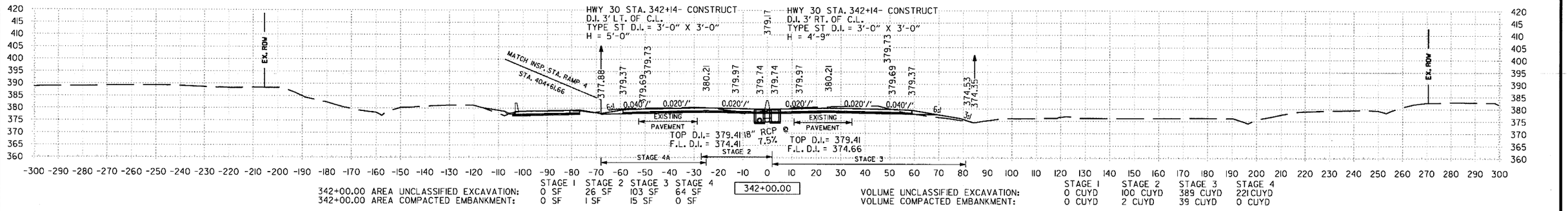
344+00.00 AREA UNCLASSIFIED EXCAVATION: 18 SF 12 SF 88 SF 41 SF
344+00.00 AREA COMPACTED EMBANKMENT: 0 SF 5 SF 46 SF 4 SF

VOLUME UNCLASSIFIED EXCAVATION: 34 CUYD 63 CUYD 341 CUYD 191 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 13 CUYD 134 CUYD 8 CUYD



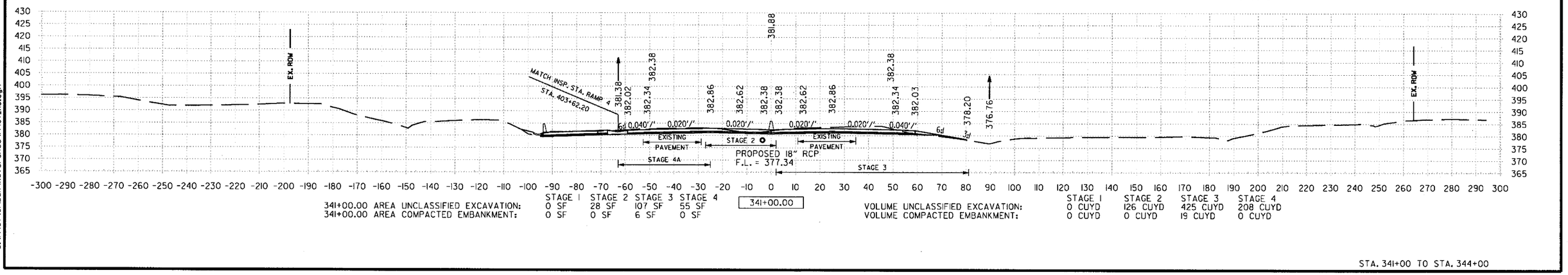
343+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF 22 SF 96 SF 62 SF
343+00.00 AREA COMPACTED EMBANKMENT: 0 SF 2 SF 26 SF 0 SF

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD 89 CUYD 369 CUYD 234 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 6 CUYD 76 CUYD 0 CUYD



342+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF 26 SF 103 SF 64 SF
342+00.00 AREA COMPACTED EMBANKMENT: 0 SF 1 SF 15 SF 0 SF

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD 100 CUYD 389 CUYD 221 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 2 CUYD 39 CUYD 0 CUYD



341+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF 28 SF 107 SF 55 SF
341+00.00 AREA COMPACTED EMBANKMENT: 0 SF 0 SF 6 SF 0 SF

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD 126 CUYD 425 CUYD 208 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD 19 CUYD 0 CUYD

STA. 341+00 TO STA. 344+00

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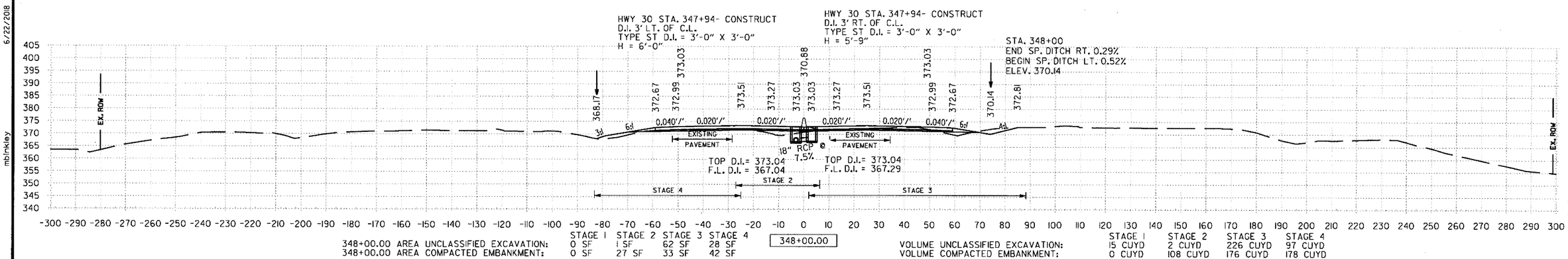
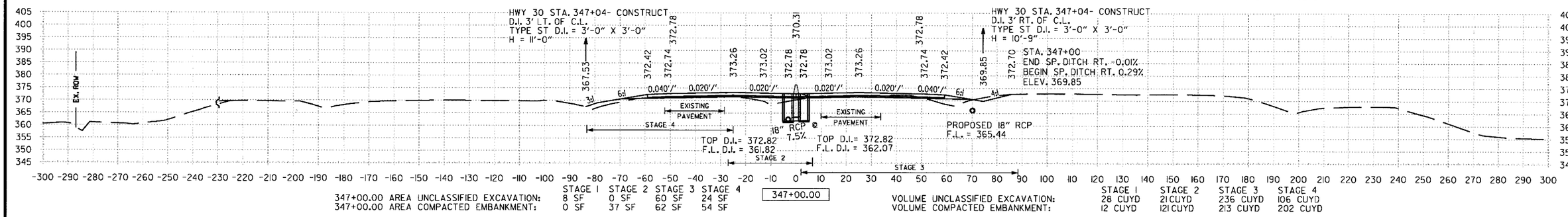
				JOB NO.		CA0601	1209	1465
				②	I-30 CROSS SECTIONS			



348+00.00 AREA	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 SF	1 SF	62 SF	28 SF
COMPACTED EMBANKMENT:	0 SF	27 SF	33 SF	42 SF

348+00.00

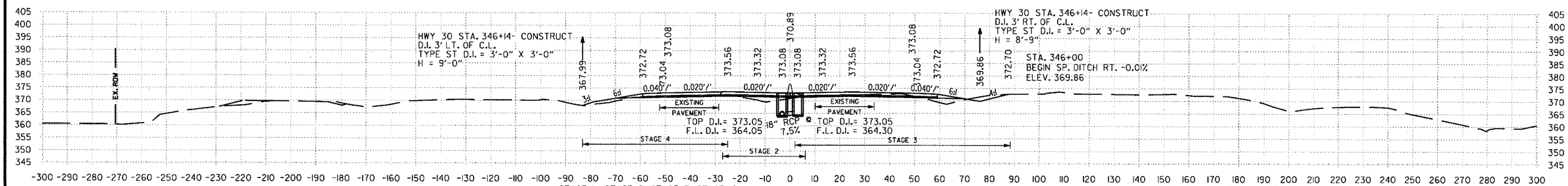
VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	15 CUYD	2 CUYD	226 CUYD	97 CUYD
COMPACTED EMBANKMENT:	0 CUYD	108 CUYD	176 CUYD	178 CUYD



347+00.00 AREA	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	8 SF	0 SF	60 SF	24 SF
COMPACTED EMBANKMENT:	0 SF	37 SF	62 SF	54 SF

347+00.00

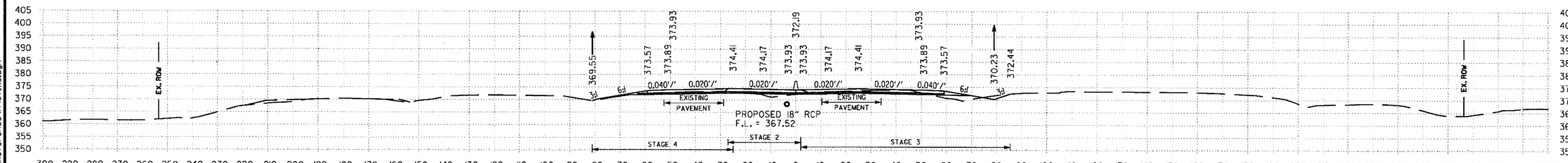
VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	28 CUYD	21 CUYD	236 CUYD	106 CUYD
COMPACTED EMBANKMENT:	12 CUYD	121 CUYD	213 CUYD	202 CUYD



346+00.00 AREA	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	7 SF	11 SF	67 SF	33 SF
COMPACTED EMBANKMENT:	6 SF	29 SF	53 SF	55 SF

346+00.00

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	38 CUYD	8 CUYD	241 CUYD	156 CUYD
COMPACTED EMBANKMENT:	13 CUYD	78 CUYD	195 CUYD	176 CUYD



345+00.00 AREA	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	13 SF	18 SF	63 SF	51 SF
COMPACTED EMBANKMENT:	1 SF	13 SF	52 SF	40 SF

345+00.00

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	58 CUYD	56 CUYD	280 CUYD	171 CUYD
COMPACTED EMBANKMENT:	2 CUYD	34 CUYD	182 CUYD	82 CUYD

STA. 345+00 TO STA. 348+00

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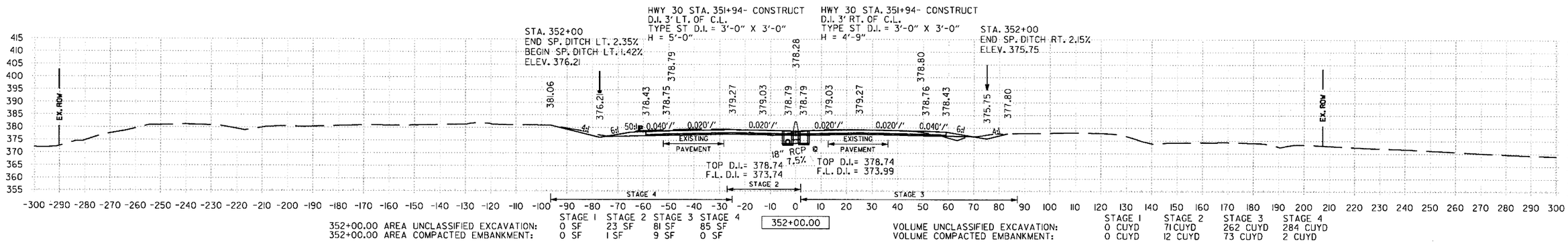
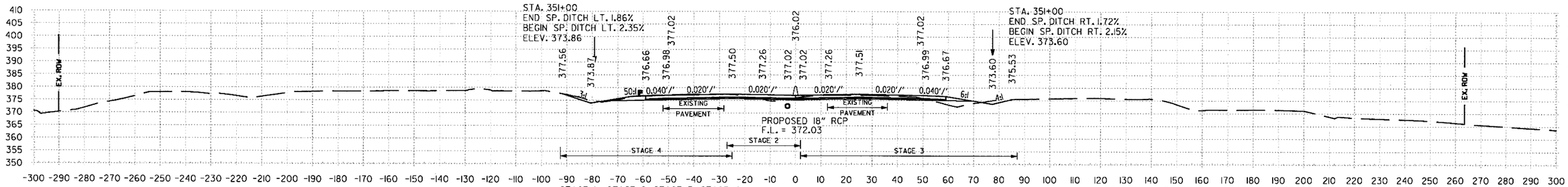
				JOB NO.		CA0601	1210	1465

② **I-30 CROSS SECTIONS**



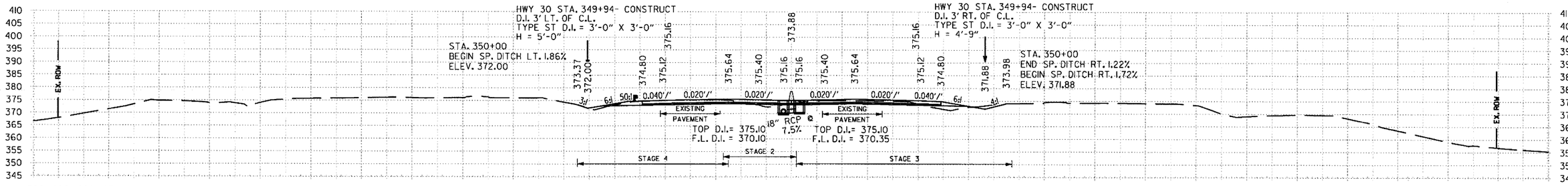
352+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 23 SF, STAGE 3 81 SF, STAGE 4 85 SF
352+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 9 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 71 CUYD, STAGE 3 262 CUYD, STAGE 4 284 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 12 CUYD, STAGE 3 73 CUYD, STAGE 4 2 CUYD



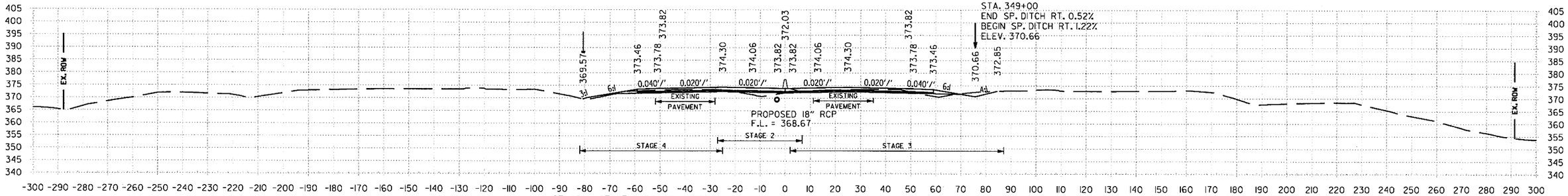
351+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 15 SF, STAGE 3 60 SF, STAGE 4 68 SF
351+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 5 SF, STAGE 3 30 SF, STAGE 4 1 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 47 CUYD, STAGE 3 217 CUYD, STAGE 4 219 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 25 CUYD, STAGE 3 108 CUYD, STAGE 4 13 CUYD



350+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 10 SF, STAGE 3 57 SF, STAGE 4 50 SF
350+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 8 SF, STAGE 3 28 SF, STAGE 4 6 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 28 CUYD, STAGE 3 210 CUYD, STAGE 4 160 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 52 CUYD, STAGE 3 106 CUYD, STAGE 4 49 CUYD



349+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 5 SF, STAGE 3 56 SF, STAGE 4 36 SF
349+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 20 SF, STAGE 3 29 SF, STAGE 4 20 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 12 CUYD, STAGE 3 219 CUYD, STAGE 4 119 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 78 CUYD, STAGE 3 115 CUYD, STAGE 4 115 CUYD

STA. 349+00 TO STA. 352+00

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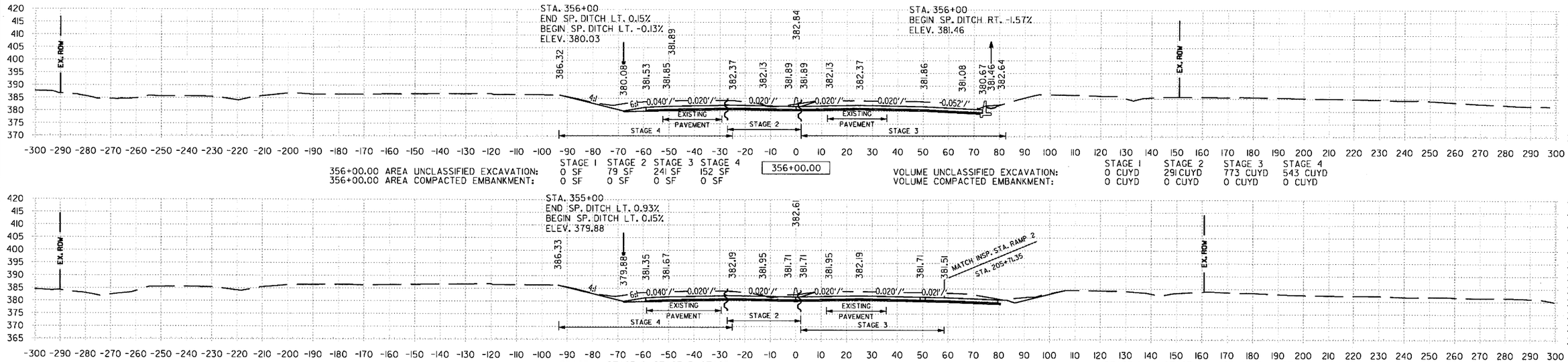


356+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 79 SF, STAGE 3 241 SF, STAGE 4 152 SF
356+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

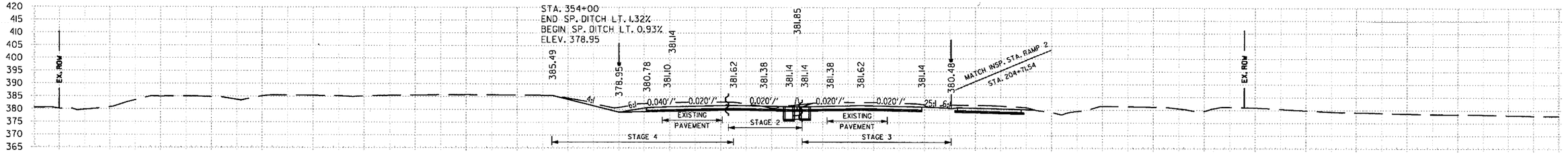
356+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 291 CUYD, STAGE 3 773 CUYD, STAGE 4 543 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD

355+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 78 SF, STAGE 3 176 SF, STAGE 4 141 SF
355+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

355+00.00

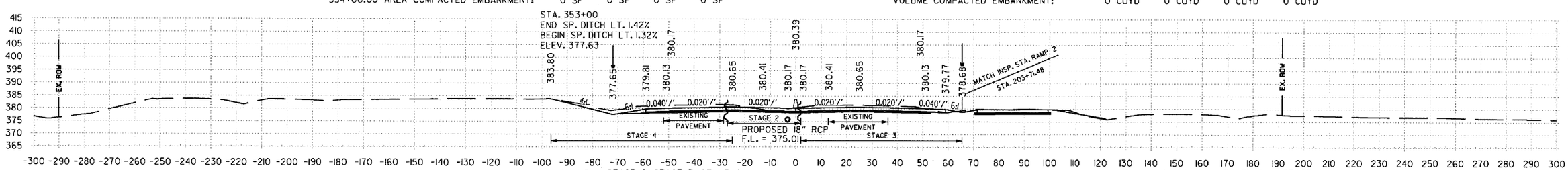
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 262 CUYD, STAGE 3 606 CUYD, STAGE 4 519 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD



354+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 63 SF, STAGE 3 151 SF, STAGE 4 139 SF
354+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

354+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 200 CUYD, STAGE 3 493 CUYD, STAGE 4 484 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD



353+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 45 SF, STAGE 3 115 SF, STAGE 4 122 SF
353+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

353+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 126 CUYD, STAGE 3 363 CUYD, STAGE 4 384 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 2 CUYD, STAGE 3 17 CUYD, STAGE 4 0 CUYD

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STA. 353+00 TO STA. 356+00

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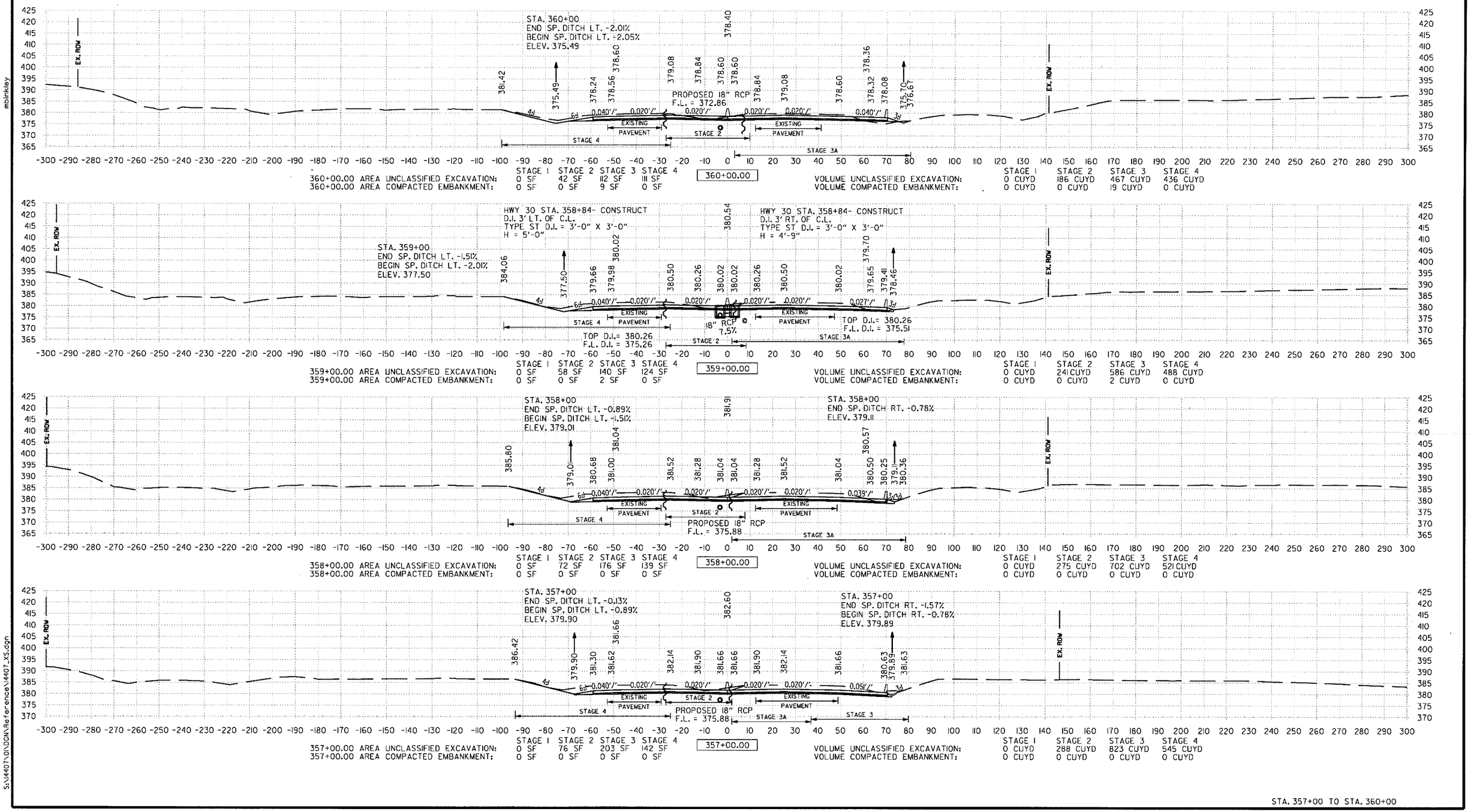
② **I-30 CROSS SECTIONS**



STA. 357+00 TO STA. 360+00

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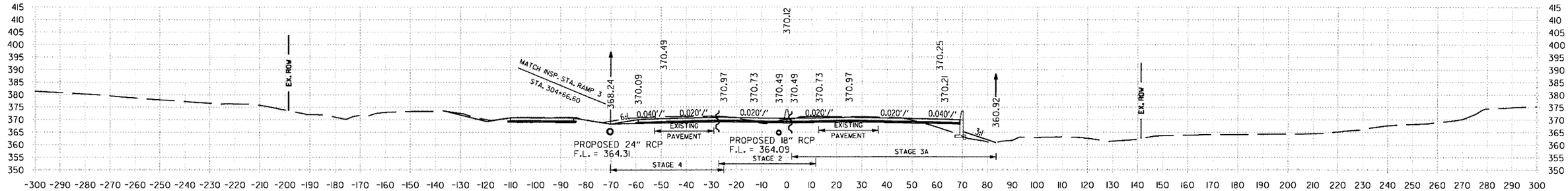
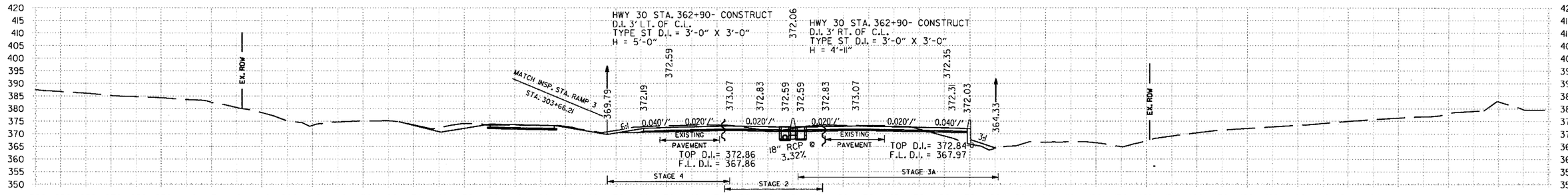


364+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 38 SF, STAGE 3 77 SF, STAGE 4 80 SF
364+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 41 SF, STAGE 4 0 SF

364+00.00

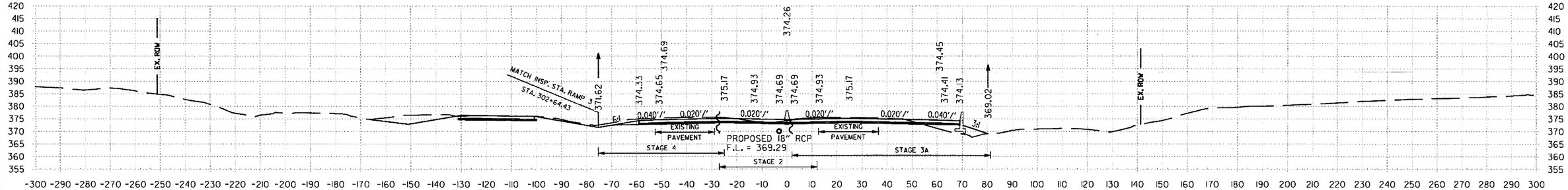
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 134 CUYD, STAGE 3 302 CUYD, STAGE 4 297 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 6 CUYD, STAGE 3 145 CUYD, STAGE 4 0 CUYD



363+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 34 SF, STAGE 3 86 SF, STAGE 4 80 SF
363+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 37 SF, STAGE 4 0 SF

363+00.00

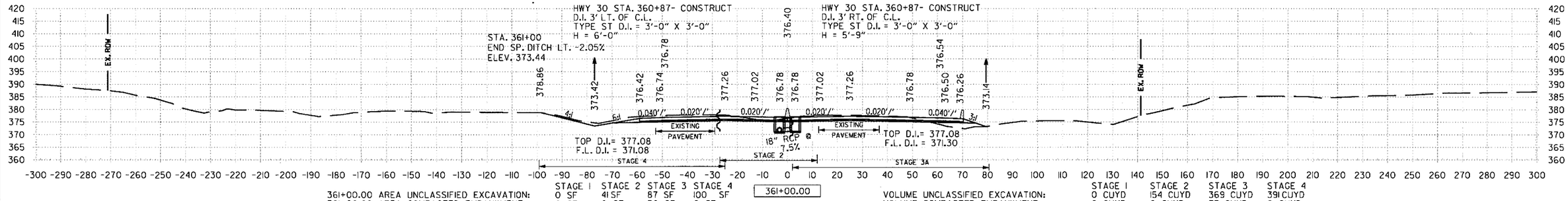
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 132 CUYD, STAGE 3 313 CUYD, STAGE 4 302 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 2 CUYD, STAGE 3 149 CUYD, STAGE 4 0 CUYD



362+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 37 SF, STAGE 3 83 SF, STAGE 4 83 SF
362+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 43 SF, STAGE 4 0 SF

362+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 145 CUYD, STAGE 3 315 CUYD, STAGE 4 339 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 136 CUYD, STAGE 4 0 CUYD



361+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 41 SF, STAGE 3 87 SF, STAGE 4 100 SF
361+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 30 SF, STAGE 4 0 SF

361+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 154 CUYD, STAGE 3 369 CUYD, STAGE 4 391 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 73 CUYD, STAGE 4 0 CUYD

STA. 361+00 TO STA. 364+00

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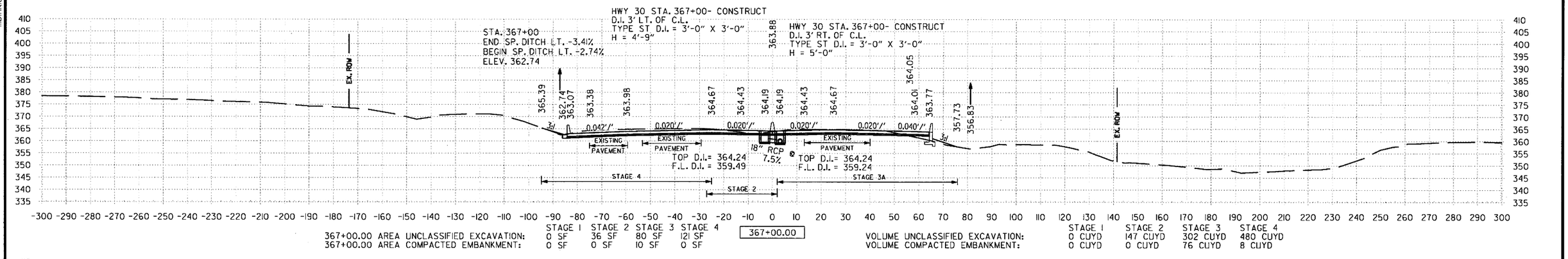
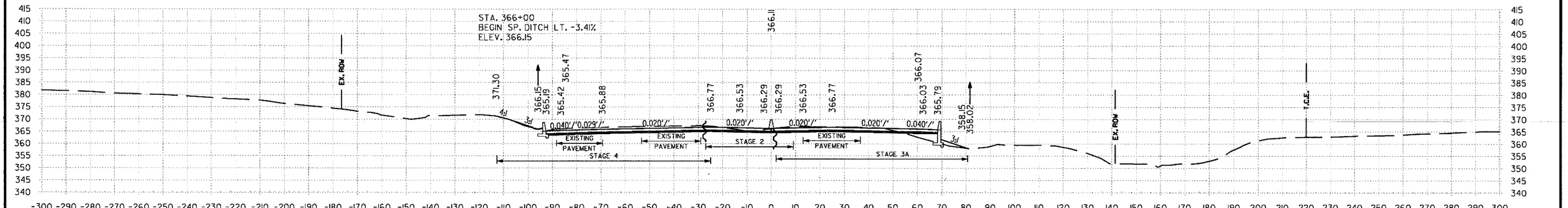


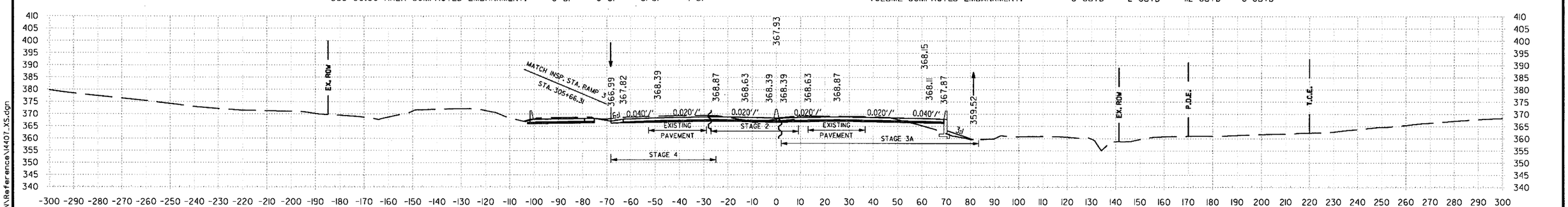
367+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	36 SF	80 SF	121 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	10 SF	0 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	147 CUYD	302 CUYD	480 CUYD
COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	76 CUYD	8 CUYD



366+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	43 SF	83 SF	138 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	31 SF	4 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	143 CUYD	317 CUYD	408 CUYD
COMPACTED EMBANKMENT:	0 CUYD	2 CUYD	112 CUYD	8 CUYD



365+00.00	STAGE 1	STAGE 2	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	0 SF	34 SF	88 SF	82 SF
AREA COMPACTED EMBANKMENT:	0 SF	1 SF	29 SF	0 SF

VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	0 CUYD	134 CUYD	306 CUYD	300 CUYD
COMPACTED EMBANKMENT:	0 CUYD	6 CUYD	130 CUYD	0 CUYD

STA. 365+00 TO STA. 367+00

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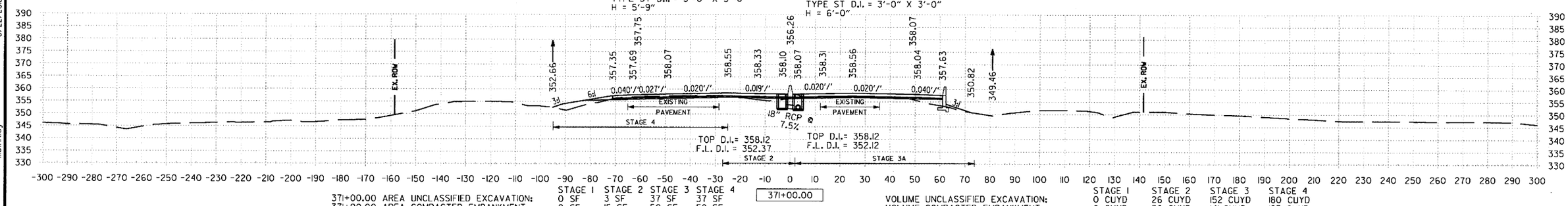
				JOB NO.		CA0601	1215	1465

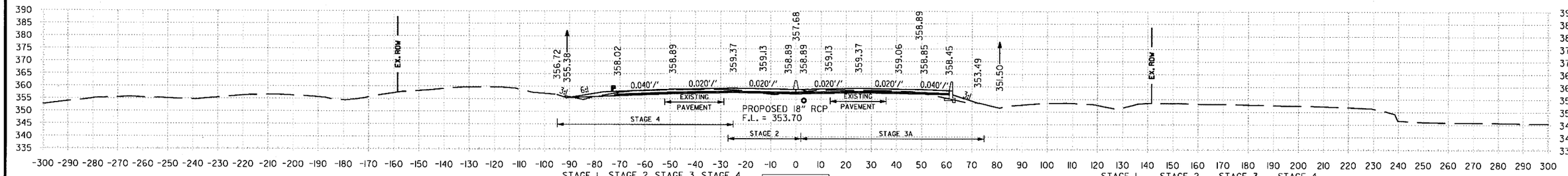
(2) **I-30 CROSS SECTIONS**



371+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 3 37 SF, STAGE 4 37 SF
371+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 15 SF, STAGE 3 50 SF, STAGE 4 58 SF

371+00.00

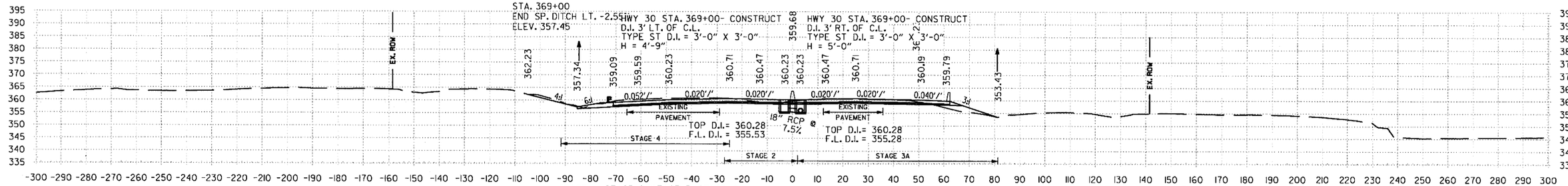
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 26 CUYD, STAGE 3 152 CUYD, STAGE 4 180 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 36 CUYD, STAGE 3 141 CUYD, STAGE 4 123 CUYD



370+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 11 SF, STAGE 3 45 SF, STAGE 4 60 SF
370+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 4 SF, STAGE 3 26 SF, STAGE 4 8 SF

370+00.00

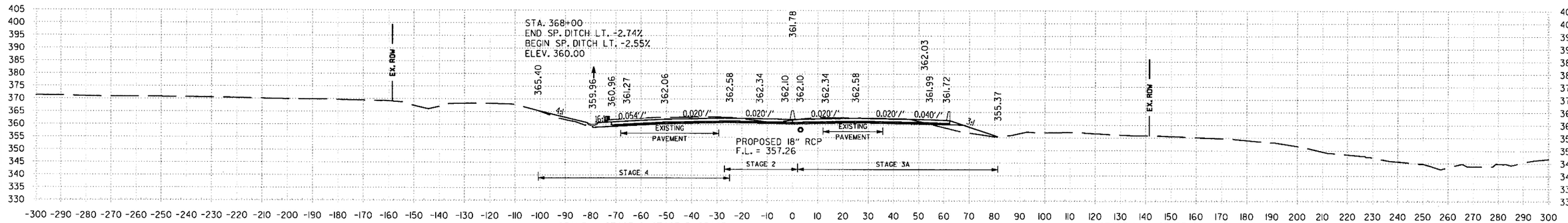
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 73 CUYD, STAGE 3 202 CUYD, STAGE 4 289 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 102 CUYD, STAGE 4 17 CUYD



369+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 28 SF, STAGE 3 64 SF, STAGE 4 105 SF
369+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 29 SF, STAGE 4 0 SF

369+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 115 CUYD, STAGE 3 258 CUYD, STAGE 4 369 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 2 CUYD, STAGE 3 128 CUYD, STAGE 4 30 CUYD



368+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 34 SF, STAGE 3 75 SF, STAGE 4 103 SF
368+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 40 SF, STAGE 4 15 SF

368+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 130 CUYD, STAGE 3 288 CUYD, STAGE 4 415 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 93 CUYD, STAGE 4 28 CUYD

STA. 368+00 TO STA. 371+00

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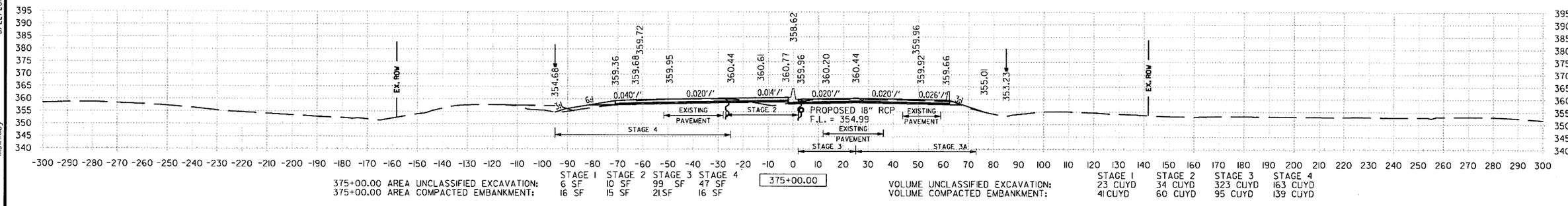
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1216	1465

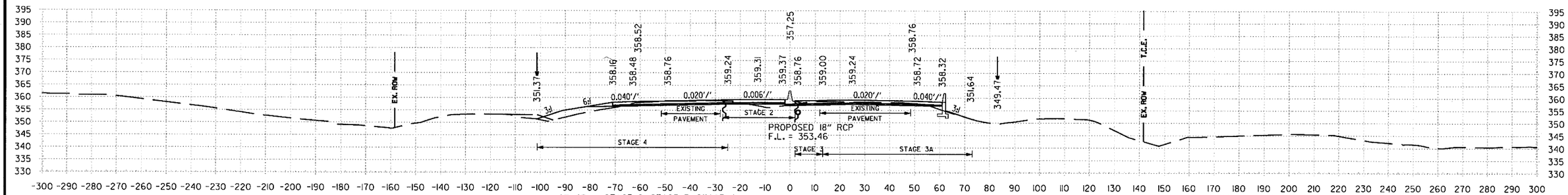
(2) I-30 CROSS SECTIONS



375+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF, STAGE 2 10 SF, STAGE 3 99 SF, STAGE 4 47 SF
375+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 16 SF, STAGE 2 15 SF, STAGE 3 21 SF, STAGE 4 16 SF

375+00.00

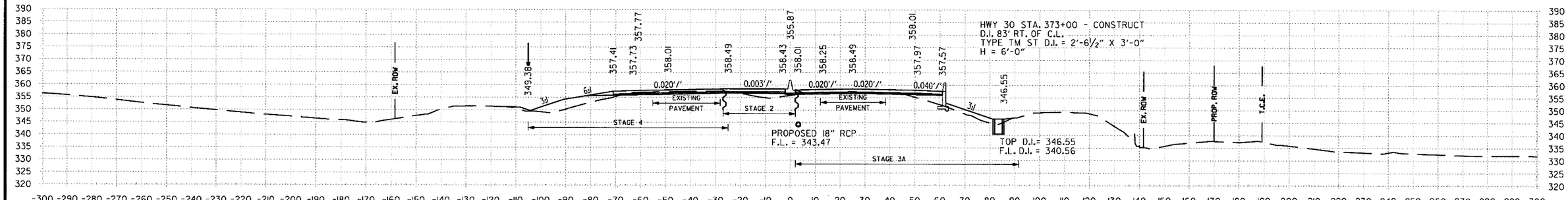
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 23 CUYD, STAGE 2 34 CUYD, STAGE 3 323 CUYD, STAGE 4 163 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 41 CUYD, STAGE 2 60 CUYD, STAGE 3 95 CUYD, STAGE 4 139 CUYD



374+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF, STAGE 2 8 SF, STAGE 3 75 SF, STAGE 4 41 SF
374+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 6 SF, STAGE 2 16 SF, STAGE 3 30 SF, STAGE 4 59 SF

374+00.00

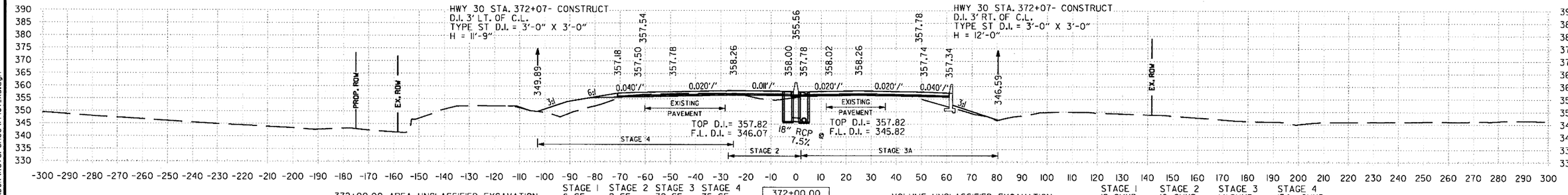
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 21 CUYD, STAGE 2 21 CUYD, STAGE 3 221 CUYD, STAGE 4 143 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 13 CUYD, STAGE 2 84 CUYD, STAGE 3 245 CUYD, STAGE 4 304 CUYD



373+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 3 SF, STAGE 3 44 SF, STAGE 4 36 SF
373+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 29 SF, STAGE 3 102 SF, STAGE 4 105 SF

373+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 21 CUYD, STAGE 2 10 CUYD, STAGE 3 154 CUYD, STAGE 4 132 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 110 CUYD, STAGE 3 325 CUYD, STAGE 4 419 CUYD



372+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF, STAGE 2 2 SF, STAGE 3 39 SF, STAGE 4 35 SF
372+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 30 SF, STAGE 3 73 SF, STAGE 4 121 SF

372+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 10 CUYD, STAGE 3 141 CUYD, STAGE 4 134 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 84 CUYD, STAGE 3 228 CUYD, STAGE 4 332 CUYD

STA. 372+00 TO STA. 375+00

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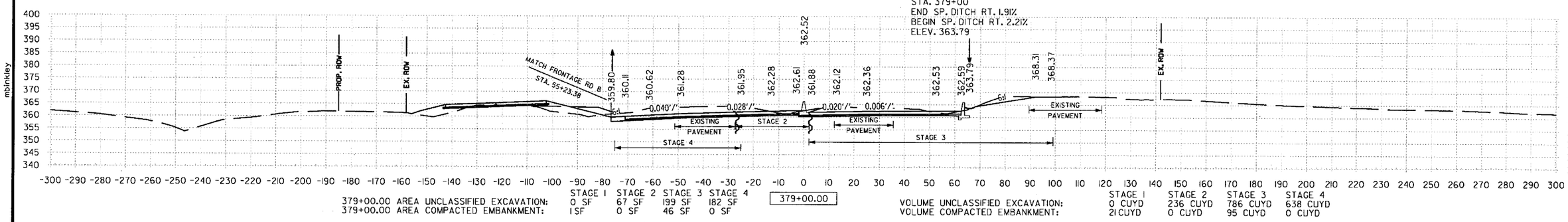
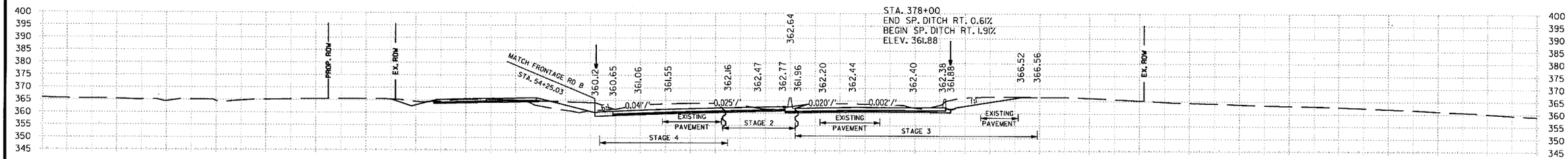
(2) **I-30 CROSS SECTIONS**



379+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 67 SF, STAGE 3 199 SF, STAGE 4 182 SF
379+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 0 SF, STAGE 3 46 SF, STAGE 4 0 SF

379+00.00

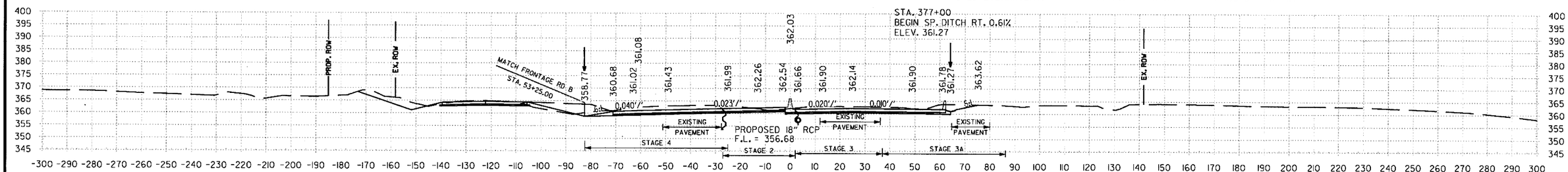
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 236 CUYD, STAGE 3 786 CUYD, STAGE 4 638 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 21 CUYD, STAGE 2 0 CUYD, STAGE 3 95 CUYD, STAGE 4 0 CUYD



378+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 60 SF, STAGE 3 225 SF, STAGE 4 162 SF
378+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 10 SF, STAGE 2 0 SF, STAGE 3 5 SF, STAGE 4 0 SF

378+00.00

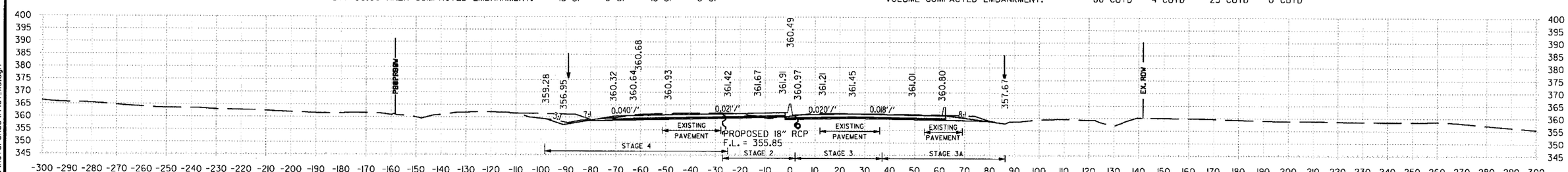
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 206 CUYD, STAGE 3 739 CUYD, STAGE 4 558 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 43 CUYD, STAGE 2 0 CUYD, STAGE 3 34 CUYD, STAGE 4 0 CUYD



377+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 51 SF, STAGE 3 174 SF, STAGE 4 139 SF
377+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 13 SF, STAGE 2 0 SF, STAGE 3 13 SF, STAGE 4 0 SF

377+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD, STAGE 2 141 CUYD, STAGE 3 649 CUYD, STAGE 4 430 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 86 CUYD, STAGE 2 4 CUYD, STAGE 3 25 CUYD, STAGE 4 0 CUYD



376+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 7 SF, STAGE 2 25 SF, STAGE 3 176 SF, STAGE 4 93 SF
376+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 33 SF, STAGE 2 2 SF, STAGE 3 0 SF, STAGE 4 0 SF

376+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 25 CUYD, STAGE 2 65 CUYD, STAGE 3 510 CUYD, STAGE 4 260 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 91 CUYD, STAGE 2 34 CUYD, STAGE 3 39 CUYD, STAGE 4 30 CUYD

STA. 376+00 TO STA. 379+00

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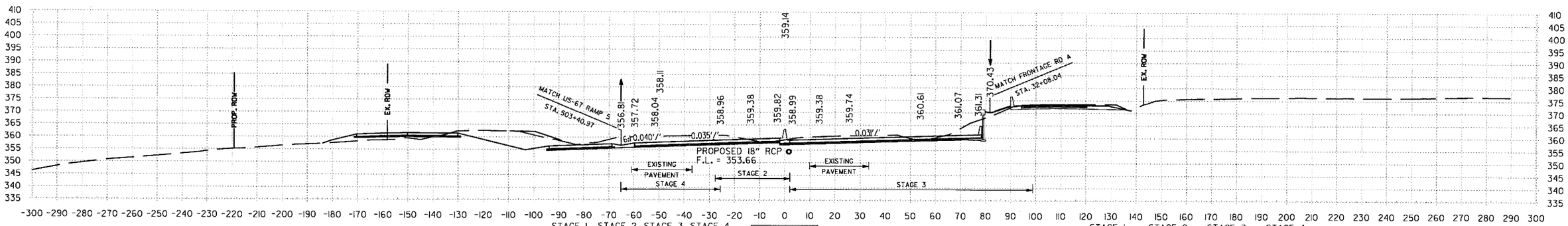
				JOB NO.		CA0601	1218	1465

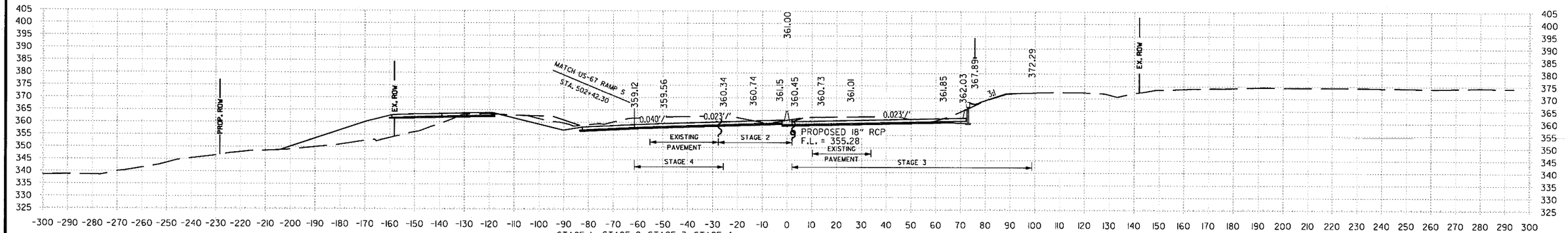
(2) I-30 CROSS SECTIONS



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
382+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	55 SF	199 SF	126 SF
382+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 F	5 SF	0 SF

382+00.00

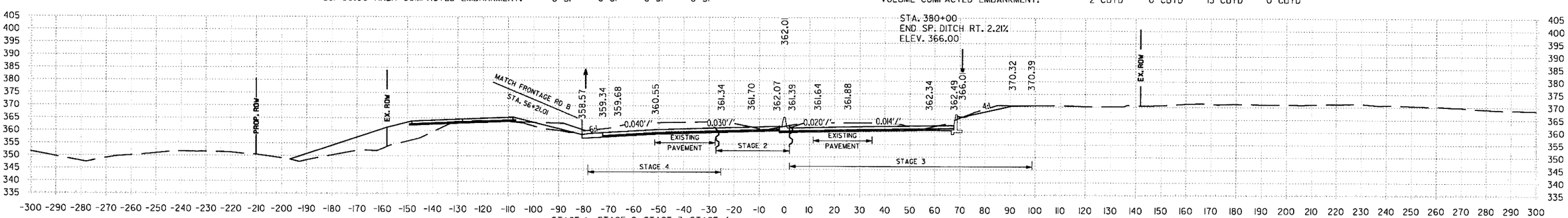
	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	230 CUYD	688 CUYD	463 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	21 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
381+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	69 SF	172 SF	124 SF
381+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	6 SF	0 SF

381+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	260 CUYD	663 CUYD	602 CUYD
VOLUME COMPACTED EMBANKMENT:	2 CUYD	0 CUYD	13 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
380+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	71 SF	186 SF	201 SF
380+00.00 AREA COMPACTED EMBANKMENT:	1 SF	0 SF	1 SF	0 SF

380+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	256 CUYD	713 CUYD	710 CUYD
VOLUME COMPACTED EMBANKMENT:	4 CUYD	0 CUYD	88 CUYD	0 CUYD

STA. 380+00 TO STA. 382+00

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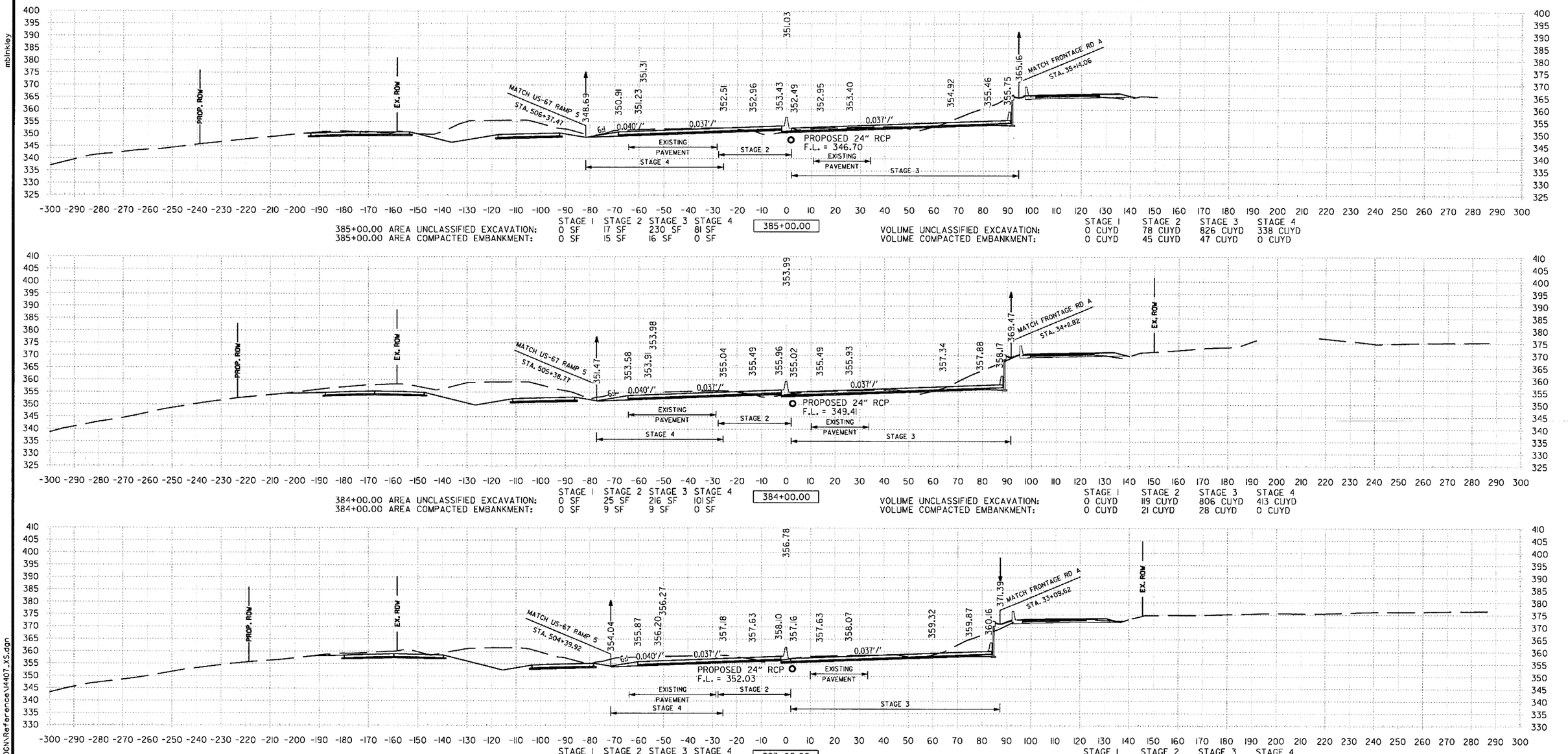
				JOB NO.		CA0601	1219	1465

(2) **I-30 CROSS SECTIONS**



STA. 383+00 TO STA. 385+00

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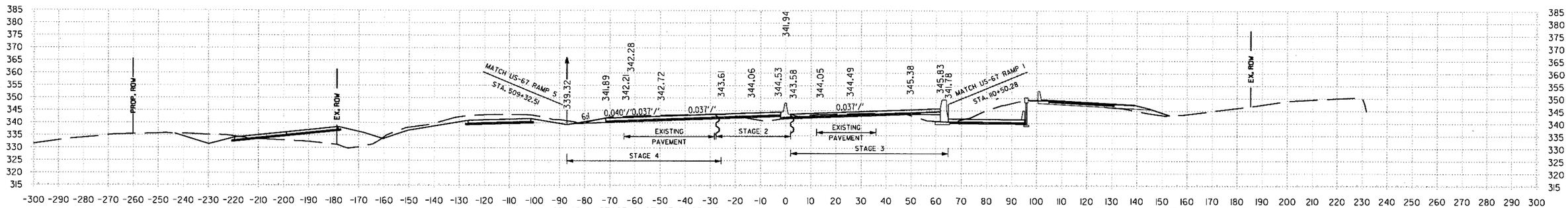
				JOB NO.		CA0601	1220	1465

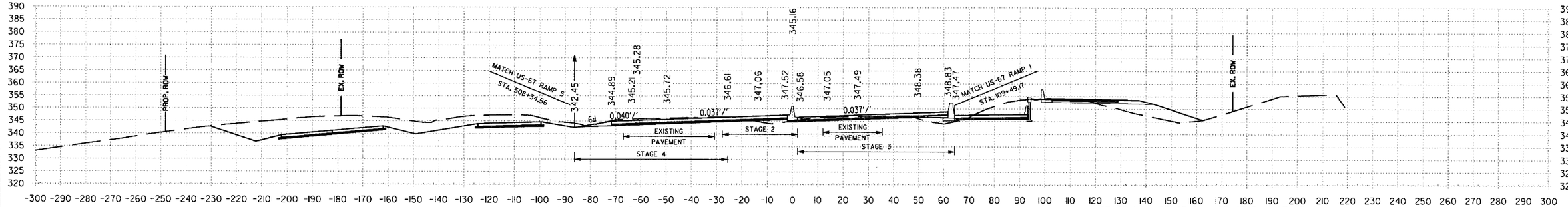
(2) I-30 CROSS SECTIONS



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
388+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	13 SF	43 SF	77 SF
388+00.00 AREA COMPACTED EMBANKMENT:	0 SF	19 SF	41 SF	1 SF

388+00.00

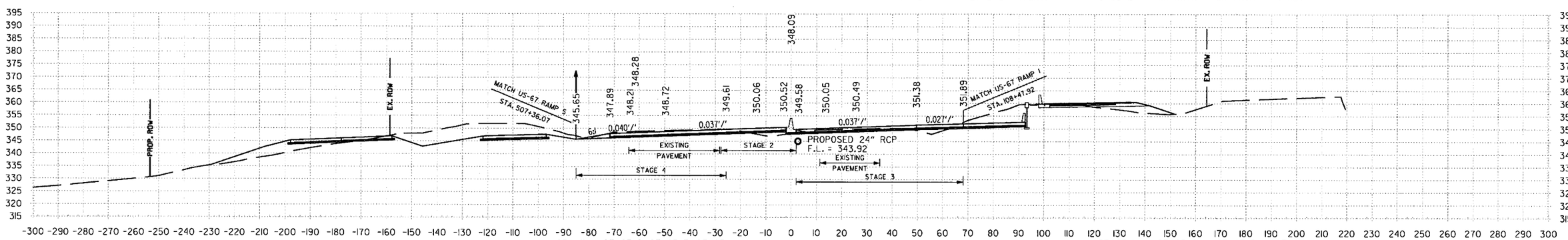
	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	52 CUYD	154 CUYD	297 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	65 CUYD	139 CUYD	4 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
387+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	15 SF	40 SF	83 SF
387+00.00 AREA COMPACTED EMBANKMENT:	0 SF	16 SF	34 SF	1 SF

387+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	54 CUYD	156 CUYD	299 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	63 CUYD	110 CUYD	4 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
386+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	14 SF	44 SF	78 SF
386+00.00 AREA COMPACTED EMBANKMENT:	0 SF	18 SF	25 SF	1 SF

386+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	58 CUYD	508 CUYD	295 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	62 CUYD	76 CUYD	2 CUYD

STA. 386+00 TO STA. 388+00

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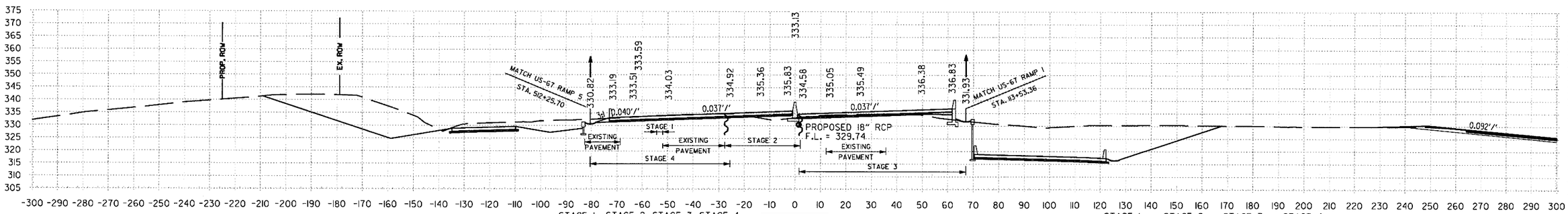
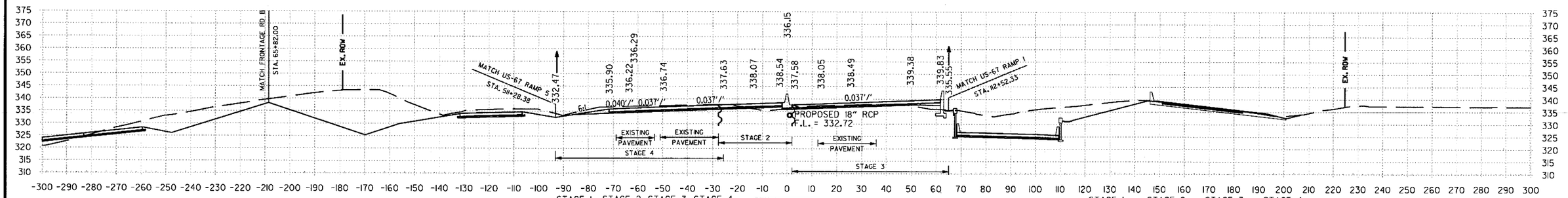
(2) I-30 CROSS SECTIONS



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
391+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	16 SF	43 SF	65 SF
391+00.00 AREA COMPACTED EMBANKMENT:	0 SF	17 SF	36 SF	1 SF

391+00.00

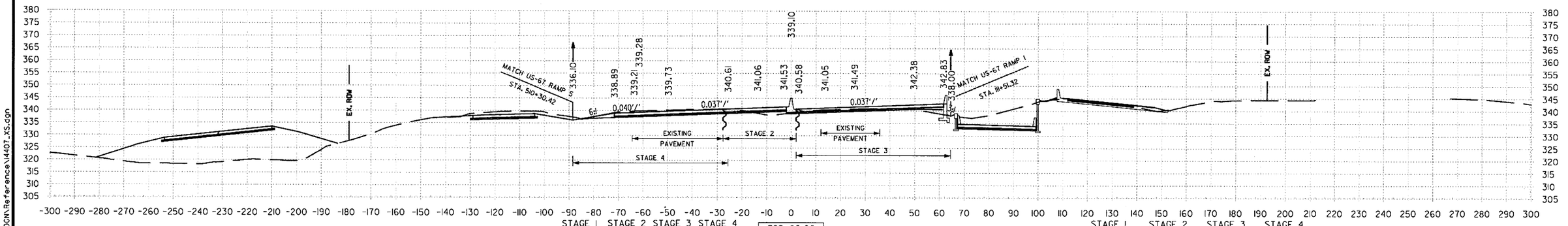
	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	58 CUYD	165 CUYD	310 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	58 CUYD	128 CUYD	2 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
390+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	15 SF	46 SF	104 SF
390+00.00 AREA COMPACTED EMBANKMENT:	0 SF	14 SF	33 SF	0 SF

390+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	56 CUYD	169 CUYD	345 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	56 CUYD	119 CUYD	2 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
389+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	15 SF	45 SF	82 SF
389+00.00 AREA COMPACTED EMBANKMENT:	0 SF	16 SF	31 SF	1 SF

389+00.00

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	52 CUYD	163 CUYD	295 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	65 CUYD	134 CUYD	4 CUYD

STA. 389+00 TO STA. 391+00

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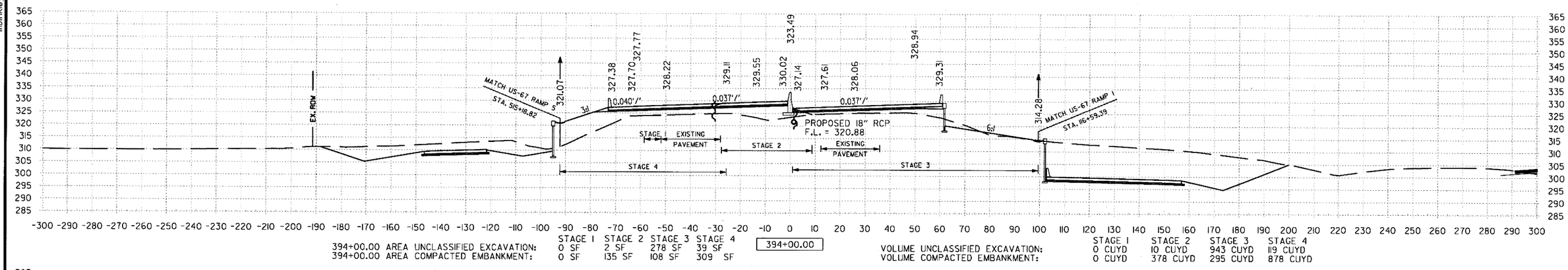
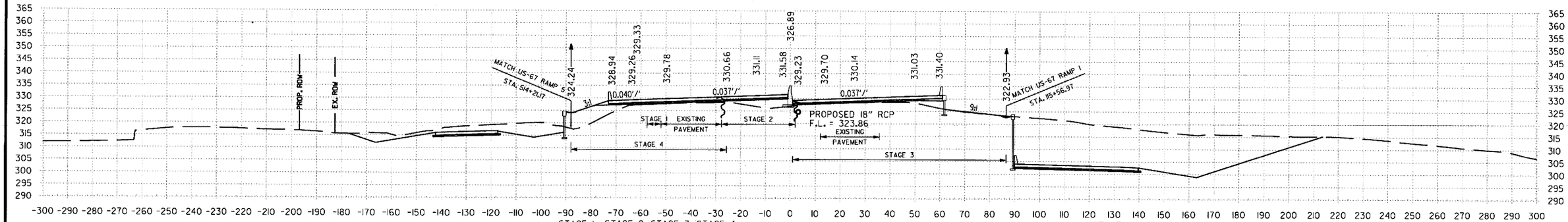
I-30 CROSS SECTIONS



394+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 278 SF, STAGE 4 39 SF
394+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 135 SF, STAGE 3 108 SF, STAGE 4 309 SF

394+00.00

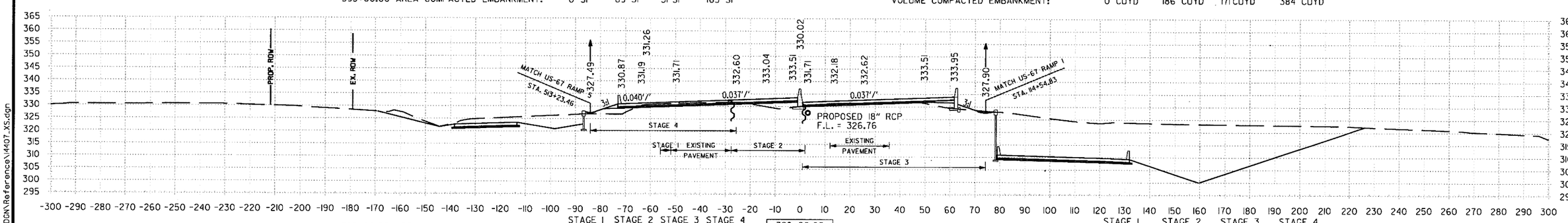
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 943 CUYD, STAGE 4 119 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 378 CUYD, STAGE 3 295 CUYD, STAGE 4 878 CUYD



393+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 3 231 SF, STAGE 4 33 SF
393+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 69 SF, STAGE 3 51 SF, STAGE 4 165 SF

393+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 19 CUYD, STAGE 3 495 CUYD, STAGE 4 132 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 186 CUYD, STAGE 3 171 CUYD, STAGE 4 384 CUYD



392+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 7 SF, STAGE 3 36 SF, STAGE 4 38 SF
392+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 31 SF, STAGE 3 41 SF, STAGE 4 42 SF.

392+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 43 CUYD, STAGE 3 147 CUYD, STAGE 4 188 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 89 CUYD, STAGE 3 143 CUYD, STAGE 4 80 CUYD

STA. 392+00 TO STA. 394+00

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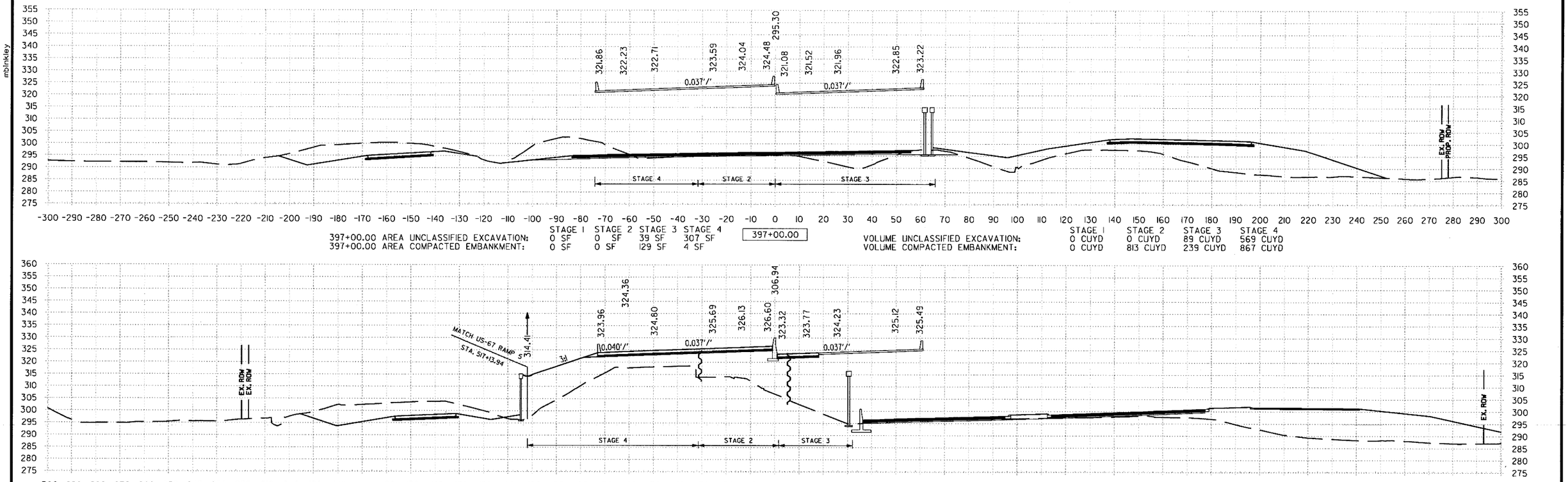
JOB NO.		CA0601	1223	1465

2 I-30 CROSS SECTIONS



397+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 39 SF, STAGE 4 307 SF
397+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 129 SF, STAGE 4 4 SF

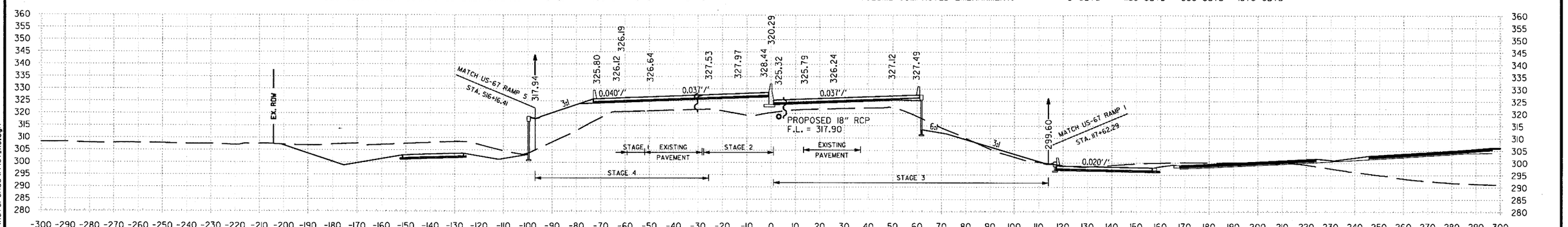
397+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 89 CUYD, STAGE 4 569 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 813 CUYD, STAGE 3 239 CUYD, STAGE 4 867 CUYD

396+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 9 SF, STAGE 4 0 SF
396+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 439 SF, STAGE 3 0 SF, STAGE 4 464 SF

396+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 332 CUYD, STAGE 4 63 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 1158 CUYD, STAGE 3 338 CUYD, STAGE 4 1576 CUYD



395+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 170 SF, STAGE 4 34 SF
395+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 186 SF, STAGE 3 182 SF, STAGE 4 387 SF

395+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 4 CUYD, STAGE 3 830 CUYD, STAGE 4 121 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 595 CUYD, STAGE 3 538 CUYD, STAGE 4 1289 CUYD

STA. 395+00 TO STA. 397+00

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				JOB NO.		CA0601	1224	1465

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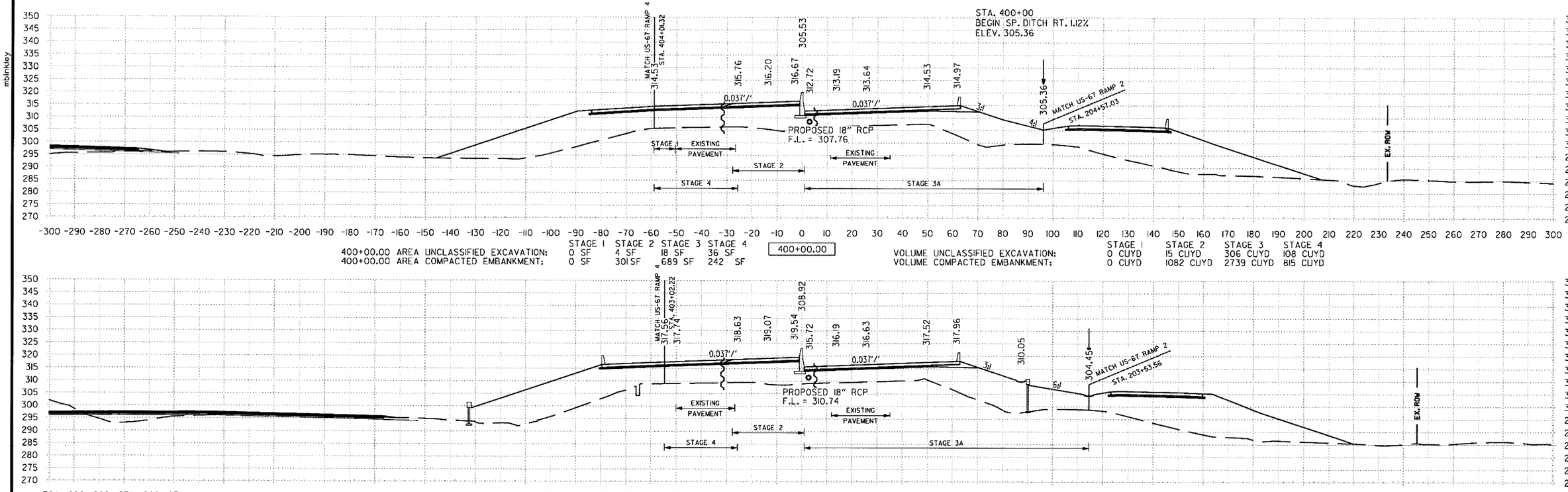
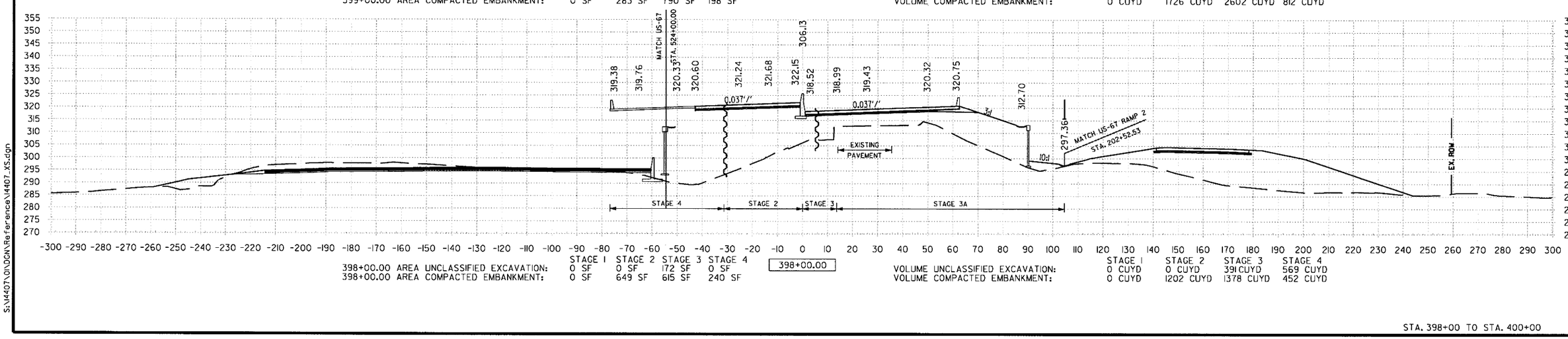


	STAGE 1	STAGE 2	STAGE 3	STAGE 4	
400+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	4 SF	18 SF	36 SF	400+00.00
400+00.00 AREA COMPACTED EMBANKMENT:	0 SF	301 SF	689 SF	242 SF	

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	0 CUYD	15 CUYD	306 CUYD	108 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	1082 CUYD	2739 CUYD	815 CUYD

	STAGE 1	STAGE 2	STAGE 3	STAGE 4	
399+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	4 SF	147 SF	22 SF	399+00.00
399+00.00 AREA COMPACTED EMBANKMENT:	0 SF	283 SF	790 SF	198 SF	

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	0 CUYD	8 CUYD	591 CUYD	41 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	1726 CUYD	2602 CUYD	812 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4	
398+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	172 SF	0 SF	398+00.00
398+00.00 AREA COMPACTED EMBANKMENT:	0 SF	649 SF	615 SF	240 SF	

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	0 CUYD	0 CUYD	391 CUYD	569 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	1202 CUYD	1378 CUYD	452 CUYD

STA. 398+00 TO STA. 400+00

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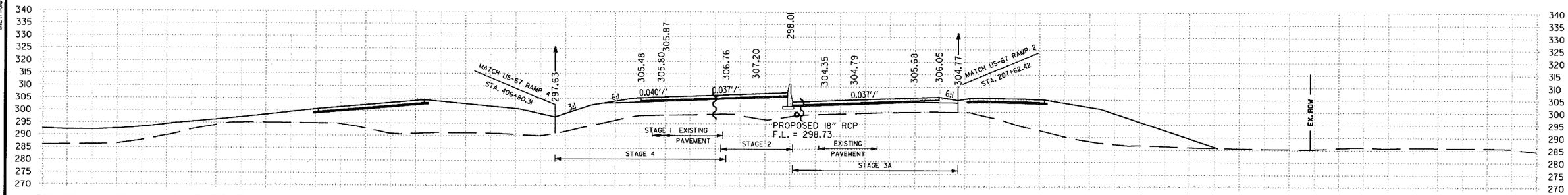
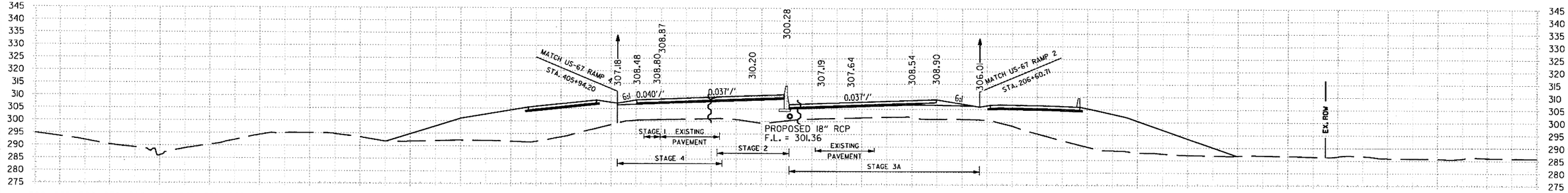


403+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 18 SF, STAGE 4 28 SF
403+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 240 SF, STAGE 3 278 SF, STAGE 4 458 SF

403+00.00

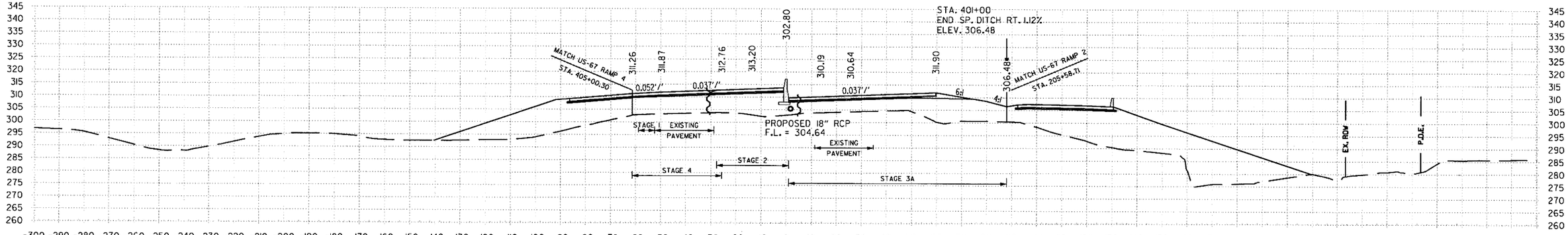
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 67 CUYD, STAGE 4 108 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 938 CUYD, STAGE 3 1234 CUYD, STAGE 4 1378 CUYD



402+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 3 18 SF, STAGE 4 30 SF
402+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 266 SF, STAGE 3 391 SF, STAGE 4 286 SF

402+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 67 CUYD, STAGE 4 113 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 1004 CUYD, STAGE 3 1765 CUYD, STAGE 4 1008 CUYD



401+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 18 SF, STAGE 4 31 SF
401+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 276 SF, STAGE 3 562 SF, STAGE 4 258 SF

401+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 12 CUYD, STAGE 3 67 CUYD, STAGE 4 125 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 1060 CUYD, STAGE 3 2317 CUYD, STAGE 4 926 CUYD

STA. 401+00 TO STA. 403+00

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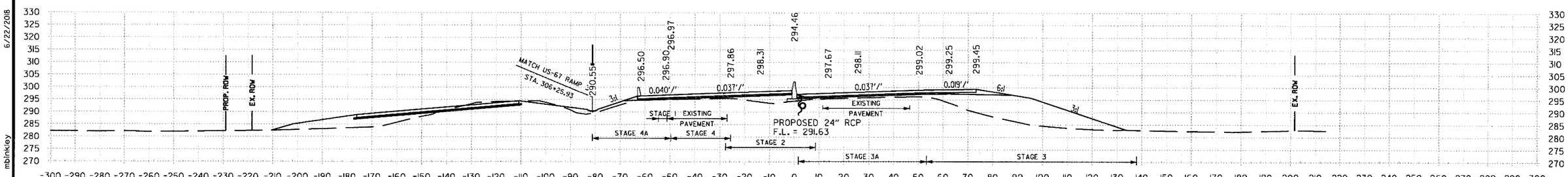
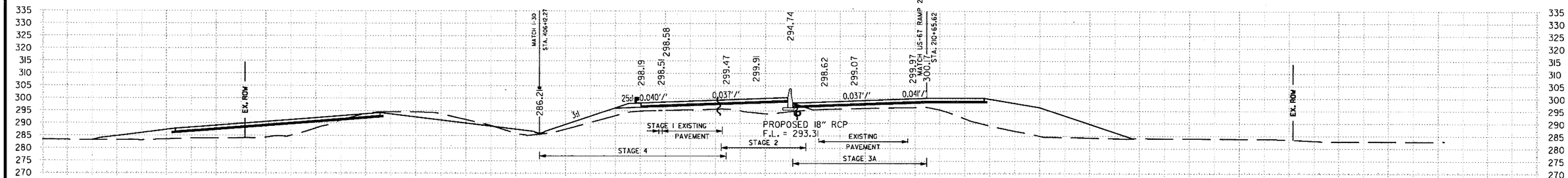
				JOB NO.		CA0601	1226	1465
				②	I-30 CROSS SECTIONS			



407+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 36 SF, STAGE 4 27 SF
407+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 67 SF, STAGE 3 599 SF, STAGE 4 61 SF

407+00.00

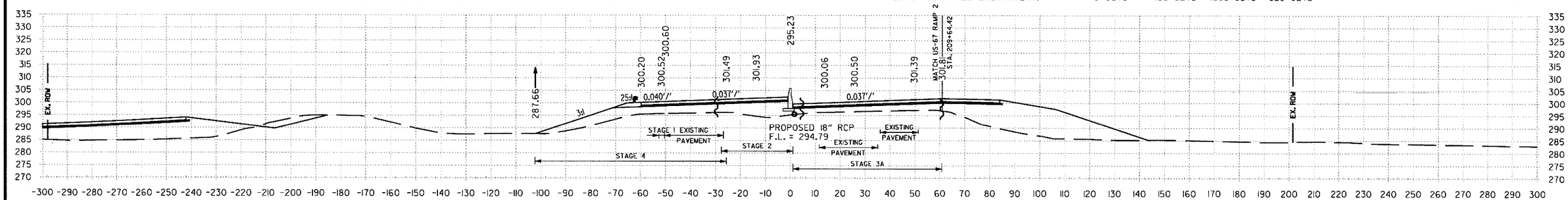
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 4 CUYD, STAGE 3 125 CUYD, STAGE 4 91 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 326 CUYD, STAGE 3 2438 CUYD, STAGE 4 439 CUYD



406+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 31 SF, STAGE 4 22 SF
406+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 109 SF, STAGE 3 717 SF, STAGE 4 176 SF

406+00.00

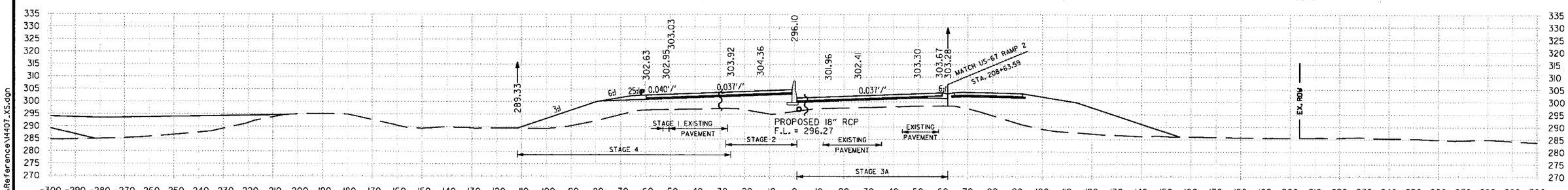
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 6 CUYD, STAGE 3 113 CUYD, STAGE 4 82 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 486 CUYD, STAGE 3 1688 CUYD, STAGE 4 828 CUYD



405+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 30 SF, STAGE 4 22 SF
405+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 153 SF, STAGE 3 194 SF, STAGE 4 271 SF

405+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 8 CUYD, STAGE 3 110 CUYD, STAGE 4 88 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 656 CUYD, STAGE 3 800 CUYD, STAGE 4 1306 CUYD



404+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 29 SF, STAGE 4 25 SF
404+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 201 SF, STAGE 3 238 SF, STAGE 4 434 SF

404+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 8 CUYD, STAGE 3 88 CUYD, STAGE 4 99 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 817 CUYD, STAGE 3 950 CUYD, STAGE 4 1652 CUYD

STA. 404+00 TO STA. 407+00

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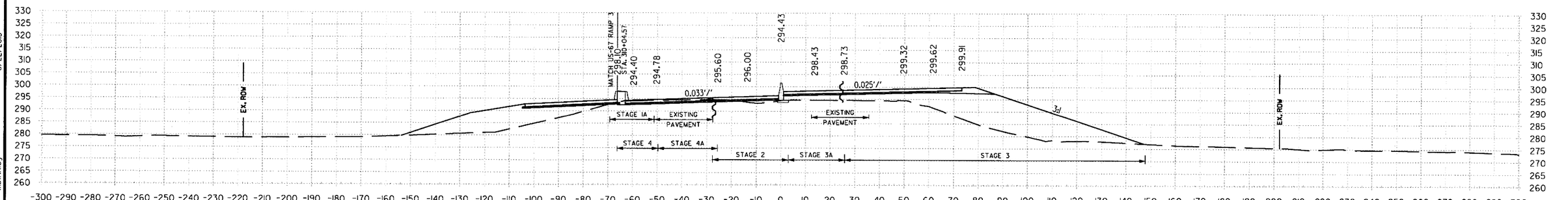
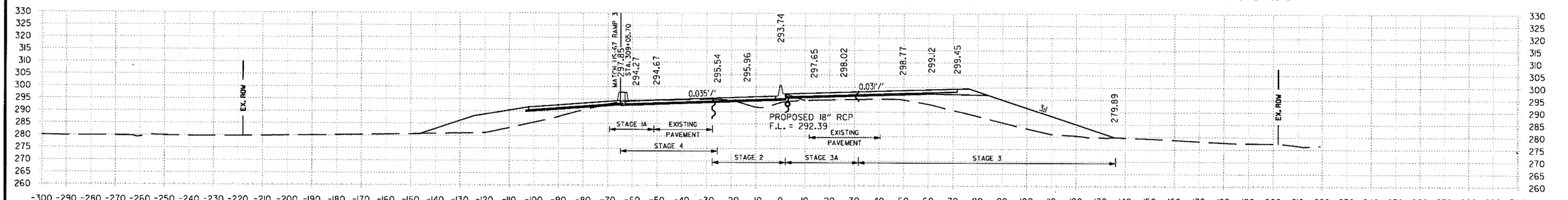
(2) **I-30 CROSS SECTIONS**



411+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 8 SF, STAGE 3 18 SF, STAGE 4 45 SF
411+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 12 SF, STAGE 3 991 SF, STAGE 4 9 SF

411+00.00

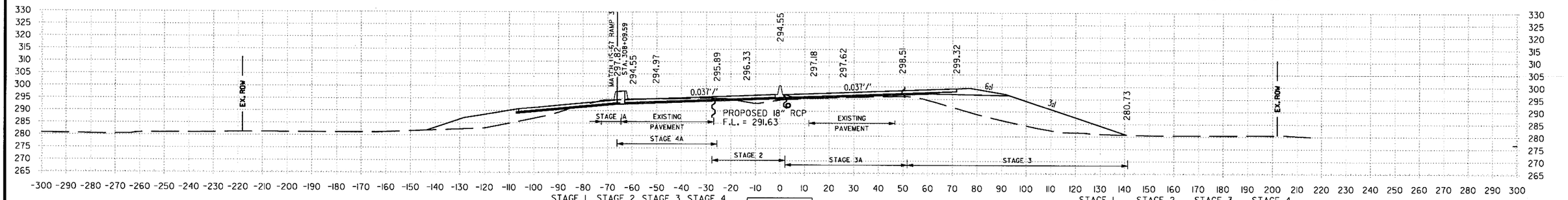
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 10 CUYD, STAGE 2 26 CUYD, STAGE 3 82 CUYD, STAGE 4 176 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 108 CUYD, STAGE 3 2993 CUYD, STAGE 4 23 CUYD



410+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 2 SF, STAGE 2 6 SF, STAGE 3 26 SF, STAGE 4 50 SF
410+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 46 SF, STAGE 3 625 SF, STAGE 4 3 SF

410+00.00

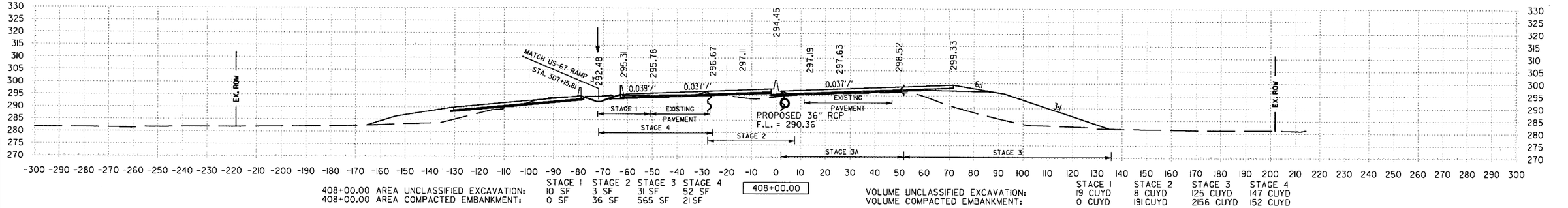
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 10 CUYD, STAGE 2 23 CUYD, STAGE 3 113 CUYD, STAGE 4 180 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 130 CUYD, STAGE 3 2302 CUYD, STAGE 4 34 CUYD



409+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 6 SF, STAGE 3 35 SF, STAGE 4 47 SF
409+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 24 SF, STAGE 3 618 SF, STAGE 4 15 SF

409+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 25 CUYD, STAGE 2 17 CUYD, STAGE 3 123 CUYD, STAGE 4 184 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 112 CUYD, STAGE 3 2191 CUYD, STAGE 4 67 CUYD



408+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 3 SF, STAGE 3 31 SF, STAGE 4 52 SF
408+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 36 SF, STAGE 3 565 SF, STAGE 4 21 SF

408+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 19 CUYD, STAGE 2 8 CUYD, STAGE 3 125 CUYD, STAGE 4 147 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 191 CUYD, STAGE 3 2156 CUYD, STAGE 4 152 CUYD

STA. 408+00 TO STA. 411+00

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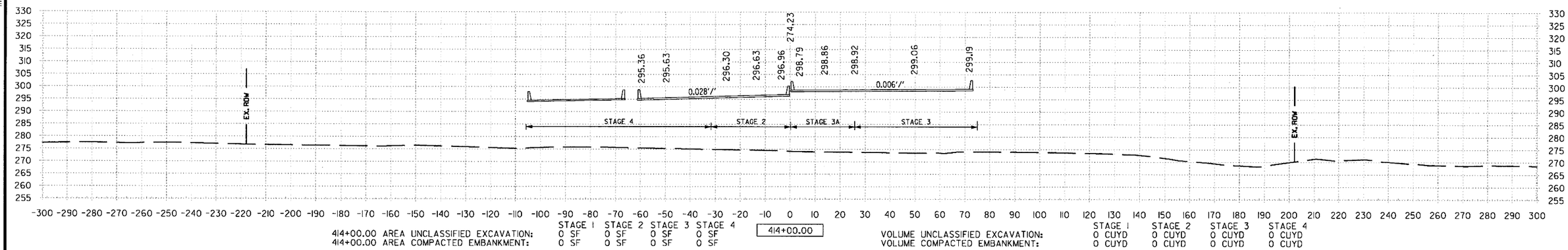
JOB NO.		CA0601	1228	1465

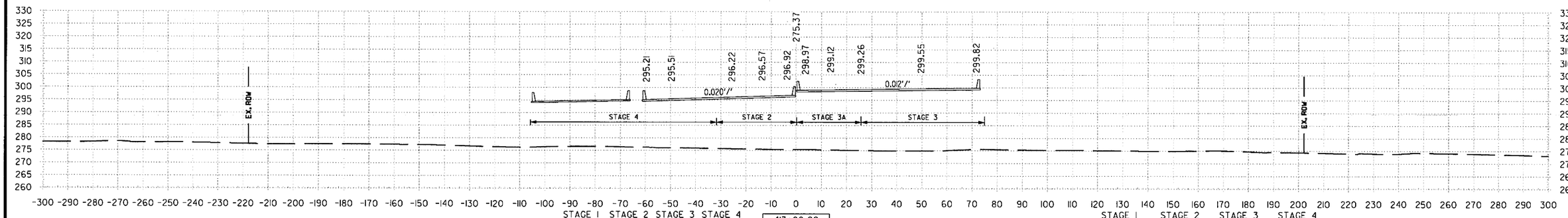
(2) **I-30 CROSS SECTIONS**



414+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF 0 SF 0 SF 0 SF
414+00.00 AREA COMPACTED EMBANKMENT: 0 SF 0 SF 0 SF 0 SF

414+00.00

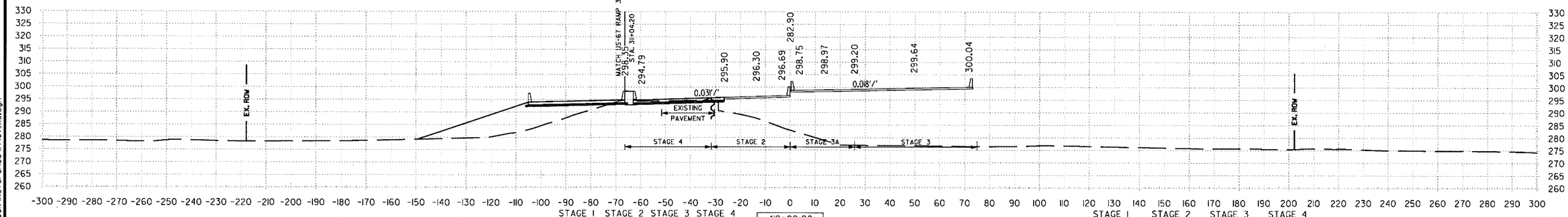
VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD 0 CUYD 0 CUYD 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD 0 CUYD 0 CUYD



413+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF 0 SF 0 SF 0 SF
413+00.00 AREA COMPACTED EMBANKMENT: 0 SF 0 SF 0 SF 0 SF

413+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD 4 CUYD 0 CUYD 67 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 21 CUYD 0 CUYD 25 CUYD



412+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF 2 SF 0 SF 36 SF
412+00.00 AREA COMPACTED EMBANKMENT: 0 SF 11 SF 0 SF 13 SF

412+00.00

VOLUME UNCLASSIFIED EXCAVATION: 6 CUYD 19 CUYD 34 CUYD 150 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 43 CUYD 1836 CUYD 41 CUYD

STA. 412+00 TO STA. 414+00

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				JOB NO.		CA0601	1229	1465
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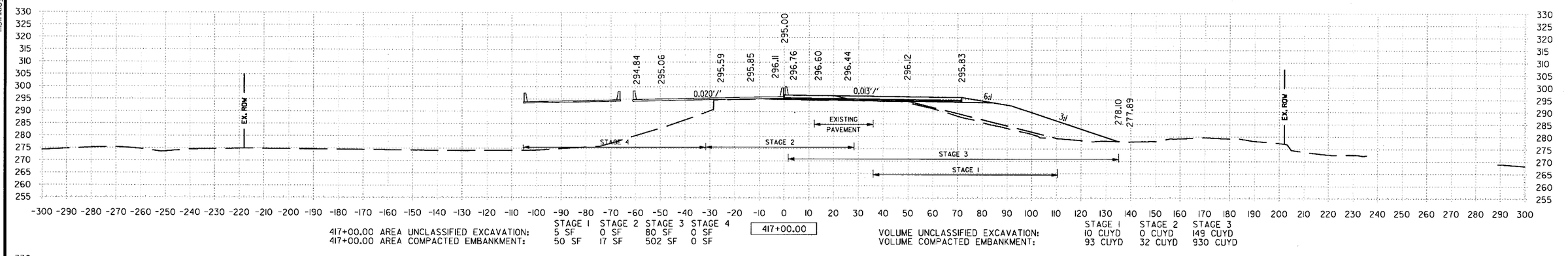
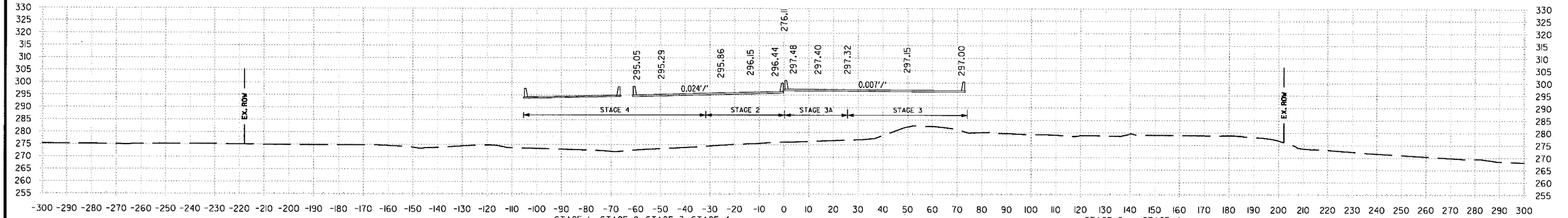


417+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 0 SF, STAGE 3 80 SF, STAGE 4 0 SF
417+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 50 SF, STAGE 2 17 SF, STAGE 3 502 SF, STAGE 4 0 SF

417+00.00

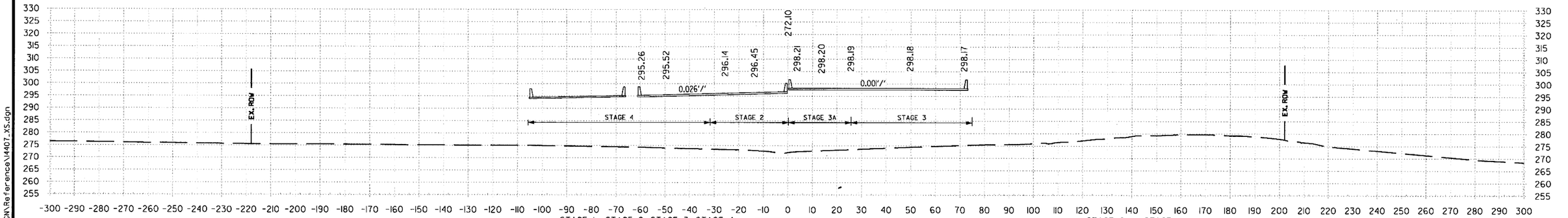
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 10 CUYD, STAGE 2 0 CUYD, STAGE 3 149 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 93 CUYD, STAGE 2 32 CUYD, STAGE 3 930 CUYD



416+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF
416+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

416+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 0 CUYD, STAGE 4 0 CUYD



415+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF
415+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

415+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 0 CUYD, STAGE 4 0 CUYD

STA. 415+00 TO STA. 417+00

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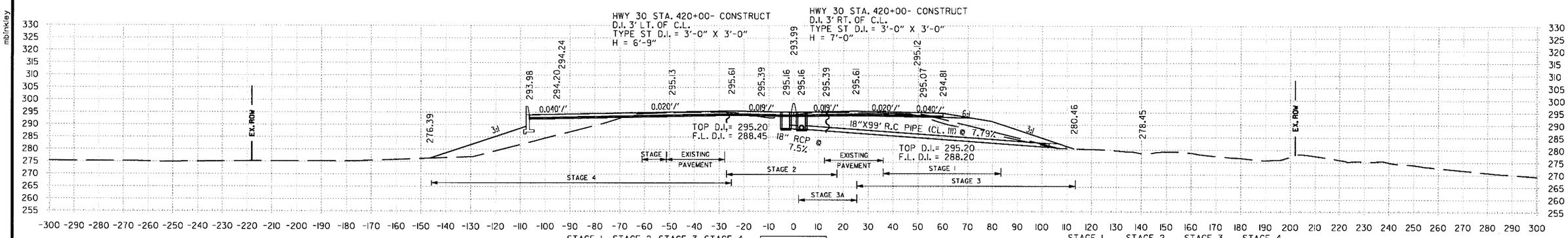
JOB NO.		CA0601	1230	1465

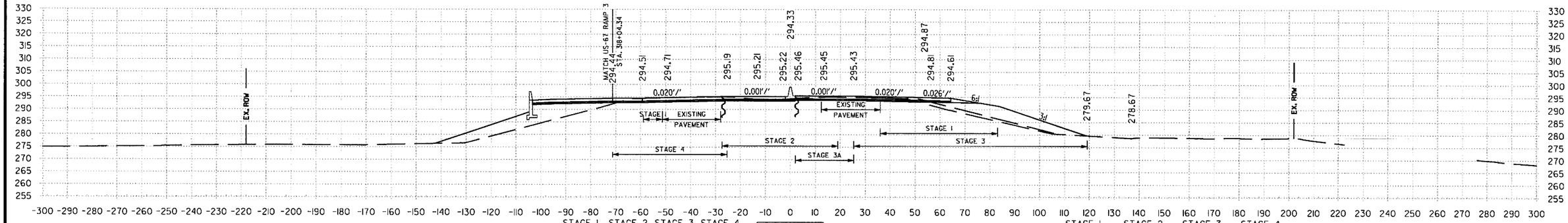
2 **I-30 CROSS SECTIONS**



420+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 26 SF, STAGE 3 26 SF, STAGE 4 45 SF
420+00.00 AREA COMPACTED EMBANKMENT: 54 SF, 5 SF, 140 SF, 354 SF

420+00.00

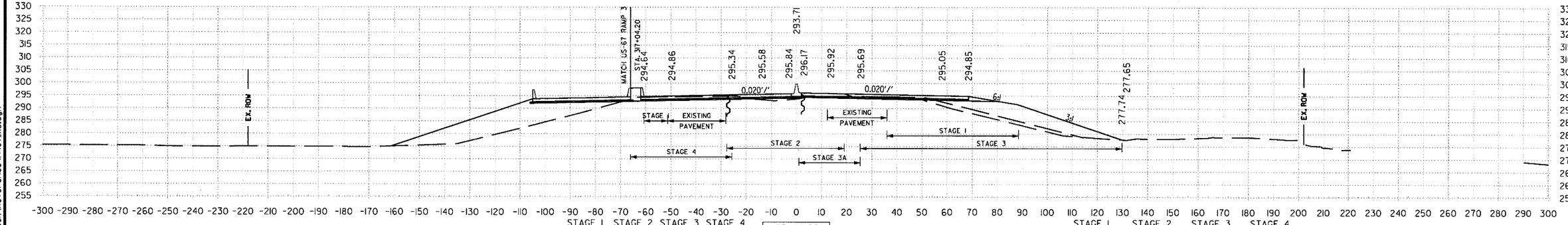
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 115 CUYD, STAGE 3 219 CUYD, STAGE 4 176 CUYD
VOLUME COMPACTED EMBANKMENT: 156 CUYD, 10 CUYD, 688 CUYD, 656 CUYD



419+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 36 SF, STAGE 3 62 SF, STAGE 4 50 SF
419+00.00 AREA COMPACTED EMBANKMENT: 30 SF, 0 SF, 231 SF, 0 SF

419+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 84 CUYD, STAGE 3 238 CUYD, STAGE 4 208 CUYD
VOLUME COMPACTED EMBANKMENT: 208 CUYD, 4 CUYD, 1008 CUYD, 41 CUYD



418+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 9 SF, STAGE 3 66 SF, STAGE 4 62 SF
418+00.00 AREA COMPACTED EMBANKMENT: 82 SF, 2 SF, 313 SF, 22 SF

418+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 17 CUYD, STAGE 3 271 CUYD, STAGE 4 115 CUYD
VOLUME COMPACTED EMBANKMENT: 245 CUYD, 36 CUYD, 1510 CUYD, 41 CUYD

STA. 418+00 TO STA. 420+00

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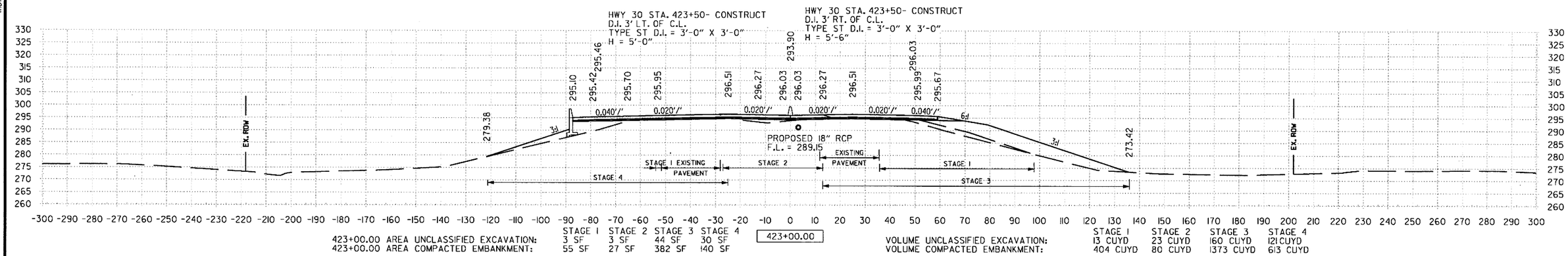
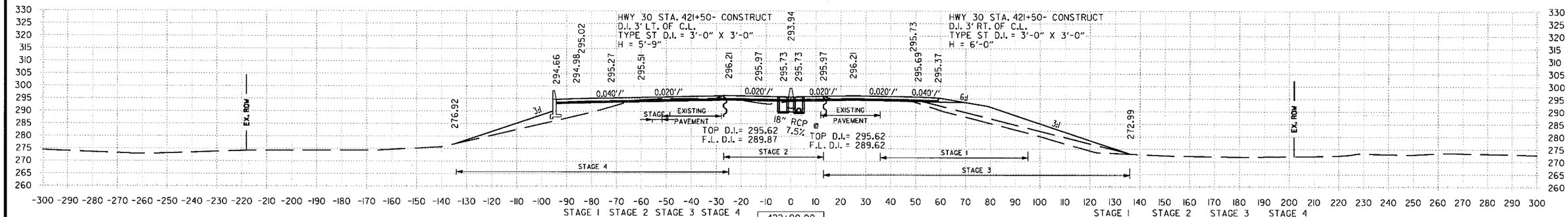
				JOB NO.		CA0601	1231	1465
				②	I-30 CROSS SECTIONS			



423+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 3 SF, STAGE 3 44 SF, STAGE 4 30 SF
423+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 55 SF, STAGE 2 27 SF, STAGE 3 382 SF, STAGE 4 140 SF

423+00.00

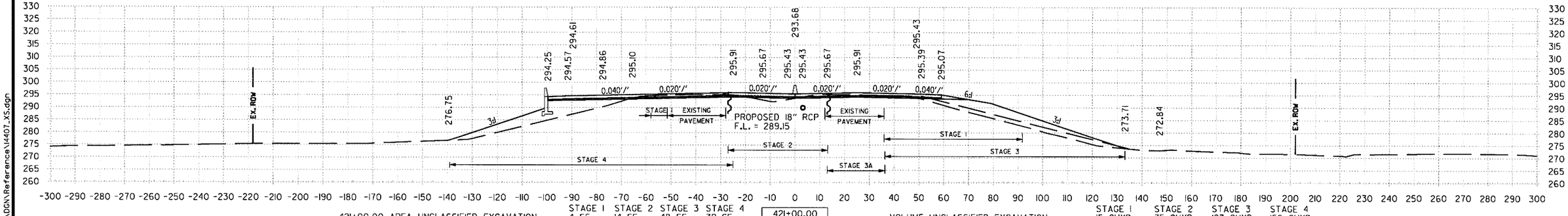
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD, STAGE 2 23 CUYD, STAGE 3 160 CUYD, STAGE 4 121 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 404 CUYD, STAGE 2 80 CUYD, STAGE 3 1373 CUYD, STAGE 4 613 CUYD



422+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 9 SF, STAGE 3 42 SF, STAGE 4 35 SF
422+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 163 SF, STAGE 2 16 SF, STAGE 3 359 SF, STAGE 4 191 SF

422+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 43 CUYD, STAGE 3 167 CUYD, STAGE 4 138 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 541 CUYD, STAGE 2 62 CUYD, STAGE 3 1012 CUYD, STAGE 4 830 CUYD



421+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 14 SF, STAGE 3 48 SF, STAGE 4 39 SF
421+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 129 SF, STAGE 2 17 SF, STAGE 3 187 SF, STAGE 4 257 SF

421+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 75 CUYD, STAGE 3 193 CUYD, STAGE 4 156 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 339 CUYD, STAGE 2 41 CUYD, STAGE 3 606 CUYD, STAGE 4 1132 CUYD

STA. 421+00 TO STA. 423+00

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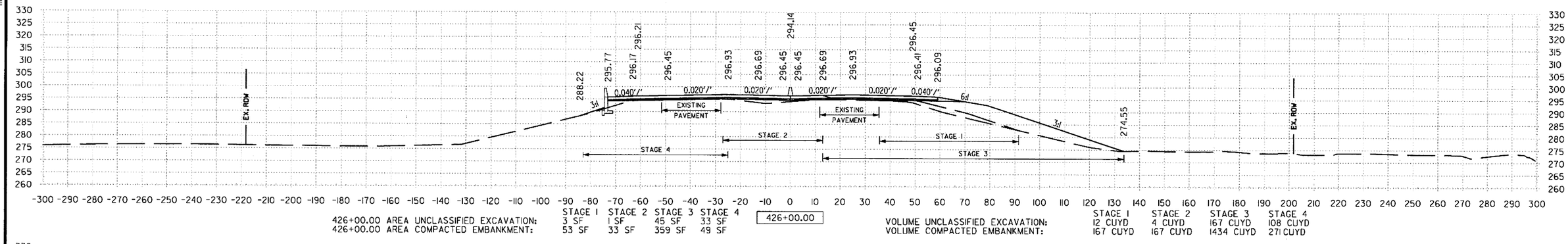
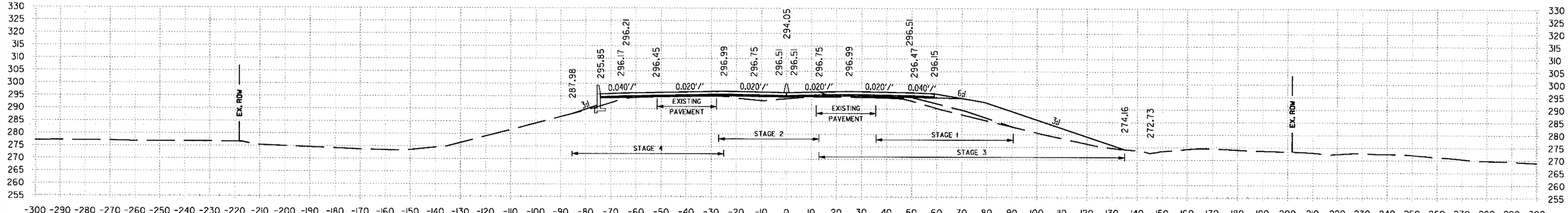
2 I-30 CROSS SECTIONS



426+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 1 SF, STAGE 3 45 SF, STAGE 4 33 SF
426+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 53 SF, STAGE 2 33 SF, STAGE 3 359 SF, STAGE 4 49 SF

426+00.00

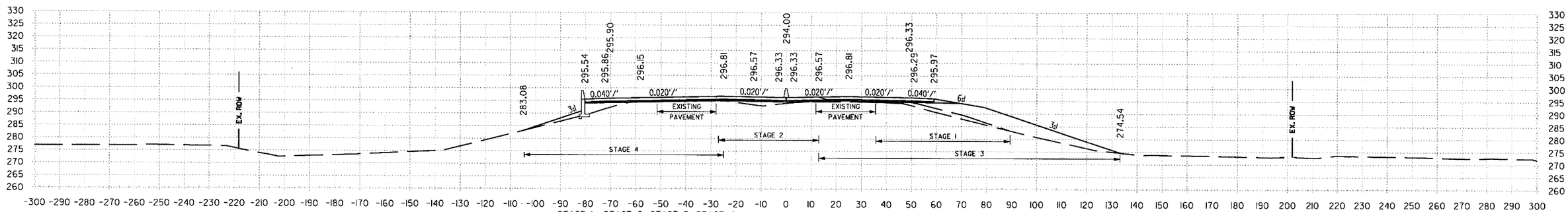
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 4 CUYD, STAGE 3 167 CUYD, STAGE 4 108 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 167 CUYD, STAGE 2 167 CUYD, STAGE 3 1434 CUYD, STAGE 4 271 CUYD



425+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 2 SF, STAGE 2 1 SF, STAGE 3 45 SF, STAGE 4 31 SF
425+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 45 SF, STAGE 2 54 SF, STAGE 3 395 SF, STAGE 4 57 SF

425+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 4 CUYD, STAGE 3 167 CUYD, STAGE 4 108 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 167 CUYD, STAGE 2 167 CUYD, STAGE 3 1434 CUYD, STAGE 4 271 CUYD



424+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 1 SF, STAGE 3 45 SF, STAGE 4 27 SF
424+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 45 SF, STAGE 2 36 SF, STAGE 3 379 SF, STAGE 4 89 SF

424+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 8 CUYD, STAGE 3 165 CUYD, STAGE 4 106 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 186 CUYD, STAGE 2 117 CUYD, STAGE 3 1410 CUYD, STAGE 4 425 CUYD

STA. 424+00 TO STA. 426+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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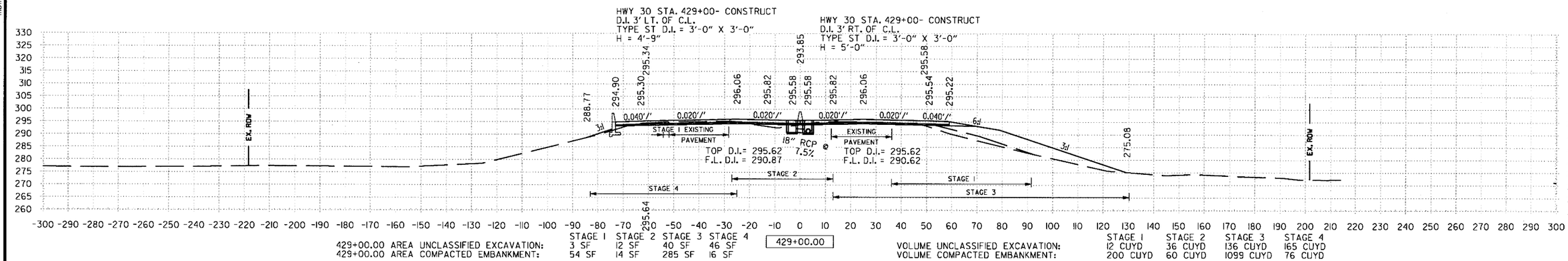
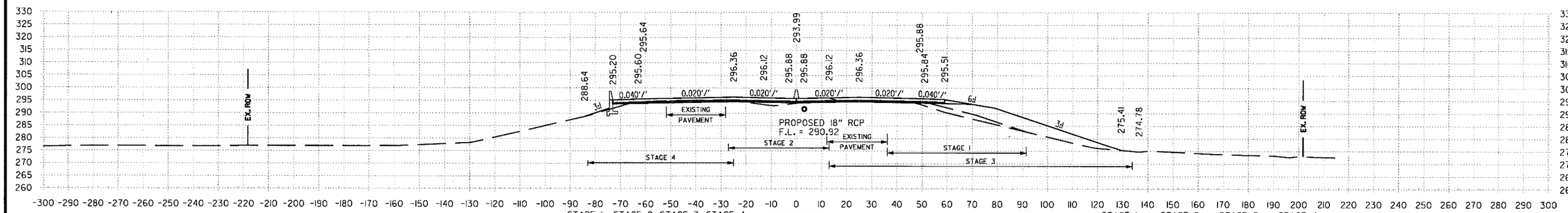


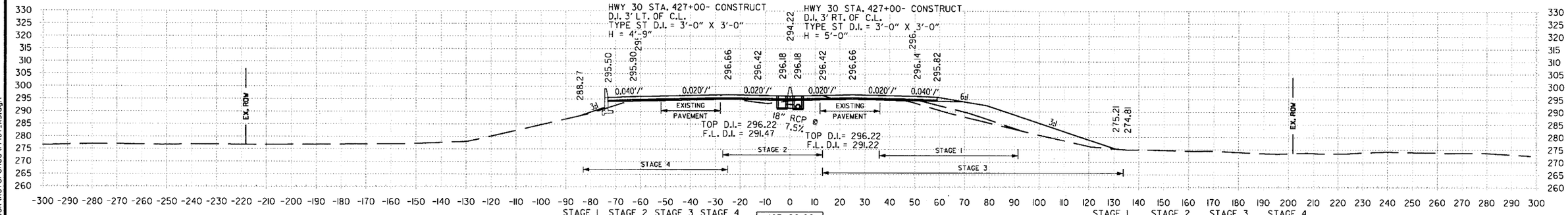
429+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 12 SF, STAGE 3 40 SF, STAGE 4 46 SF — 429+00.00
429+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 54 SF, STAGE 2 14 SF, STAGE 3 285 SF, STAGE 4 16 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 36 CUYD, STAGE 3 136 CUYD, STAGE 4 165 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 200 CUYD, STAGE 2 60 CUYD, STAGE 3 1099 CUYD, STAGE 4 76 CUYD



428+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 7 SF, STAGE 3 33 SF, STAGE 4 43 SF — 428+00.00
428+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 54 SF, STAGE 2 18 SF, STAGE 3 308 SF, STAGE 4 25 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 21 CUYD, STAGE 3 143 CUYD, STAGE 4 147 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 204 CUYD, STAGE 2 75 CUYD, STAGE 3 1084 CUYD, STAGE 4 117 CUYD



427+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 4 SF, STAGE 3 44 SF, STAGE 4 36 SF — 427+00.00
427+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 56 SF, STAGE 2 22 SF, STAGE 3 299 SF, STAGE 4 38 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 10 CUYD, STAGE 3 165 CUYD, STAGE 4 128 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 202 CUYD, STAGE 2 102 CUYD, STAGE 3 1178 CUYD, STAGE 4 162 CUYD

STA. 427+00 TO STA. 429+00

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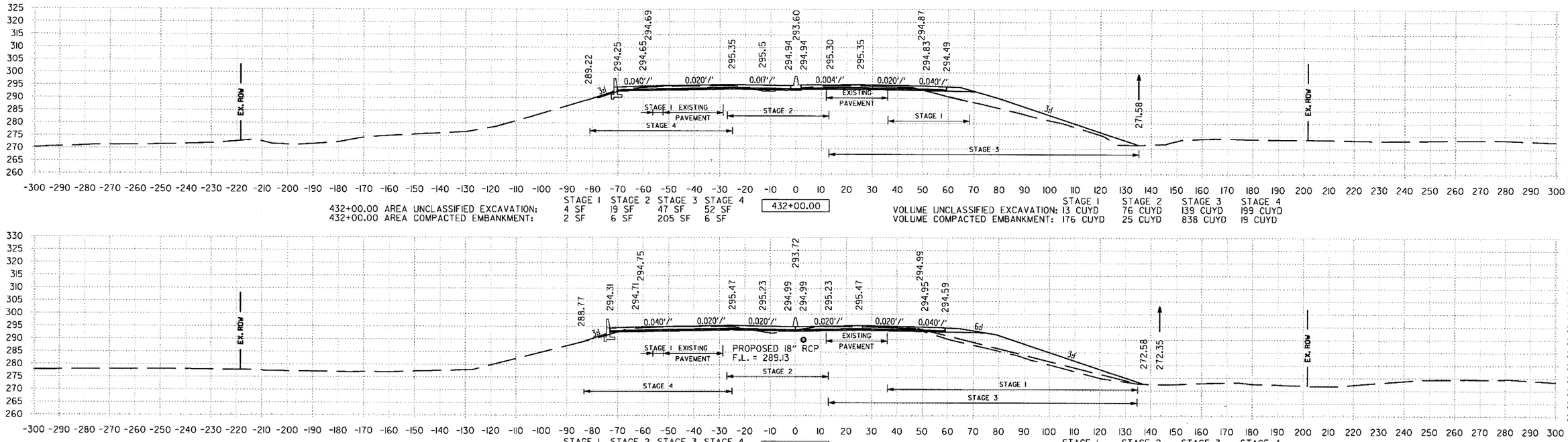
(2) **I-30 CROSS SECTIONS**



432+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	4 SF	19 SF	47 SF	52 SF
432+00.00 AREA COMPACTED EMBANKMENT:	2 SF	6 SF	205 SF	6 SF

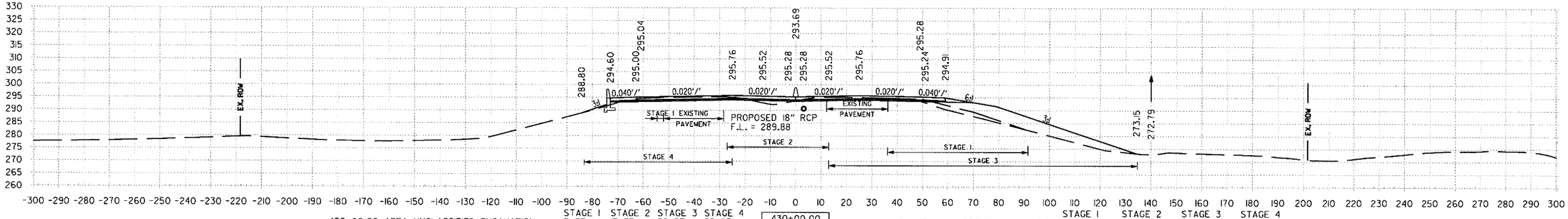
432+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	13 CUYD	76 CUYD	139 CUYD	199 CUYD
VOLUME COMPACTED EMBANKMENT:	176 CUYD	25 CUYD	838 CUYD	19 CUYD

431+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	3 SF	22 SF	36 SF	55 SF
431+00.00 AREA COMPACTED EMBANKMENT:	93 SF	7 SF	247 SF	4 SF

431+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	12 CUYD	73 CUYD	139 CUYD	199 CUYD
VOLUME COMPACTED EMBANKMENT:	258 CUYD	39 CUYD	989 CUYD	25 CUYD



430+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	3 SF	17 SF	39 SF	52 SF
430+00.00 AREA COMPACTED EMBANKMENT:	46 SF	14 SF	287 SF	9 SF

430+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	12 CUYD	54 CUYD	147 CUYD	182 CUYD
VOLUME COMPACTED EMBANKMENT:	186 CUYD	52 CUYD	1060 CUYD	47 CUYD

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STA. 430+00 TO STA. 432+00

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

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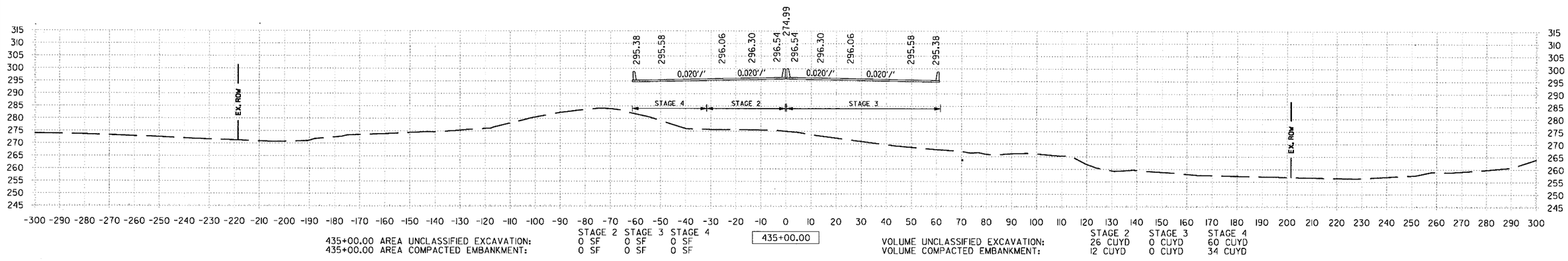
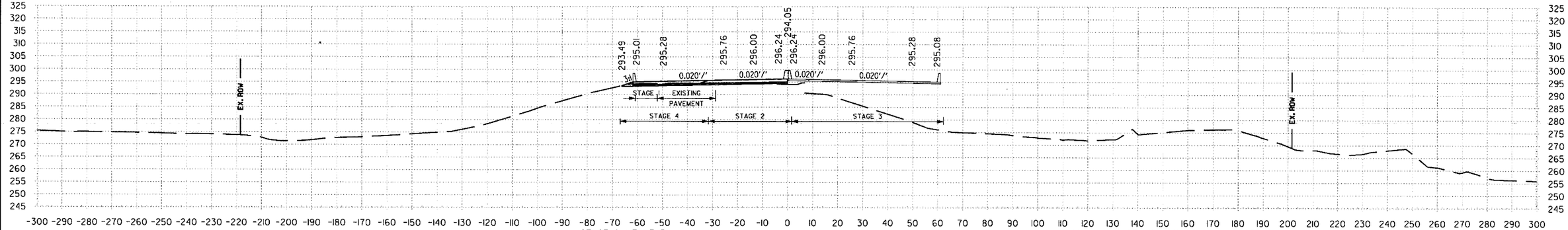
(2) I-30 CROSS SECTIONS



435+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF
435+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

435+00.00

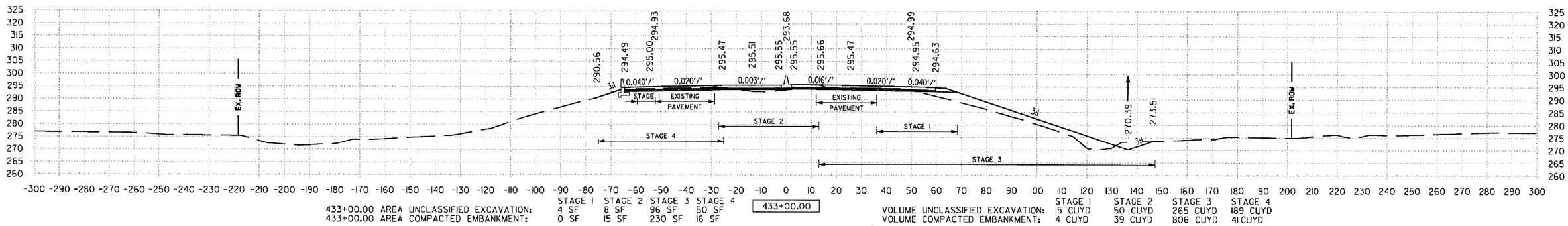
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 26 CUYD, STAGE 3 0 CUYD, STAGE 4 60 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 12 CUYD, STAGE 3 0 CUYD, STAGE 4 34 CUYD



434+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 14 SF, STAGE 3 0 SF, STAGE 4 32 SF
434+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 6 SF, STAGE 3 0 SF, STAGE 4 18 SF

434+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 8 CUYD, STAGE 2 41 CUYD, STAGE 3 178 CUYD, STAGE 4 152 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 39 CUYD, STAGE 3 426 CUYD, STAGE 4 63 CUYD



433+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 8 SF, STAGE 3 96 SF, STAGE 4 50 SF
433+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 15 SF, STAGE 3 230 SF, STAGE 4 16 SF

433+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 2 50 CUYD, STAGE 3 265 CUYD, STAGE 4 189 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 2 39 CUYD, STAGE 3 806 CUYD, STAGE 4 41 CUYD

STA. 433+00 TO STA. 435+00

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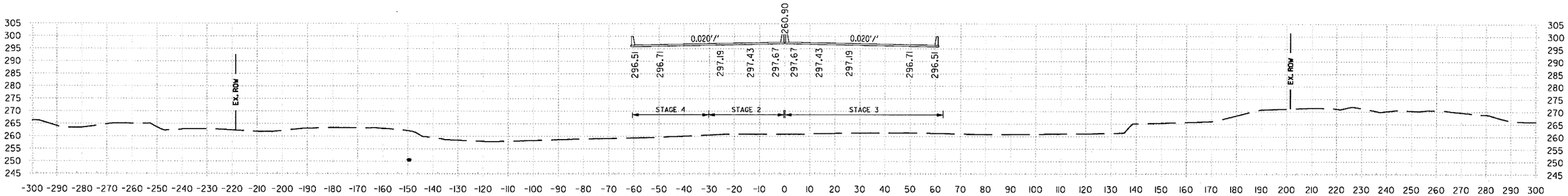
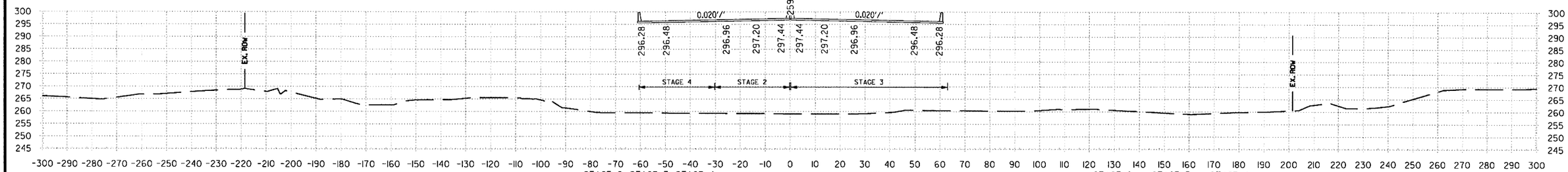
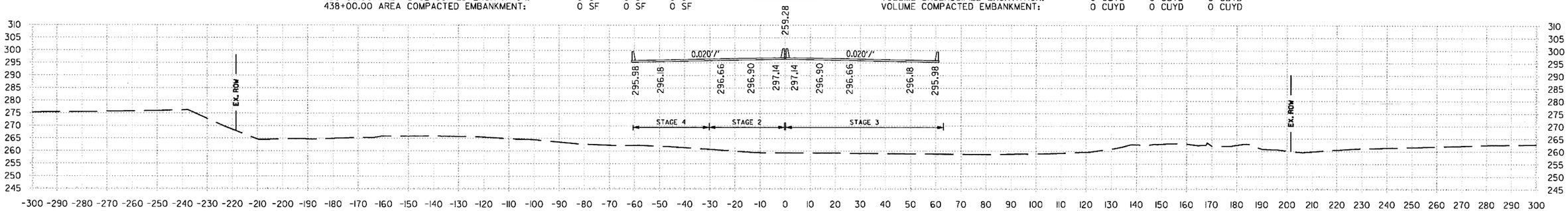
(2) **I-30 CROSS SECTIONS**



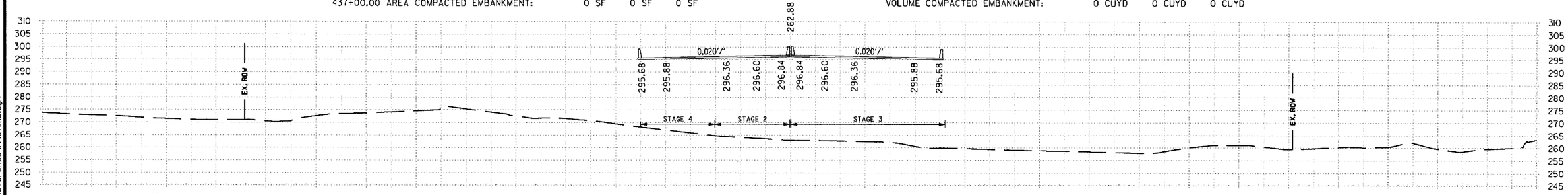
	STAGE 2	STAGE 3	STAGE 4			STAGE 2	STAGE 3	STAGE 4
439+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	0 SF	439+00.00	VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	0 CUYD
439+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF		VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD



	STAGE 2	STAGE 3	STAGE 4			STAGE 2	STAGE 3	STAGE 4
438+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	0 SF	438+00.00	VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	0 CUYD
438+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF		VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD



	STAGE 2	STAGE 3	STAGE 4			STAGE 2	STAGE 3	STAGE 4
437+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	0 SF	437+00.00	VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	0 CUYD
437+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF		VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD



	STAGE 2	STAGE 3	STAGE 4			STAGE 2	STAGE 3	STAGE 4
436+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	0 SF	0 SF	436+00.00	VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	0 CUYD	0 CUYD
436+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF		VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	0 CUYD

STA. 436+00 TO STA. 439+00

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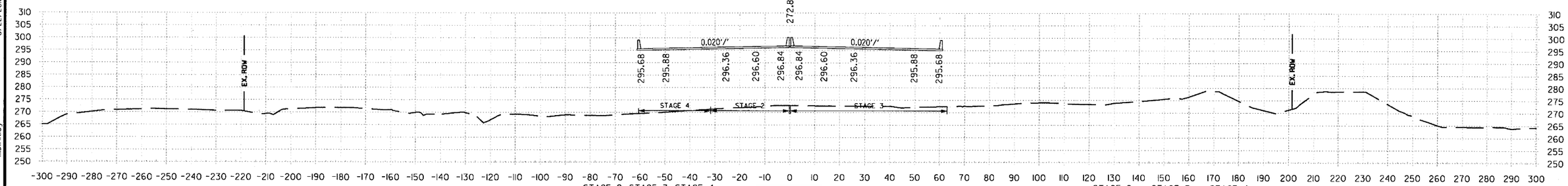
(2) **I-30 CROSS SECTIONS**



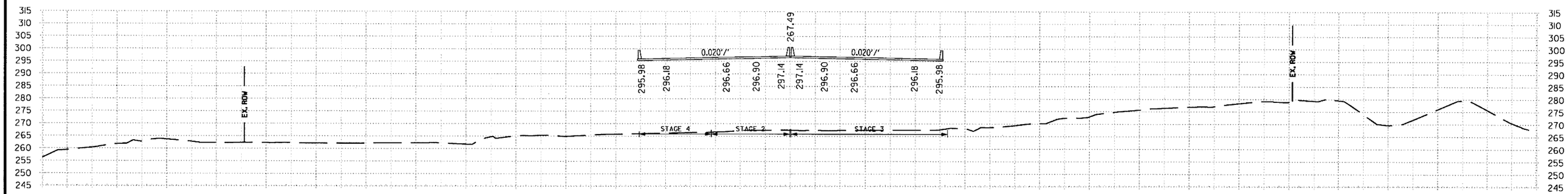
443+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
443+00.00 AREA COMPACTED EMBANKMENT: 0 SF

	STAGE 2	STAGE 3	STAGE 4
	0 SF	0 SF	0 SF
	0 SF	0 SF	0 SF

443+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

	STAGE 2	STAGE 3	STAGE 4
	0 CUYD	0 CUYD	0 CUYD
	0 CUYD	0 CUYD	0 CUYD



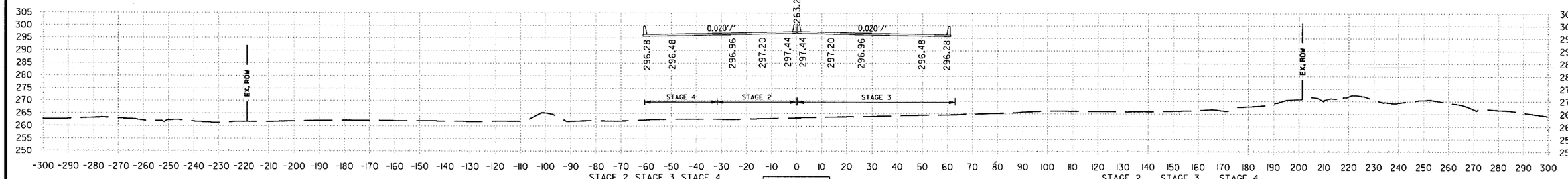
442+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
442+00.00 AREA COMPACTED EMBANKMENT: 0 SF

	STAGE 2	STAGE 3	STAGE 4
	0 SF	0 SF	0 SF
	0 SF	0 SF	0 SF

442+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

	STAGE 2	STAGE 3	STAGE 4
	0 CUYD	0 CUYD	0 CUYD
	0 CUYD	0 CUYD	0 CUYD



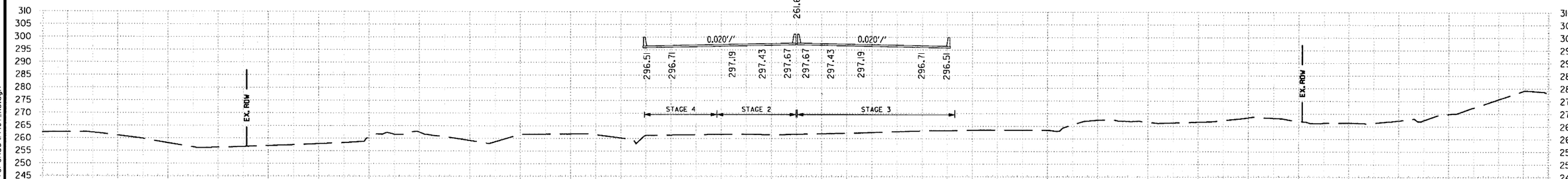
441+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
441+00.00 AREA COMPACTED EMBANKMENT: 0 SF

	STAGE 2	STAGE 3	STAGE 4
	0 SF	0 SF	0 SF
	0 SF	0 SF	0 SF

441+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

	STAGE 2	STAGE 3	STAGE 4
	0 CUYD	0 CUYD	0 CUYD
	0 CUYD	0 CUYD	0 CUYD



440+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
440+00.00 AREA COMPACTED EMBANKMENT: 0 SF

	STAGE 2	STAGE 3	STAGE 4
	0 SF	0 SF	0 SF
	0 SF	0 SF	0 SF

440+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

	STAGE 2	STAGE 3	STAGE 4
	0 CUYD	0 CUYD	0 CUYD
	0 CUYD	0 CUYD	0 CUYD

STA. 440+00 TO STA. 443+00

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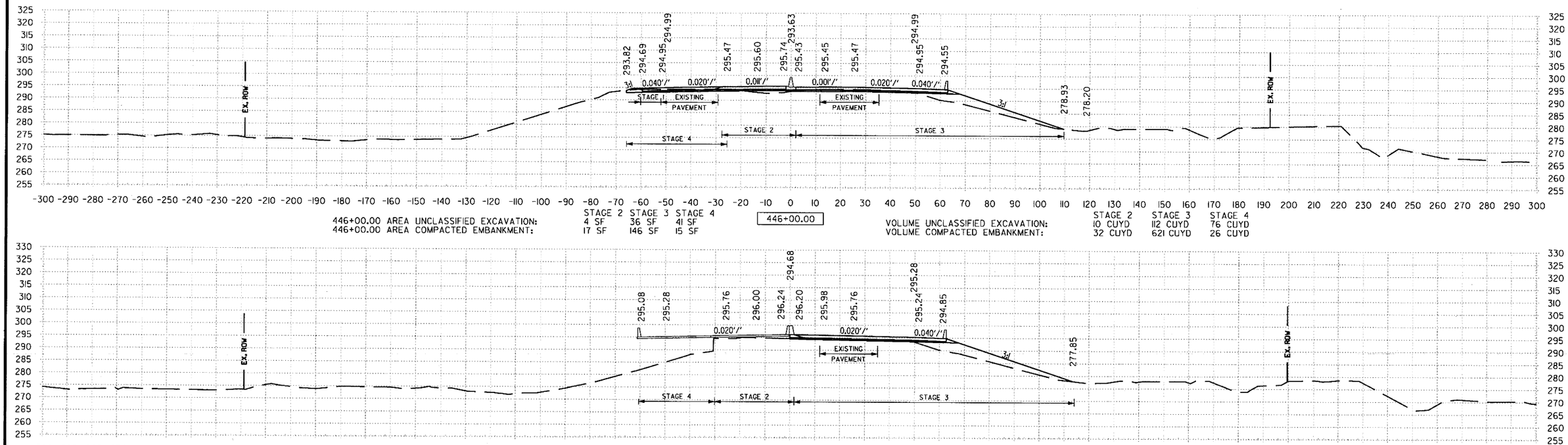
				6	ARK.			
				JOB NO.		CA0601	1238	1465

(2) I-30 CROSS SECTIONS



446+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 4 SF, STAGE 3: 36 SF, STAGE 4: 41 SF
446+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 17 SF, STAGE 3: 146 SF, STAGE 4: 15 SF

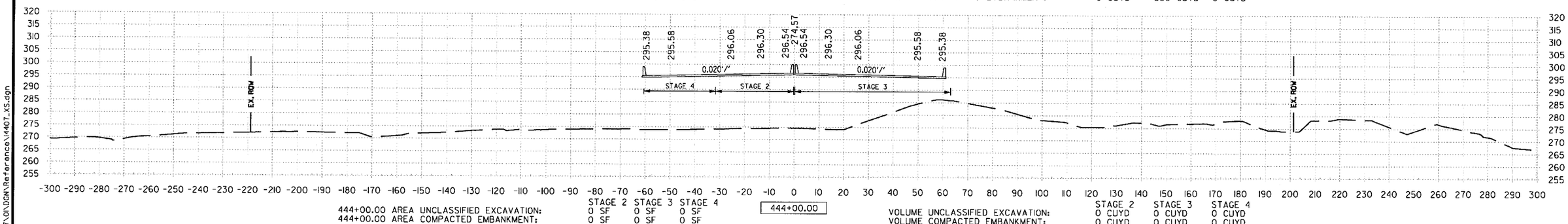
446+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 10 CUYD, STAGE 3: 112 CUYD, STAGE 4: 76 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 32 CUYD, STAGE 3: 621 CUYD, STAGE 4: 26 CUYD

445+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 1 SF, STAGE 3: 29 SF, STAGE 4: 0 SF
445+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 4 SF, STAGE 3: 194 SF, STAGE 4: 0 SF

445+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 2 CUYD, STAGE 3: 45 CUYD, STAGE 4: 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD, STAGE 3: 350 CUYD, STAGE 4: 0 CUYD



444+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 0 SF, STAGE 3: 0 SF, STAGE 4: 0 SF
444+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF, STAGE 3: 0 SF, STAGE 4: 0 SF

444+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD, STAGE 3: 0 CUYD, STAGE 4: 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD, STAGE 3: 0 CUYD, STAGE 4: 0 CUYD

STA. 444+00 TO STA. 446+00

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				JOB NO.		CA0601	1239	1465
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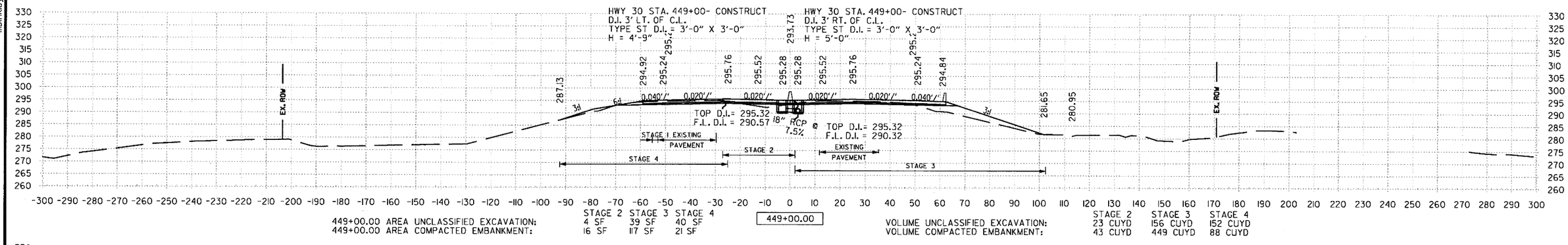

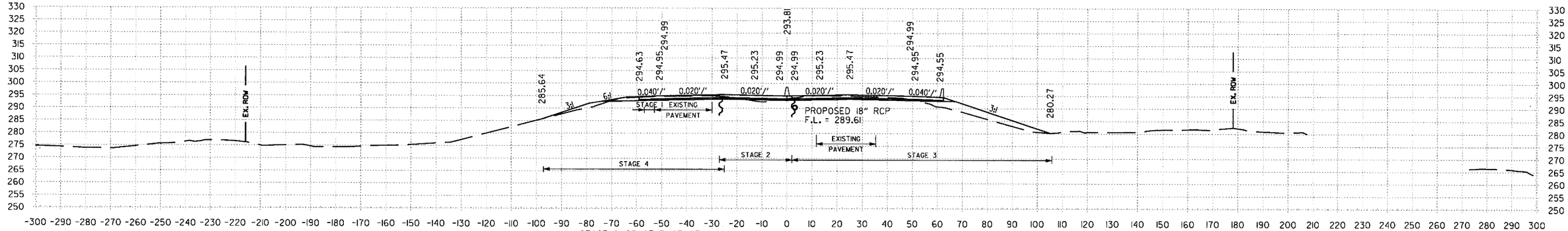

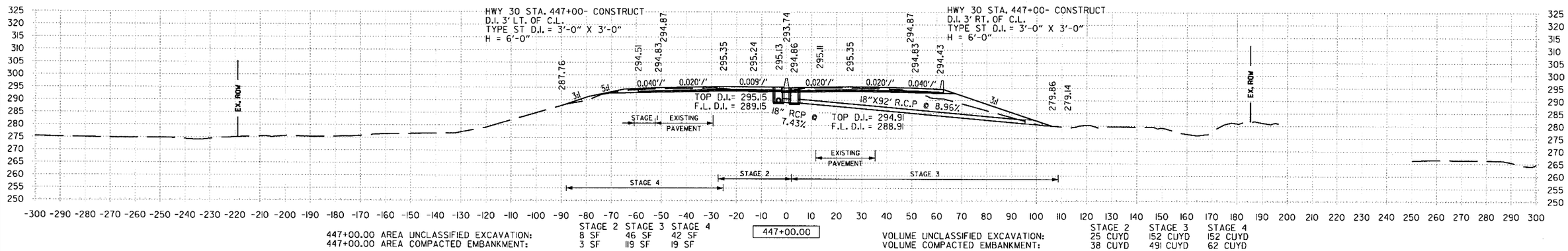

STA. 447+00 TO STA. 449+00

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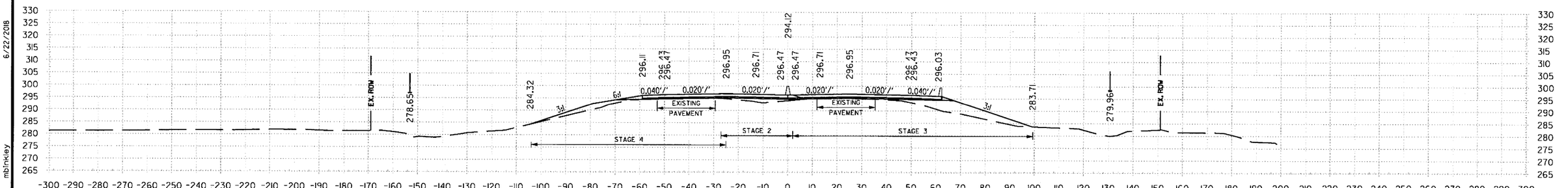
				JOB NO.		CA0601	1240	1465

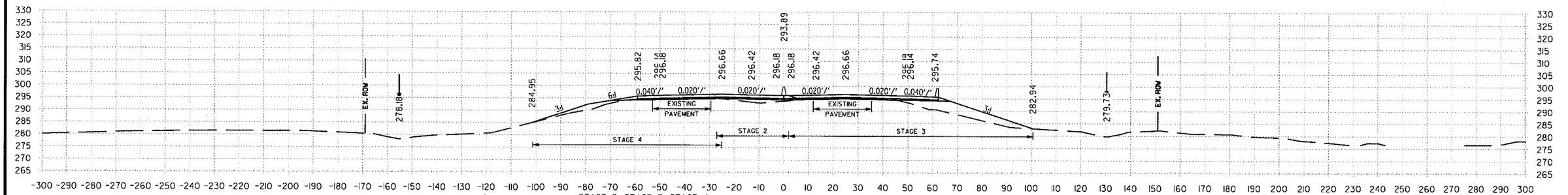
② I-30 CROSS SECTIONS



453+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF, STAGE 3 23 SF, STAGE 4 23 SF
453+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 33 SF, STAGE 3 196 SF, STAGE 4 88 SF

453+00.00

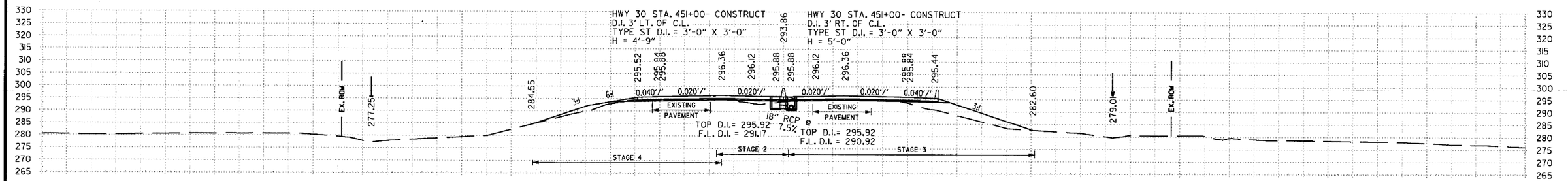
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD, STAGE 3 88 CUYD, STAGE 4 91 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 115 CUYD, STAGE 3 717 CUYD, STAGE 4 291 CUYD



452+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF, STAGE 3 24 SF, STAGE 4 26 SF
452+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 29 SF, STAGE 3 191 SF, STAGE 4 69 SF

452+00.00

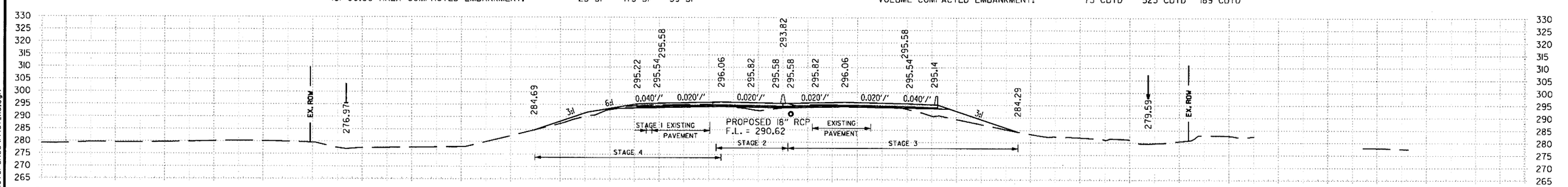
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 2 CUYD, STAGE 3 99 CUYD, STAGE 4 104 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 97 CUYD, STAGE 3 675 CUYD, STAGE 4 238 CUYD



451+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 1 SF, STAGE 3 29 SF, STAGE 4 30 SF
451+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 23 SF, STAGE 3 173 SF, STAGE 4 59 SF

451+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 6 CUYD, STAGE 3 115 CUYD, STAGE 4 119 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 75 CUYD, STAGE 3 525 CUYD, STAGE 4 189 CUYD



450+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 2 SF, STAGE 3 33 SF, STAGE 4 34 SF
450+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 17 SF, STAGE 3 110 SF, STAGE 4 43 SF

450+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 12 CUYD, STAGE 3 134 CUYD, STAGE 4 138 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 62 CUYD, STAGE 3 421 CUYD, STAGE 4 119 CUYD

STA. 450+00 TO STA. 453+00

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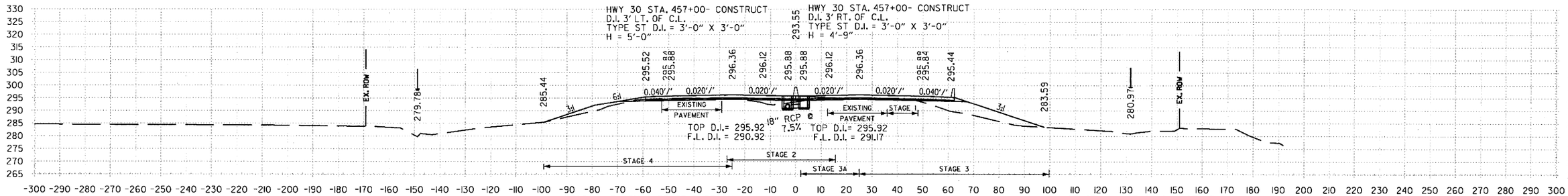
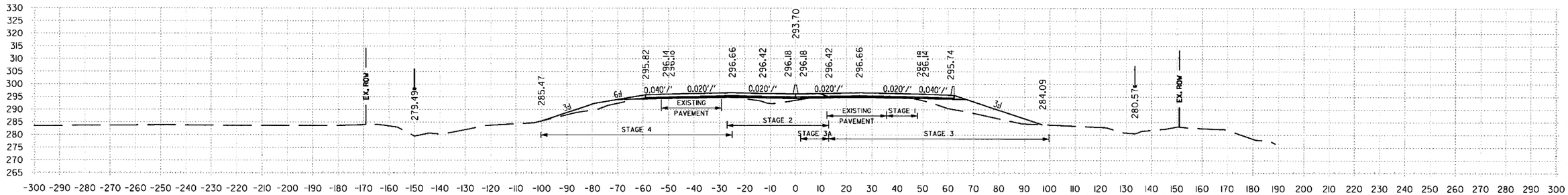
				JOB NO.		CA0601	1241	1465
				②	I-30 CROSS SECTIONS			



457+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 6 SF, STAGE 3 35 SF, STAGE 4 31 SF
457+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 26 SF, STAGE 3 181 SF, STAGE 4 60 SF

457+00.00

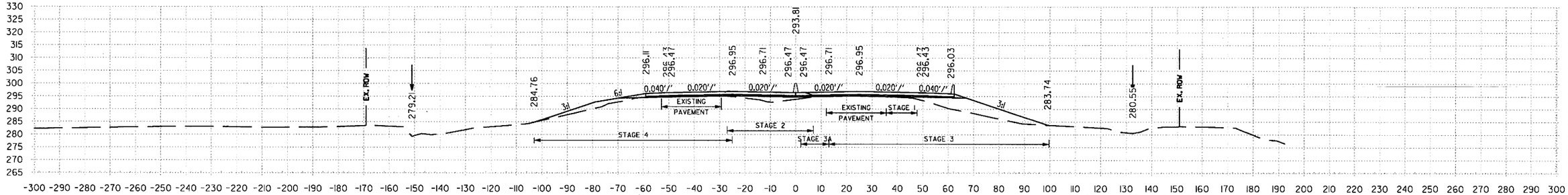
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 12 CUYD, STAGE 3 143 CUYD, STAGE 4 108 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 88 CUYD, STAGE 3 678 CUYD, STAGE 4 247 CUYD



456+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 34 SF, STAGE 4 27 SF
456+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 35 SF, STAGE 3 182 SF, STAGE 4 73 SF

456+00.00

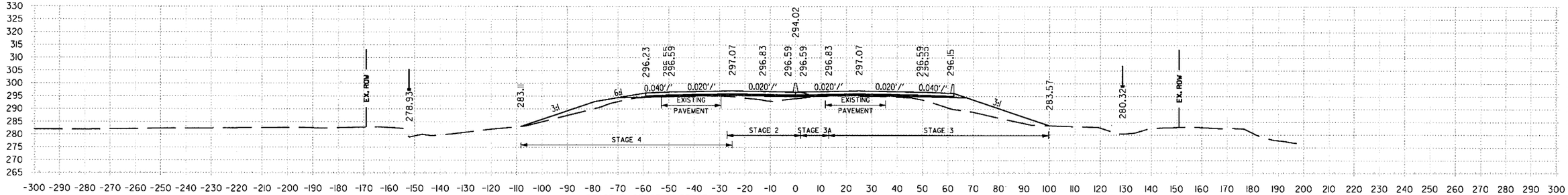
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 147 CUYD, STAGE 4 97 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 149 CUYD, STAGE 3 752 CUYD, STAGE 4 299 CUYD



455+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 37 SF, STAGE 4 25 SF
455+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 45 SF, STAGE 3 221 SF, STAGE 4 88 SF

455+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 73 CUYD, STAGE 4 89 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 160 CUYD, STAGE 3 802 CUYD, STAGE 4 365 CUYD



454+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF, STAGE 3 25 SF, STAGE 4 23 SF
454+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 41 SF, STAGE 3 212 SF, STAGE 4 109 SF

454+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD, STAGE 3 47 CUYD, STAGE 4 86 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 138 CUYD, STAGE 3 756 CUYD, STAGE 4 365 CUYD

STA. 454+00 TO STA. 457+00

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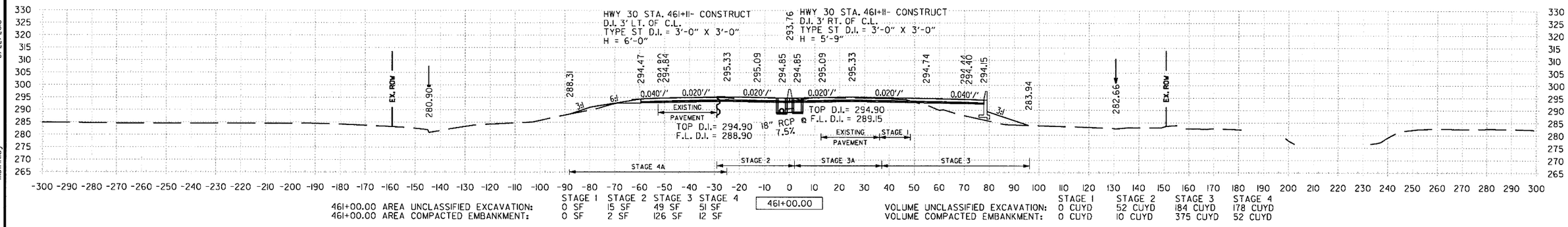
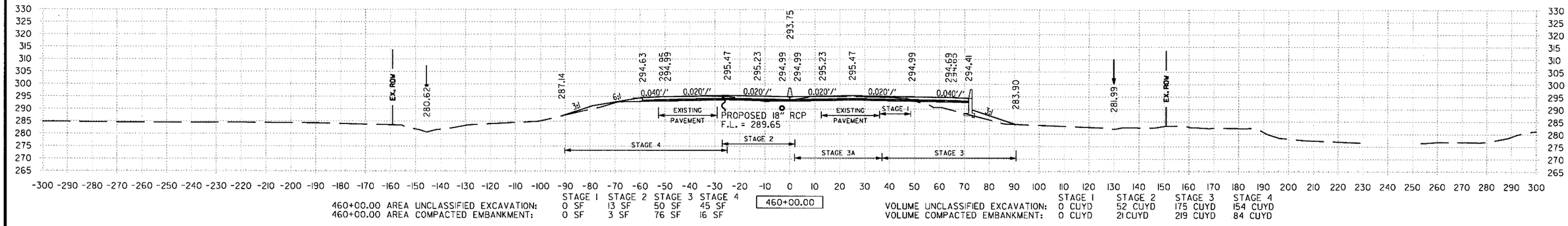
② **I-30 CROSS SECTIONS**



461+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 15 SF, STAGE 3 49 SF, STAGE 4 51 SF
461+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 3 126 SF, STAGE 4 12 SF

461+00.00

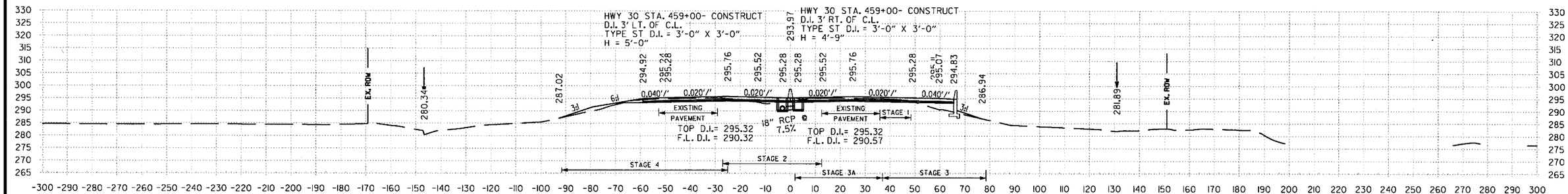
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 52 CUYD, STAGE 3 184 CUYD, STAGE 4 178 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 375 CUYD, STAGE 4 52 CUYD



460+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 13 SF, STAGE 3 50 SF, STAGE 4 45 SF
460+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 3 76 SF, STAGE 4 16 SF

460+00.00

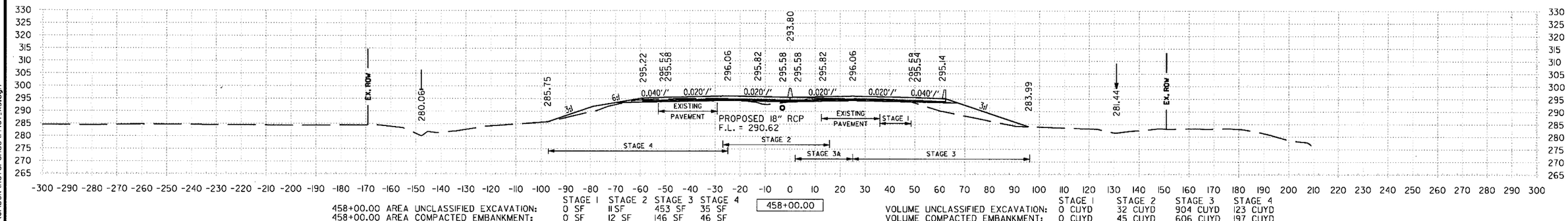
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 52 CUYD, STAGE 3 175 CUYD, STAGE 4 154 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 21 CUYD, STAGE 3 219 CUYD, STAGE 4 84 CUYD



459+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 15 SF, STAGE 3 44 SF, STAGE 4 38 SF
459+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 8 SF, STAGE 3 42 SF, STAGE 4 29 SF

459+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 49 CUYD, STAGE 3 921 CUYD, STAGE 4 136 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 38 CUYD, STAGE 3 349 CUYD, STAGE 4 139 CUYD



458+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 11 SF, STAGE 3 453 SF, STAGE 4 35 SF
458+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 12 SF, STAGE 3 146 SF, STAGE 4 46 SF

458+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 32 CUYD, STAGE 3 904 CUYD, STAGE 4 123 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 45 CUYD, STAGE 3 606 CUYD, STAGE 4 197 CUYD

STA. 458+00 TO STA. 461+00

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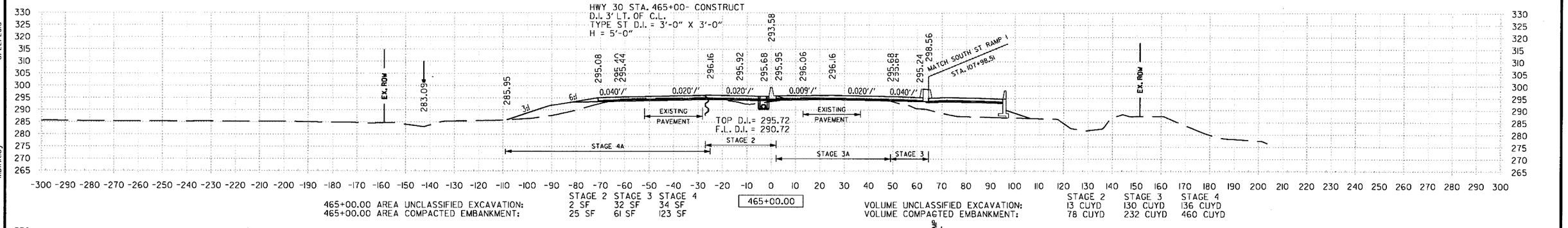

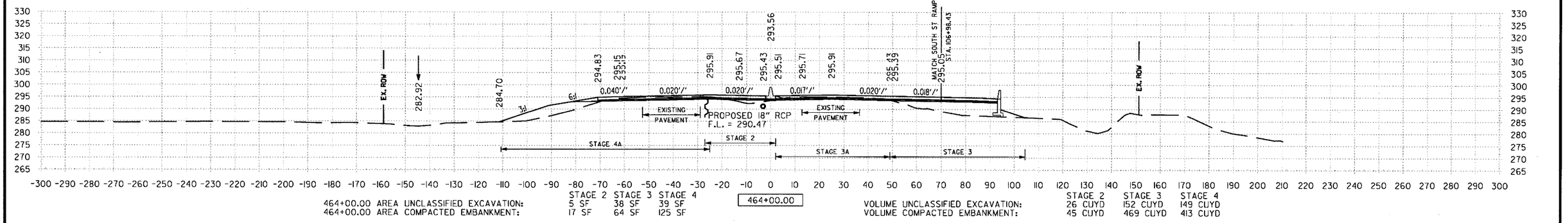

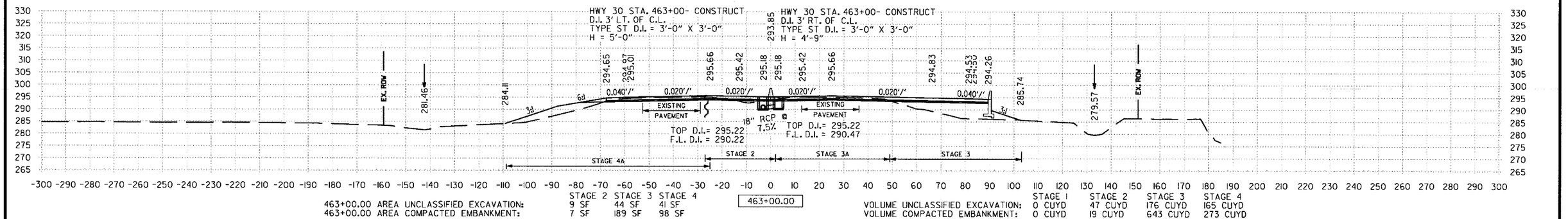

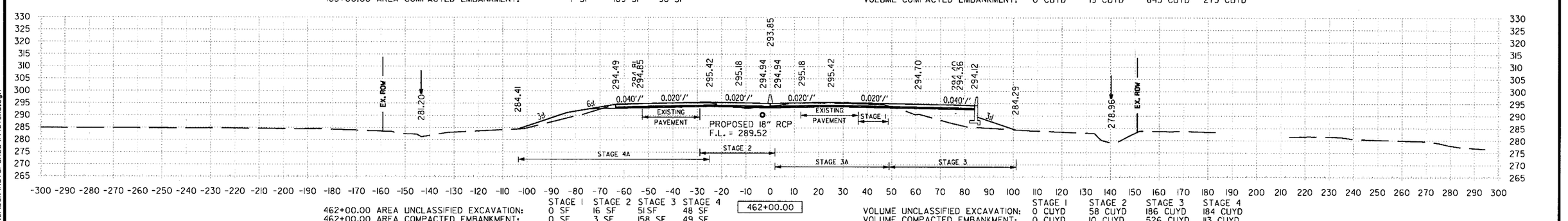

STA. 462+00 TO STA. 465+00

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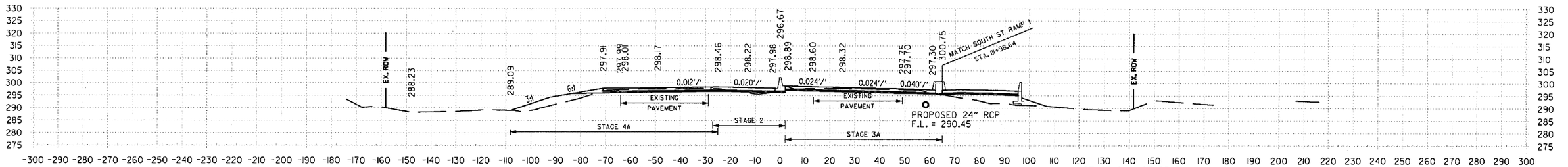
				JOB NO.		CA0601	1244	1465

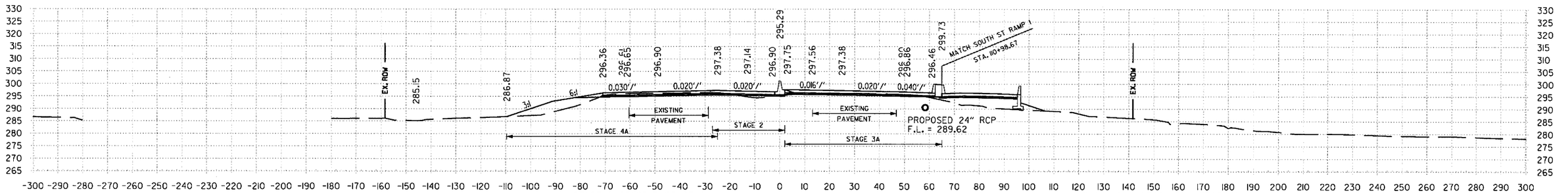
② I-30 CROSS SECTIONS



469+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 7 SF, STAGE 3 53 SF, STAGE 4 41 SF
469+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 10 SF, STAGE 3 20 SF, STAGE 4 91 SF

469+00.00

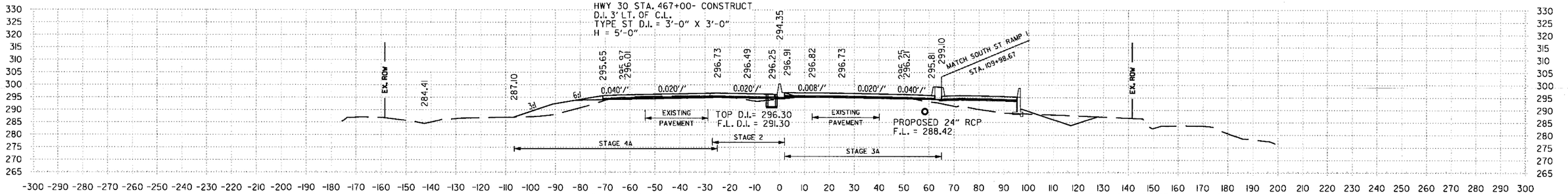
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 23 CUYD, STAGE 3 173 CUYD, STAGE 4 154 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 45 CUYD, STAGE 3 117 CUYD, STAGE 4 382 CUYD



468+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 5 SF, STAGE 3 40 SF, STAGE 4 42 SF
468+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 14 SF, STAGE 3 43 SF, STAGE 4 115 SF

468+00.00

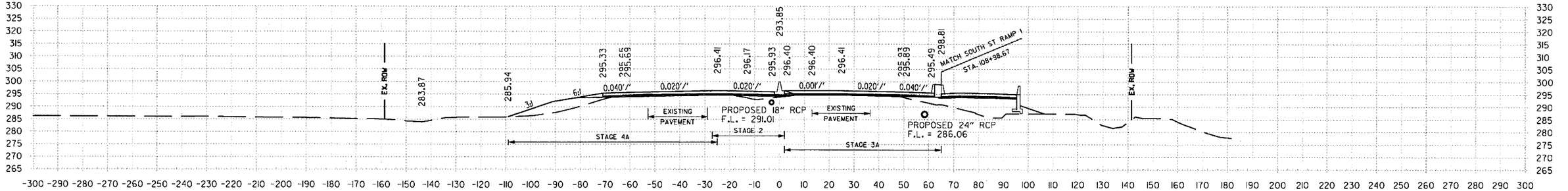
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 15 CUYD, STAGE 3 136 CUYD, STAGE 4 143 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 62 CUYD, STAGE 3 167 CUYD, STAGE 4 426 CUYD



467+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 3 SF, STAGE 3 33 SF, STAGE 4 35 SF
467+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 19 SF, STAGE 3 47 SF, STAGE 4 115 SF

467+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 10 CUYD, STAGE 3 113 CUYD, STAGE 4 125 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 78 CUYD, STAGE 3 208 CUYD, STAGE 4 458 CUYD



466+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 2 SF, STAGE 3 28 SF, STAGE 4 32 SF
466+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 23 SF, STAGE 3 65 SF, STAGE 4 132 SF

466+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 8 CUYD, STAGE 3 112 CUYD, STAGE 4 123 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 89 CUYD, STAGE 3 234 CUYD, STAGE 4 473 CUYD

STA. 466+00 TO STA. 469+00

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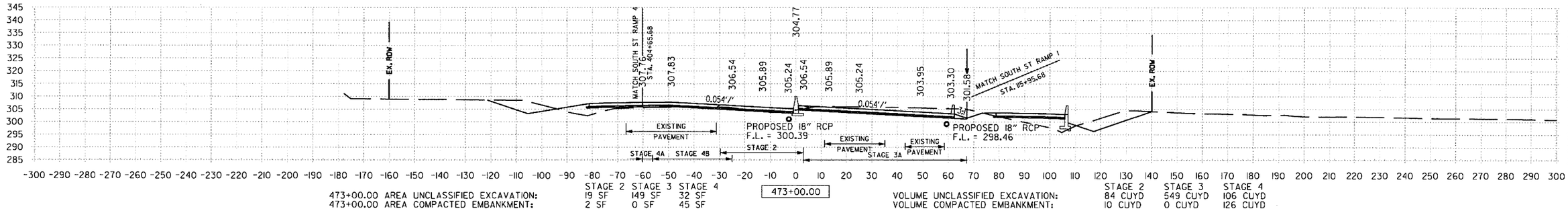
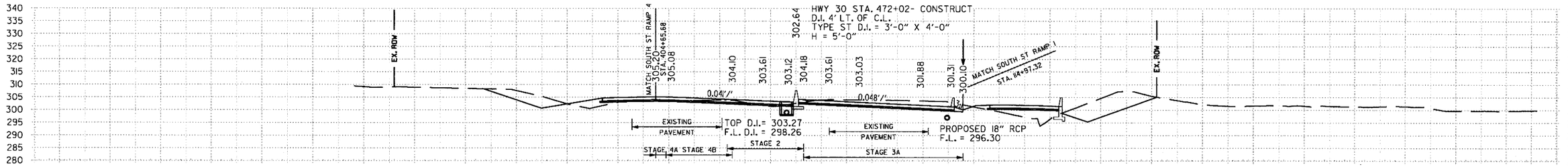


473+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 19 SF, STAGE 3 149 SF, STAGE 4 32 SF
473+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 2 SF, STAGE 3 0 SF, STAGE 4 45 SF

473+00.00

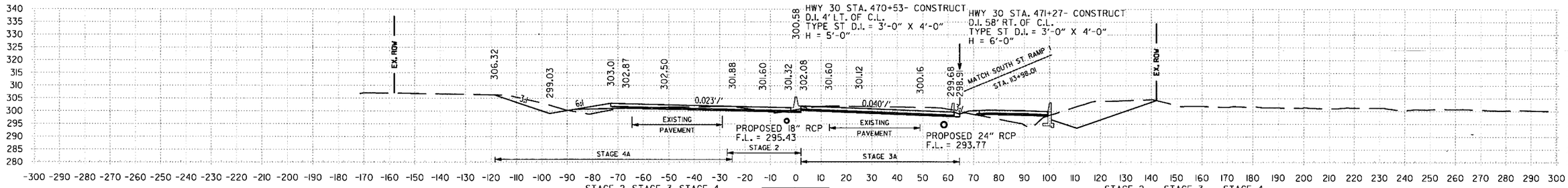
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 84 CUYD, STAGE 3 549 CUYD, STAGE 4 106 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 10 CUYD, STAGE 3 0 CUYD, STAGE 4 126 CUYD



472+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 22 SF, STAGE 3 147 SF, STAGE 4 25 SF
472+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 3 SF, STAGE 3 0 SF, STAGE 4 23 SF

472+00.00

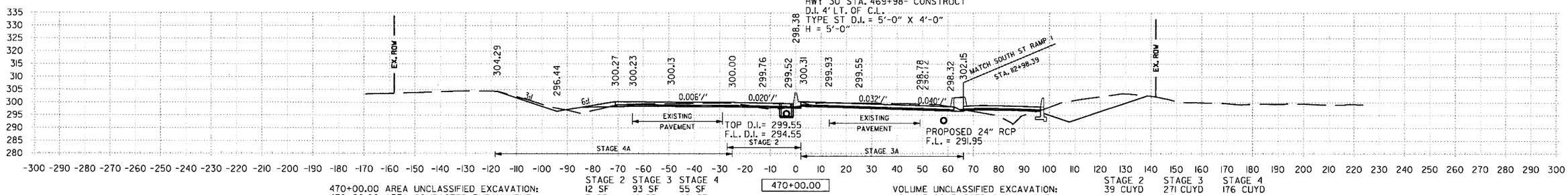
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 78 CUYD, STAGE 3 515 CUYD, STAGE 4 213 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 13 CUYD, STAGE 3 0 CUYD, STAGE 4 138 CUYD



471+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 18 SF, STAGE 3 131 SF, STAGE 4 90 SF
471+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 4 SF, STAGE 3 0 SF, STAGE 4 51 SF

471+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 60 CUYD, STAGE 3 415 CUYD, STAGE 4 267 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 21 CUYD, STAGE 3 26 CUYD, STAGE 4 169 CUYD



470+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 12 SF, STAGE 3 93 SF, STAGE 4 55 SF
470+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 7 SF, STAGE 3 14 SF, STAGE 4 40 SF

470+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 39 CUYD, STAGE 3 271 CUYD, STAGE 4 176 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 32 CUYD, STAGE 3 63 CUYD, STAGE 4 243 CUYD

STA. 470+00 TO STA. 473+00

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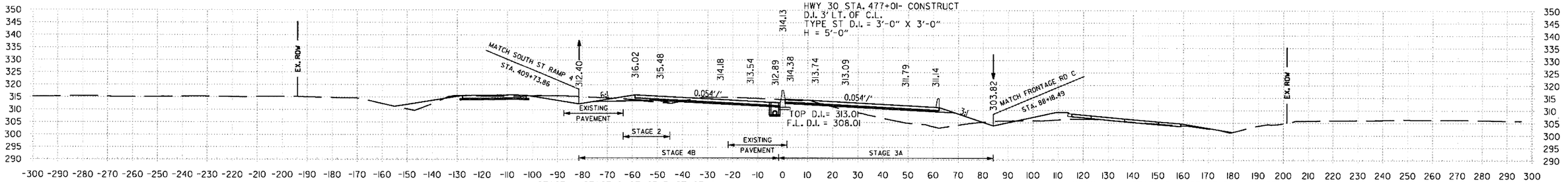
				JOB NO.		CA0601	1246	1465

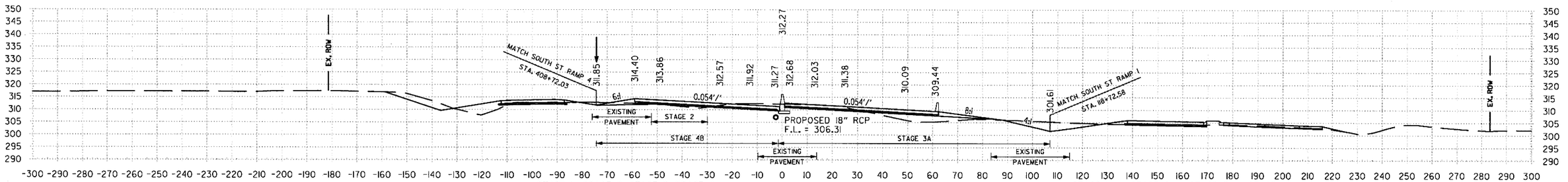
② I-30 CROSS SECTIONS



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
477+00.00 AREA UNCLASSIFIED EXCAVATION:	20 SF	16 SF	31 SF	120 SF
477+00.00 AREA COMPACTED EMBANKMENT:	0 SF	1 SF	222 SF	35 SF

477+00.00

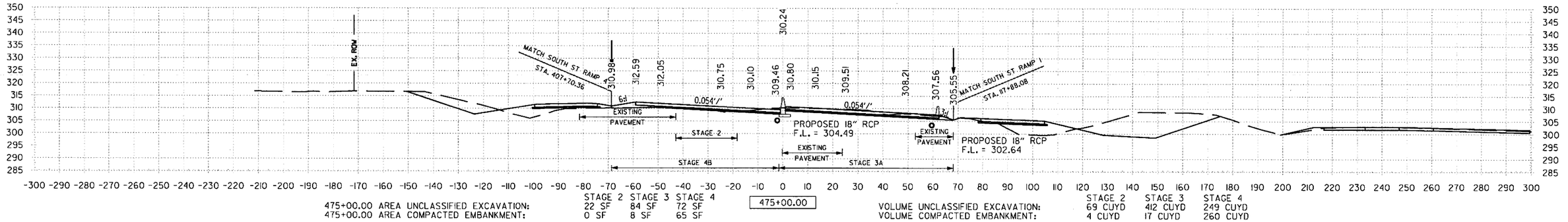
VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	56 CUYD	195 CUYD	382 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	4 CUYD	556 CUYD	165 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4
476+00.00 AREA UNCLASSIFIED EXCAVATION:	10 SF	14 SF	74 SF	86 SF
476+00.00 AREA COMPACTED EMBANKMENT:	0 SF	1 SF	78 SF	40 SF

476+00.00

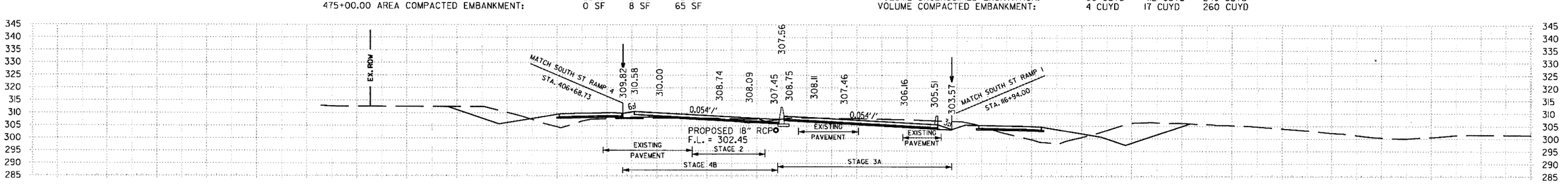
VOLUME	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD	67 CUYD	293 CUYD	293 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	2 CUYD	160 CUYD	234 CUYD



	STAGE 2	STAGE 3	STAGE 4
475+00.00 AREA UNCLASSIFIED EXCAVATION:	22 SF	84 SF	72 SF
475+00.00 AREA COMPACTED EMBANKMENT:	0 SF	8 SF	65 SF

475+00.00

VOLUME	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	69 CUYD	412 CUYD	249 CUYD
VOLUME COMPACTED EMBANKMENT:	4 CUYD	17 CUYD	260 CUYD



	STAGE 2	STAGE 3	STAGE 4
474+00.00 AREA UNCLASSIFIED EXCAVATION:	15 SF	138 SF	62 SF
474+00.00 AREA COMPACTED EMBANKMENT:	2 SF	1 SF	60 SF

474+00.00

VOLUME	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	63 CUYD	532 CUYD	175 CUYD
VOLUME COMPACTED EMBANKMENT:	8 CUYD	2 CUYD	204 CUYD

STA. 474+00 TO STA. 477+00

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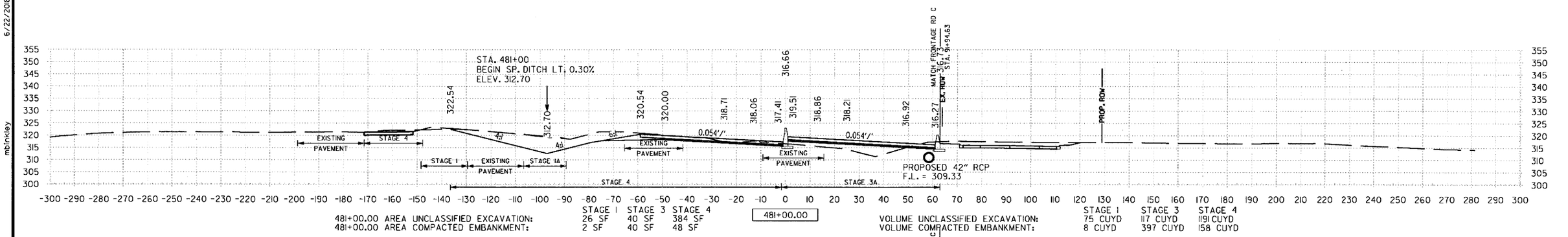
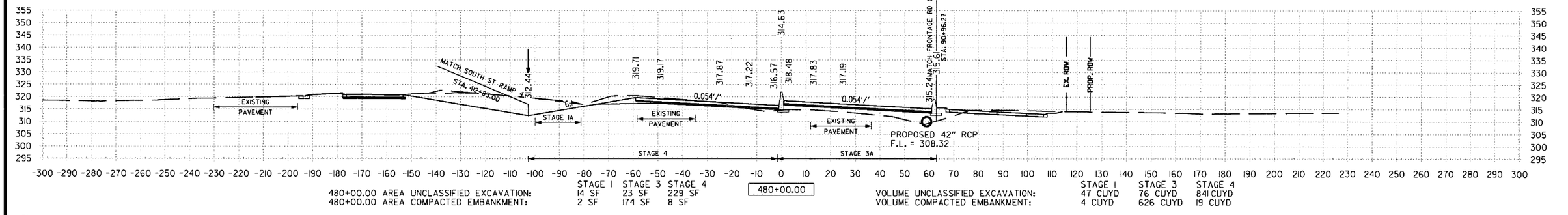


481+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 26 SF, STAGE 3 40 SF, STAGE 4 384 SF
481+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 2 SF, STAGE 3 40 SF, STAGE 4 48 SF

481+00.00

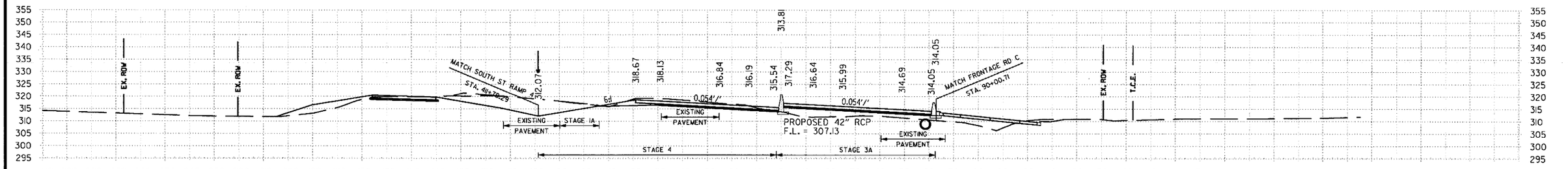
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 75 CUYD, STAGE 3 117 CUYD, STAGE 4 1191 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 8 CUYD, STAGE 3 397 CUYD, STAGE 4 158 CUYD



480+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 14 SF, STAGE 3 23 SF, STAGE 4 229 SF
480+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 2 SF, STAGE 3 174 SF, STAGE 4 8 SF

480+00.00

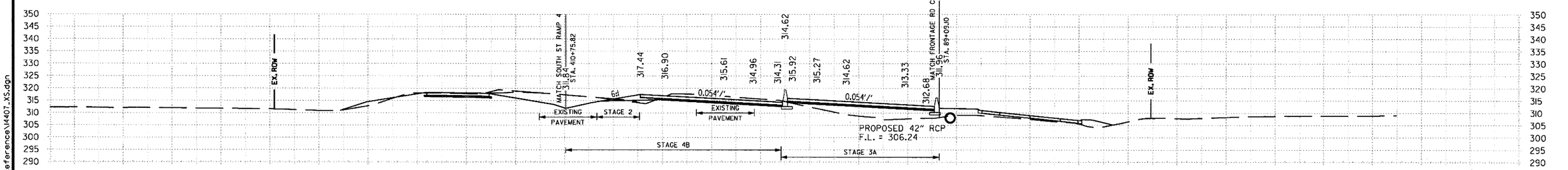
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 47 CUYD, STAGE 3 76 CUYD, STAGE 4 841 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 3 626 CUYD, STAGE 4 19 CUYD



479+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 11 SF, STAGE 3 18 SF, STAGE 4 225 SF
479+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 3 164 SF, STAGE 4 2 SF

479+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 50 CUYD, STAGE 2 26 CUYD, STAGE 3 49 CUYD, STAGE 4 775 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 2 CUYD, STAGE 3 649 CUYD, STAGE 4 41 CUYD



478+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 16 SF, STAGE 2 14 SF, STAGE 3 8 SF, STAGE 4 193 SF
478+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 186 SF, STAGE 4 18 SF

478+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 30 CUYD, STAGE 2 56 CUYD, STAGE 3 73 CUYD, STAGE 4 580 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 4 CUYD, STAGE 3 756 CUYD, STAGE 4 108 CUYD

STA. 478+00 TO STA. 481+00

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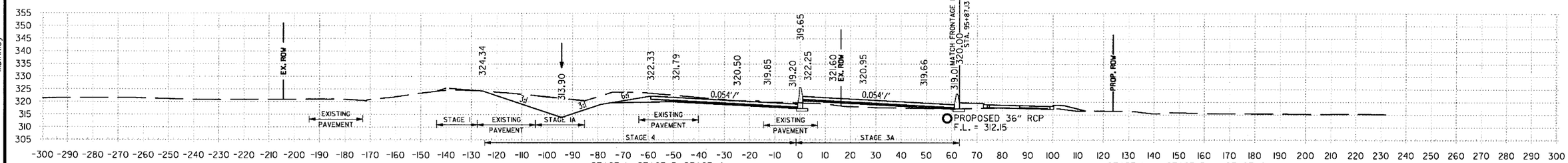
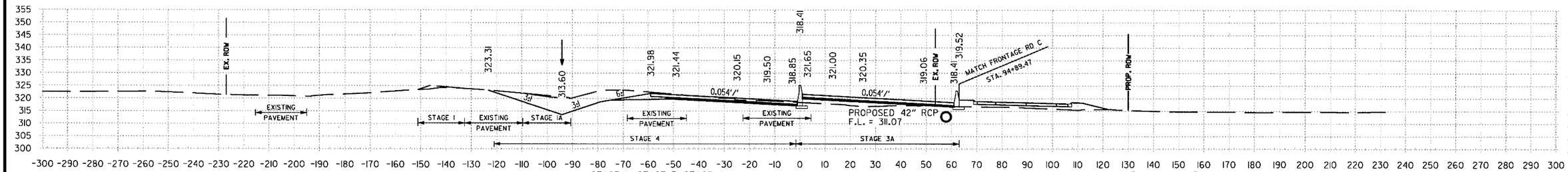
② I-30 CROSS SECTIONS



485+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 19 SF, STAGE 3 17 SF, STAGE 4 374 SF
485+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 3 57 SF, STAGE 4 42 SF

485+00.00

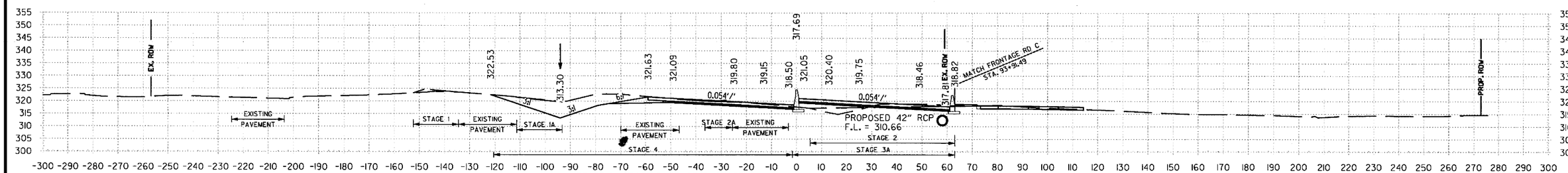
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 60 CUYD, STAGE 3 45 CUYD, STAGE 4 1315 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 3 221 CUYD, STAGE 4 95 CUYD



484+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 13 SF, STAGE 3 7 SF, STAGE 4 336 SF
484+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 2 SF, STAGE 3 62 SF, STAGE 4 9 SF

484+00.00

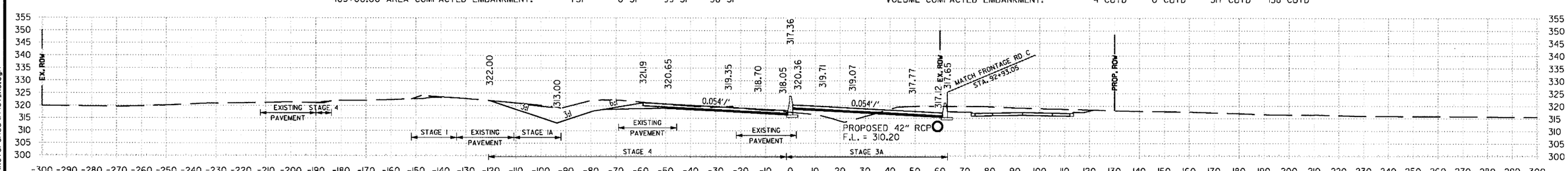
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 54 CUYD, STAGE 2 113 CUYD, STAGE 3 252 CUYD, STAGE 4 1200 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 6 CUYD, STAGE 2 0 CUYD, STAGE 3 299 CUYD, STAGE 4 84 CUYD



483+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 16 SF, STAGE 2 61 SF, STAGE 3 129 SF, STAGE 4 312 SF
483+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 0 SF, STAGE 3 99 SF, STAGE 4 36 SF

483+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 58 CUYD, STAGE 2 113 CUYD, STAGE 3 419 CUYD, STAGE 4 147 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 2 0 CUYD, STAGE 3 317 CUYD, STAGE 4 138 CUYD



482+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF, STAGE 3 97 SF, STAGE 4 307 SF
482+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 3 72 SF, STAGE 4 38 SF

482+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 76 CUYD, STAGE 3 254 CUYD, STAGE 4 1280 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 6 CUYD, STAGE 3 208 CUYD, STAGE 4 160 CUYD

STA. 482+00 TO STA. 485+00

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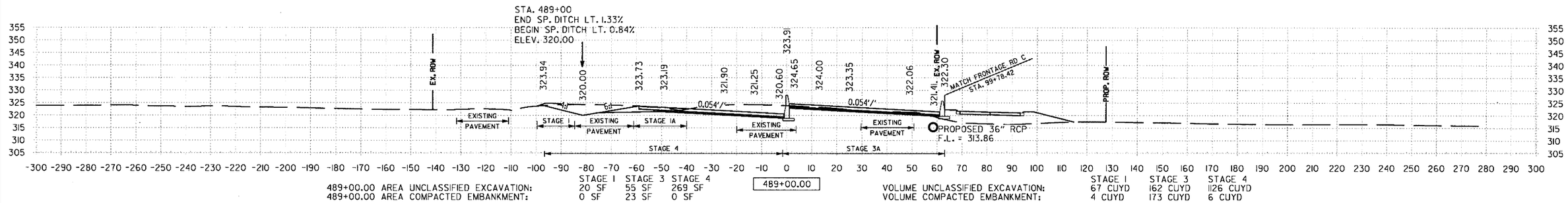
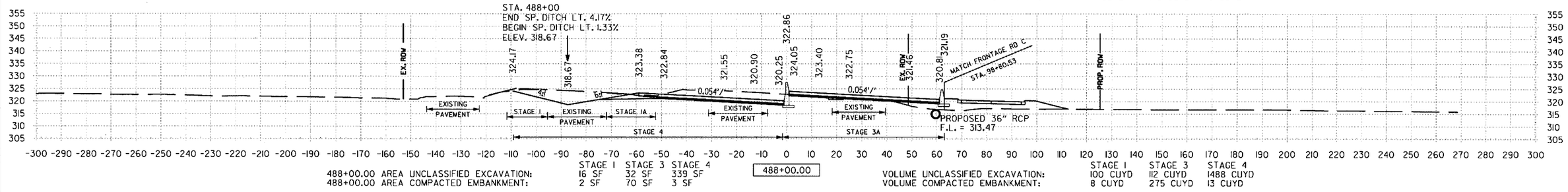


489+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE I 20 SF, STAGE 3 55 SF, STAGE 4 269 SF
489+00.00 AREA COMPACTED EMBANKMENT: STAGE I 0 SF, STAGE 3 23 SF, STAGE 4 0 SF

489+00.00

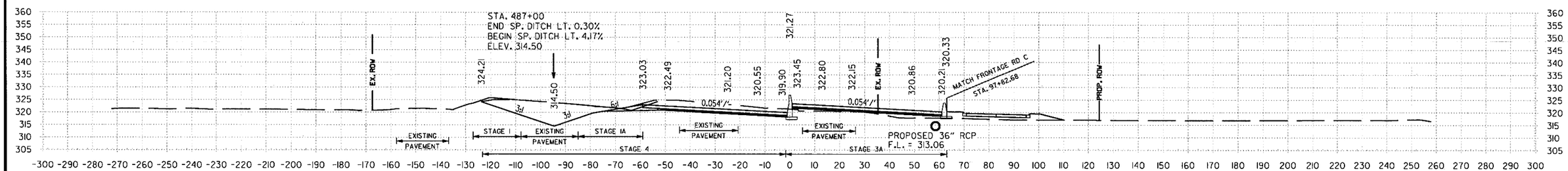
VOLUME UNCLASSIFIED EXCAVATION: STAGE I 67 CUYD, STAGE 3 162 CUYD, STAGE 4 1126 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE I 4 CUYD, STAGE 3 173 CUYD, STAGE 4 6 CUYD



488+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE I 16 SF, STAGE 3 32 SF, STAGE 4 339 SF
488+00.00 AREA COMPACTED EMBANKMENT: STAGE I 2 SF, STAGE 3 70 SF, STAGE 4 3 SF

488+00.00

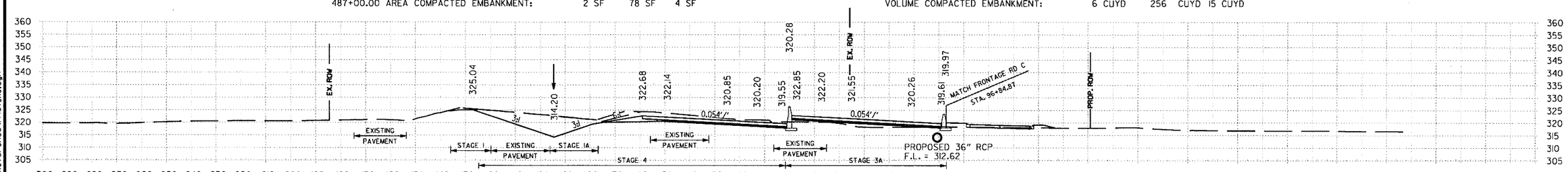
VOLUME UNCLASSIFIED EXCAVATION: STAGE I 100 CUYD, STAGE 3 112 CUYD, STAGE 4 1488 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE I 8 CUYD, STAGE 3 275 CUYD, STAGE 4 13 CUYD



487+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE I 38 SF, STAGE 3 28 SF, STAGE 4 464 SF
487+00.00 AREA COMPACTED EMBANKMENT: STAGE I 2 SF, STAGE 3 78 SF, STAGE 4 4 SF

487+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE I 149 CUYD, STAGE 3 89 CUYD, STAGE 4 1599 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE I 6 CUYD, STAGE 3 256 CUYD, STAGE 4 15 CUYD



486+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE I 42 SF, STAGE 3 20 SF, STAGE 4 399 SF
486+00.00 AREA COMPACTED EMBANKMENT: STAGE I 1 SF, STAGE 3 60 SF, STAGE 4 25 SF

486+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE I 113 CUYD, STAGE 3 69 CUYD, STAGE 4 1432 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE I 2 CUYD, STAGE 3 217 CUYD, STAGE 4 86 CUYD

STA. 486+00 TO STA. 489+00

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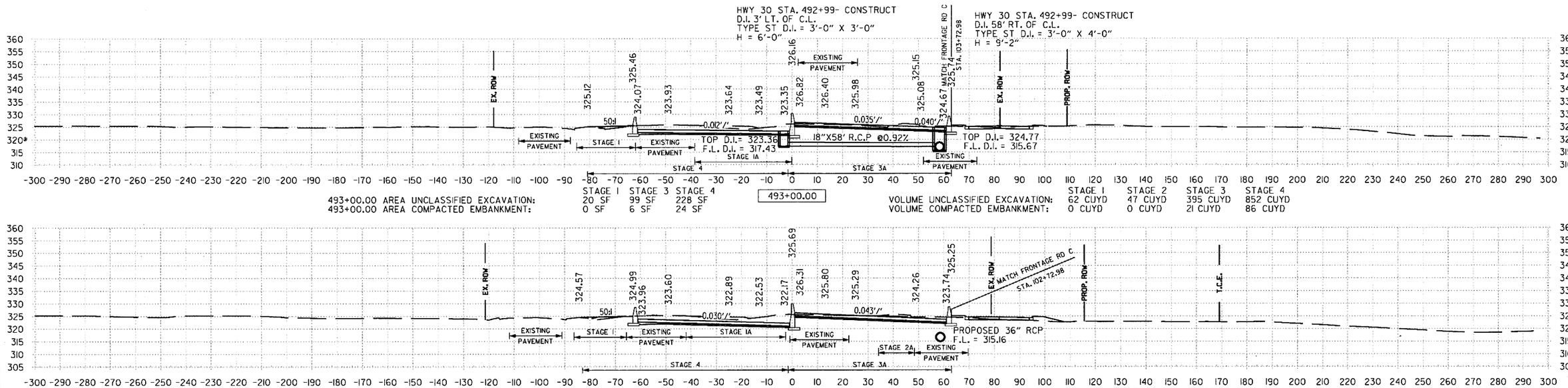
(2) 1-30 CROSS SECTIONS

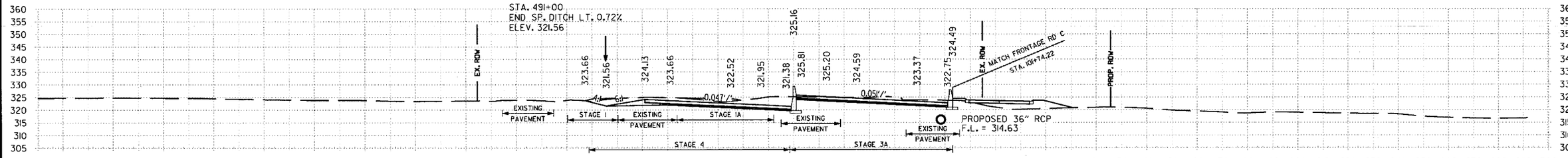


	STAGE 1	STAGE 3	STAGE 4
493+00.00 AREA UNCLASSIFIED EXCAVATION:	20 SF	99 SF	228 SF
493+00.00 AREA COMPACTED EMBANKMENT:	0 SF	6 SF	24 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	62 CUYD	47 CUYD	395 CUYD	852 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	21 CUYD	86 CUYD

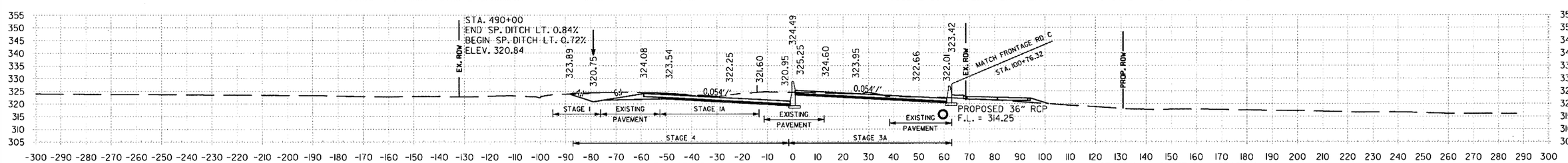
	STAGE 1	STAGE 2	STAGE 3	STAGE 4
492+00.00 AREA UNCLASSIFIED EXCAVATION:	13 SF	25 SF	114 SF	232 SF
492+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	5 SF	22 SF

	STAGE 1	STAGE 2	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	45 CUYD	47 CUYD	412 CUYD	899 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD	17 CUYD	41 CUYD



	STAGE 1	STAGE 3	STAGE 4
491+00.00 AREA UNCLASSIFIED EXCAVATION:	11 SF	108 SF	253 SF
491+00.00 AREA COMPACTED EMBANKMENT:	0 SF	4 SF	0 SF

	STAGE 1	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	56 CUYD	376 CUYD	919 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	21 CUYD	8 CUYD



	STAGE 1	STAGE 3	STAGE 4
490+00.00 AREA UNCLASSIFIED EXCAVATION:	19 SF	95 SF	243 SF
490+00.00 AREA COMPACTED EMBANKMENT:	0 SF	7 SF	4 SF

	STAGE 1	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	73 CUYD	278 CUYD	949 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	56 CUYD	8 CUYD

STA. 490+00 TO STA. 493+00

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(2) I-30 CROSS SECTIONS

STA. 494+00 TO STA. 497+00

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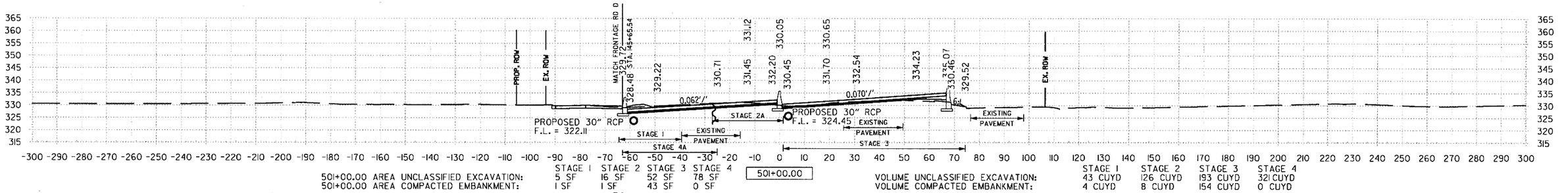
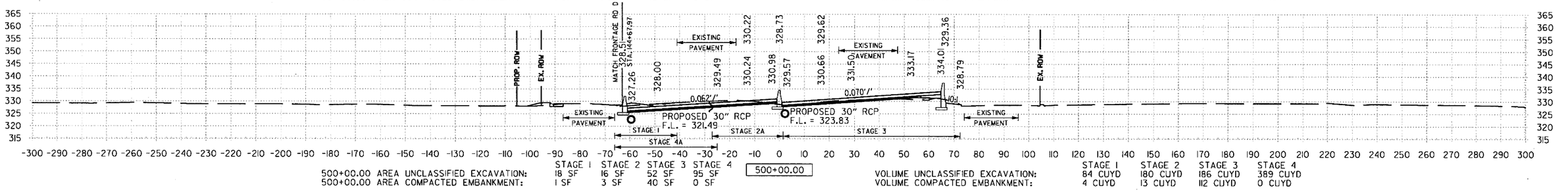
② I-30 CROSS SECTIONS



501+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 16 SF, STAGE 3 52 SF, STAGE 4 78 SF
501+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 1 SF, STAGE 3 43 SF, STAGE 4 0 SF

501+00.00

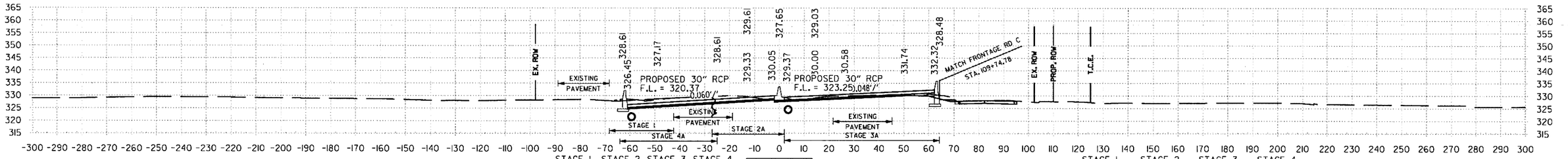
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 43 CUYD, STAGE 2 126 CUYD, STAGE 3 193 CUYD, STAGE 4 321 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 2 8 CUYD, STAGE 3 154 CUYD, STAGE 4 0 CUYD



500+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 18 SF, STAGE 2 16 SF, STAGE 3 52 SF, STAGE 4 95 SF
500+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 3 SF, STAGE 3 40 SF, STAGE 4 0 SF

500+00.00

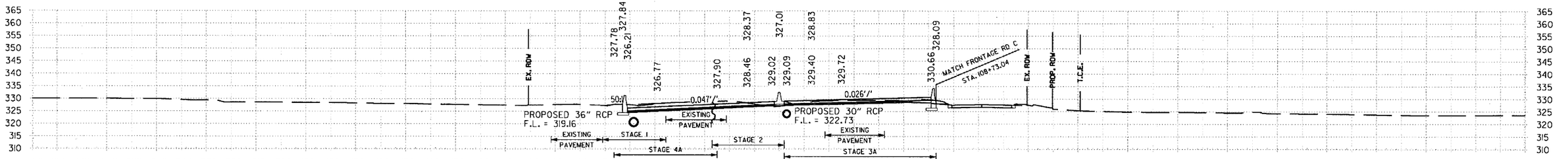
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 84 CUYD, STAGE 2 180 CUYD, STAGE 3 186 CUYD, STAGE 4 389 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 2 13 CUYD, STAGE 3 112 CUYD, STAGE 4 0 CUYD



499+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 27 SF, STAGE 2 59 SF, STAGE 3 48 SF, STAGE 4 115 SF
499+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 4 SF, STAGE 3 20 SF, STAGE 4 0 SF

499+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 54 CUYD, STAGE 2 180 CUYD, STAGE 3 191 CUYD, STAGE 4 406 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 19 CUYD, STAGE 3 50 CUYD, STAGE 4 0 CUYD



498+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 2 SF, STAGE 2 38 SF, STAGE 3 55 SF, STAGE 4 104 SF
498+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 6 SF, STAGE 3 7 SF, STAGE 4 0 SF

498+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 197 CUYD, STAGE 3 234 CUYD, STAGE 4 375 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 19 CUYD, STAGE 3 15 CUYD, STAGE 4 13 CUYD

STA. 498+00 TO STA. 501+00

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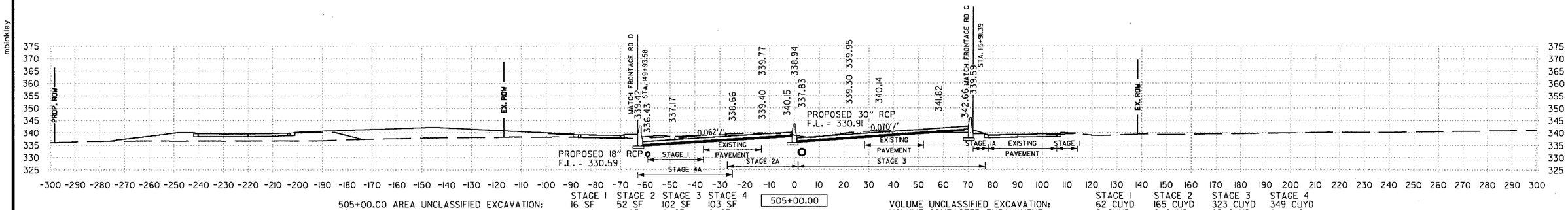
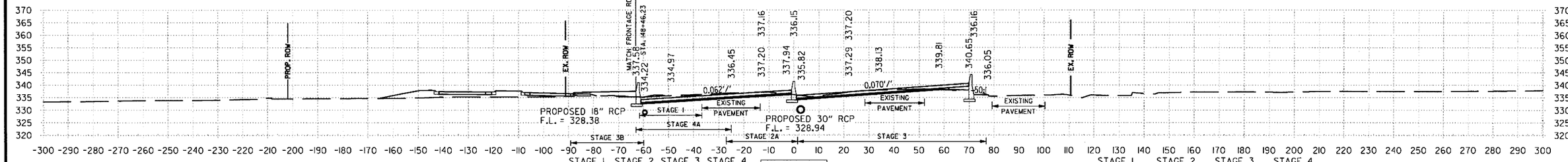
(2) **I-30 CROSS SECTIONS**



505+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 16 SF, STAGE 2 52 SF, STAGE 3 102 SF, STAGE 4 103 SF
505+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

505+00.00

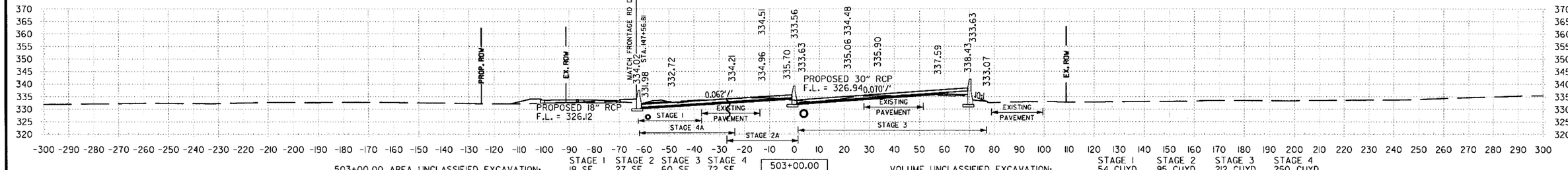
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 62 CUYD, STAGE 2 165 CUYD, STAGE 3 323 CUYD, STAGE 4 349 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 25 CUYD, STAGE 4 0 CUYD



504+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 17 SF, STAGE 2 37 SF, STAGE 3 72 SF, STAGE 4 85 SF
504+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 13 SF, STAGE 4 0 SF

504+00.00

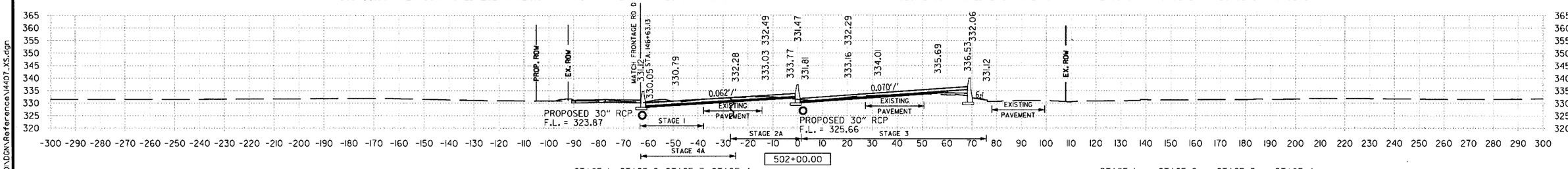
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 67 CUYD, STAGE 2 119 CUYD, STAGE 3 245 CUYD, STAGE 4 291 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 4 CUYD, STAGE 3 78 CUYD, STAGE 4 0 CUYD



503+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 19 SF, STAGE 2 27 SF, STAGE 3 60 SF, STAGE 4 72 SF
503+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 2 SF, STAGE 3 29 SF, STAGE 4 0 SF

503+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 54 CUYD, STAGE 2 95 CUYD, STAGE 3 212 CUYD, STAGE 4 250 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 10 CUYD, STAGE 3 126 CUYD, STAGE 4 0 CUYD



502+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 24 SF, STAGE 3 54 SF, STAGE 4 63 SF
502+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 3 39 SF, STAGE 4 0 SF

502+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 28 CUYD, STAGE 2 100 CUYD, STAGE 3 197 CUYD, STAGE 4 262 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 8 CUYD, STAGE 3 152 CUYD, STAGE 4 0 CUYD

STA. 502+00 TO STA. 505+00

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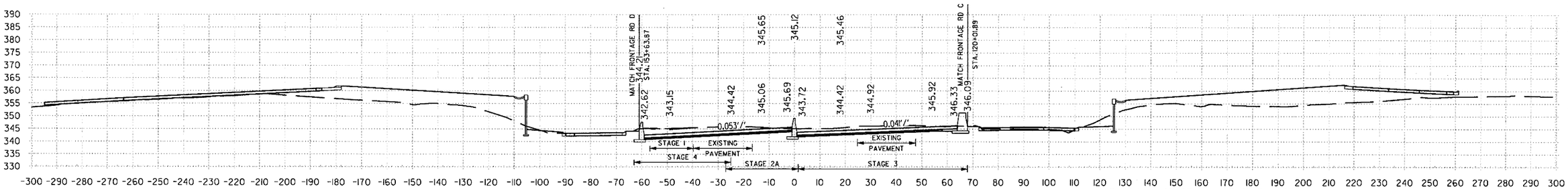
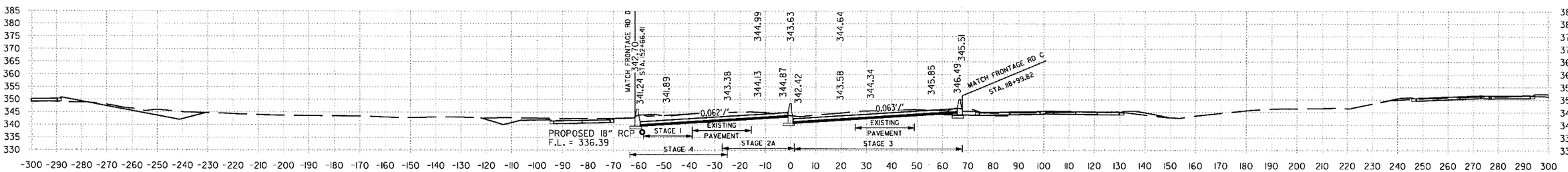
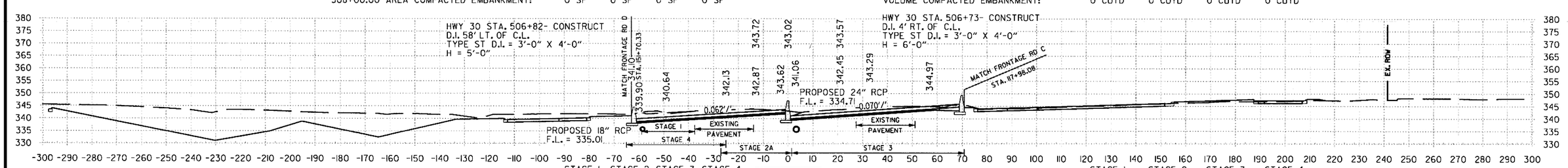
(2) I-30 CROSS SECTIONS



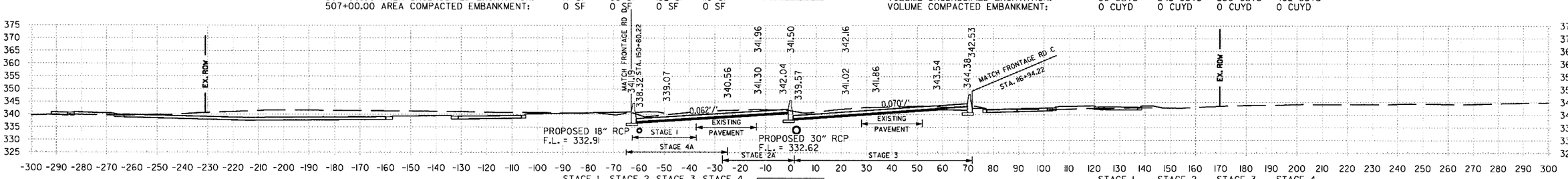
	STAGE 1	STAGE 2	STAGE 3	STAGE 4		STAGE 1	STAGE 2	STAGE 3	STAGE 4
509+00.00 AREA UNCLASSIFIED EXCAVATION:	7 SF	65 SF	157 SF	120 SF	509+00.00	52 CUYD	239 CUYD	569 CUYD	447 CUYD
509+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	0 SF		0 CUYD	0 CUYD	0 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4		STAGE 1	STAGE 2	STAGE 3	STAGE 4
508+00.00 AREA UNCLASSIFIED EXCAVATION:	11 SF	64 SF	150 SF	121 SF	508+00.00	52 CUYD	245 CUYD	560 CUYD	445 CUYD
508+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	0 SF		0 CUYD	0 CUYD	0 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4		STAGE 1	STAGE 2	STAGE 3	STAGE 4
507+00.00 AREA UNCLASSIFIED EXCAVATION:	17 SF	68 SF	152 SF	119 SF	507+00.00	86 CUYD	243 CUYD	536 CUYD	402 CUYD
507+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	0 SF		0 CUYD	0 CUYD	0 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3	STAGE 4		STAGE 1	STAGE 2	STAGE 3	STAGE 4
506+00.00 AREA UNCLASSIFIED EXCAVATION:	29 SF	63 SF	137 SF	98 SF	506+00.00	84 CUYD	213 CUYD	443 CUYD	373 CUYD
506+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF	0 SF		0 CUYD	0 CUYD	0 CUYD	0 CUYD

STA. 506+00 TO STA. 509+00

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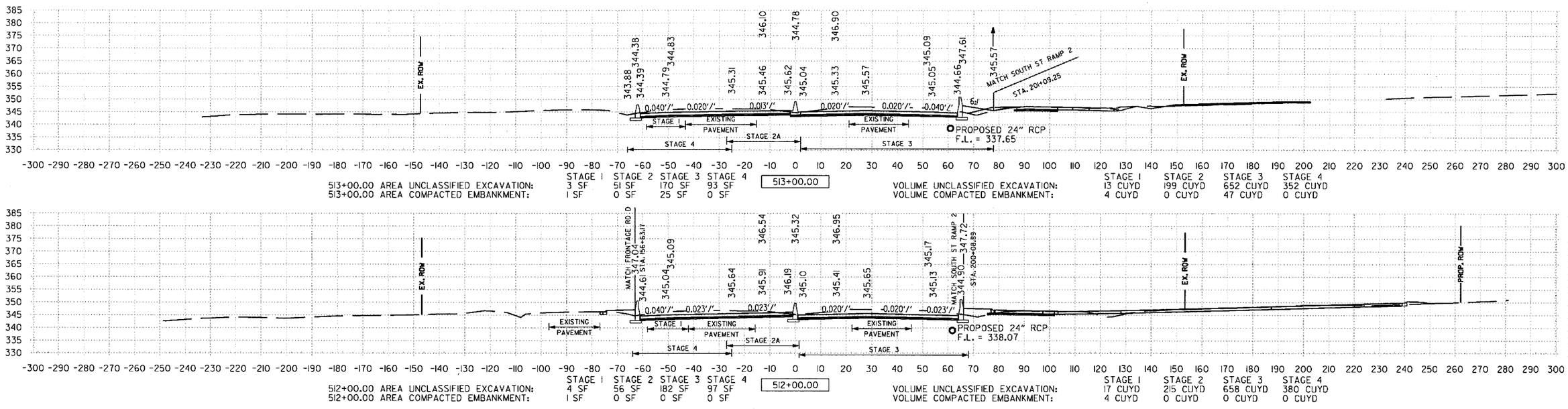
② I-30 CROSS SECTIONS



513+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 51 SF, STAGE 3 170 SF, STAGE 4 93 SF
513+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 0 SF, STAGE 3 25 SF, STAGE 4 0 SF

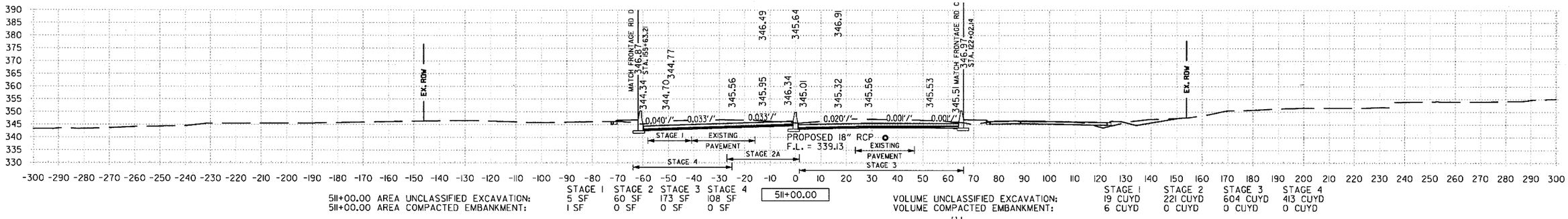
513+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD, STAGE 2 199 CUYD, STAGE 3 652 CUYD, STAGE 4 352 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 2 0 CUYD, STAGE 3 47 CUYD, STAGE 4 0 CUYD

512+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 56 SF, STAGE 3 182 SF, STAGE 4 97 SF
512+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

512+00.00

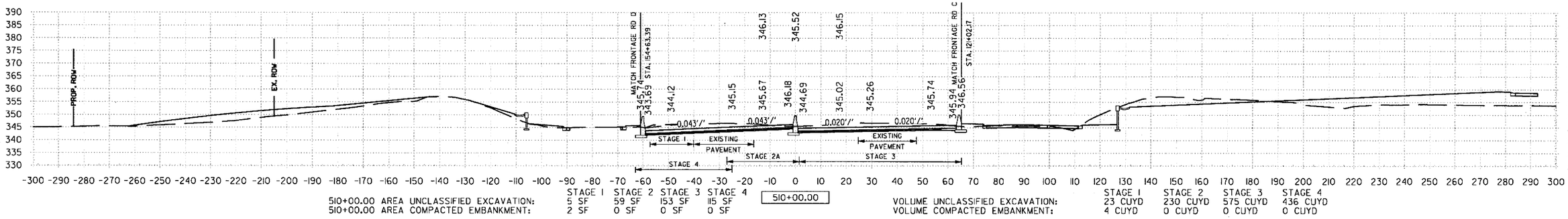
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 215 CUYD, STAGE 3 658 CUYD, STAGE 4 380 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD



511+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 60 SF, STAGE 3 173 SF, STAGE 4 108 SF
511+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

511+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 19 CUYD, STAGE 2 221 CUYD, STAGE 3 604 CUYD, STAGE 4 413 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 6 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD



510+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 59 SF, STAGE 3 153 SF, STAGE 4 115 SF
510+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 2 SF, STAGE 2 0 SF, STAGE 3 0 SF, STAGE 4 0 SF

510+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 23 CUYD, STAGE 2 230 CUYD, STAGE 3 575 CUYD, STAGE 4 436 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 2 0 CUYD, STAGE 3 0 CUYD, STAGE 4 0 CUYD

STA. 510+00 TO STA. 513+00

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				②		I-30 CROSS SECTIONS		

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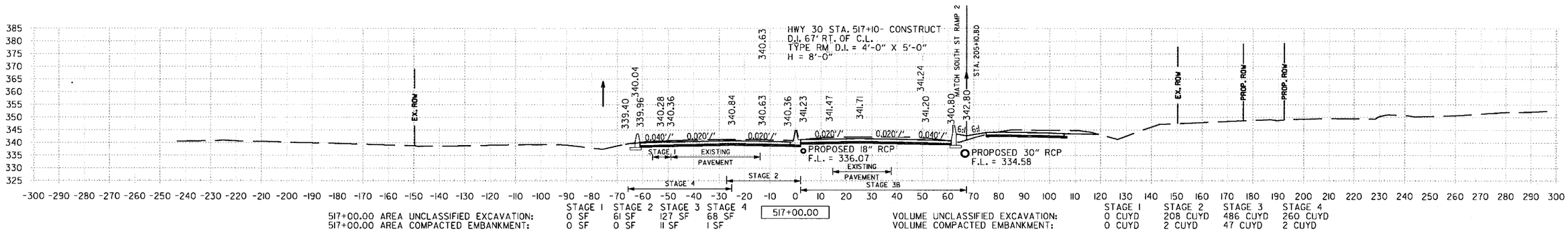
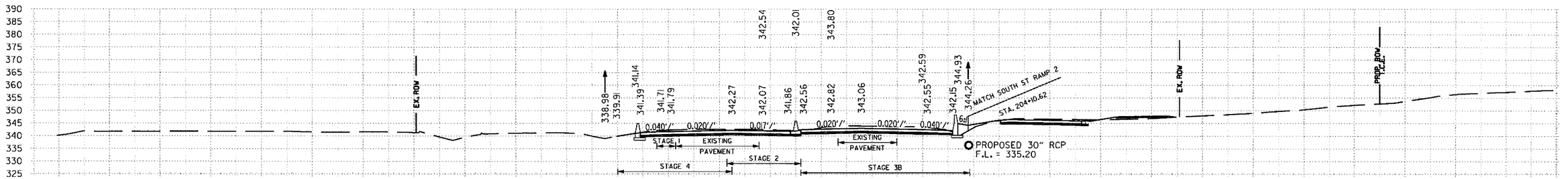


517+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 61 SF, STAGE 3 127 SF, STAGE 4 68 SF
517+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 11 SF, STAGE 4 1 SF

517+00.00

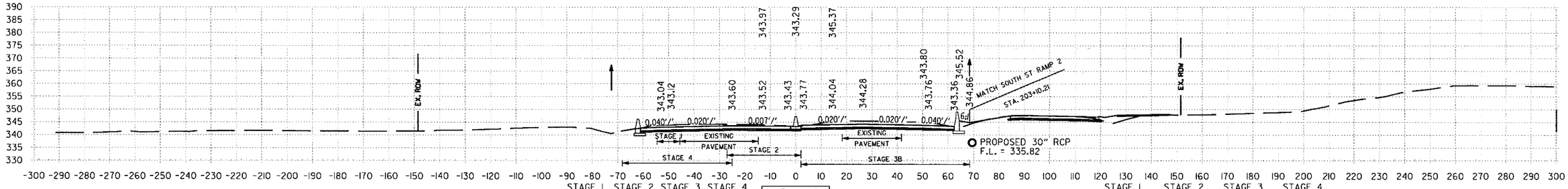
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 208 CUYD, STAGE 3 486 CUYD, STAGE 4 260 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 2 CUYD, STAGE 3 47 CUYD, STAGE 4 2 CUYD



516+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 51 SF, STAGE 3 135 SF, STAGE 4 72 SF
516+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 1 SF, STAGE 3 14 SF, STAGE 4 0 SF

516+00.00

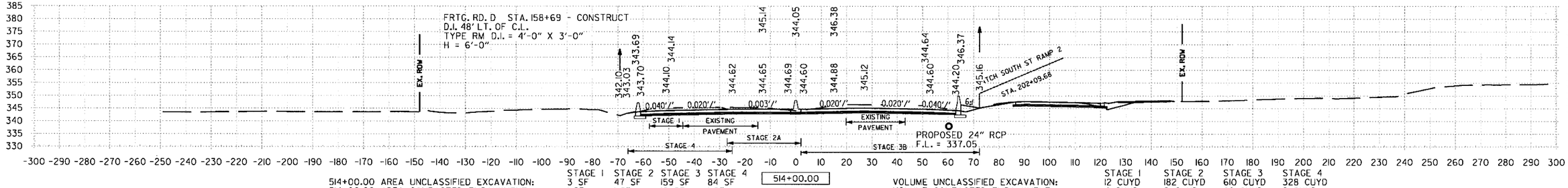
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 186 CUYD, STAGE 3 528 CUYD, STAGE 4 278 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 2 CUYD, STAGE 3 39 CUYD, STAGE 4 0 CUYD



515+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 2 49 SF, STAGE 3 150 SF, STAGE 4 78 SF
515+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 7 SF, STAGE 4 0 SF

515+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 6 CUYD, STAGE 2 178 CUYD, STAGE 3 573 CUYD, STAGE 4 300 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 2 CUYD, STAGE 3 36 CUYD, STAGE 4 2 CUYD



514+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 47 SF, STAGE 3 159 SF, STAGE 4 84 SF
514+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 2 1 SF, STAGE 3 12 SF, STAGE 4 1 SF

514+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD, STAGE 2 182 CUYD, STAGE 3 610 CUYD, STAGE 4 328 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 4 CUYD, STAGE 2 2 CUYD, STAGE 3 69 CUYD, STAGE 4 2 CUYD

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STA. 514+00 TO STA. 517+00

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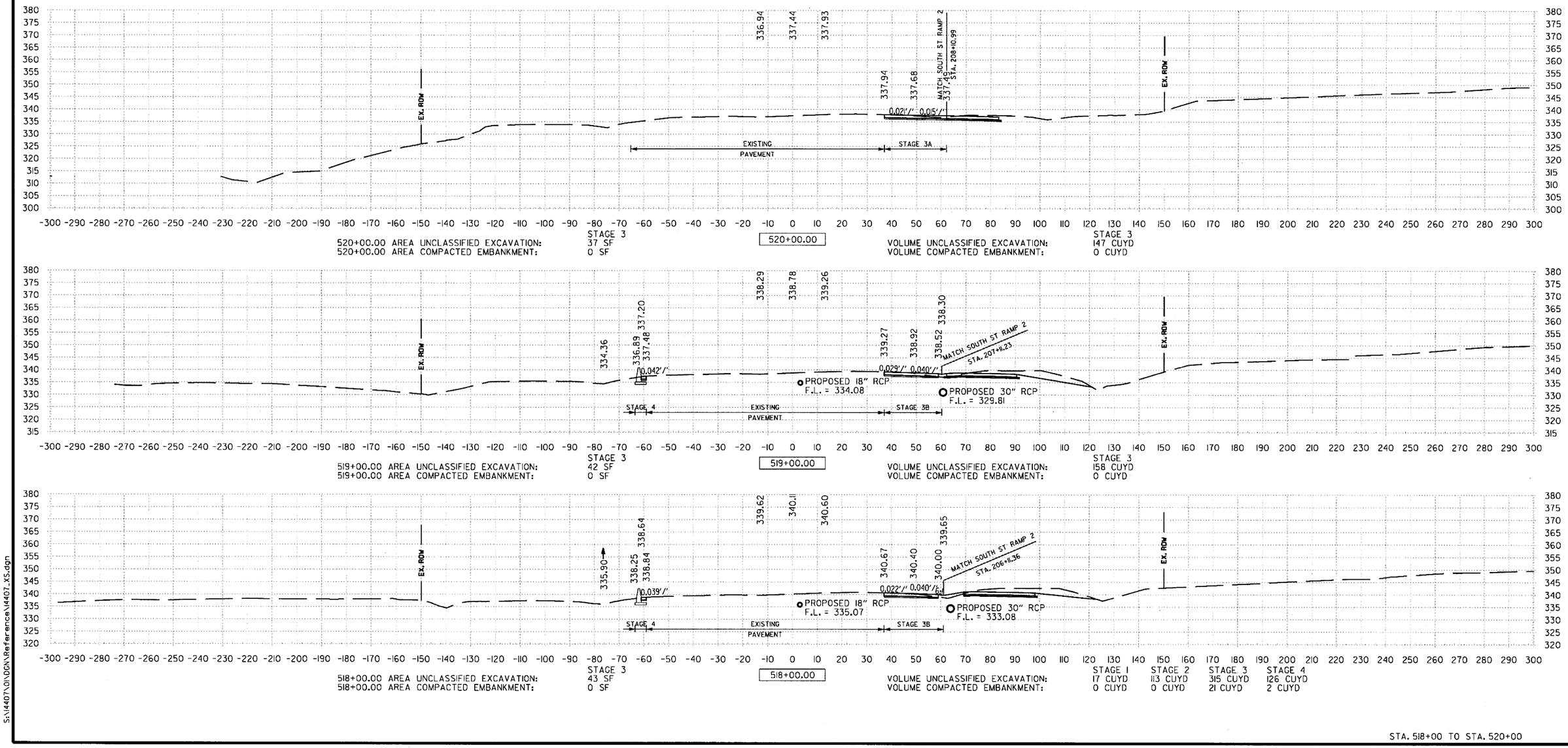
(2) I-30 CROSS SECTIONS



STA. 518+00 TO STA. 520+00

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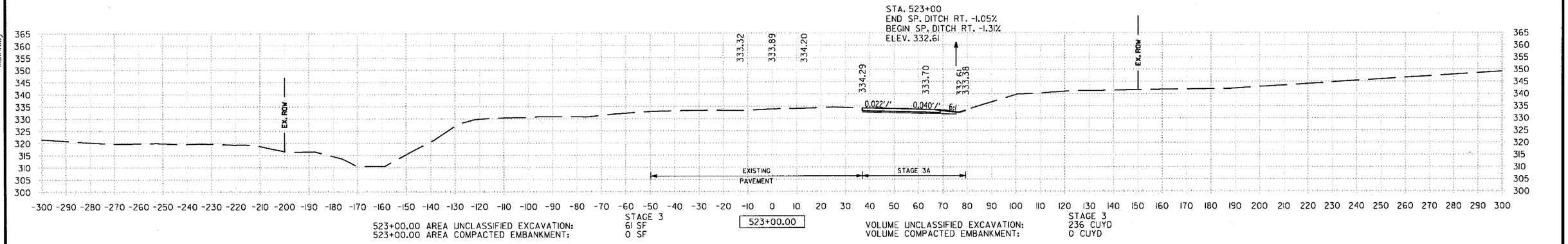

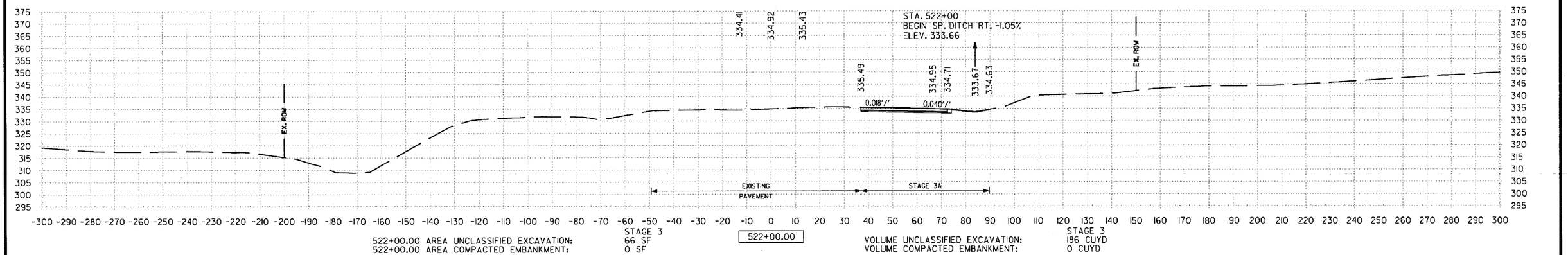

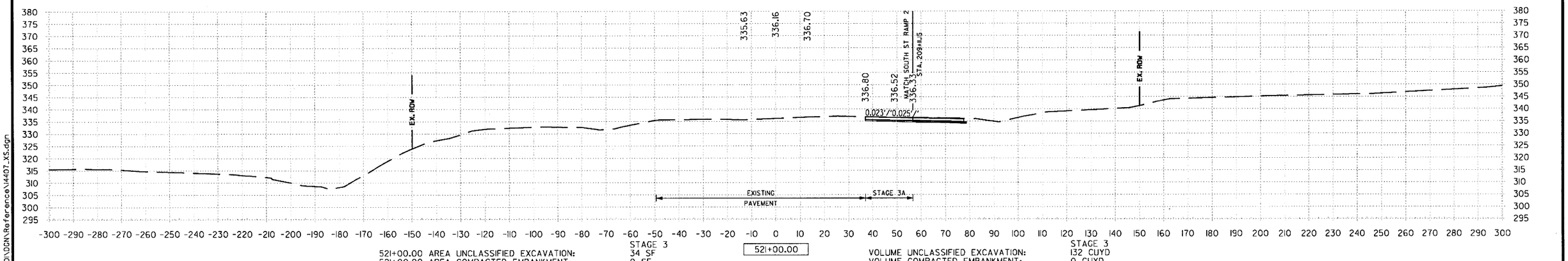

STA. 521+00 TO STA. 523+00

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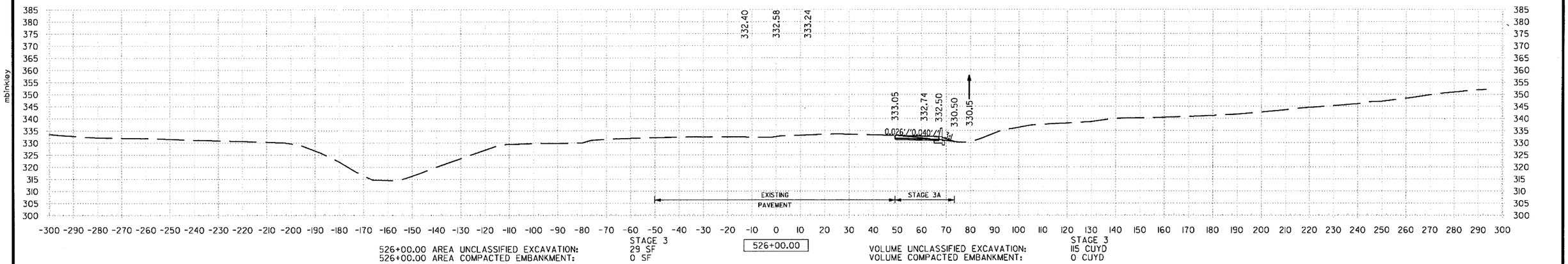
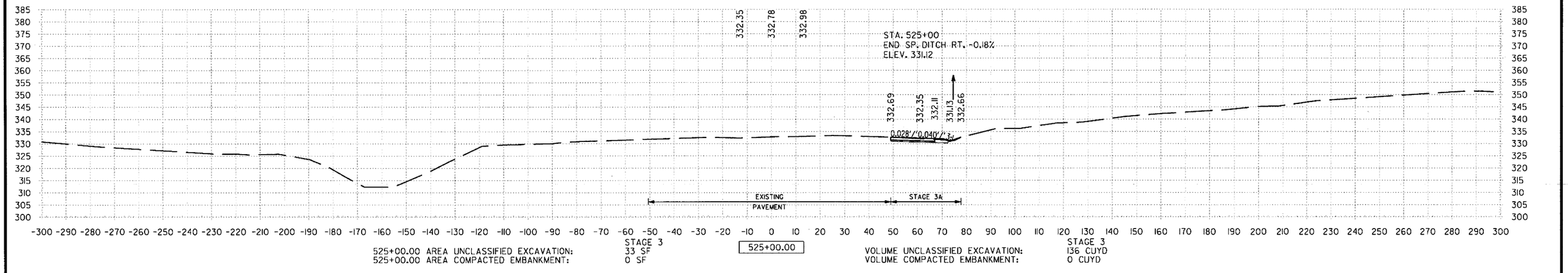
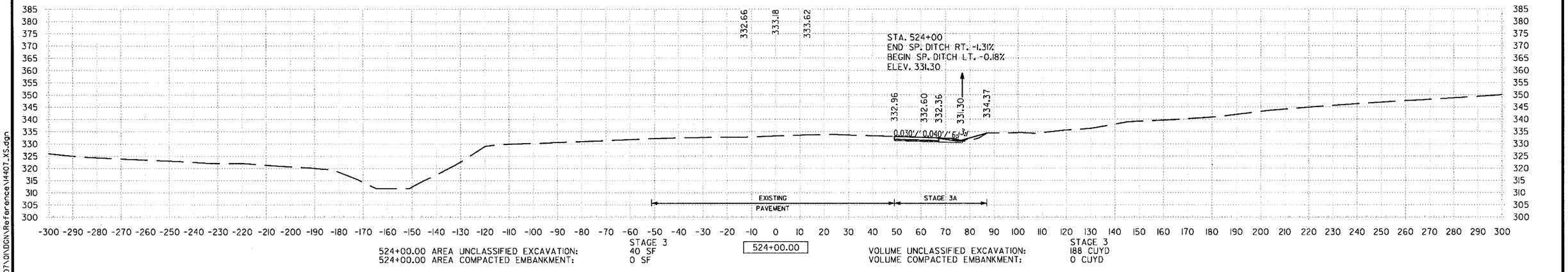
(2) I-30 CROSS SECTIONS







STA. 524+00 TO STA. 526+00

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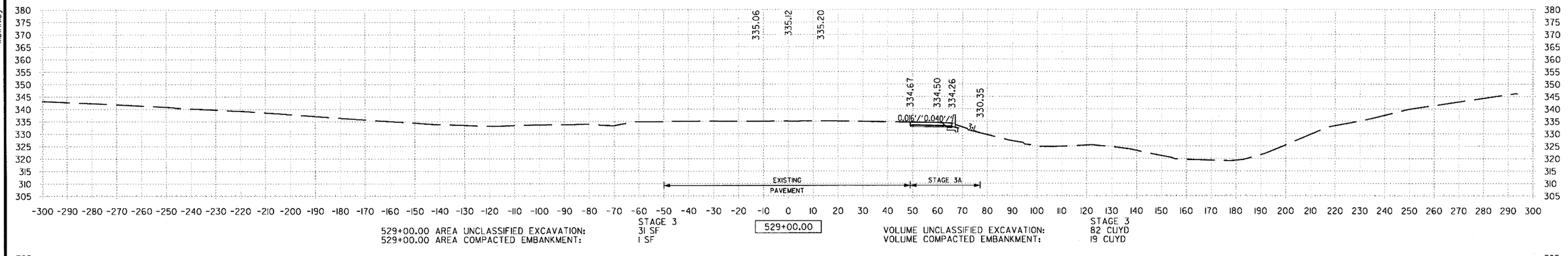
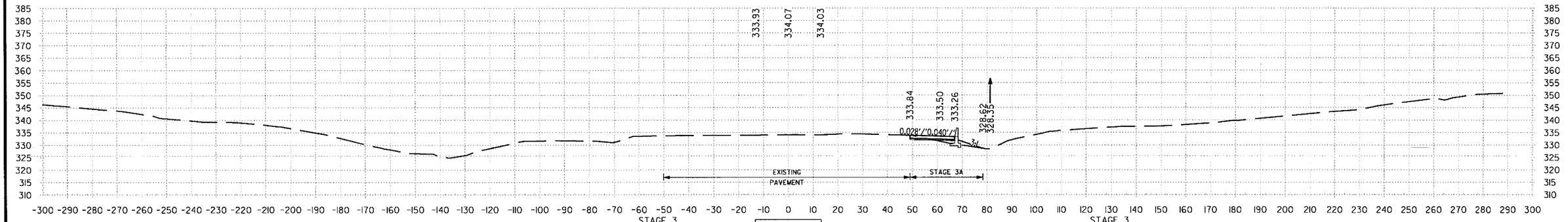
② I-30 CROSS SECTIONS



529+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 31 SF
529+00.00 AREA COMPACTED EMBANKMENT: 1 SF

529+00.00

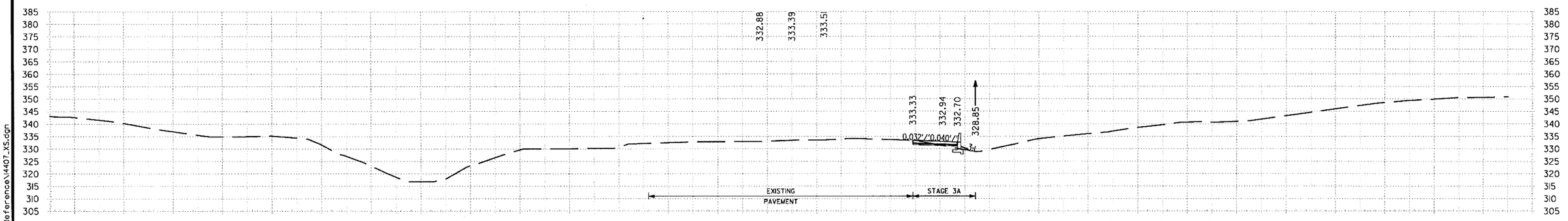
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 82 CUYD
VOLUME COMPACTED EMBANKMENT: 19 CUYD



528+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 13 SF
528+00.00 AREA COMPACTED EMBANKMENT: 9 SF

528+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 60 CUYD
VOLUME COMPACTED EMBANKMENT: 23 CUYD



527+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 19 SF
527+00.00 AREA COMPACTED EMBANKMENT: 3 SF

527+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 89 CUYD
VOLUME COMPACTED EMBANKMENT: 6 CUYD

STA. 527+00 TO STA. 529+00

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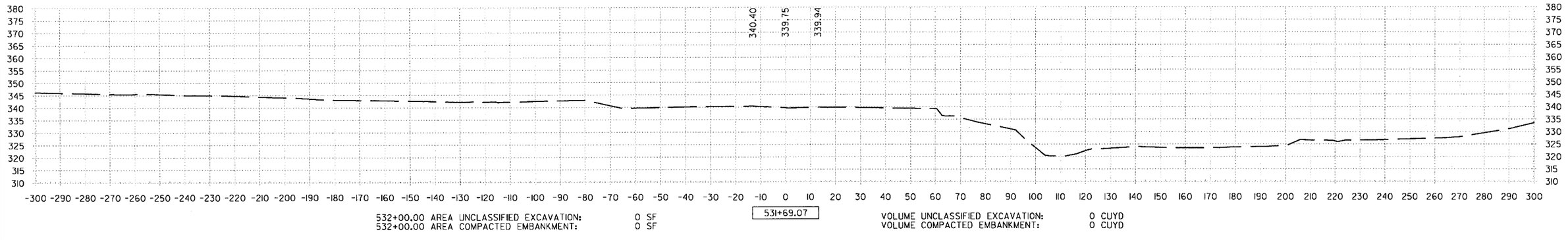
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1261	1465

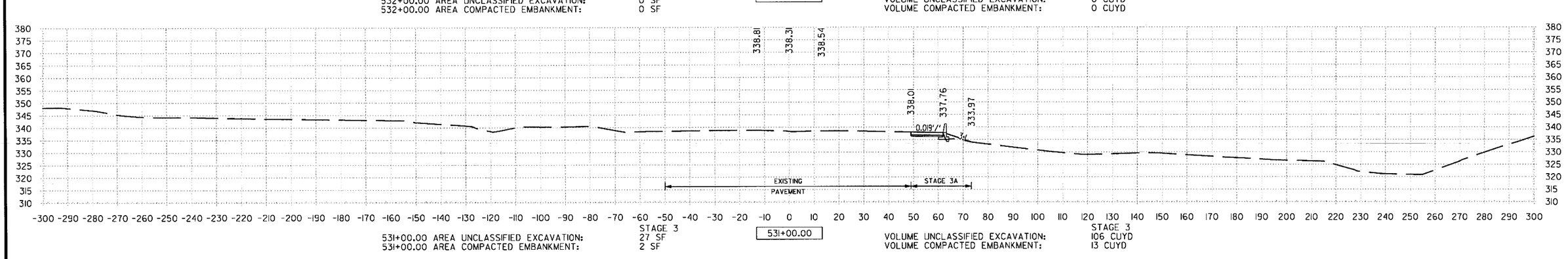
② I-30 CROSS SECTIONS



532+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
532+00.00 AREA COMPACTED EMBANKMENT: 0 SF

531+69.07

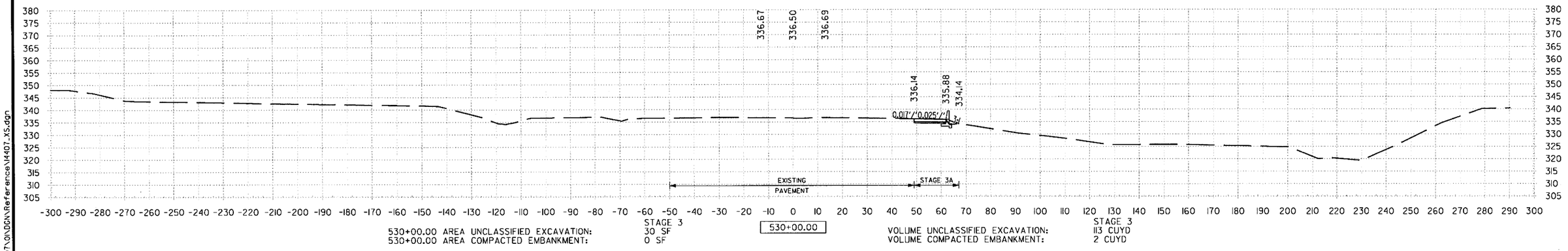
VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



531+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 27 SF
531+00.00 AREA COMPACTED EMBANKMENT: 2 SF

531+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 106 CUYD
VOLUME COMPACTED EMBANKMENT: 13 CUYD



530+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 30 SF
530+00.00 AREA COMPACTED EMBANKMENT: 0 SF

530+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 113 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD

STA. 530+00 TO STA. 531+69

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				②	US-70 RAMP I CROSS SECTIONS			

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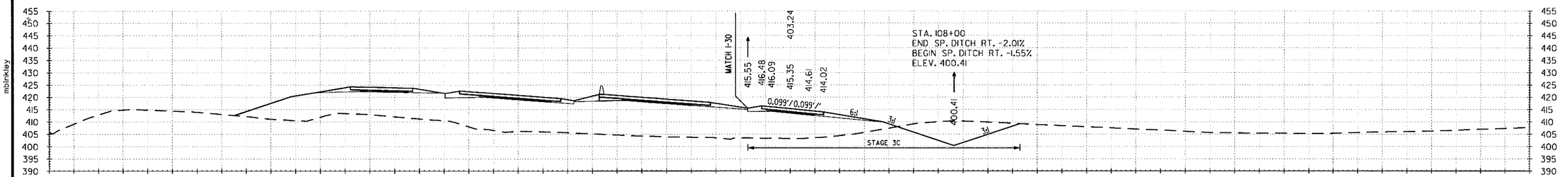
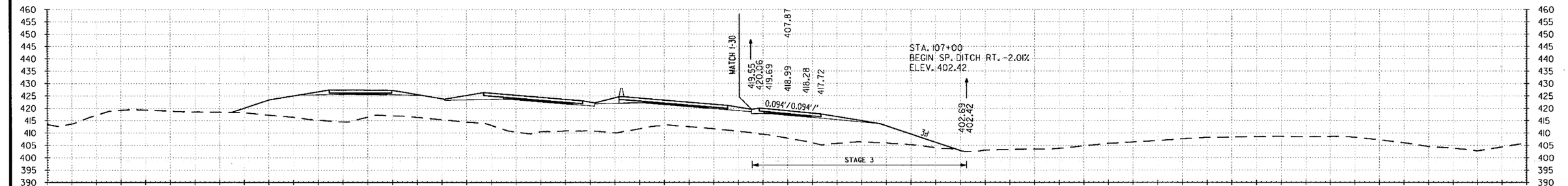


108+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 258 SF
108+00.00 AREA COMPACTED EMBANKMENT: 329 SF

108+00.00

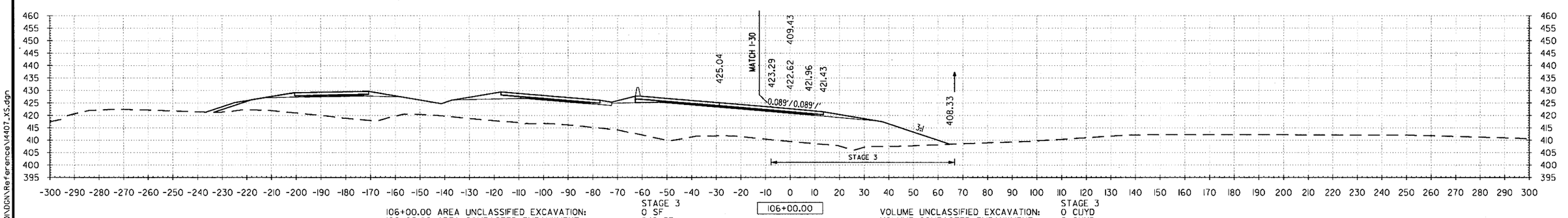
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 478 CUYD
VOLUME COMPACTED EMBANKMENT: 1702 CUYD



107+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
107+00.00 AREA COMPACTED EMBANKMENT: 590 SF

107+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 2295 CUYD



106+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
106+00.00 AREA COMPACTED EMBANKMENT: 649 SF

106+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

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STA. 106+00 TO STA. 108+00

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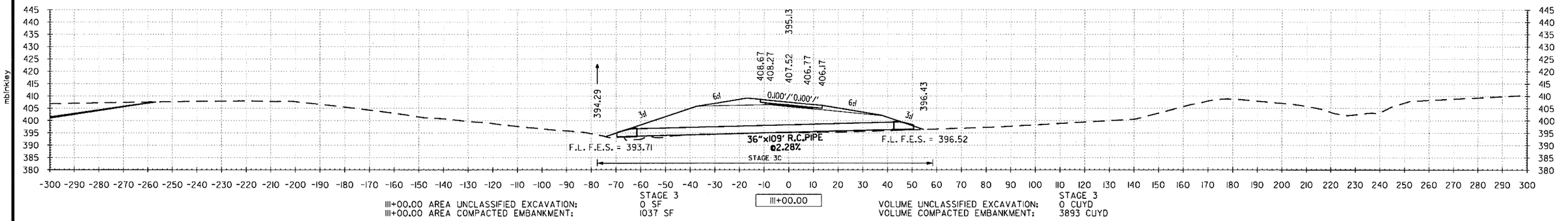
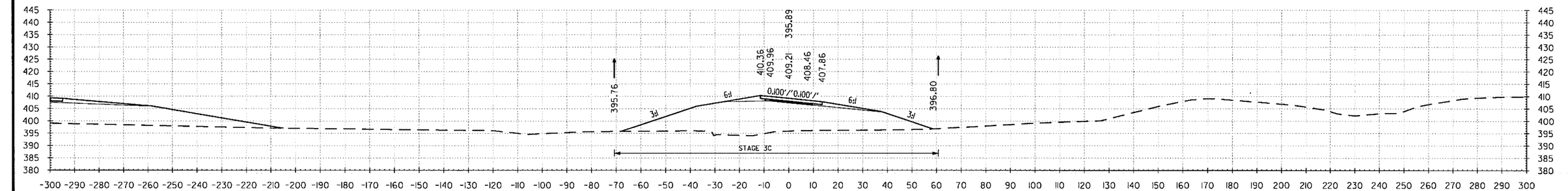
				JOB NO.		CA0601	1263	1465
				②	US-70 RAMP I CROSS SECTIONS			



STAGE 3
III+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
III+00.00 AREA COMPACTED EMBANKMENT: 1037 SF

III+00.00

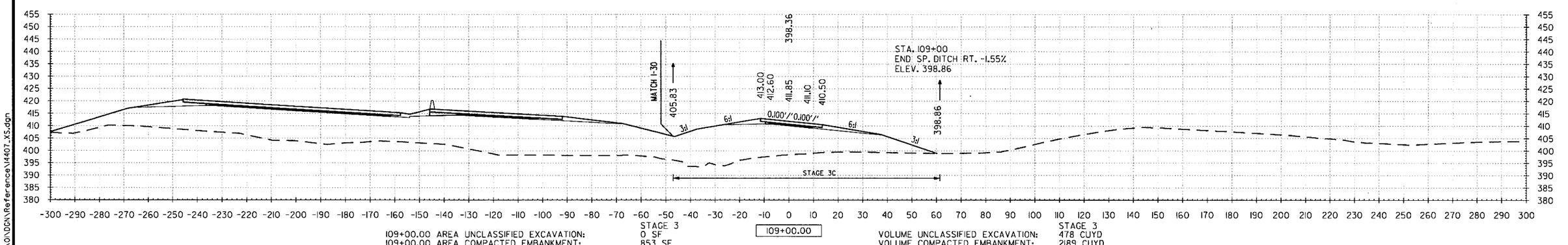
STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 3893 CUYD



STAGE 3
110+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
110+00.00 AREA COMPACTED EMBANKMENT: 1065 SF

110+00.00

STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 3552 CUYD



STAGE 3
109+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
109+00.00 AREA COMPACTED EMBANKMENT: 853 SF

109+00.00

STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 478 CUYD
VOLUME COMPACTED EMBANKMENT: 2189 CUYD

STA. 109+00 TO STA. III+00

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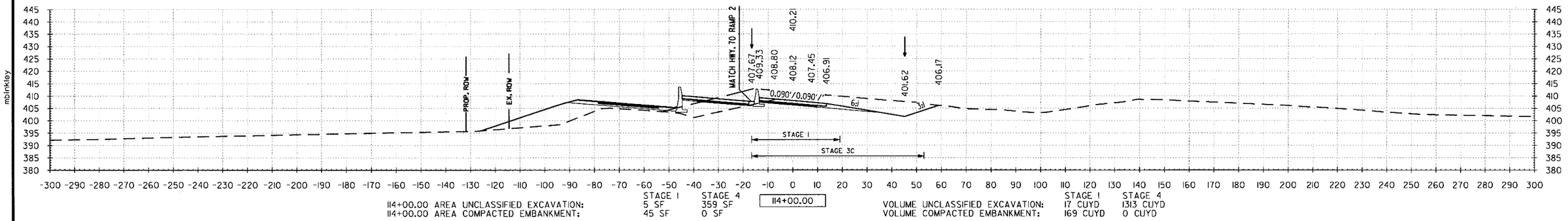
				JOB NO.		CA0601	1264	1465

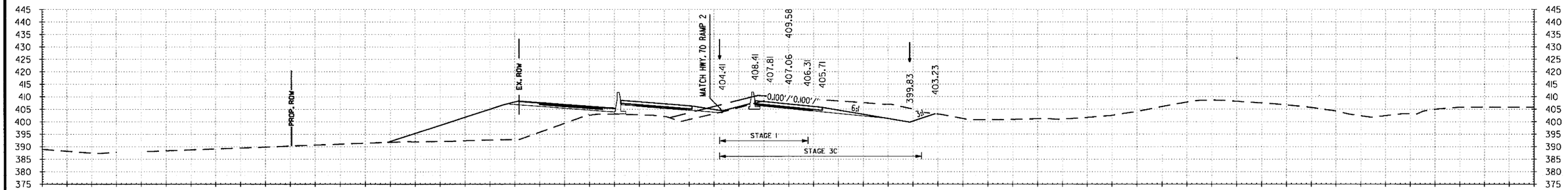
(2) US-70 RAMP 1 CROSS SECTIONS



114+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 4 359 SF
114+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 45 SF, STAGE 4 0 SF

114+00.00

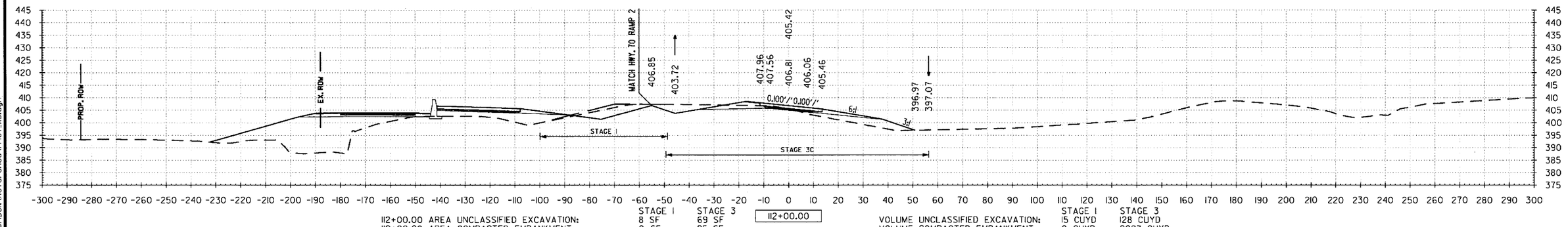
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 4 1313 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 169 CUYD, STAGE 4 0 CUYD



113+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 3 350 SF
113+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 46 SF, STAGE 3 0 SF

113+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 23 CUYD, STAGE 3 776 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 86 CUYD, STAGE 3 176 CUYD



112+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 8 SF, STAGE 3 69 SF
112+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 3 95 SF

112+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 3 128 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 3 2097 CUYD

STA. 112+00 TO STA. 114+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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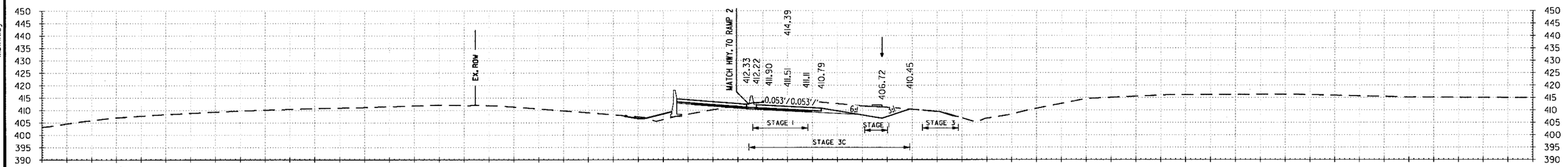
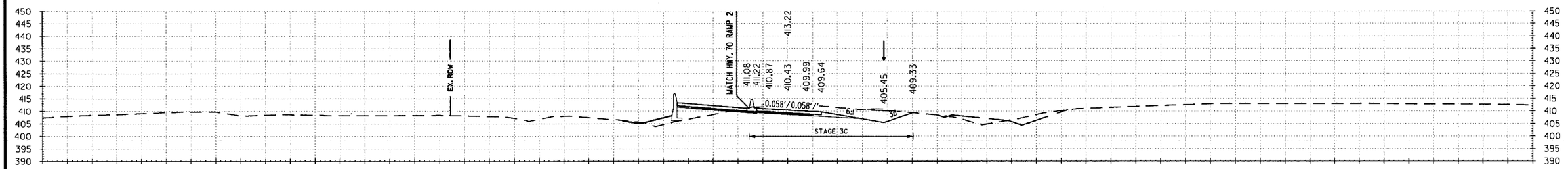
				JOB NO.		CA0601	1265	1465
				②	US-70 RAMP 1 CROSS SECTIONS			



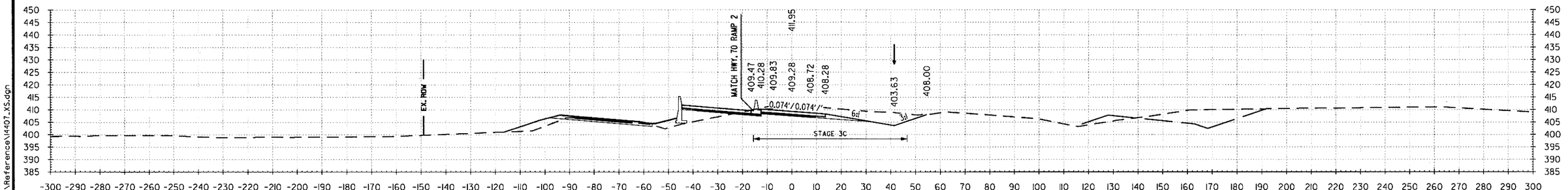
117+00.00	STAGE 1	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	8 SF	212 SF	17 SF
AREA COMPACTED EMBANKMENT:	0 SF	0 SF	24 SF

VOLUME	STAGE 1	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	38 CUYD	860 CUYD	125 CUYD
COMPACTED EMBANKMENT:	0 CUYD	19 CUYD	163 CUYD



116+00.00	STAGE 1	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	12 SF	252 SF	50 SF
AREA COMPACTED EMBANKMENT:	0 SF	10 SF	64 SF

VOLUME	STAGE 1	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	47 CUYD	1306 CUYD	223 CUYD
COMPACTED EMBANKMENT:	0 CUYD	58 CUYD	541 CUYD



115+00.00	STAGE 1	STAGE 3	STAGE 4
AREA UNCLASSIFIED EXCAVATION:	13 SF	453 SF	70 SF
AREA COMPACTED EMBANKMENT:	0 SF	21 SF	228 SF

VOLUME	STAGE 1	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	34 CUYD	1504 CUYD	130 CUYD
COMPACTED EMBANKMENT:	84 CUYD	39 CUYD	423 CUYD

STA. 115+00 TO STA. 117+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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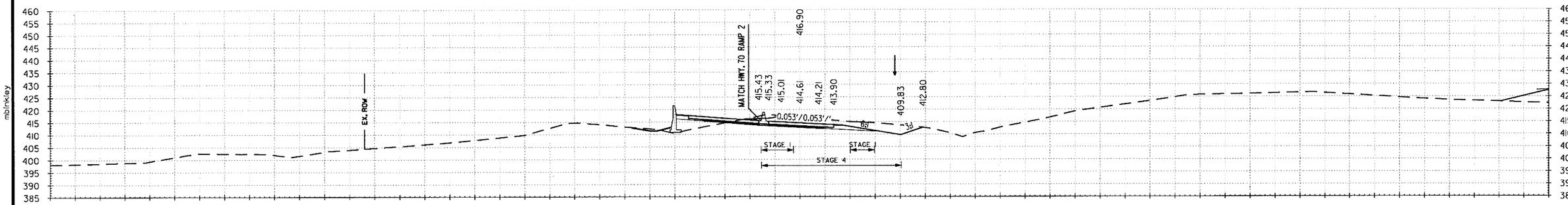
				JOB NO.		CA0601	1266	1465

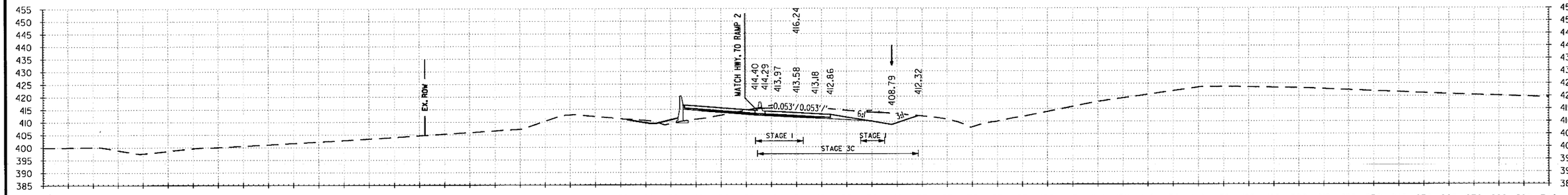
② US-70 RAMP 1 CROSS SECTIONS



120+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 4 SF, STAGE 4: 174 SF
120+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 4: 0 SF

120+00.00

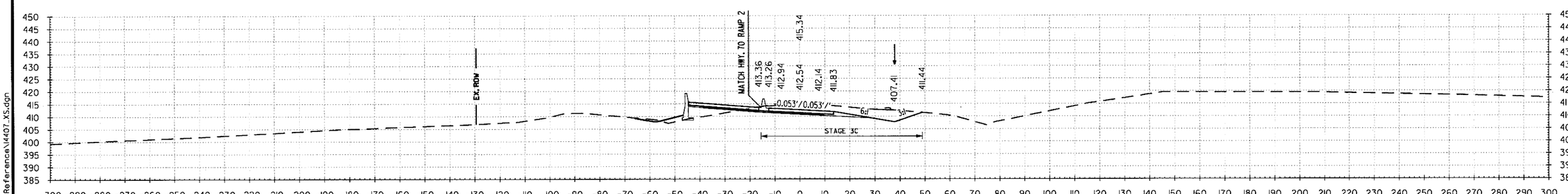
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 25 CUYD, STAGE 3: 360 CUYD, STAGE 4: 323 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 3: 8 CUYD, STAGE 4: 0 CUYD



119+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 9 SF, STAGE 3: 194 SF
119+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 3: 4 SF

119+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 34 CUYD, STAGE 3: 732 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 3: 25 CUYD



118+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 9 SF, STAGE 3: 201 SF
118+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 3: 9 SF

118+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 32 CUYD, STAGE 3: 765 CUYD, STAGE 4: 32 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 3: 17 CUYD, STAGE 4: 45 CUYD

STA. 118+00 TO STA. 120+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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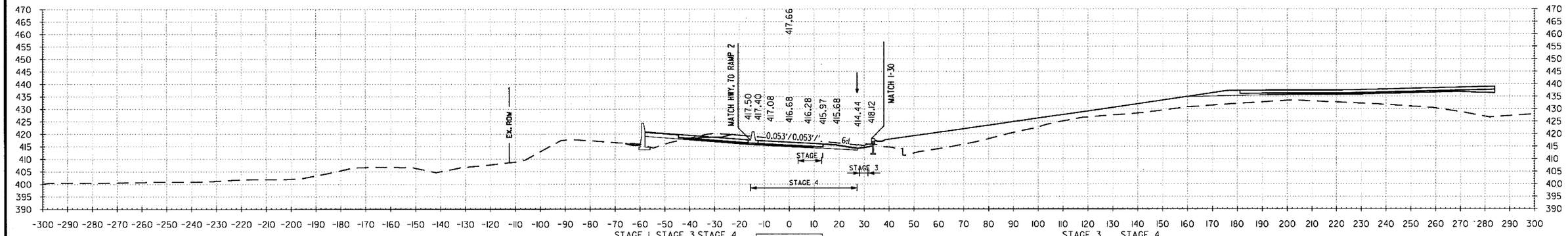
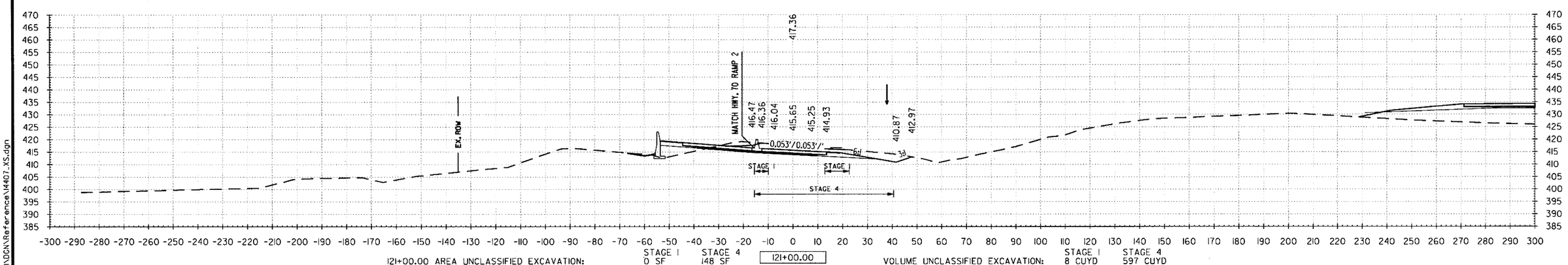
(2) US-70 RAMP 1 CROSS SECTIONS



	STAGE 1	STAGE 3	STAGE 4
122+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	4 SF	88 SF
122+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	0 SF

122+00.00

	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	8 CUYD	438 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD



	STAGE 1	STAGE 4
121+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	148 SF
121+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF

121+00.00

	STAGE 1	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	8 CUYD	597 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD

STA. 121+00 TO STA. 122+00

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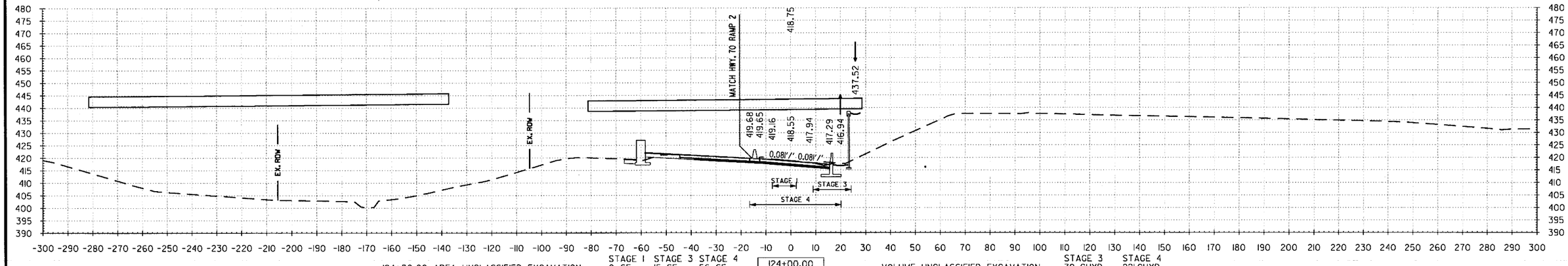
				JOB NO.		CA0601	1268	1465

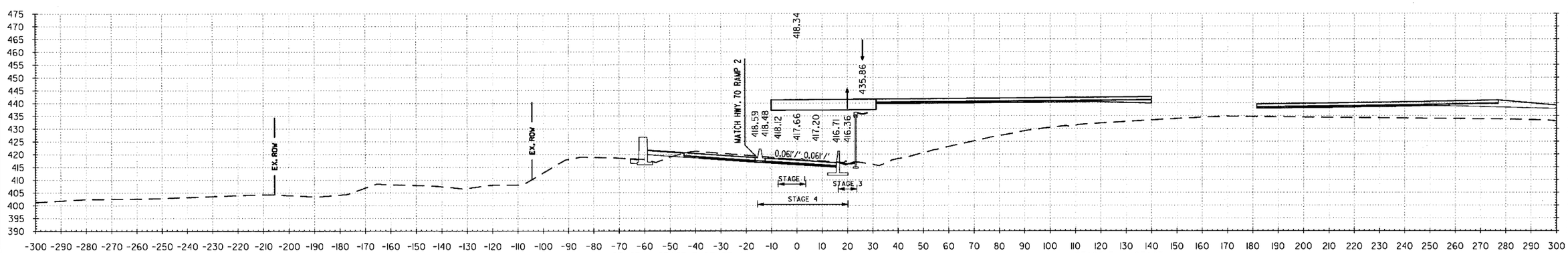
(2) US-70 RAMP I CROSS SECTIONS



	STAGE 1	STAGE 3	STAGE 4
124+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	15 SF	56 SF
124+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	12 SF

124+00.00

	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	39 CUYD	221 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	30 CUYD



	STAGE 1	STAGE 3	STAGE 4
123+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	6 SF	63 SF
123+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF	16 SF

123+00.00

	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	19 CUYD	280 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	30 CUYD

STA. 123+00 TO STA. 124+00

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				JOB NO.		CA0601	1269	1465
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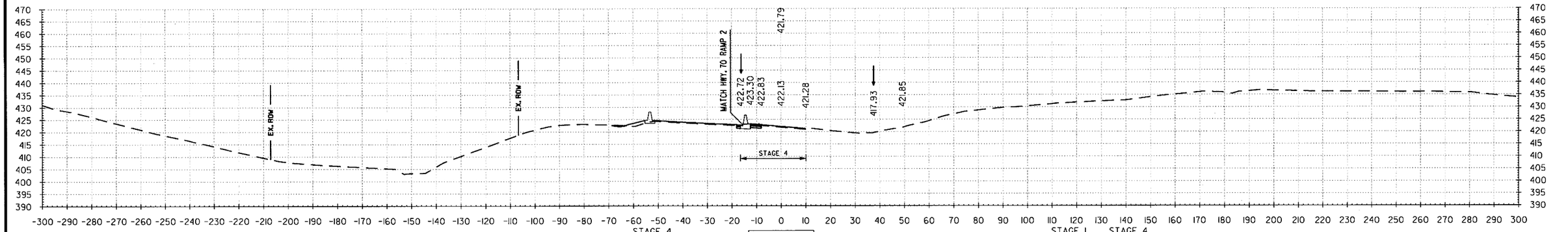
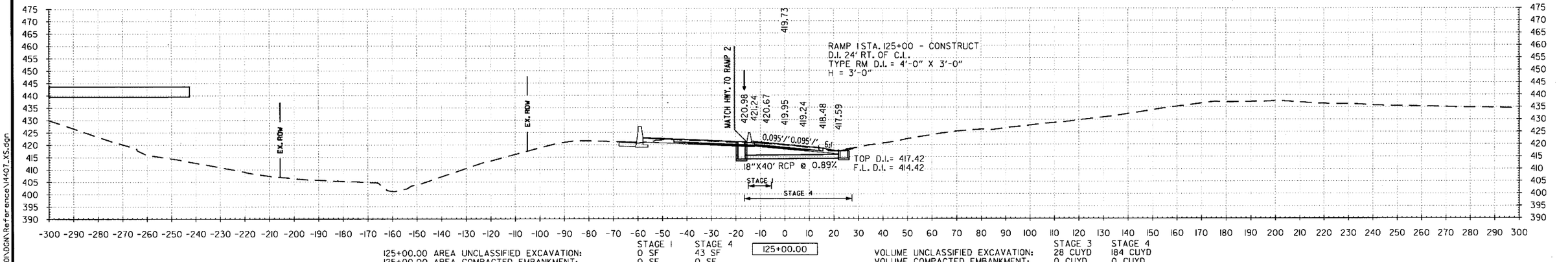


126+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 7 SF
126+00.00 AREA COMPACTED EMBANKMENT: 0 SF

126+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD STAGE 4 93 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD



125+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF STAGE 4 43 SF
125+00.00 AREA COMPACTED EMBANKMENT: 0 SF 0 SF

125+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 28 CUYD STAGE 4 184 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD

STA. 125+00 TO STA. 126+00

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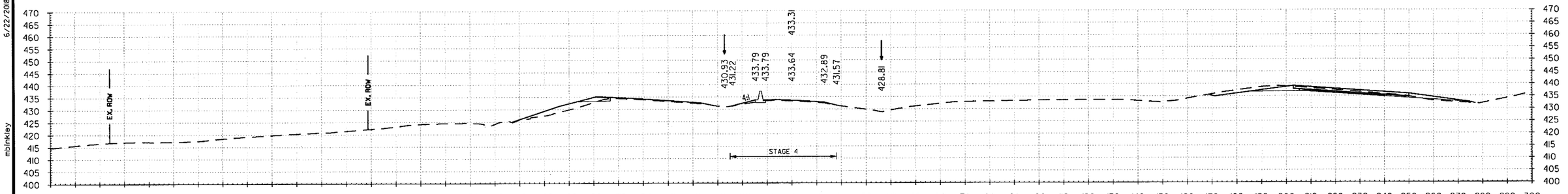
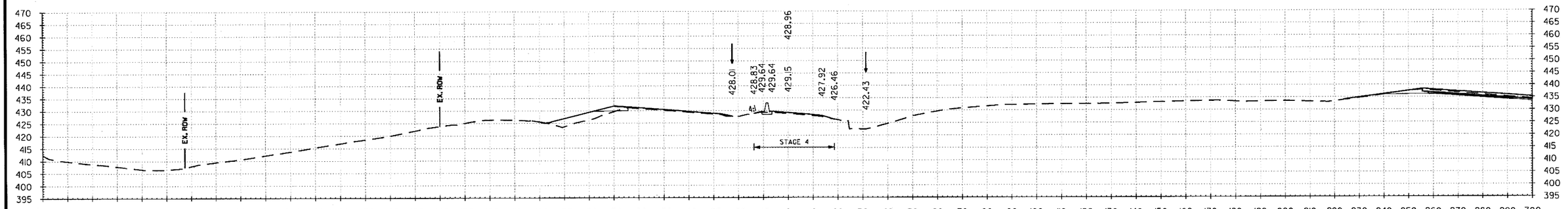


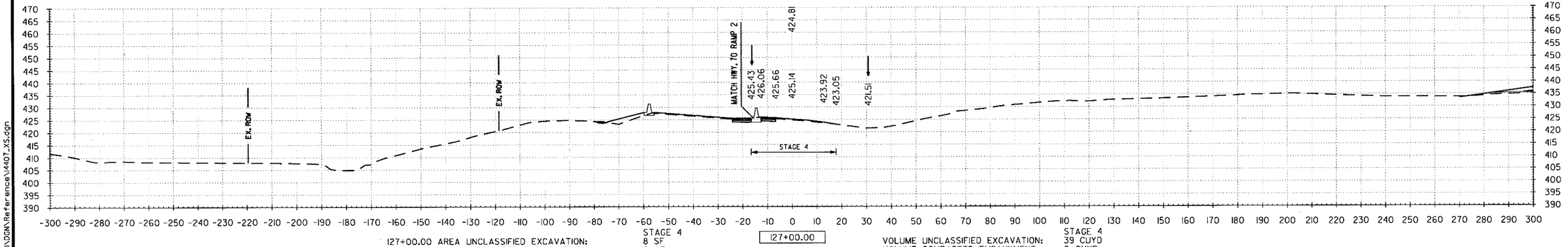
	STAGE 4		STAGE 4
129+00.00 AREA UNCLASSIFIED EXCAVATION:	3 SF	VOLUME UNCLASSIFIED EXCAVATION:	12 CUYD
129+00.00 AREA COMPACTED EMBANKMENT:	0 SF	VOLUME COMPACTED EMBANKMENT:	0 CUYD

129+00.00



	STAGE 4		STAGE 4
128+00.00 AREA UNCLASSIFIED EXCAVATION:	3 SF	VOLUME UNCLASSIFIED EXCAVATION:	32 CUYD
128+00.00 AREA COMPACTED EMBANKMENT:	0 SF	VOLUME COMPACTED EMBANKMENT:	0 CUYD

128+00.00



	STAGE 4		STAGE 4
127+00.00 AREA UNCLASSIFIED EXCAVATION:	8 SF	VOLUME UNCLASSIFIED EXCAVATION:	39 CUYD
127+00.00 AREA COMPACTED EMBANKMENT:	0 SF	VOLUME COMPACTED EMBANKMENT:	0 CUYD

127+00.00

STA. 127+00 TO STA. 129+00

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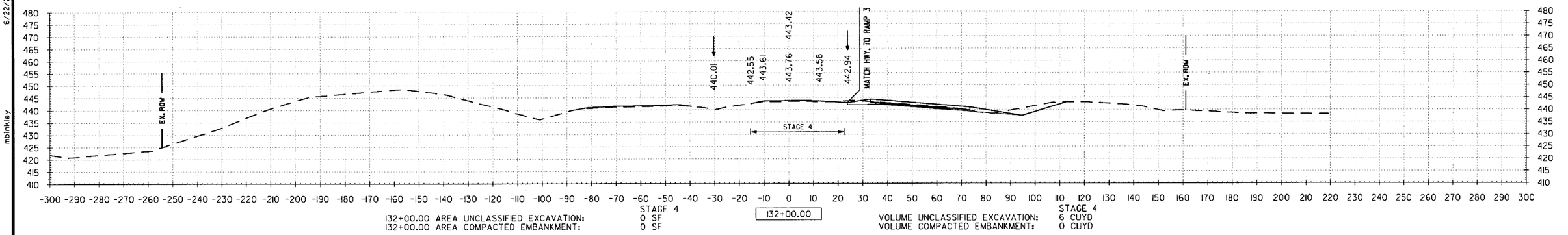
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1271	1465

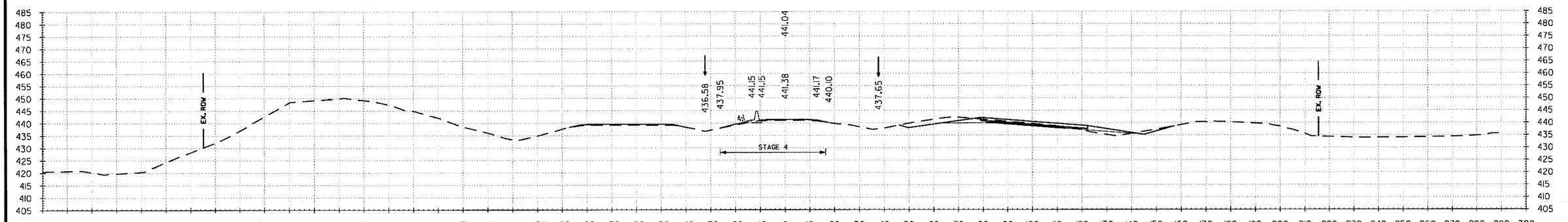
② US-70 RAMP 1 CROSS SECTIONS



STAGE 4
132+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
132+00.00 AREA COMPACTED EMBANKMENT: 0 SF

132+00.00

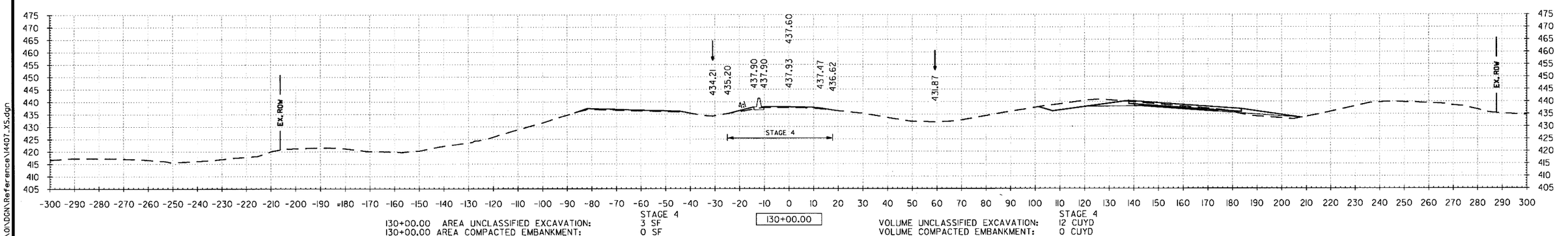
STAGE 4
VOLUME UNCLASSIFIED EXCAVATION: 6 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



STAGE 4
131+00.00 AREA UNCLASSIFIED EXCAVATION: 3 SF
131+00.00 AREA COMPACTED EMBANKMENT: 0 SF

131+00.00

STAGE 4
VOLUME UNCLASSIFIED EXCAVATION: 12 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



STAGE 4
130+00.00 AREA UNCLASSIFIED EXCAVATION: 3 SF
130+00.00 AREA COMPACTED EMBANKMENT: 0 SF

130+00.00

STAGE 4
VOLUME UNCLASSIFIED EXCAVATION: 12 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 130+00 TO STA. 132+00

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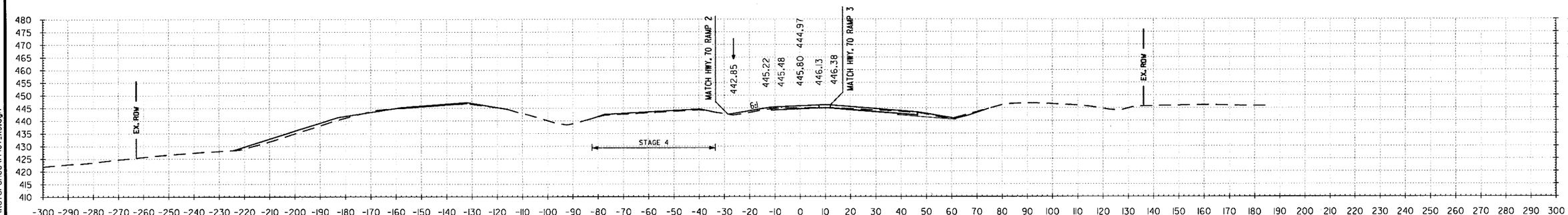
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1272	1465

(2) US-70 RAMP 1 CROSS SECTIONS



133+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 8 SF
133+00.00 AREA COMPACTED EMBANKMENT: 0 SF

133+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 15 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 133+00 TO STA. 134+07

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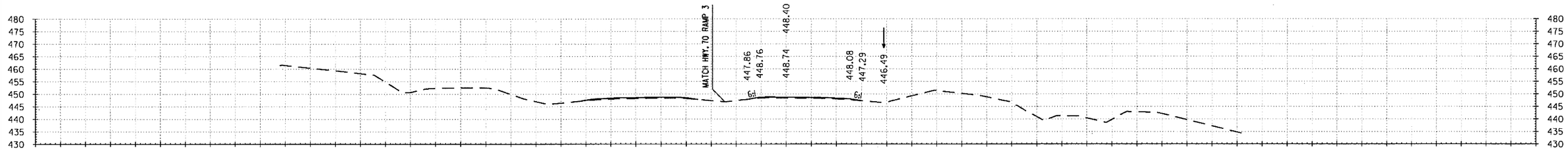
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1273	1465

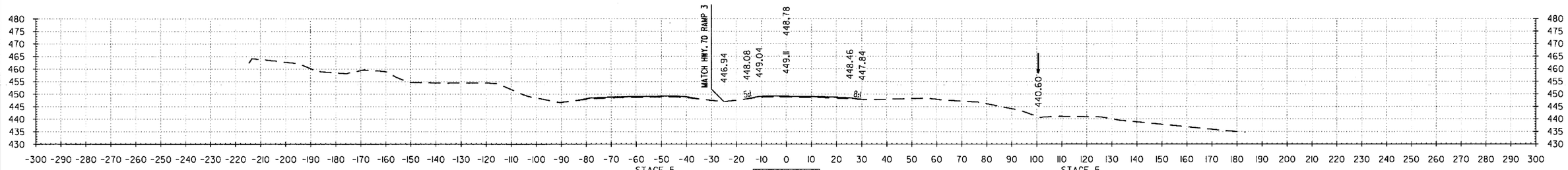
(2) US-70 RAMP 2 CROSS SECTIONS



202+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
202+00.00 AREA COMPACTED EMBANKMENT: 0 SF

202+00.00

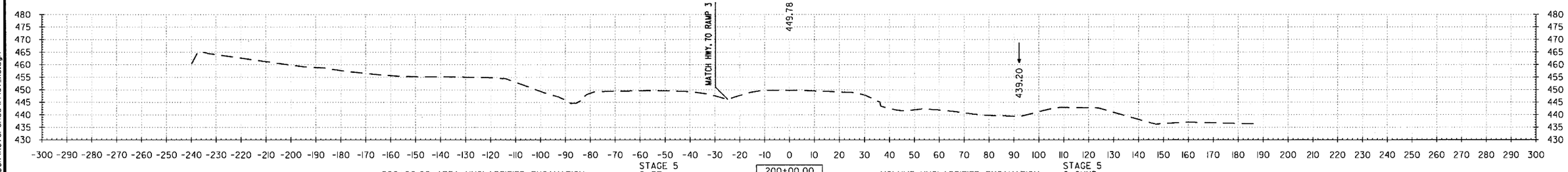
VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



201+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
201+00.00 AREA COMPACTED EMBANKMENT: 0 SF

201+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



200+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
200+00.00 AREA COMPACTED EMBANKMENT: 0 SF

200+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 200+00 TO STA. 202+00

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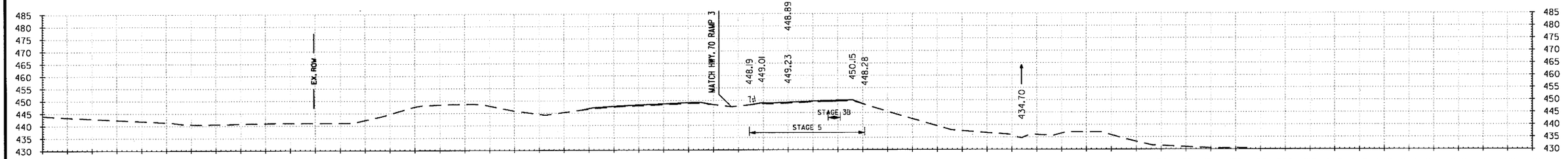
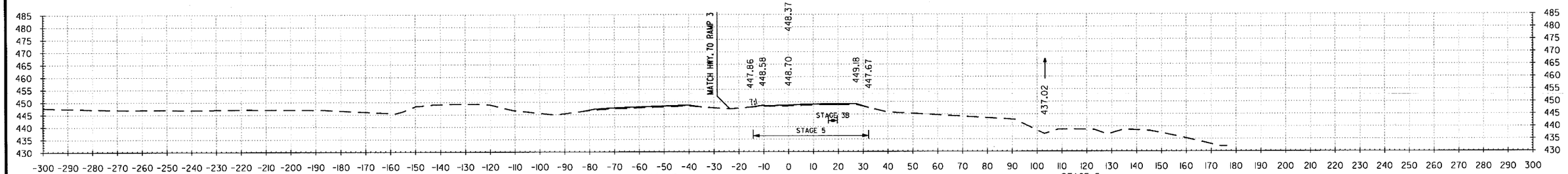
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1274	1465
				②	US-70 RAMP 2 CROSS SECTIONS			



205+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 6 SF
205+00.00 AREA COMPACTED EMBANKMENT: 6 SF

205+00.00

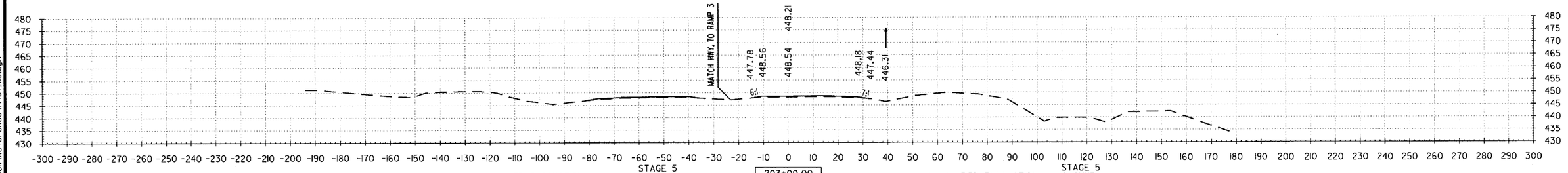
VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 21 CUYD
VOLUME COMPACTED EMBANKMENT: 21 CUYD



204+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 5 SF
204+00.00 AREA COMPACTED EMBANKMENT: 5 SF

204+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



203+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
203+00.00 AREA COMPACTED EMBANKMENT: 0 SF

203+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 203+00 TO STA. 205+00

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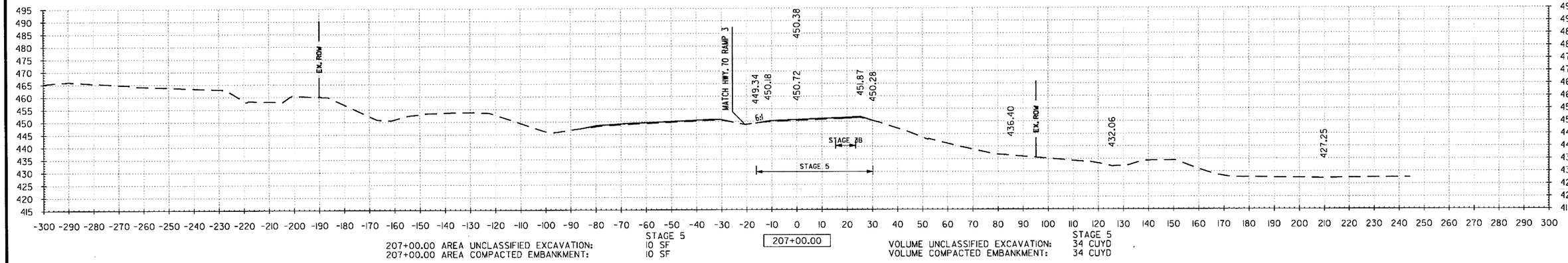
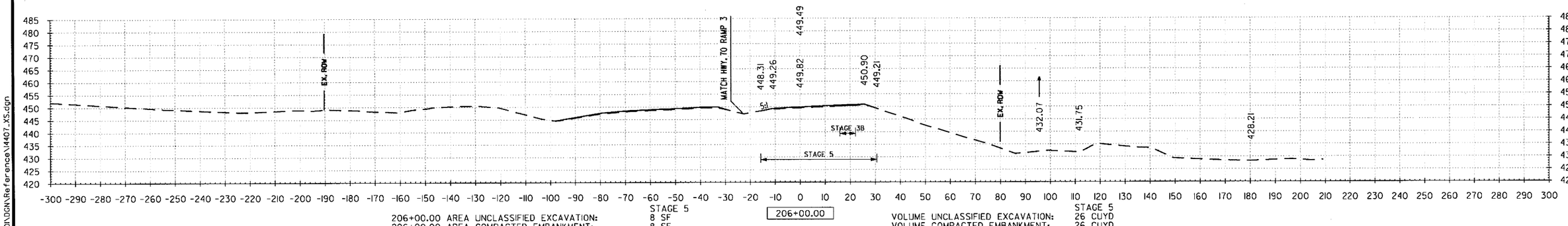
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1275	1465

(2) US-70 RAMP 2 CROSS SECTIONS





STA. 206+00 TO STA. 207+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1276	1465
				(2)	US-70 RAMP 2 CROSS SECTIONS			

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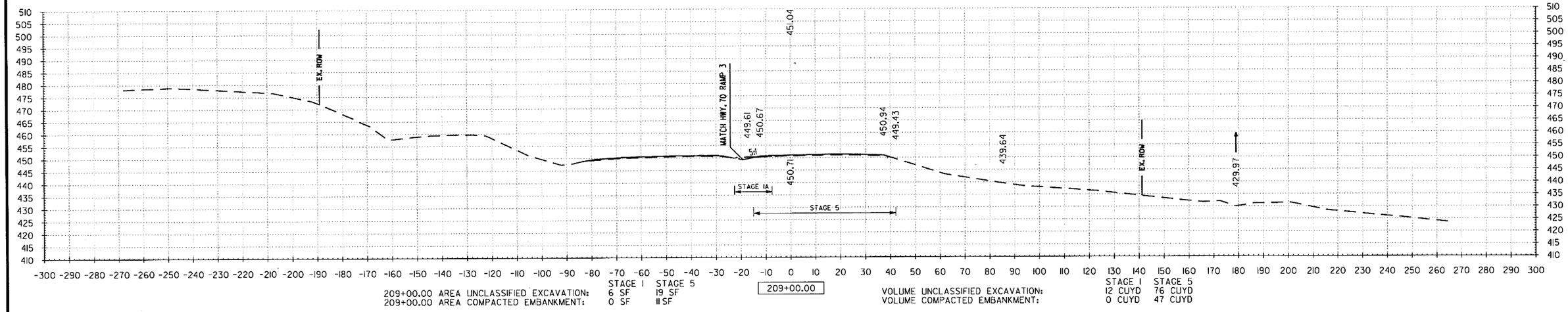
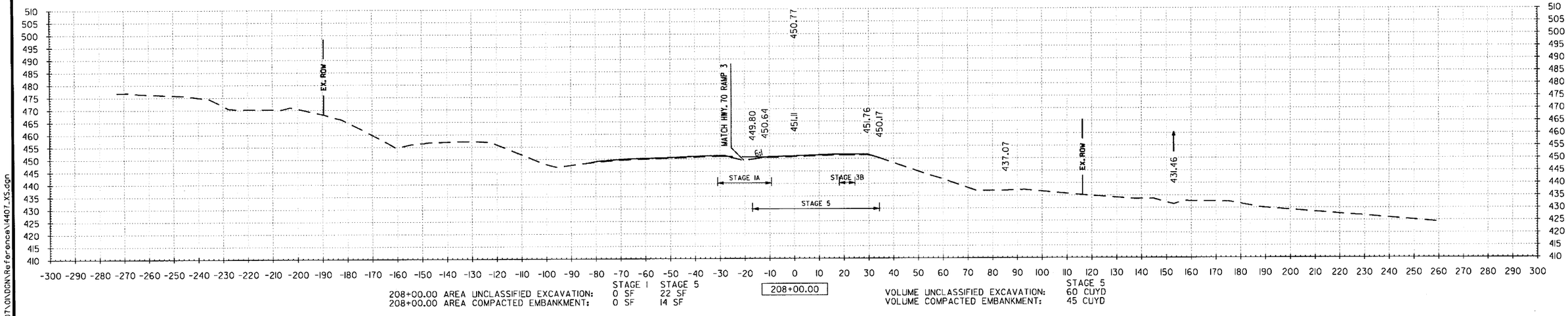


209+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 6 SF, STAGE 5: 19 SF
209+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 5: 11 SF

209+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 12 CUYD, STAGE 5: 76 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 5: 47 CUYD



208+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 0 SF, STAGE 5: 22 SF
208+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 5: 14 SF

208+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5: 60 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 5: 45 CUYD

STA. 208+00 TO STA. 209+00

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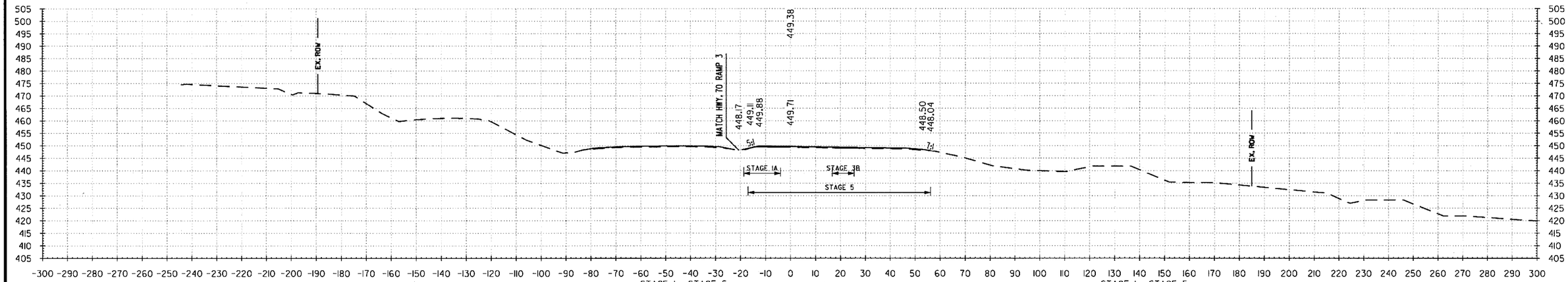
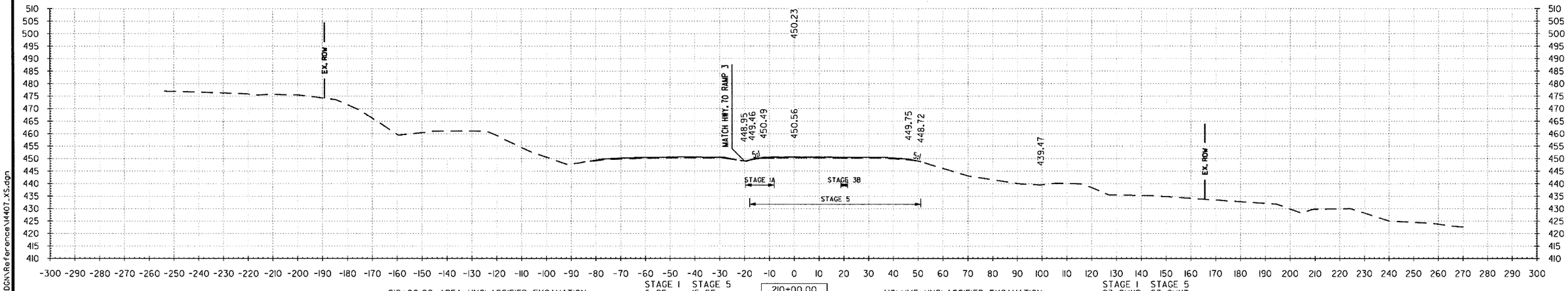
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1277	1465
				(2)	US-70 RAMP 2 CROSS SECTIONS			



211+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 5 SF, STAGE 5: 27 SF
211+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 5: 26 SF

211+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 21 CUYD, STAGE 5: 78 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 5: 75 CUYD



210+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 6 SF, STAGE 5: 15 SF
210+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 5: 14 SF

210+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 23 CUYD, STAGE 5: 63 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 5: 47 CUYD

STA. 210+00 TO STA. 211+00

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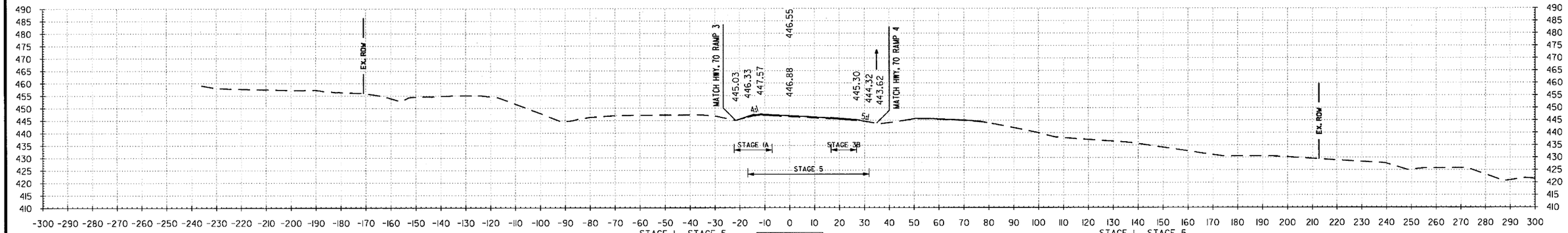
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1278	1465

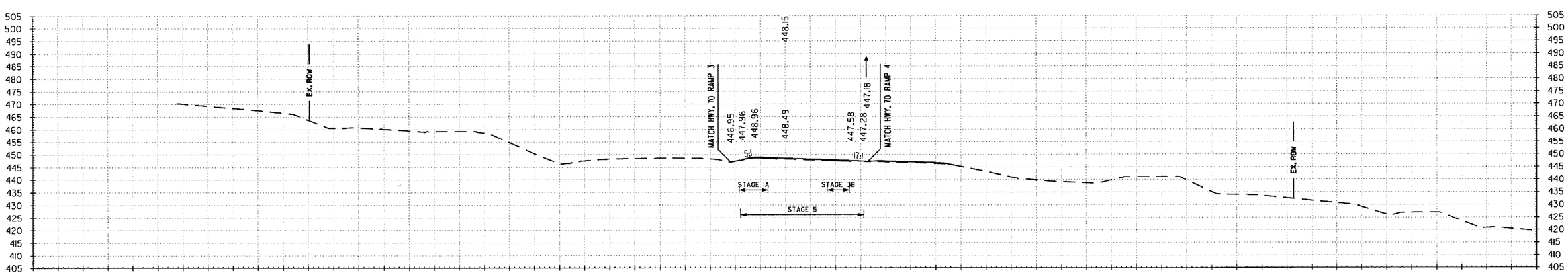
(2) US-70 RAMP 2 CROSS SECTIONS



	STAGE 1	STAGE 5
213+00.00 AREA UNCLASSIFIED EXCAVATION:	4 SF	24 SF
213+00.00 AREA COMPACTED EMBANKMENT:	0 SF	23 SF

213+00.00

	STAGE 1	STAGE 5
VOLUME UNCLASSIFIED EXCAVATION:	17 CUYD	86 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	84 CUYD



	STAGE 1	STAGE 5
212+00.00 AREA UNCLASSIFIED EXCAVATION:	5 SF	22 SF
212+00.00 AREA COMPACTED EMBANKMENT:	0 SF	22 SF

212+00.00

	STAGE 1	STAGE 5
VOLUME UNCLASSIFIED EXCAVATION:	19 CUYD	91 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	89 CUYD

STA. 212+00 TO STA. 213+00

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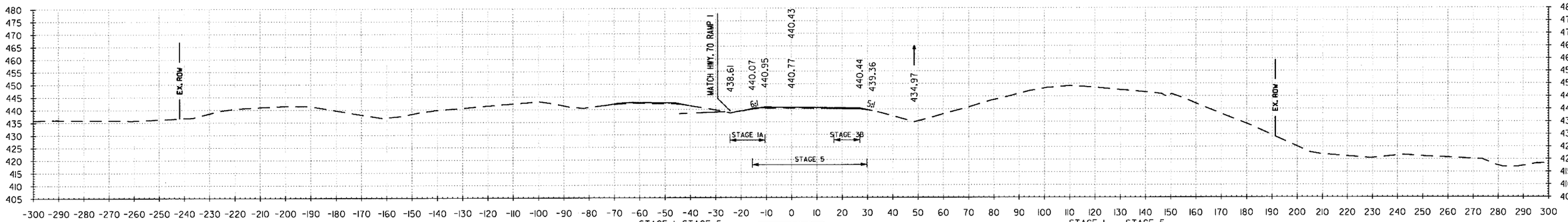
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1279	1465

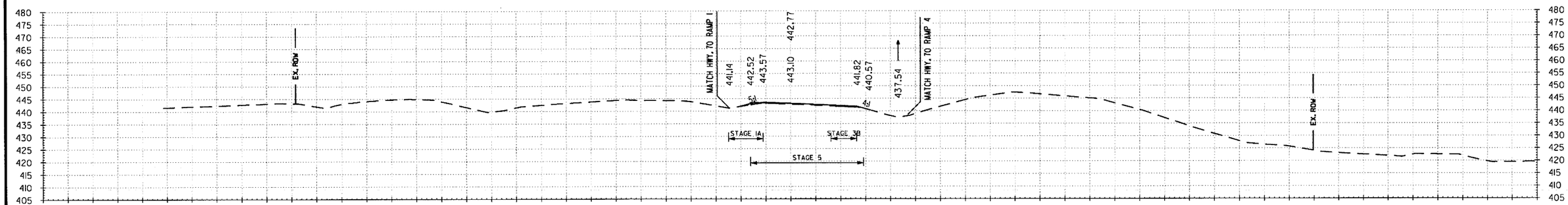
(2) US-70 RAMP 2 CROSS SECTIONS



216+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 7 SF STAGE 5 26 SF
216+00.00 AREA COMPACTED EMBANKMENT: 3 SF 26 SF

216+00.00

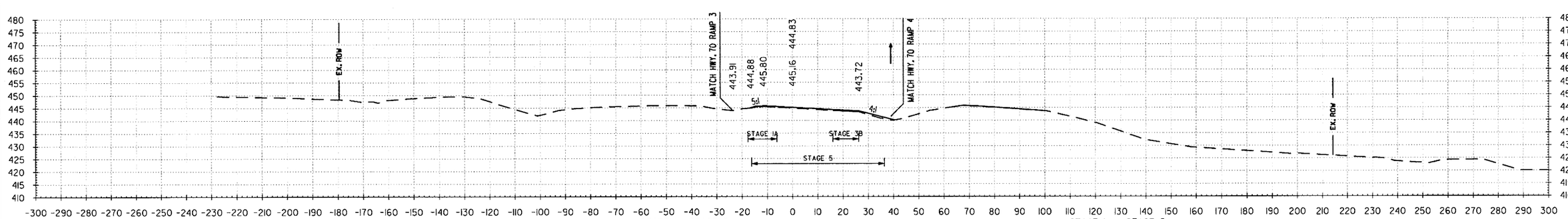
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 21 CUYD STAGE 5 97 CUYD
VOLUME COMPACTED EMBANKMENT: 8 CUYD 91 CUYD



215+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF STAGE 5 26 SF
215+00.00 AREA COMPACTED EMBANKMENT: 1 SF 23 SF

215+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD STAGE 5 93 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD 86 CUYD



214+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF STAGE 5 24 SF
214+00.00 AREA COMPACTED EMBANKMENT: 0 SF 23 SF

214+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD STAGE 5 89 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 86 CUYD

STA. 214+00 TO STA. 216+00

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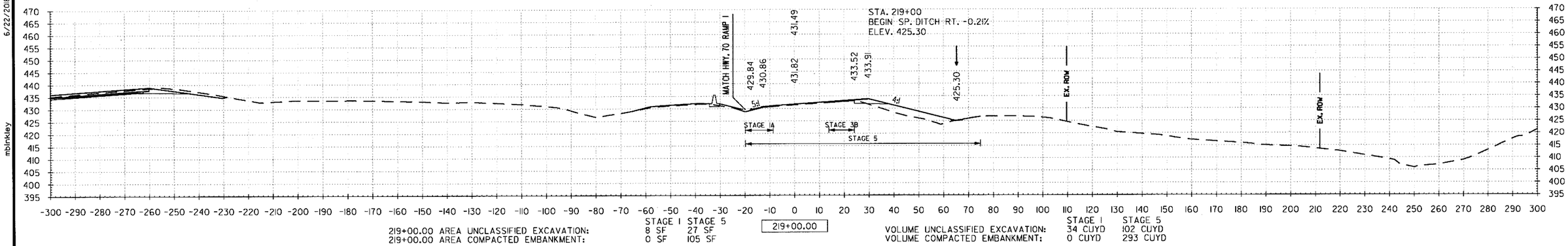
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1280	1465

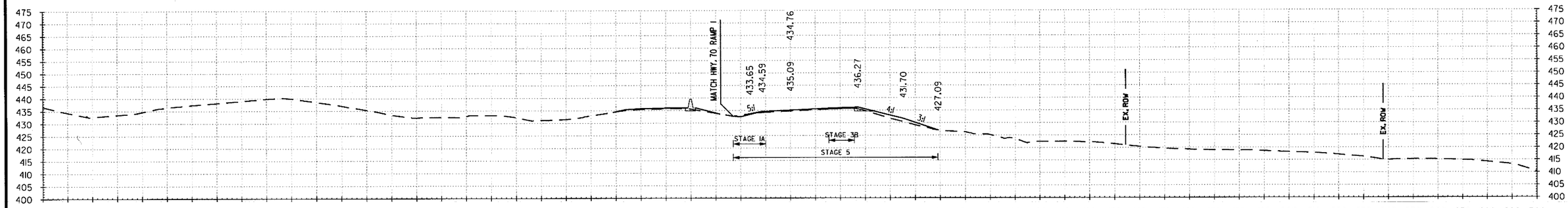
(2) **US-70 RAMP 2 CROSS SECTIONS**



219+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 5
219+00.00 AREA COMPACTED EMBANKMENT:	8 SF	27 SF
	0 SF	105 SF

219+00.00

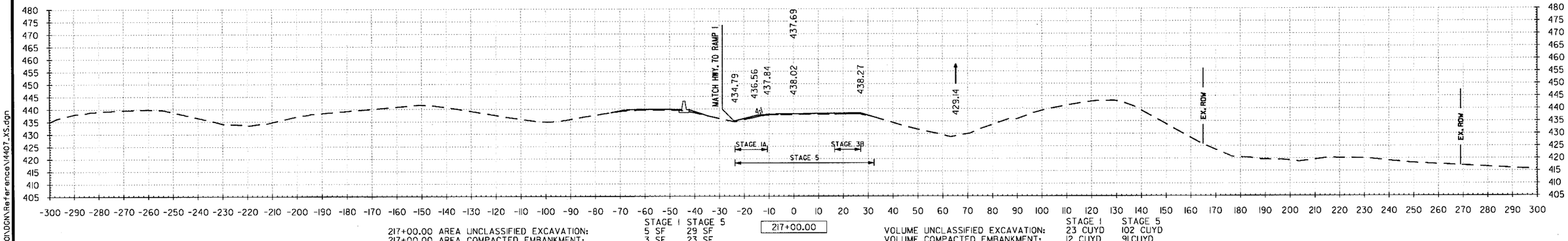
VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 5
VOLUME COMPACTED EMBANKMENT:	34 CUYD	102 CUYD
	0 CUYD	293 CUYD



218+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 5
218+00.00 AREA COMPACTED EMBANKMENT:	10 SF	28 SF
	0 SF	53 SF

218+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 5
VOLUME COMPACTED EMBANKMENT:	28 CUYD	106 CUYD
	6 CUYD	141 CUYD



217+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 5
217+00.00 AREA COMPACTED EMBANKMENT:	5 SF	29 SF
	3 SF	23 SF

217+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 5
VOLUME COMPACTED EMBANKMENT:	23 CUYD	102 CUYD
	12 CUYD	91 CUYD

STA. 217+00 TO STA. 219+00

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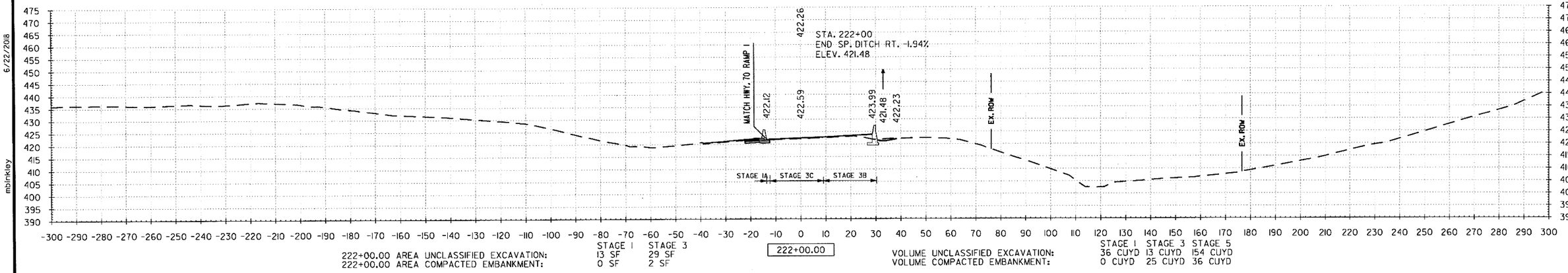
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1281	1465

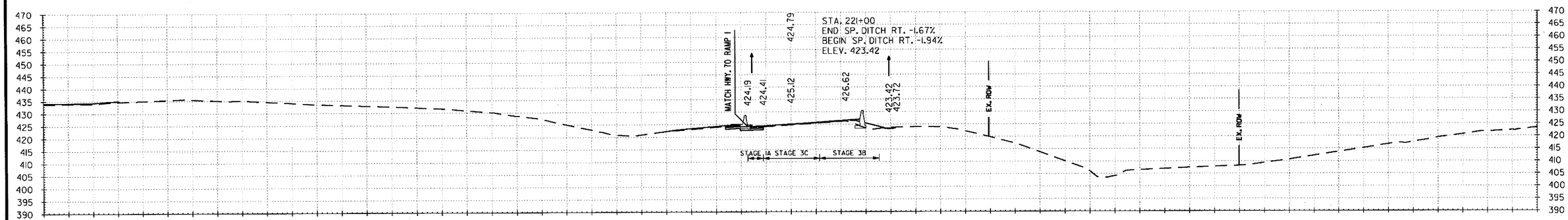
(2) US-70 RAMP 2 CROSS SECTIONS



222+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 13 SF, STAGE 3: 29 SF
222+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 3: 2 SF

222+00.00

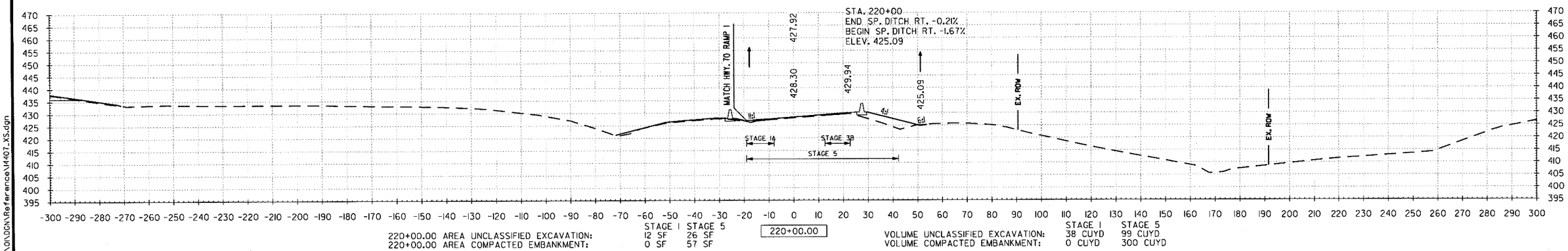
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 36 CUYD, STAGE 3: 13 CUYD, STAGE 5: 154 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 3: 25 CUYD, STAGE 5: 36 CUYD



221+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 6 SF, STAGE 3: 23 SF
221+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 3: 15 SF

221+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 34 CUYD, STAGE 3: 4 CUYD, STAGE 5: 117 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 3: 21 CUYD, STAGE 5: 141 CUYD



220+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 12 SF, STAGE 5: 26 SF
220+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 5: 57 SF

220+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 38 CUYD, STAGE 5: 99 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 5: 300 CUYD

STA. 220+00 TO STA. 222+00

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				6	ARK.			
				JOB NO.		CA0601	1282	1465

② **US-70 RAMP 2 CROSS SECTIONS**

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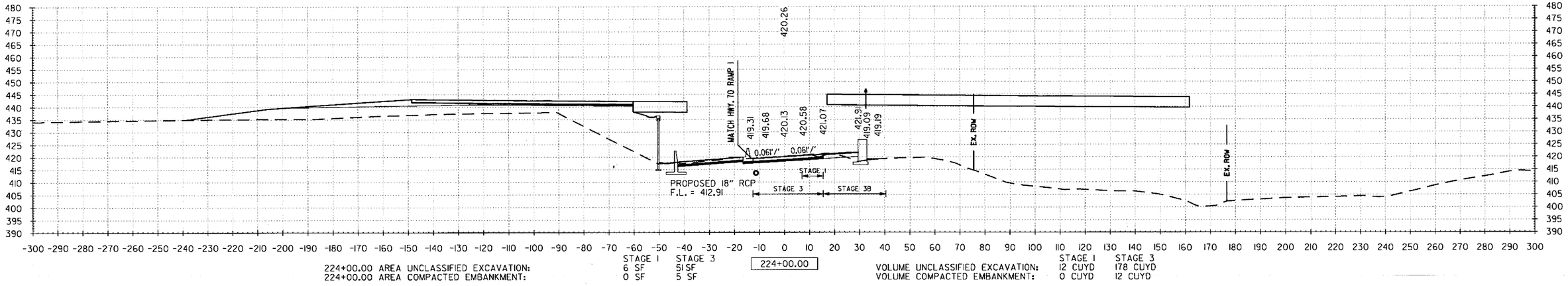
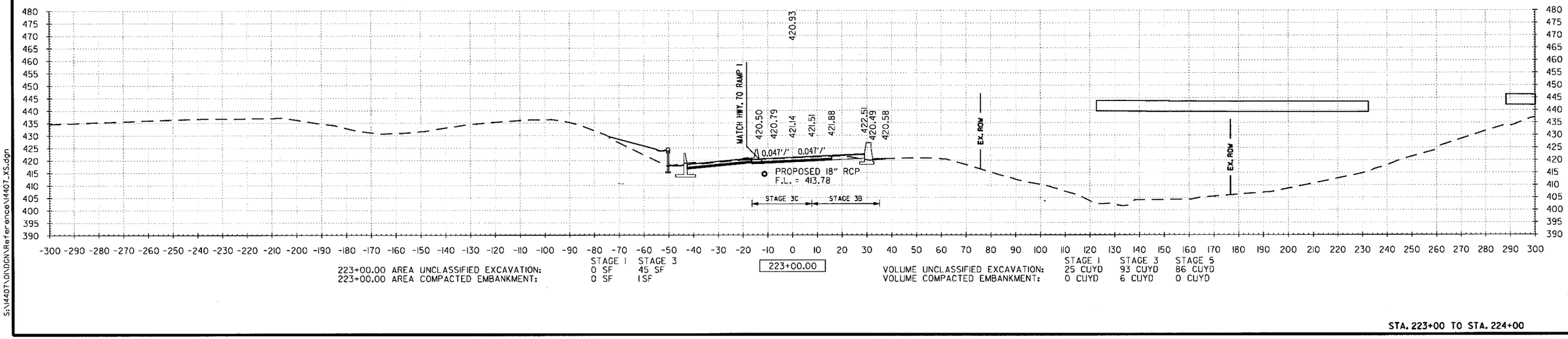


224+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 3
	6 SF	51 SF
224+00.00 AREA COMPACTED EMBANKMENT:	0 SF	5 SF

224+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 3
	12 CUYD	178 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	12 CUYD



223+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 3
	0 SF	45 SF
223+00.00 AREA COMPACTED EMBANKMENT:	0 SF	1 SF

223+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 3	STAGE 5
	25 CUYD	93 CUYD	86 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	6 CUYD	0 CUYD

STA. 223+00 TO STA. 224+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1283	1465

(2) US-70 RAMP 2 CROSS SECTIONS

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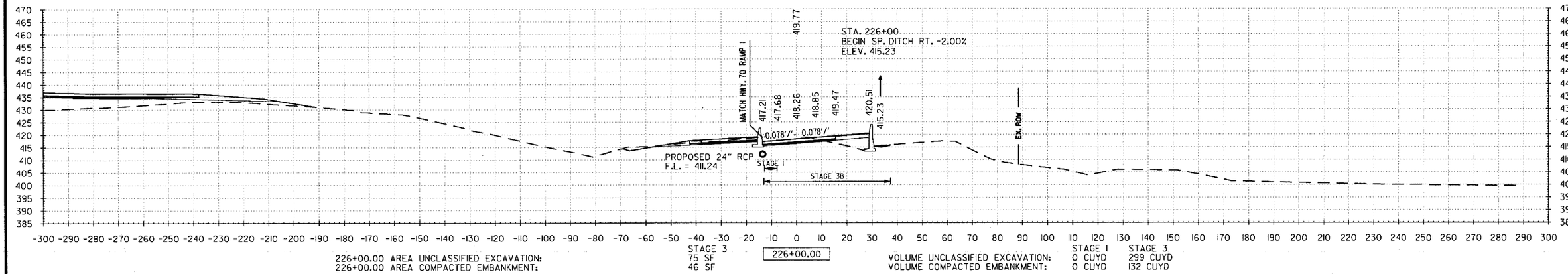
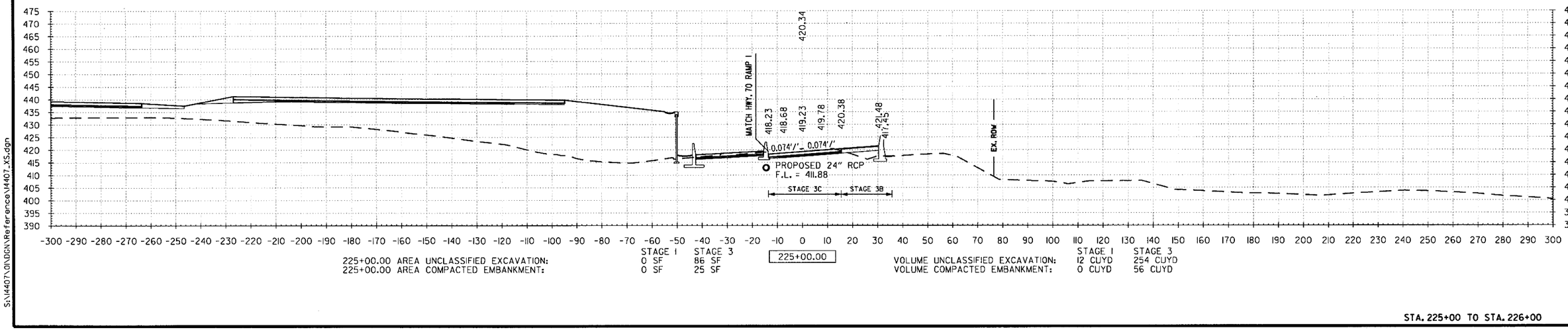


226+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 75 SF
226+00.00 AREA COMPACTED EMBANKMENT: 46 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD STAGE 3 299 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 132 CUYD



225+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF STAGE 3 86 SF
225+00.00 AREA COMPACTED EMBANKMENT: 0 SF 25 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD STAGE 3 254 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 56 CUYD

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STA. 225+00 TO STA. 226+00

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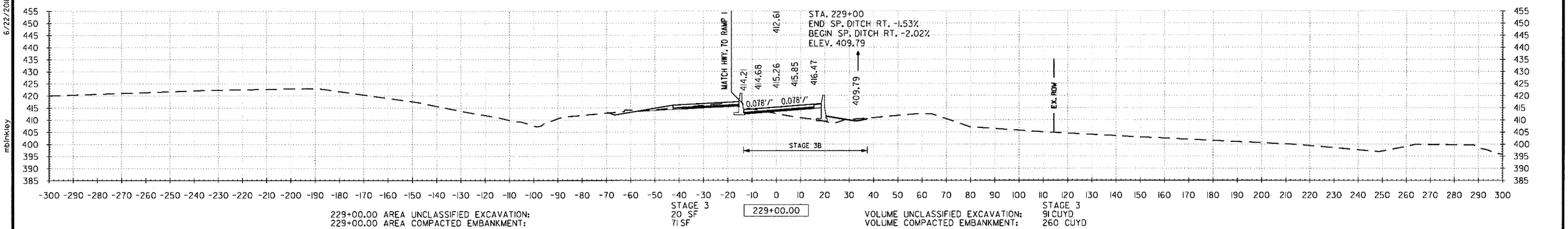
				JOB NO.		CA0601	1284	1465

(2) **US-70 RAMP 2 CROSS SECTIONS**

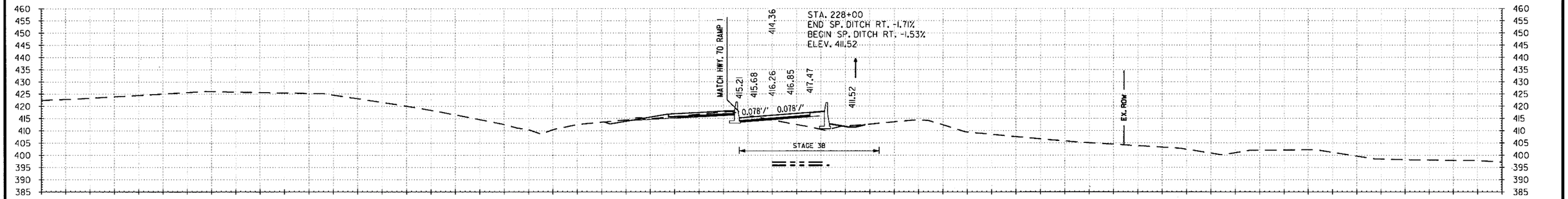


229+00.00 AREA UNCLASSIFIED EXCAVATION:
229+00.00 AREA COMPACTED EMBANKMENT:

STAGE 3
20 SF
71 SF

229+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 91 CUYD
VOLUME COMPACTED EMBANKMENT: 260 CUYD

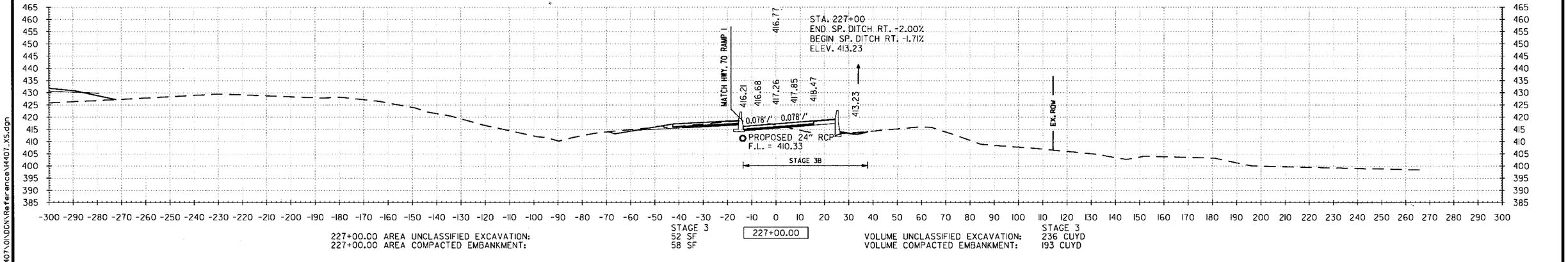


228+00.00 AREA UNCLASSIFIED EXCAVATION:
228+00.00 AREA COMPACTED EMBANKMENT:

STAGE 3
29 SF
69 SF

228+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 150 CUYD
VOLUME COMPACTED EMBANKMENT: 236 CUYD



227+00.00 AREA UNCLASSIFIED EXCAVATION:
227+00.00 AREA COMPACTED EMBANKMENT:

STAGE 3
52 SF
58 SF

227+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 236 CUYD
VOLUME COMPACTED EMBANKMENT: 193 CUYD

STA. 227+00 TO STA. 229+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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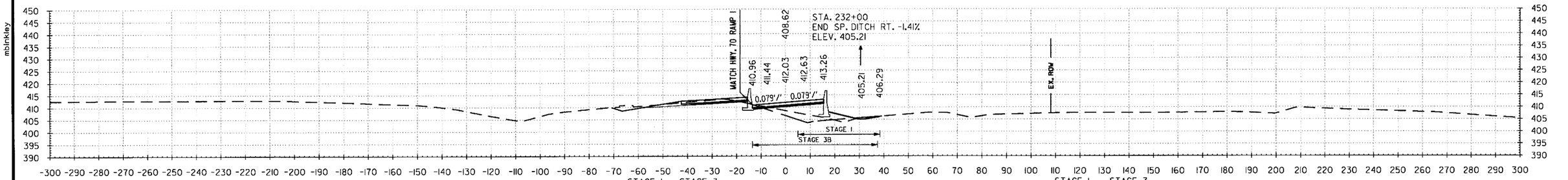
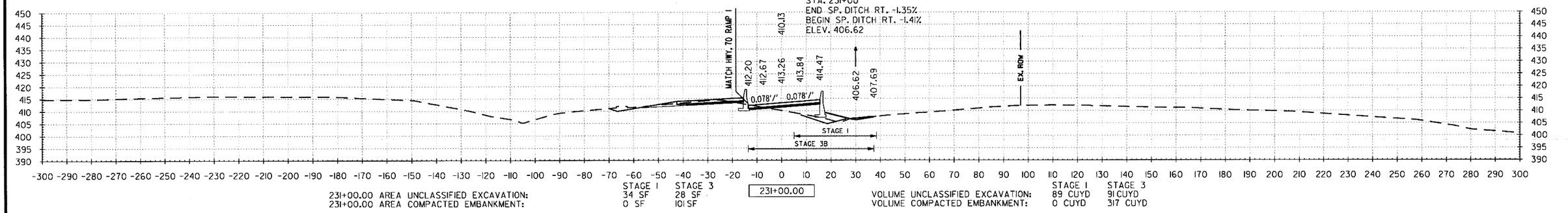
				JOB NO.		CA0601	1285	1465
				②	US-70 RAMP 2 CROSS SECTIONS			



232+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 84 SF, STAGE 3 42 SF
232+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 3 159 SF

232+00.00

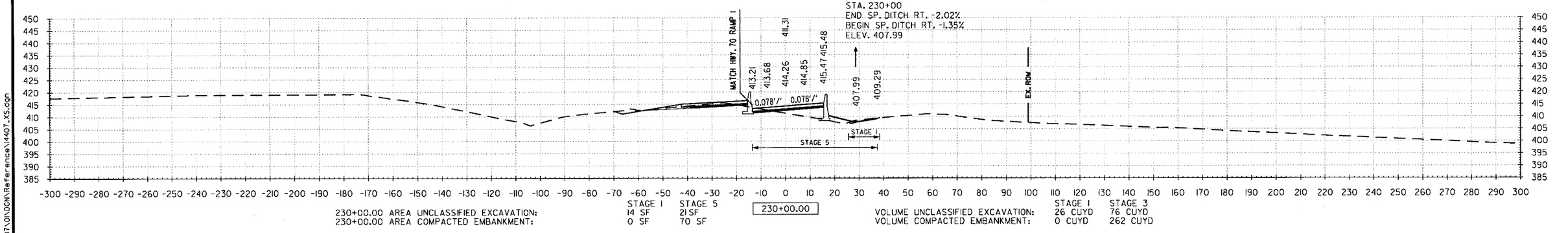
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 219 CUYD, STAGE 3 130 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 3 482 CUYD



231+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 34 SF, STAGE 3 28 SF
231+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 3 101 SF

231+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 89 CUYD, STAGE 3 91 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 3 317 CUYD



230+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 14 SF, STAGE 5 21 SF
230+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 5 70 SF

230+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 26 CUYD, STAGE 3 76 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 3 262 CUYD

STA. 230+00 TO STA. 232+00

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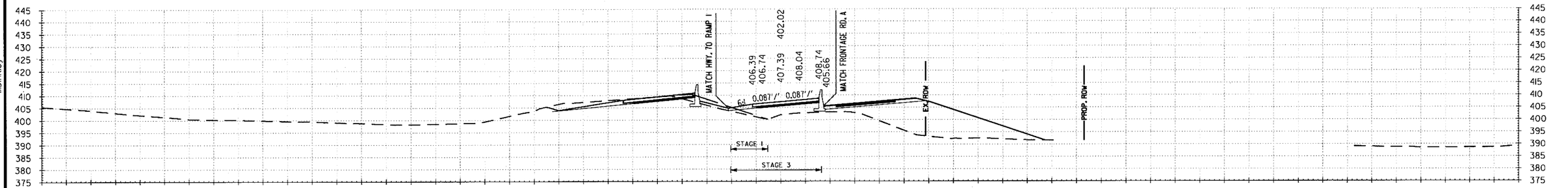
				JOB NO.		CA0601	1286	1465

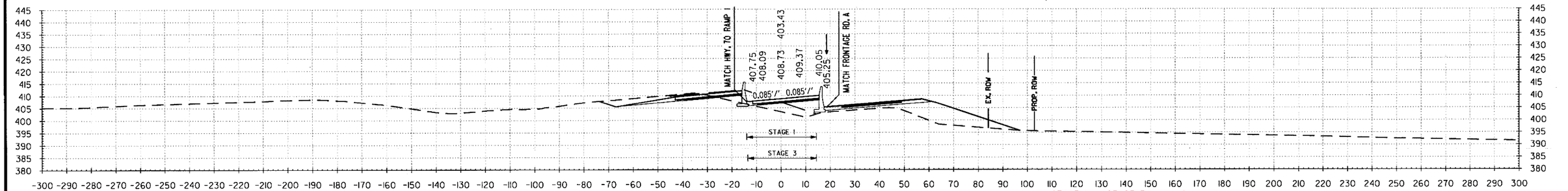
(2) **US-70 RAMP 2 CROSS SECTIONS**



235+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 3 2 SF
235+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 13 SF, STAGE 3 108 SF

235+00.00

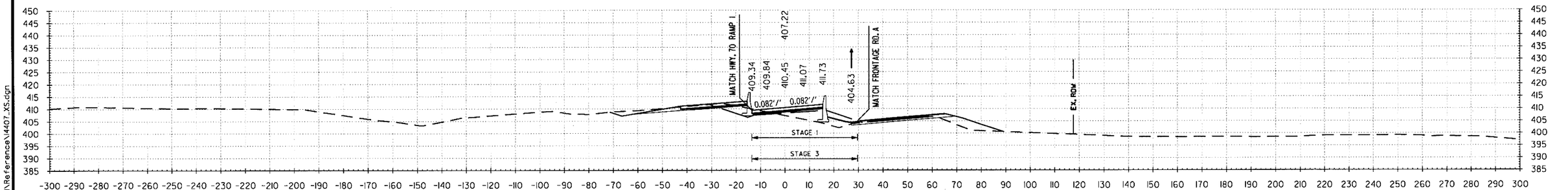
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 3 88 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 217 CUYD, STAGE 3 282 CUYD



234+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 3 45 SF
234+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 104 SF, STAGE 3 44 SF

234+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 50 CUYD, STAGE 3 219 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 349 CUYD, STAGE 3 82 CUYD



233+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 28 SF, STAGE 3 73 SF
233+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 84 SF, STAGE 3 0 SF

233+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 208 CUYD, STAGE 3 213 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 156 CUYD, STAGE 3 295 CUYD

STA. 233+00 TO STA. 235+00

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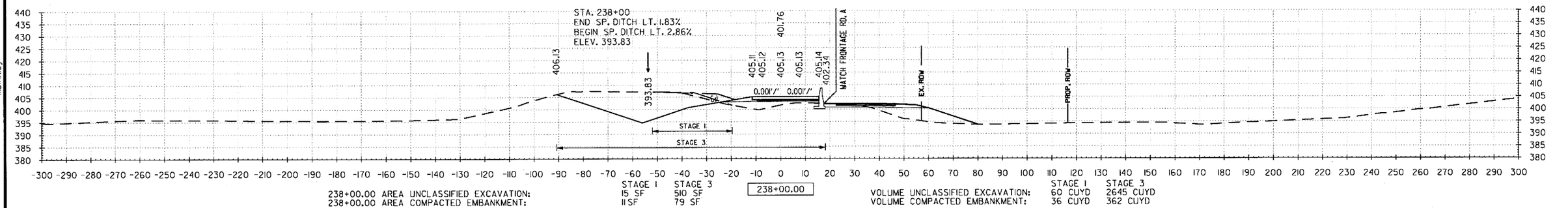
				JOB NO.		CA0601	1287	1465

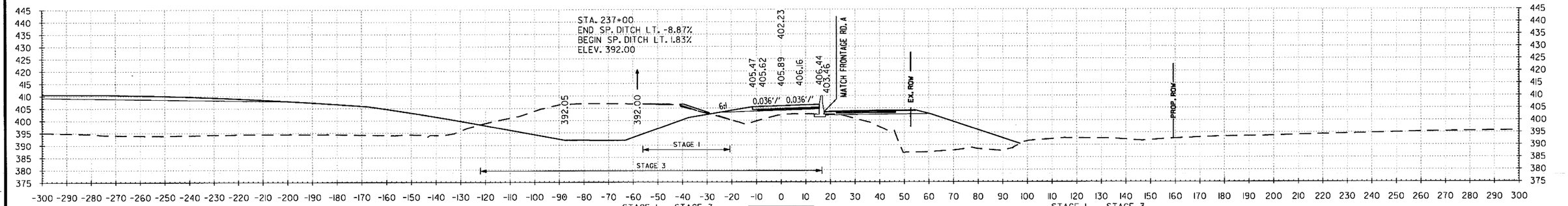
② US-70 RAMP 2 CROSS SECTIONS



238+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF, STAGE 3 510 SF
238+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 11 SF, STAGE 3 79 SF

238+00.00

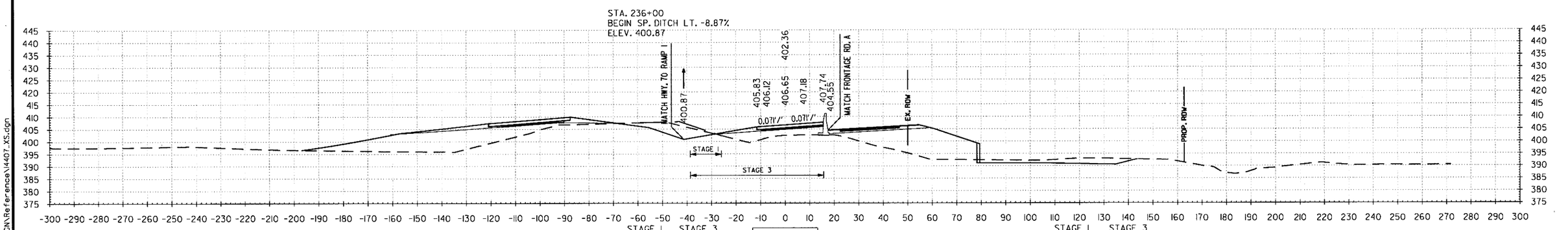
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 60 CUYD, STAGE 3 2645 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 36 CUYD, STAGE 3 362 CUYD



237+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 17 SF, STAGE 3 918 SF
237+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 8 SF, STAGE 3 116 SF

237+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 32 CUYD, STAGE 3 1782 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 34 CUYD, STAGE 3 436 CUYD



236+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 3 44 SF
236+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 10 SF, STAGE 3 119 SF

236+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 3 86 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 43 CUYD, STAGE 3 421 CUYD

STA. 236+00 TO STA. 238+00

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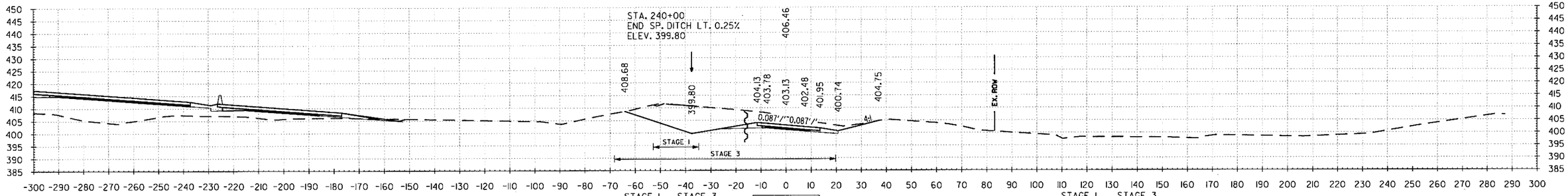
				JOB NO.		CA0601	1288	1465

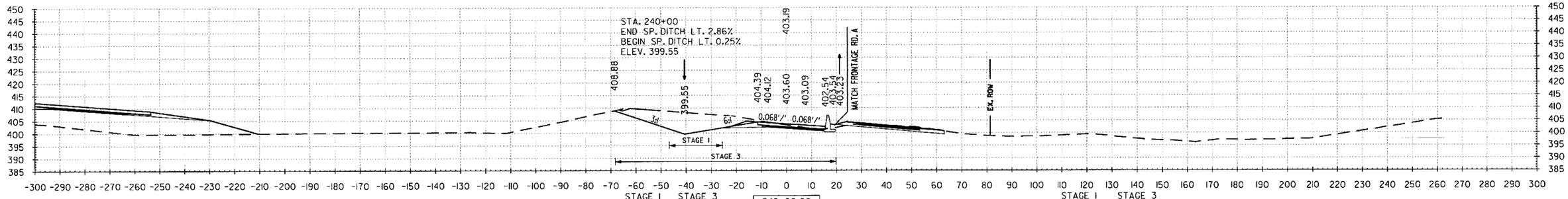
(2) US-70 RAMP 2 CROSS SECTIONS



241+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 3 604 SF
241+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 3 0 SF

241+00.00

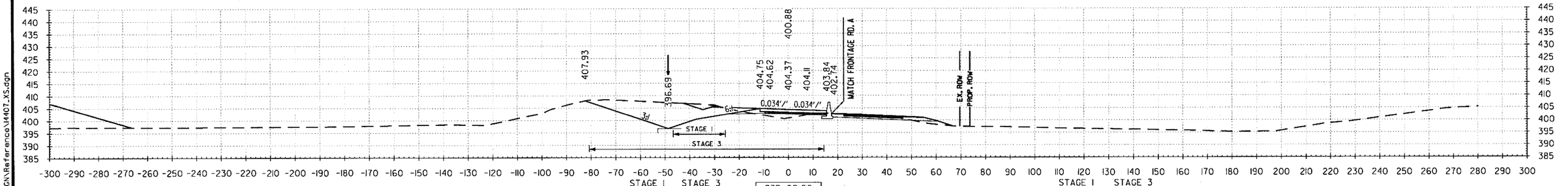
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 15 CUYD, STAGE 3 1678 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 3 4 CUYD



240+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 3 302 SF
240+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 3 2 SF

240+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 50 CUYD, STAGE 3 1206 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 23 CUYD, STAGE 3 50 CUYD



239+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 23 SF, STAGE 3 349 SF
239+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 11 SF, STAGE 3 25 SF

239+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 71 CUYD, STAGE 3 1591 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 41 CUYD, STAGE 3 193 CUYD

STA. 239+00 TO STA. 241+00

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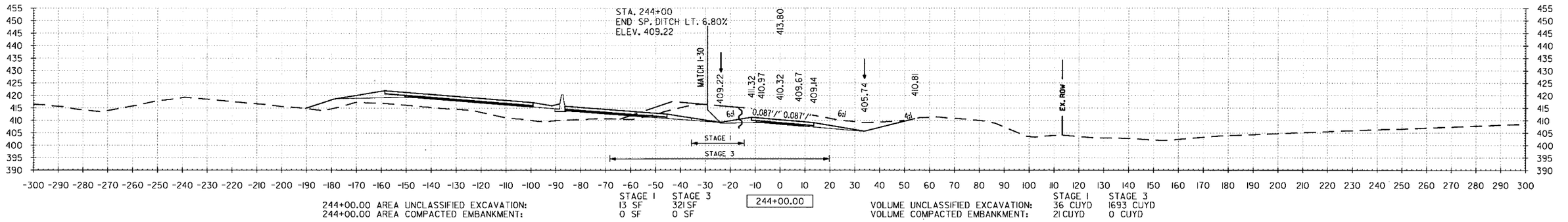
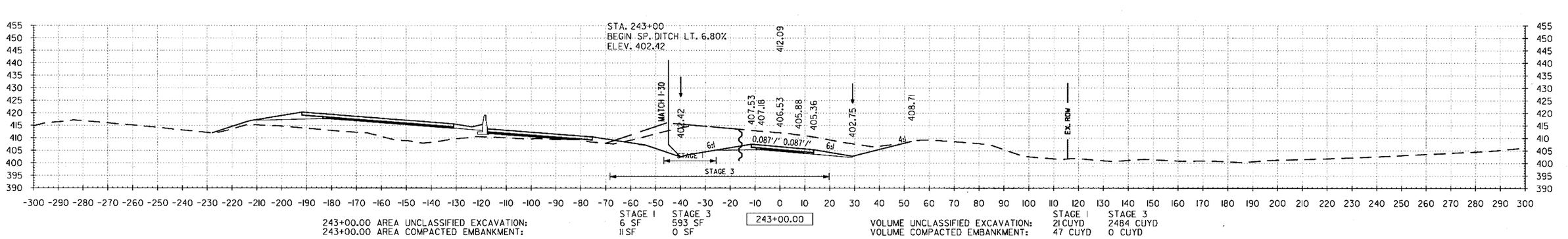
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1289	1465
				②	US-70 RAMP 2 CROSS SECTIONS			



244+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 13 SF, STAGE 3: 321 SF
244+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 3: 0 SF

244+00.00

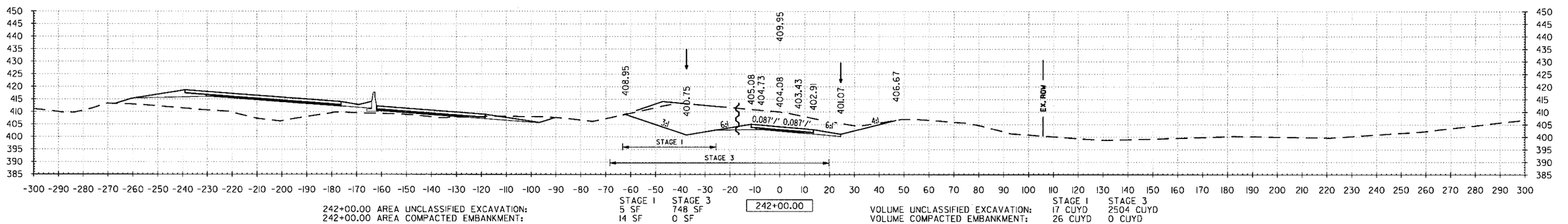
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 36 CUYD, STAGE 3: 1693 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 21 CUYD, STAGE 3: 0 CUYD



243+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 6 SF, STAGE 3: 593 SF
243+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 11 SF, STAGE 3: 0 SF

243+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 21 CUYD, STAGE 3: 2484 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 47 CUYD, STAGE 3: 0 CUYD



242+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 5 SF, STAGE 3: 748 SF
242+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 14 SF, STAGE 3: 0 SF

242+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 17 CUYD, STAGE 3: 2504 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 26 CUYD, STAGE 3: 0 CUYD

STA. 242+00 TO STA. 244+00

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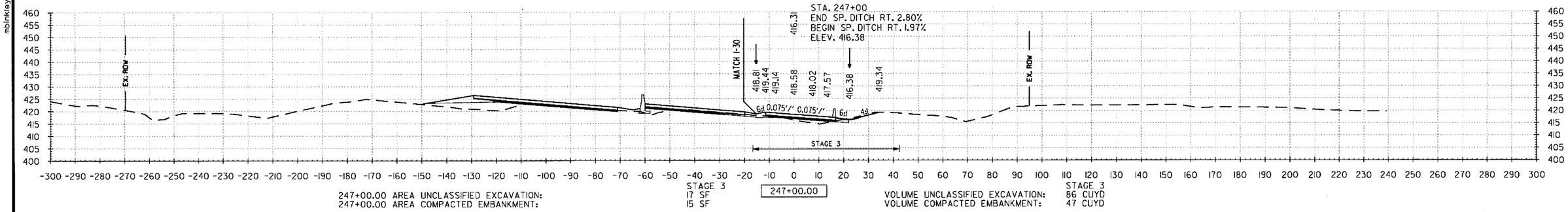
				JOB NO.		CA0601	1290	1465

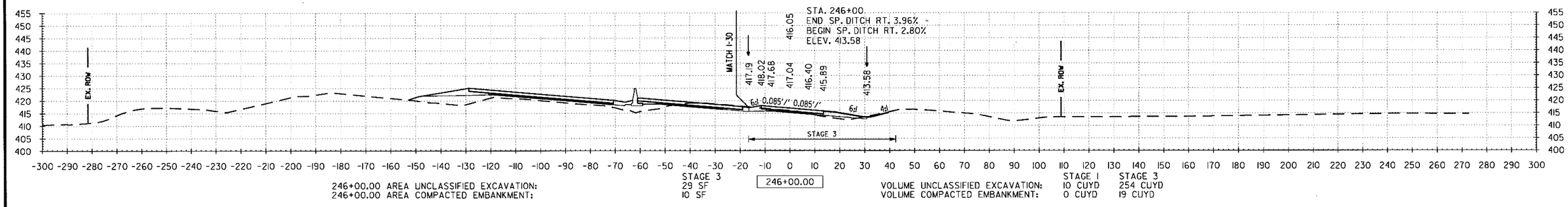
(2) US-70 RAMP 2 CROSS SECTIONS



247+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 17 SF
247+00.00 AREA COMPACTED EMBANKMENT: STAGE 3 15 SF

247+00.00

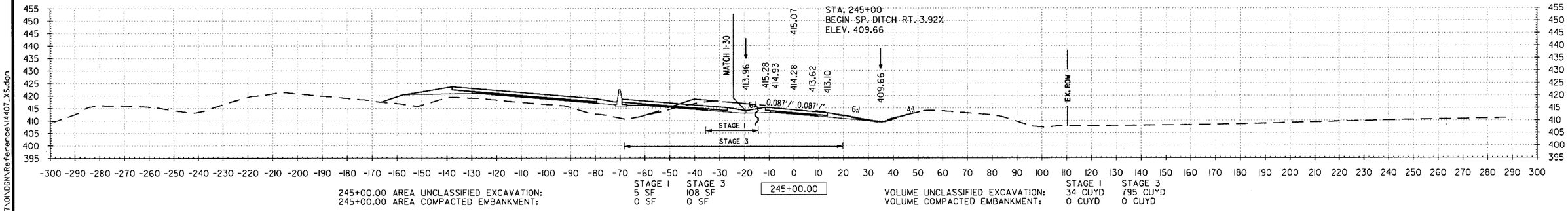
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 86 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 3 47 CUYD



246+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 29 SF
246+00.00 AREA COMPACTED EMBANKMENT: STAGE 3 10 SF

246+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 10 CUYD STAGE 3 254 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD STAGE 3 19 CUYD



245+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF STAGE 3 108 SF
245+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF STAGE 3 0 SF

245+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 34 CUYD STAGE 3 795 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD STAGE 3 0 CUYD

STA. 245+00 TO STA. 247+00

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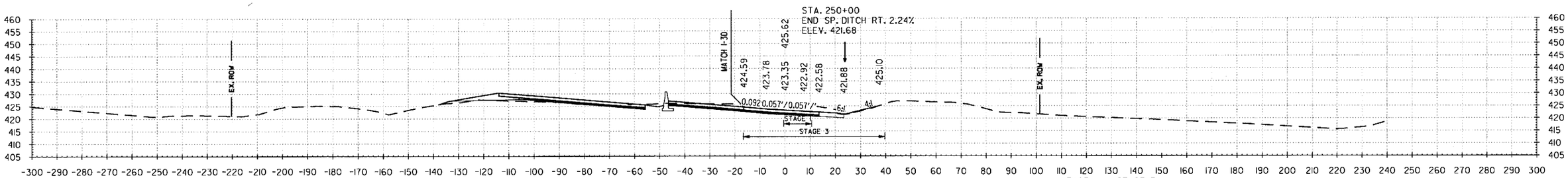
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1291	1465

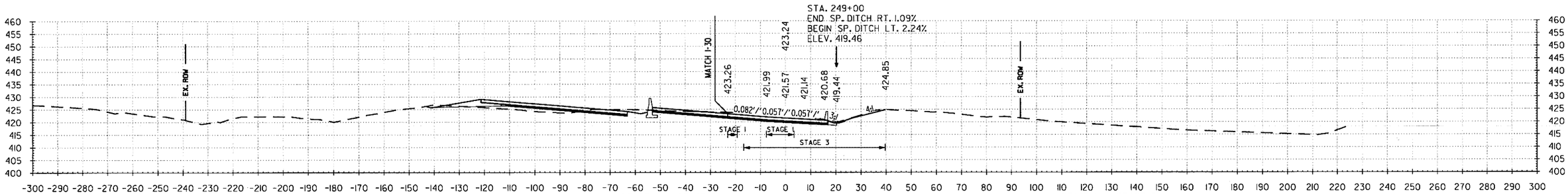
(2) US-70 RAMP 2 CROSS SECTIONS



250+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 150 SF
250+00.00 AREA COMPACTED EMBANKMENT: 3 SF

250+00.00

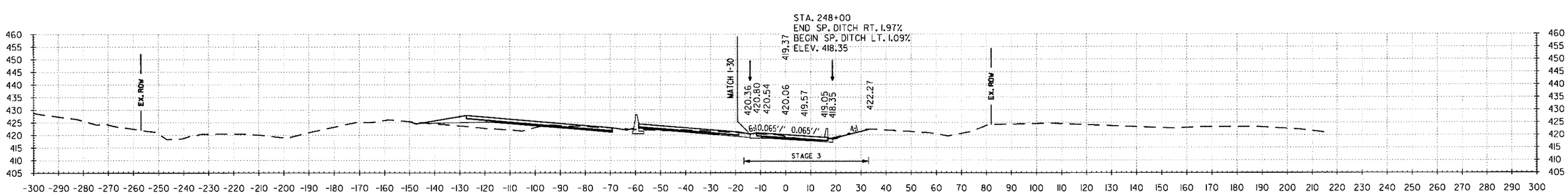
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 10 CUYD STAGE 3 519 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 6 CUYD



249+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF STAGE 3 130 SF
249+00.00 AREA COMPACTED EMBANKMENT: 0 SF 0 SF

249+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 10 CUYD STAGE 3 313 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD



248+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 39 SF
248+00.00 AREA COMPACTED EMBANKMENT: 0 SF

248+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 104 CUYD
VOLUME COMPACTED EMBANKMENT: 28 CUYD

STA. 248+00 TO STA. 250+00

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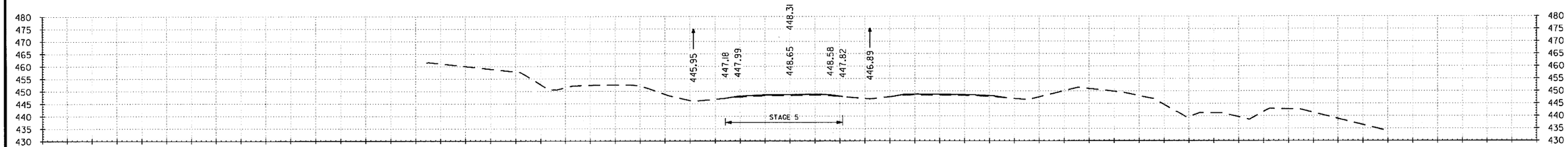
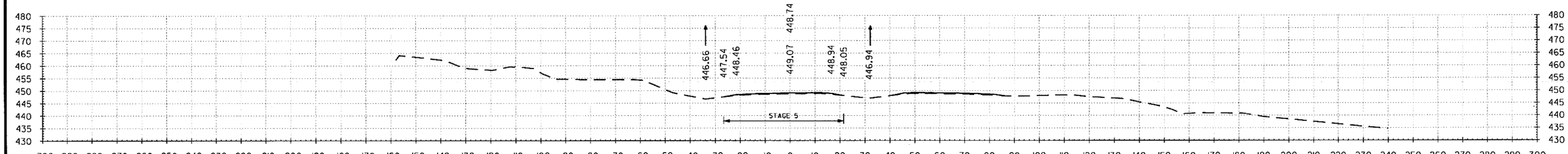
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1292	1465
				②	US-70 RAMP 3 CROSS SECTIONS			



302+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
302+00.00 AREA COMPACTED EMBANKMENT: 0 SF

302+00.00

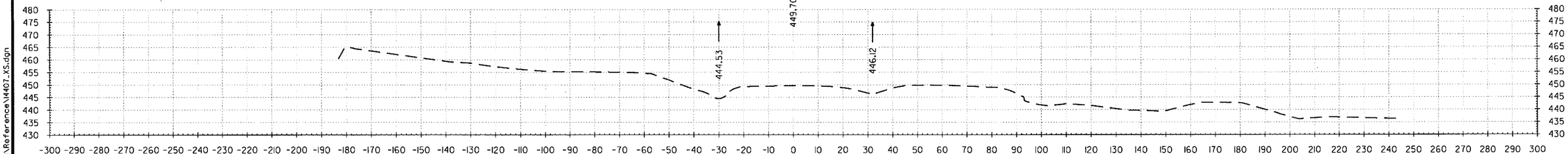
VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



301+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
301+00.00 AREA COMPACTED EMBANKMENT: 0 SF

301+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



300+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
300+00.00 AREA COMPACTED EMBANKMENT: 0 SF

300+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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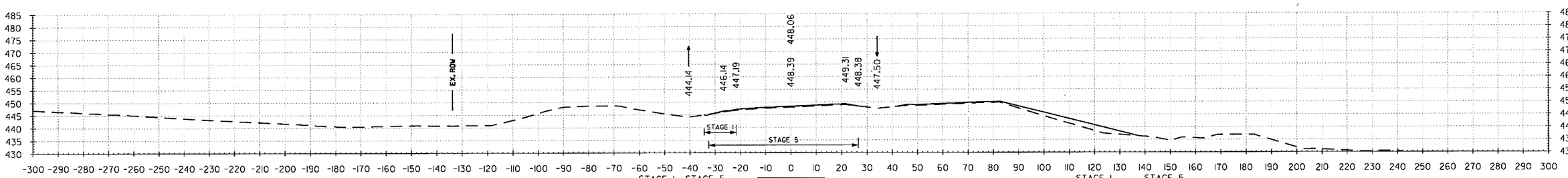
				JOB NO.		CA0601	1293	1465

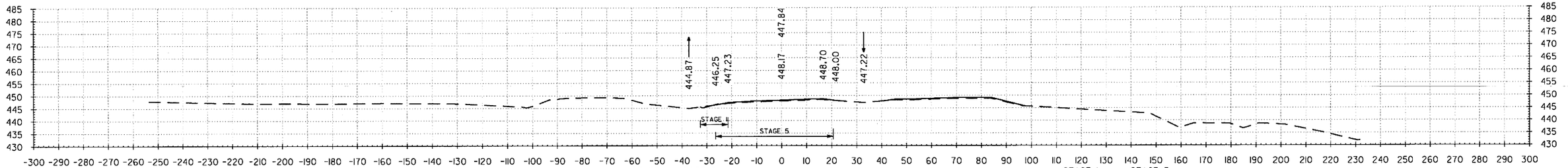
(2) US-70 RAMP 3 CROSS SECTIONS



305+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF STAGE 5 11 SF
305+00.00 AREA COMPACTED EMBANKMENT: 0 SF 10 SF

305+00.00

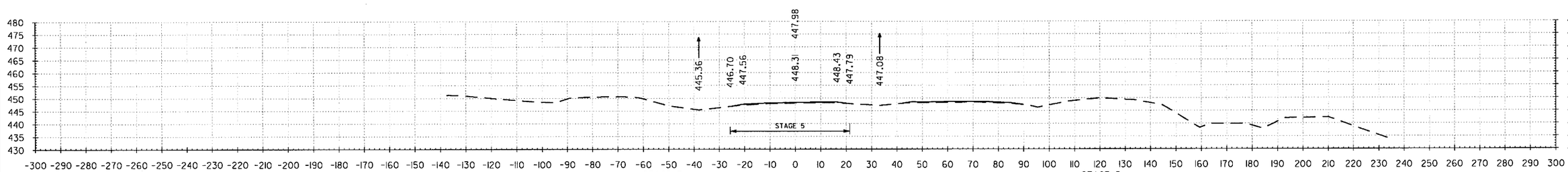
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 36 CUYD STAGE 5 38 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 34 CUYD



304+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 9 SF STAGE 5 9 SF
304+00.00 AREA COMPACTED EMBANKMENT: 0 SF 8 SF

304+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD



303+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
303+00.00 AREA COMPACTED EMBANKMENT: 0 SF

303+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

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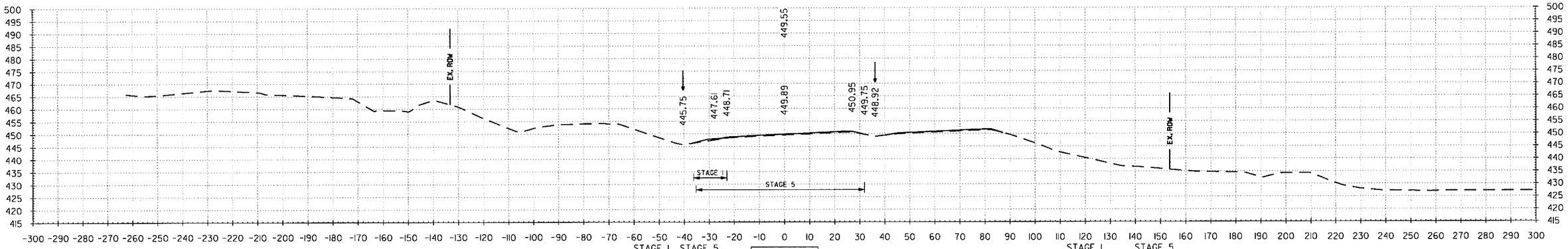
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1294	1465

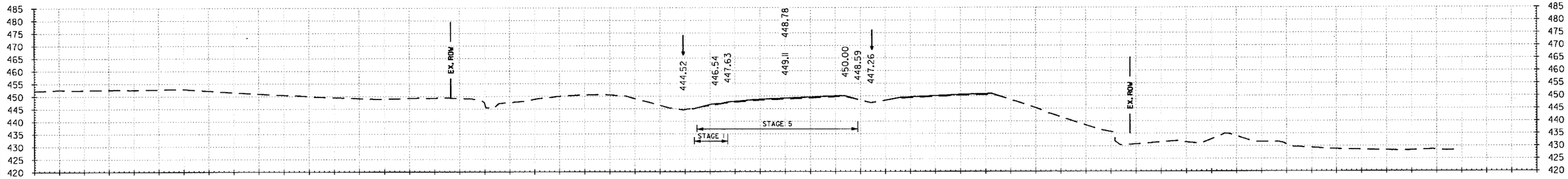
(2) US-70 RAMP 3 CROSS SECTIONS



307+00.00

	STAGE 1	STAGE 5
307+00.00 AREA UNCLASSIFIED EXCAVATION:	8 SF	14 SF
307+00.00 AREA COMPACTED EMBANKMENT:	0 SF	8 SF

	STAGE 1	STAGE 5
VOLUME UNCLASSIFIED EXCAVATION:	36 CUYD	50 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	36 CUYD



306+00.00

	STAGE 1	STAGE 5
306+00.00 AREA UNCLASSIFIED EXCAVATION:	11 SF	13 SF
306+00.00 AREA COMPACTED EMBANKMENT:	0 SF	11 SF

	STAGE 1	STAGE 5
VOLUME UNCLASSIFIED EXCAVATION:	39 CUYD	45 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	39 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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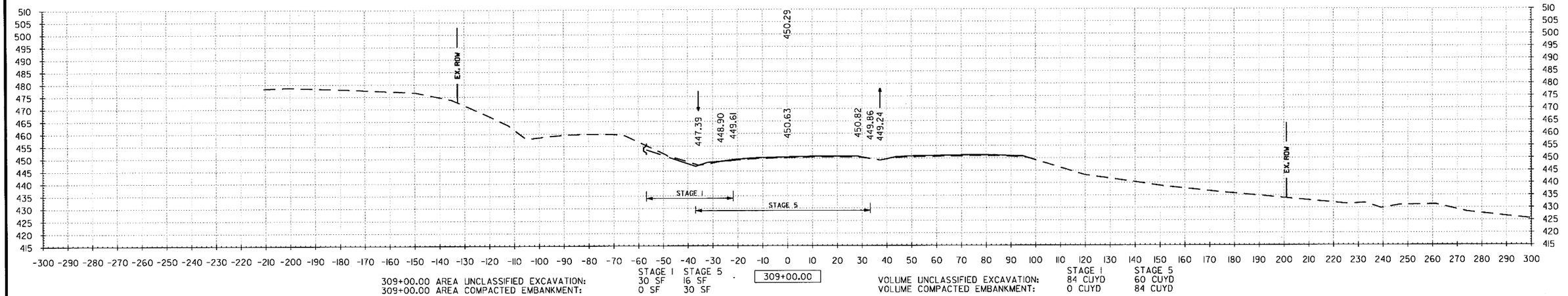
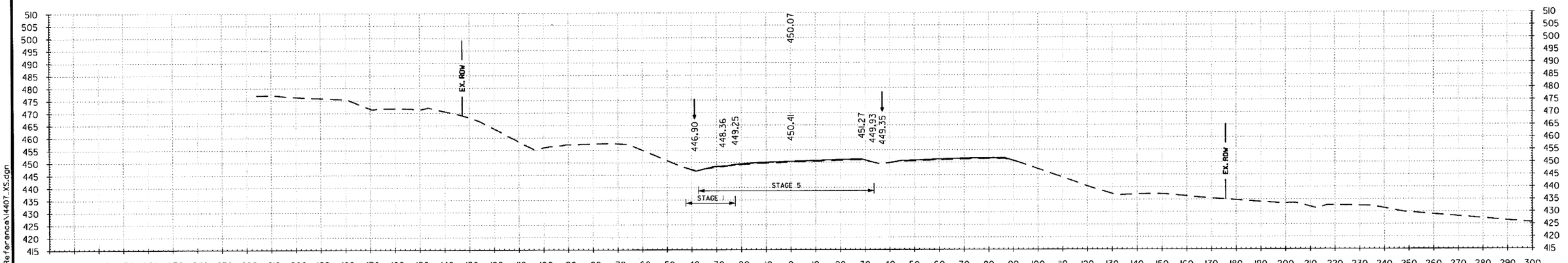
JOB NO.		CA0601	1295	1465

(2) US-70 RAMP 3 CROSS SECTIONS



309+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 30 SF, STAGE 5 16 SF
309+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 5 30 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 84 CUYD, STAGE 5 60 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 5 84 CUYD



308+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF, STAGE 5 16 SF
308+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 5 15 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 43 CUYD, STAGE 5 56 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 5 43 CUYD

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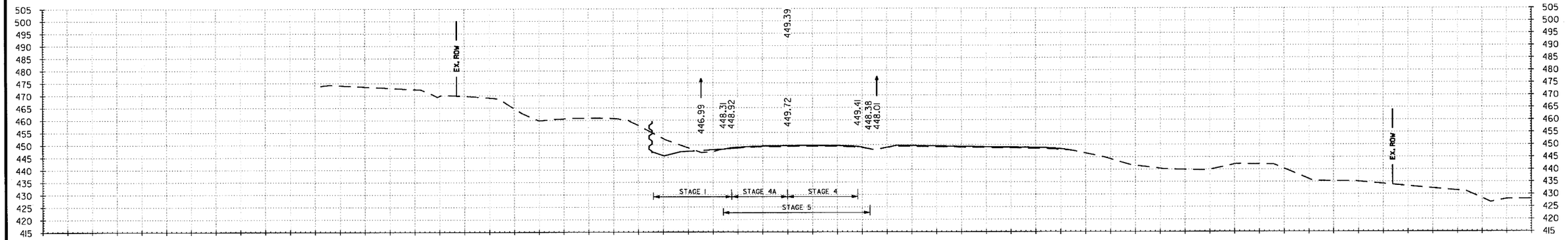
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1296	1465

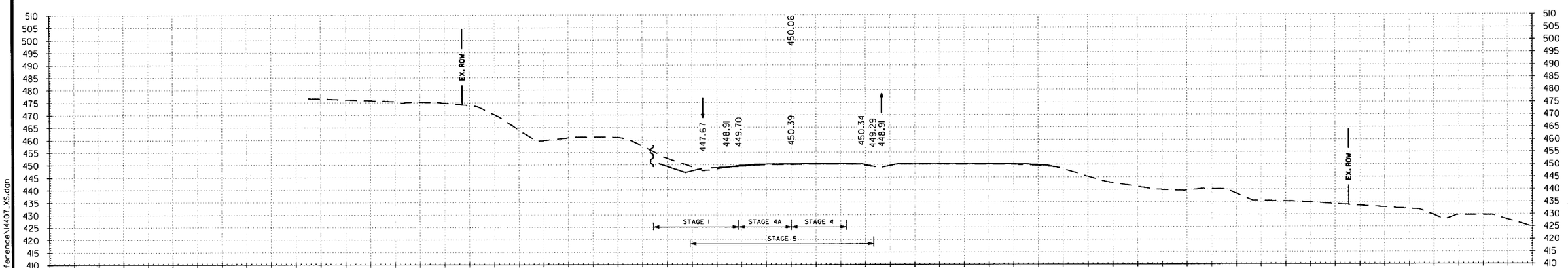
(2) US-70 RAMP 3 CROSS SECTIONS



311+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 98 SF, STAGE 4 30 SF, STAGE 5 15 SF
311+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 4 98 SF, STAGE 5 0 SF

311+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 310 CUYD, STAGE 4 99 CUYD, STAGE 5 28 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 4 310 CUYD, STAGE 5 28 CUYD



310+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 69 SF, STAGE 4 23 SF, STAGE 5 0 SF
310+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 4 69 SF, STAGE 5 15 SF

310+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 184 CUYD, STAGE 4 43 CUYD, STAGE 5 30 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 4 128 CUYD, STAGE 5 84 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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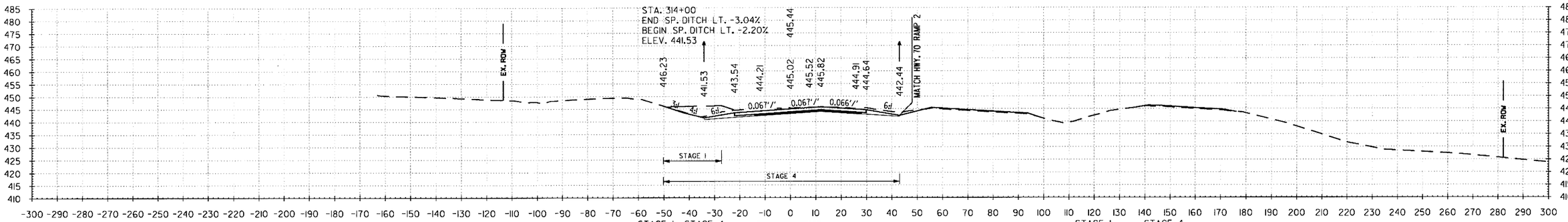
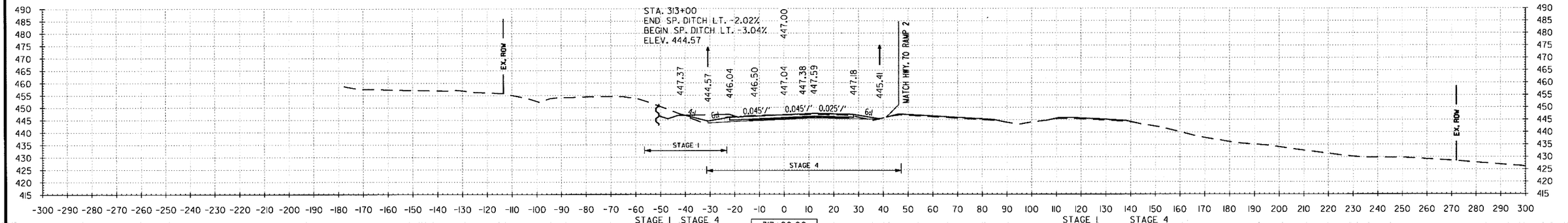
(2) US-70 RAMP 3 CROSS SECTIONS



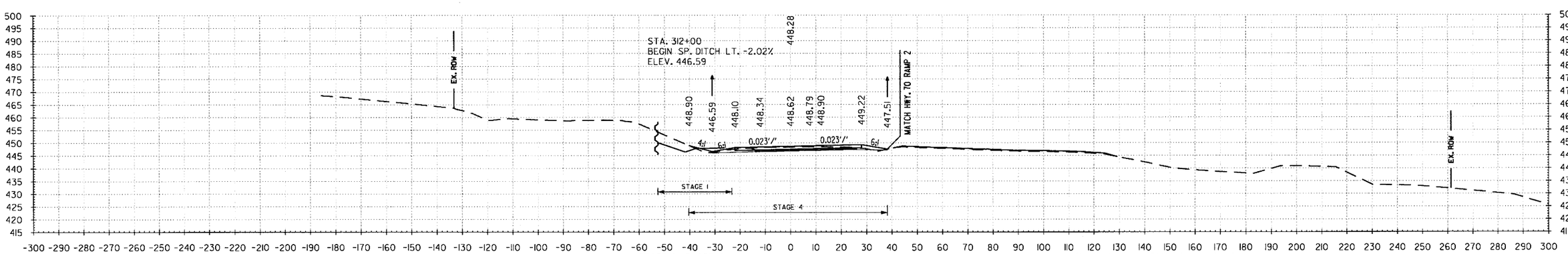
	STAGE 1	STAGE 4
314+00.00 AREA UNCLASSIFIED EXCAVATION:	2 SF	203 SF
314+00.00 AREA COMPACTED EMBANKMENT:	38 SF	2 SF

	STAGE 1	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	67 CUYD	580 CUYD
VOLUME COMPACTED EMBANKMENT:	93 CUYD	69 CUYD



	STAGE 1	STAGE 4
313+00.00 AREA UNCLASSIFIED EXCAVATION:	34 SF	110 SF
313+00.00 AREA COMPACTED EMBANKMENT:	12 SF	35 SF

	STAGE 1	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	173 CUYD	341 CUYD
VOLUME COMPACTED EMBANKMENT:	28 CUYD	188 CUYD



	STAGE 1	STAGE 4
312+00.00 AREA UNCLASSIFIED EXCAVATION:	59 SF	76 SF
312+00.00 AREA COMPACTED EMBANKMENT:	3 SF	55 SF

	STAGE 1	STAGE 4	STAGE 5
VOLUME UNCLASSIFIED EXCAVATION:	291 CUYD	193 CUYD	28 CUYD
VOLUME COMPACTED EMBANKMENT:	6 CUYD	304 CUYD	0 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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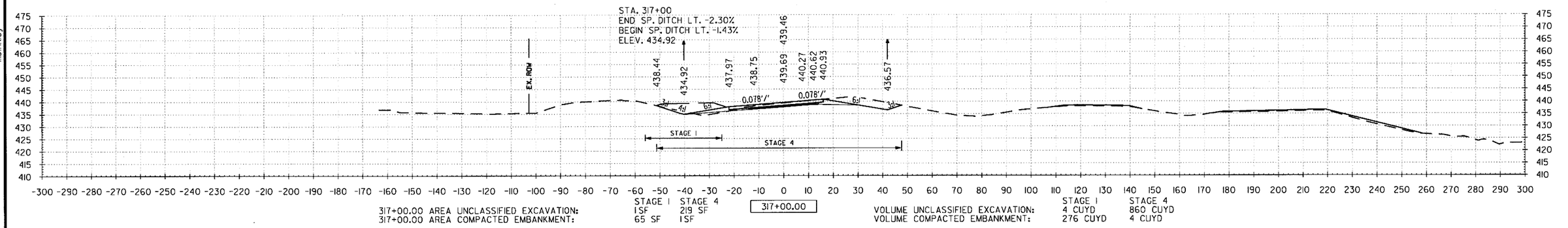
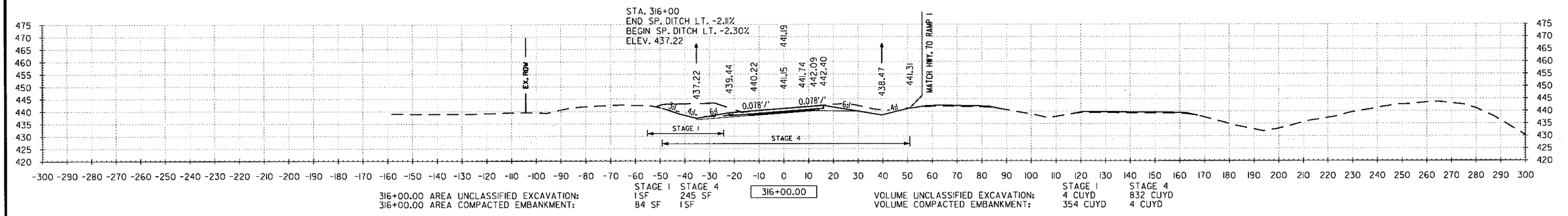
(2) US-70 RAMP 3 CROSS SECTIONS



317+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 1 SF, STAGE 4: 219 SF
317+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 65 SF, STAGE 4: 1 SF

317+00.00

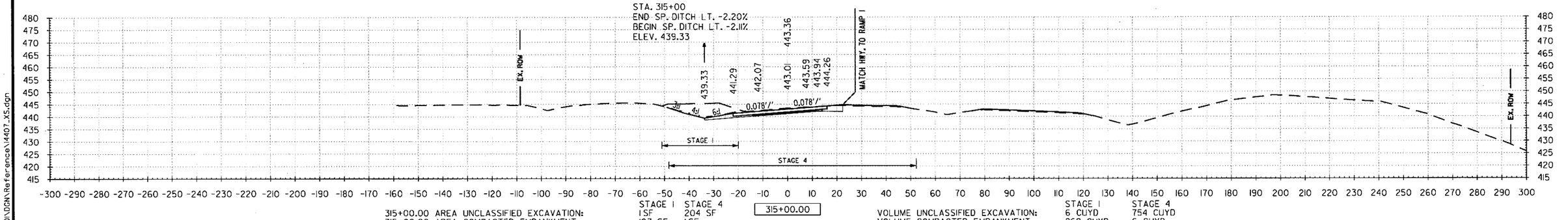
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 4 CUYD, STAGE 4: 860 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 276 CUYD, STAGE 4: 4 CUYD



316+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 1 SF, STAGE 4: 245 SF
316+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 84 SF, STAGE 4: 1 SF

316+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 4 CUYD, STAGE 4: 832 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 354 CUYD, STAGE 4: 4 CUYD



315+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 1 SF, STAGE 4: 204 SF
315+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 107 SF, STAGE 4: 1 SF

315+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 6 CUYD, STAGE 4: 754 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 269 CUYD, STAGE 4: 6 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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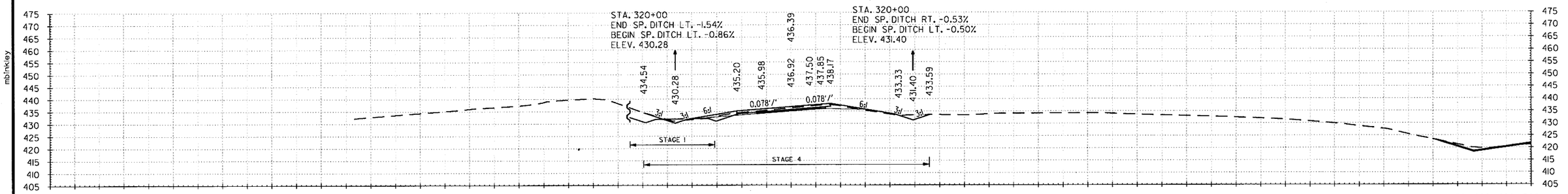
JOB NO.		CA0601	1299	1465

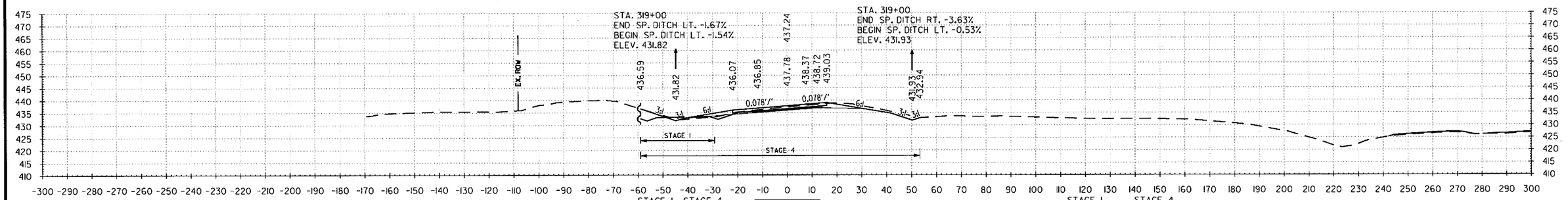
(2) US-70 RAMP 3 CROSS SECTIONS



320+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 77 SF STAGE 4 90 SF
320+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF STAGE 4 83 SF

320+00.00

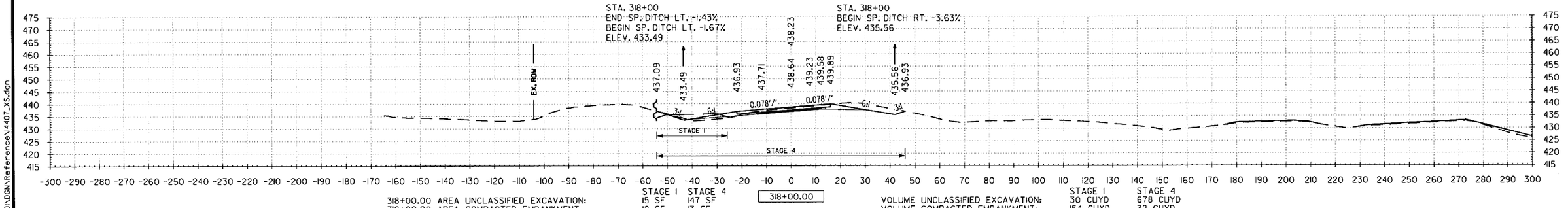
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 241 CUYD STAGE 4 376 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD STAGE 4 265 CUYD



319+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 53 SF STAGE 4 113 SF
319+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF STAGE 4 60 SF

319+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 126 CUYD STAGE 4 482 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 34 CUYD STAGE 4 141 CUYD



318+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF STAGE 4 147 SF
318+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 18 SF STAGE 4 13 SF

318+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 30 CUYD STAGE 4 678 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 154 CUYD STAGE 4 32 CUYD

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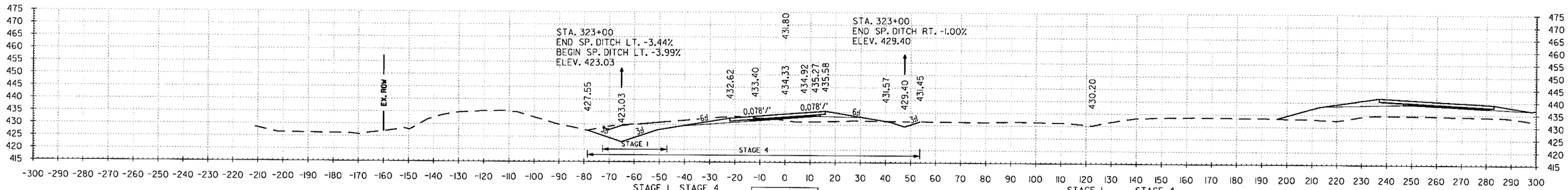
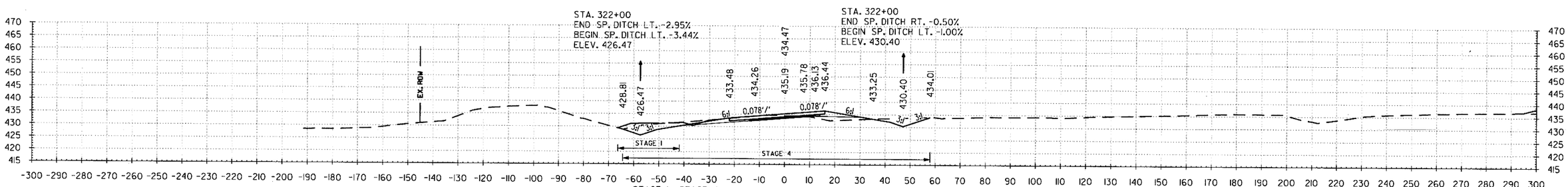
(2) US-70 RAMP 3 CROSS SECTIONS



323+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 32 SF STAGE 4 195 SF
323+00.00 AREA COMPACTED EMBANKMENT: 0 SF 63 SF

323+00.00

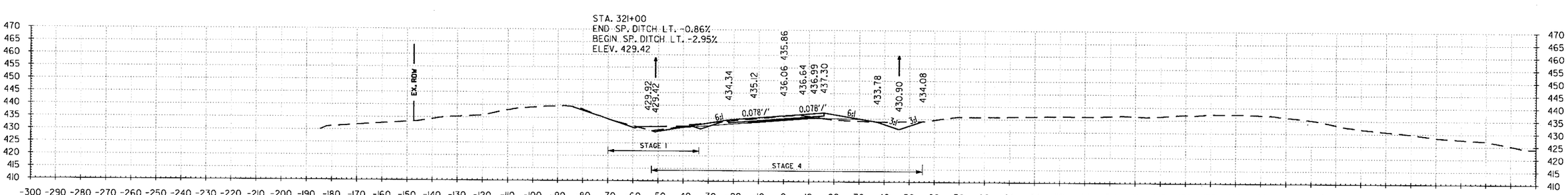
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 113 CUYD STAGE 4 621 CUYD
VOLUME COMPACTED EMBANKMENT: 8 CUYD 171 CUYD



322+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 29 SF STAGE 4 140 SF
322+00.00 AREA COMPACTED EMBANKMENT: 4 SF 29 SF

322+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 115 CUYD STAGE 4 436 CUYD
VOLUME COMPACTED EMBANKMENT: 10 CUYD 110 CUYD



321+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 33 SF STAGE 4 95 SF
321+00.00 AREA COMPACTED EMBANKMENT: 1 SF 30 SF

321+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 204 CUYD STAGE 4 343 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD 210 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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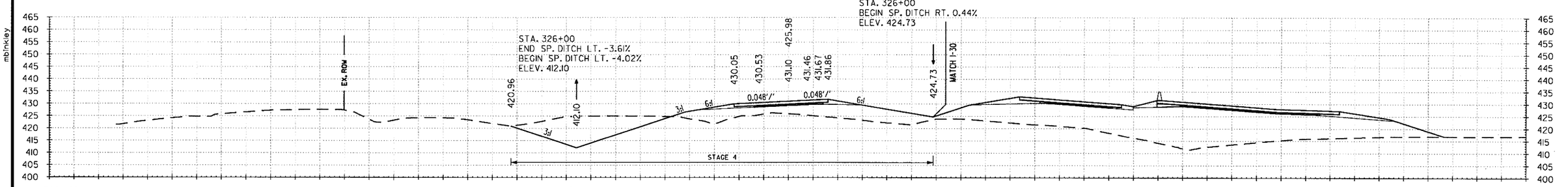
				JOB NO.		CA0601	1301	1465

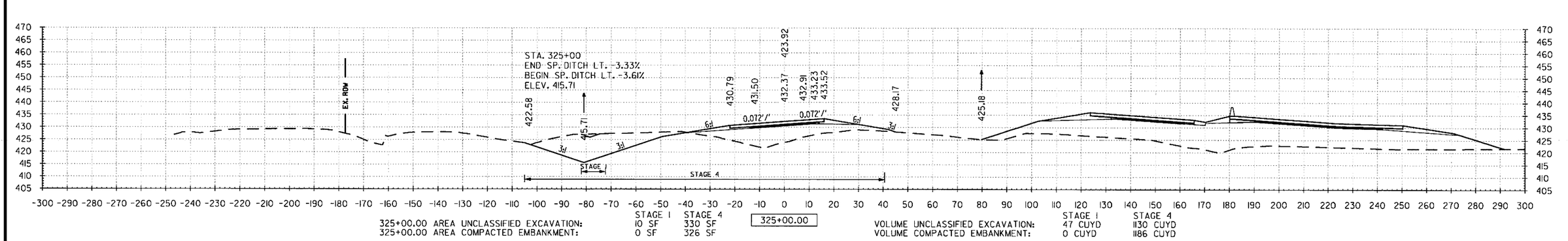
(2) US-70 RAMP 3 CROSS SECTIONS



326+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 405 SF
326+00.00 AREA COMPACTED EMBANKMENT: STAGE 4 449 SF

326+00.00

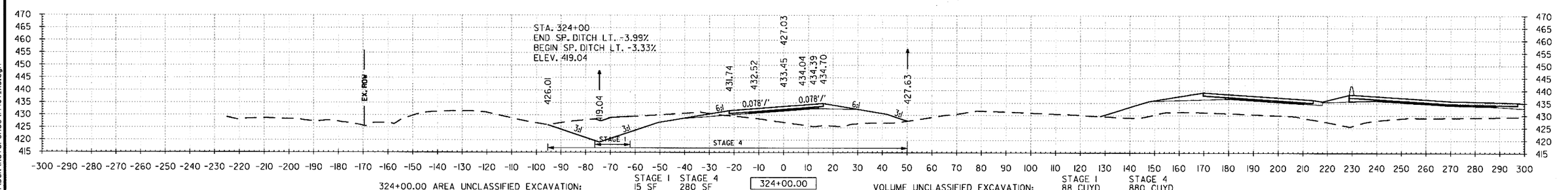
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 19 CUYD, STAGE 4 1362 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4 0 CUYD, STAGE 4 1436 CUYD



325+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 4 330 SF
325+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 4 326 SF

325+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 47 CUYD, STAGE 4 1130 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 4 1186 CUYD



324+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF, STAGE 4 280 SF
324+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 4 314 SF

324+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 88 CUYD, STAGE 4 880 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 4 699 CUYD

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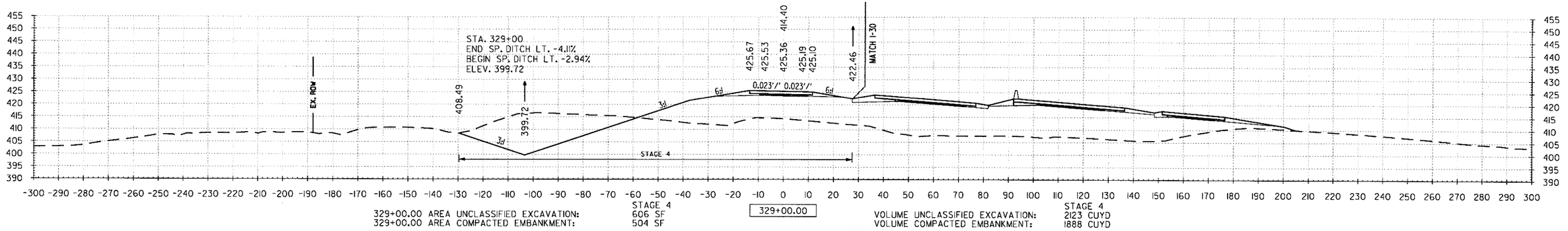
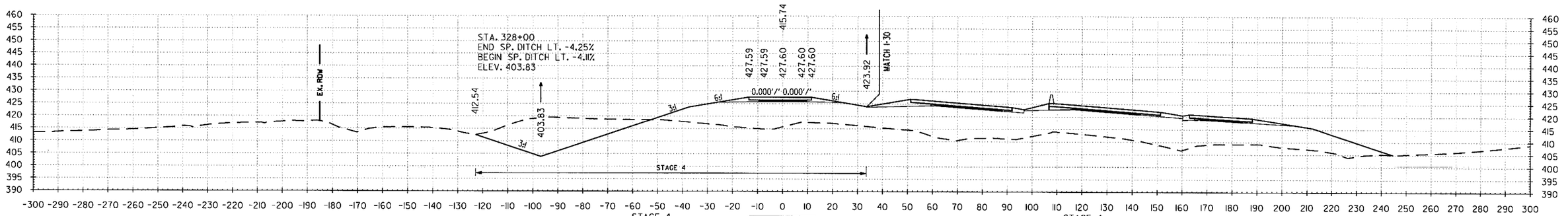
(2) US-70 RAMP 3 CROSS SECTIONS



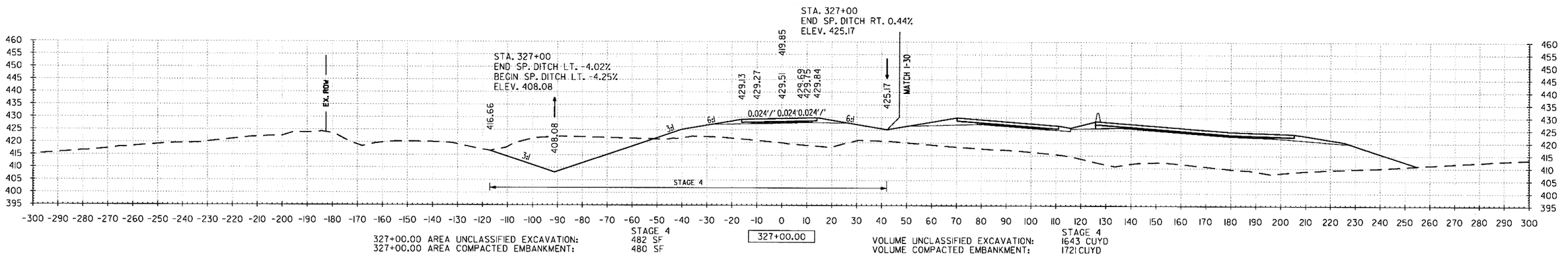
329+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 606 SF
329+00.00 AREA COMPACTED EMBANKMENT: 504 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 2123 CUYD
VOLUME COMPACTED EMBANKMENT: 1888 CUYD



328+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 540 SF
328+00.00 AREA COMPACTED EMBANKMENT: 515 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 1893 CUYD
VOLUME COMPACTED EMBANKMENT: 1843 CUYD



327+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 482 SF
327+00.00 AREA COMPACTED EMBANKMENT: 480 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 1643 CUYD
VOLUME COMPACTED EMBANKMENT: 1721 CUYD

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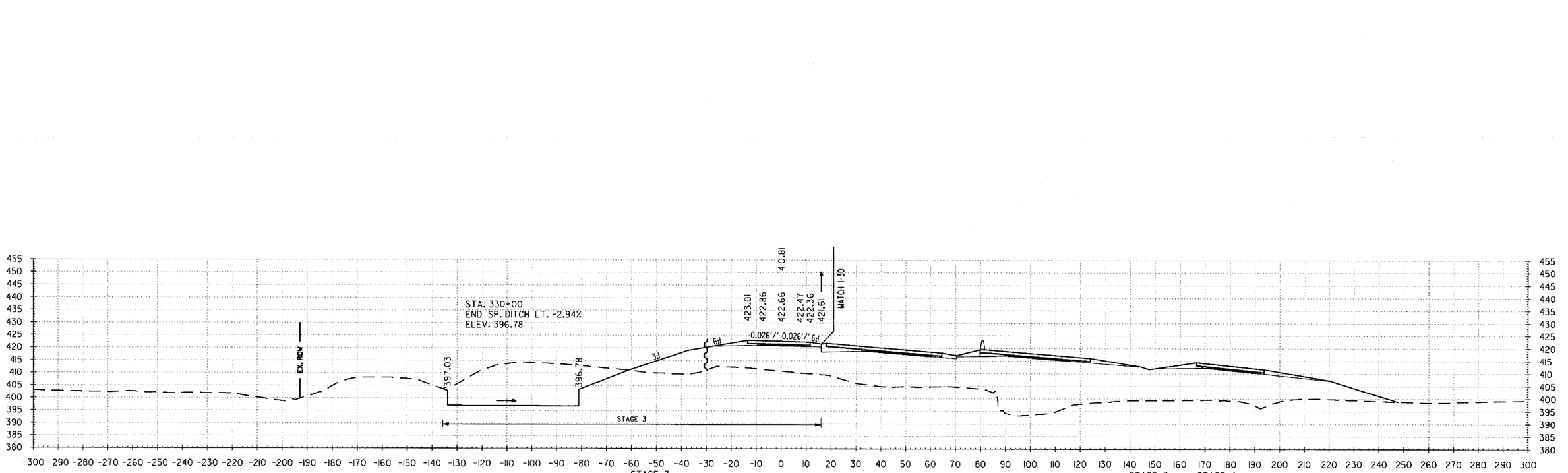
JOB NO.		CA0601	1303	1465

(2) US-70 RAMP 3 CROSS SECTIONS



	STAGE 3
330+00.00 AREA UNCLASSIFIED EXCAVATION:	878 SF
330+00.00 AREA COMPACTED EMBANKMENT:	628 SF

330+00.00

	STAGE 3	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	1626 CUYD	1123 CUYD
VOLUME COMPACTED EMBANKMENT:	1163 CUYD	934 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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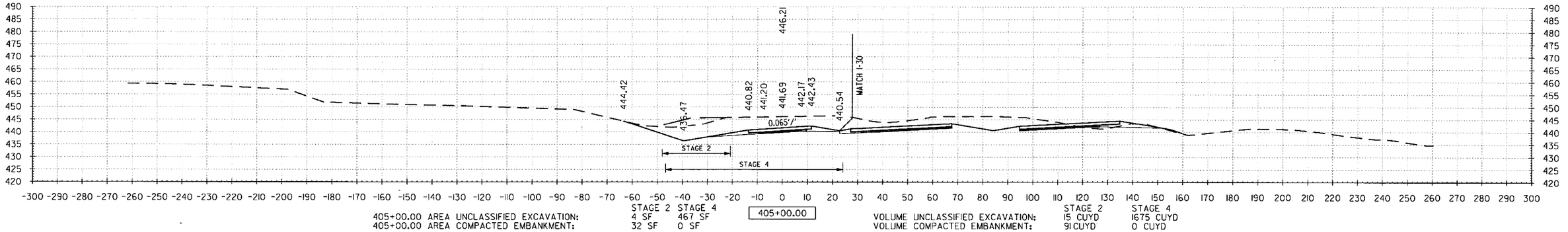
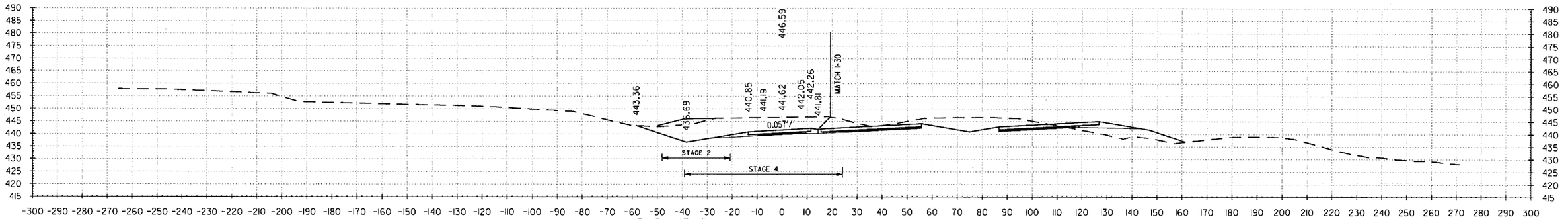
(2) US-70 RAMP 4 CROSS SECTIONS



405+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 4 SF, STAGE 4 467 SF
405+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 32 SF, STAGE 4 0 SF

405+00.00

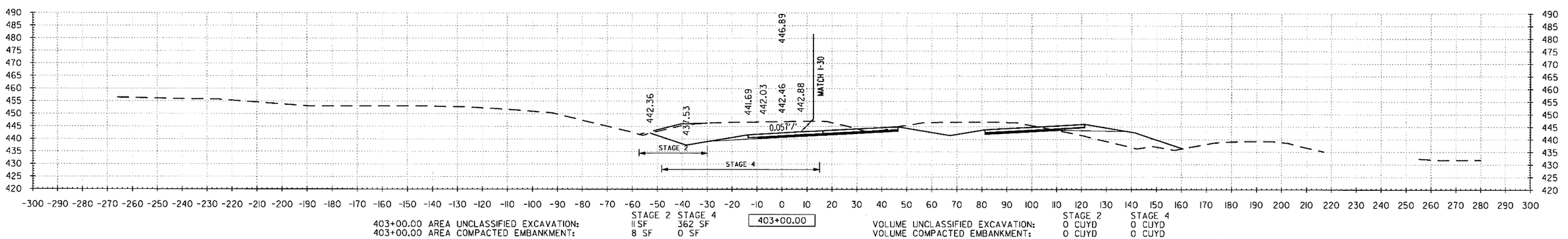
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 15 CUYD, STAGE 4 1675 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 91 CUYD, STAGE 4 0 CUYD



404+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 4 SF, STAGE 4 437 SF
404+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 17 SF, STAGE 4 0 SF

404+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 28 CUYD, STAGE 4 1276 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 47 CUYD, STAGE 4 0 CUYD



403+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 11 SF, STAGE 4 362 SF
403+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 8 SF, STAGE 4 0 SF

403+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 0 CUYD, STAGE 4 0 CUYD

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(2) US-70 RAMP 4 CROSS SECTIONS

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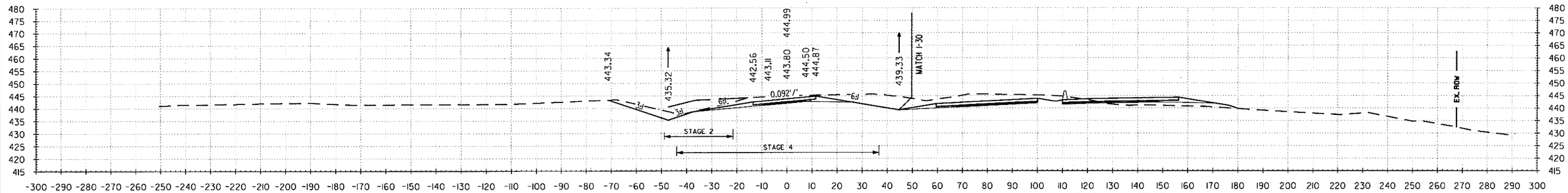
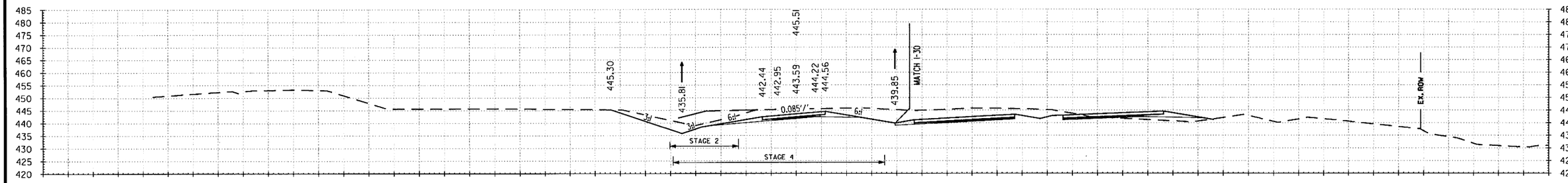


408+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 3 SF, STAGE 4 387 SF
408+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 67 SF, STAGE 4 0 SF

408+00.00

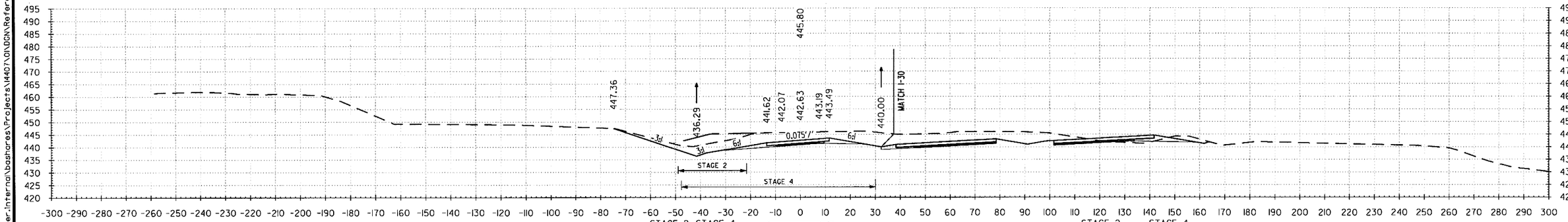
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 13 CUYD, STAGE 4 1517 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 256 CUYD, STAGE 4 0 CUYD



407+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 4 SF, STAGE 4 432 SF
407+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 71 SF, STAGE 4 0 SF

407+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 15 CUYD, STAGE 4 1639 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 232 CUYD, STAGE 4 0 CUYD



406+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 4 SF, STAGE 4 453 SF
406+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 54 SF, STAGE 4 0 SF

406+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 15 CUYD, STAGE 4 1704 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 160 CUYD, STAGE 4 0 CUYD

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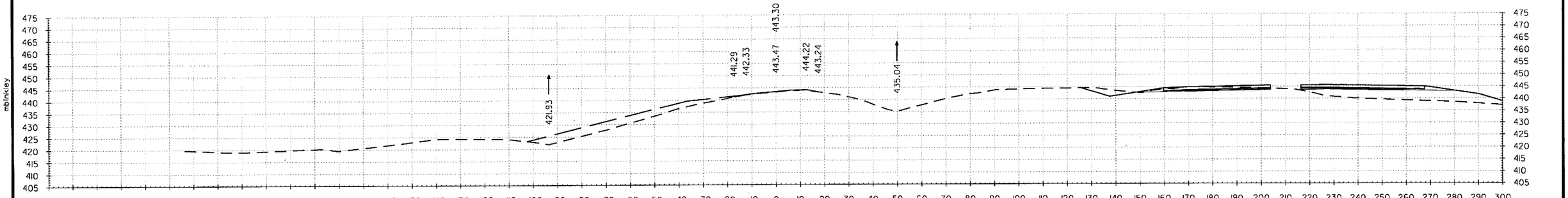
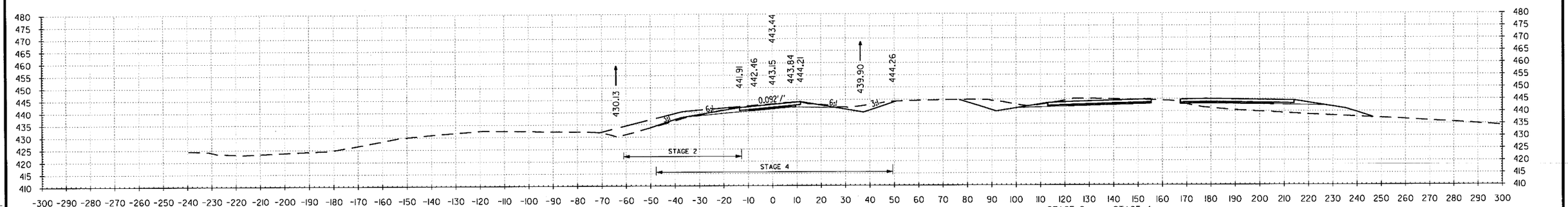
(2) US-70 RAMP 4 CROSS SECTIONS



410+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 10 SF STAGE 4: 231 SF
410+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 195 SF STAGE 4: 0 SF

411+00.00

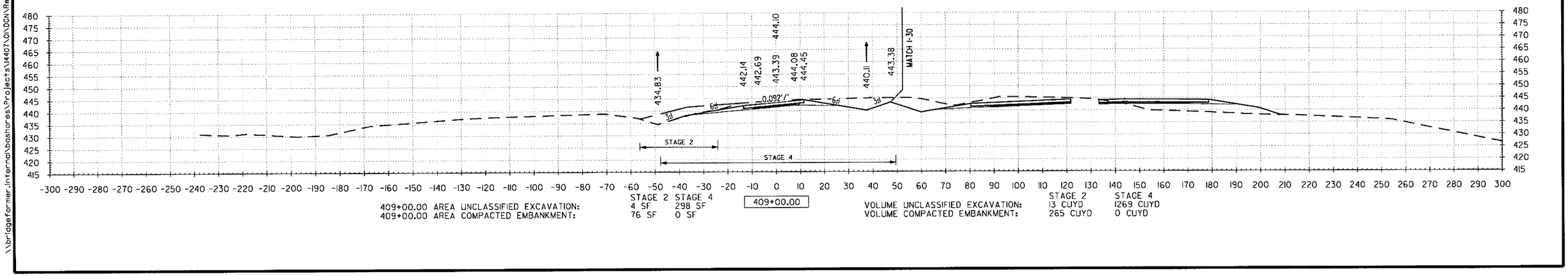
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 32 CUYD STAGE 4: 875 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 560 CUYD STAGE 4: 0 CUYD



410+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 7 SF STAGE 4: 241 SF
410+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 107 SF STAGE 4: 0 SF

410+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 21 CUYD STAGE 4: 999 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 339 CUYD STAGE 4: 0 CUYD



409+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 4 SF STAGE 4: 298 SF
409+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 76 SF STAGE 4: 0 SF

409+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 13 CUYD STAGE 4: 1269 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 265 CUYD STAGE 4: 0 CUYD

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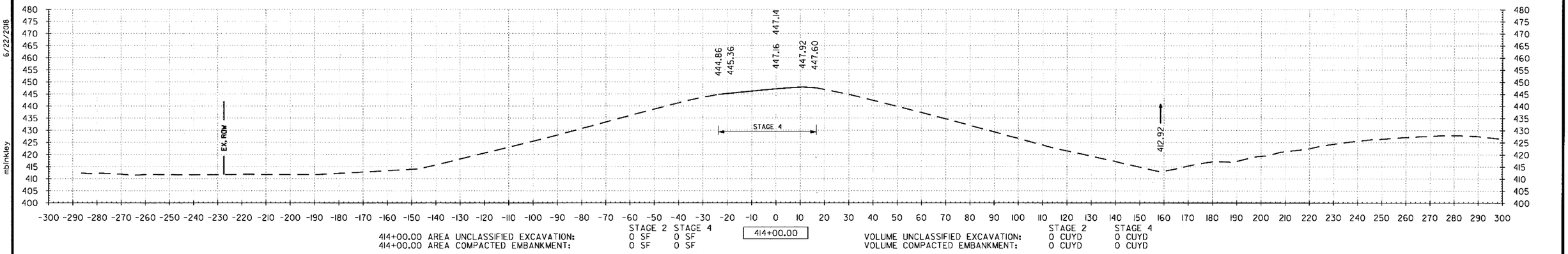
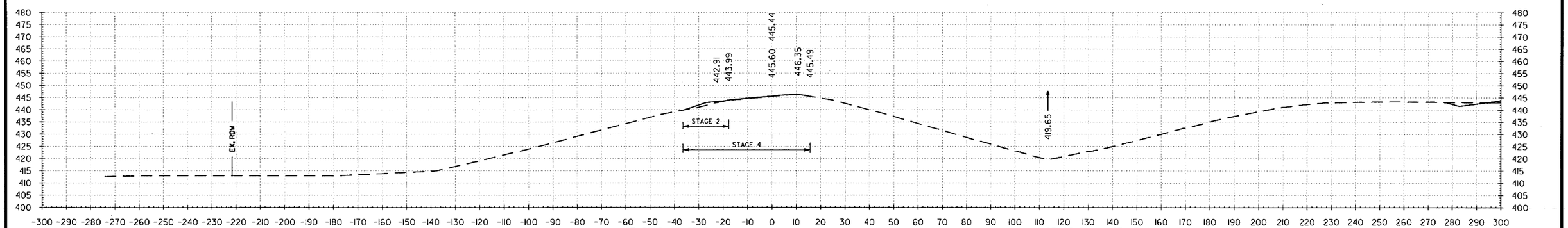


414+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 0 SF, STAGE 4: 0 SF
414+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF, STAGE 4: 0 SF

414+00.00

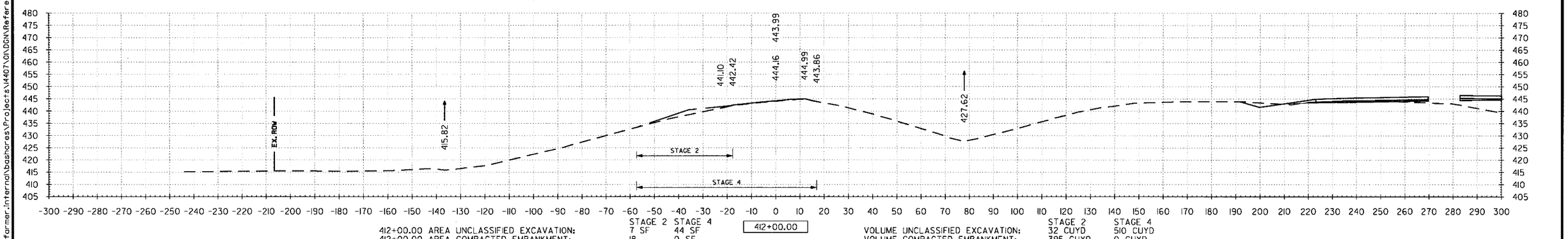
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD, STAGE 4: 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD, STAGE 4: 0 CUYD



413+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 8 SF, STAGE 4: 18 SF
413+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 3 SF, STAGE 4: 0 SF

413+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 28 CUYD, STAGE 4: 115 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 39 CUYD, STAGE 4: 0 CUYD



412+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 7 SF, STAGE 4: 44 SF
412+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 18, STAGE 4: 0 SF

412+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 32 CUYD, STAGE 4: 510 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 395 CUYD, STAGE 4: 0 CUYD

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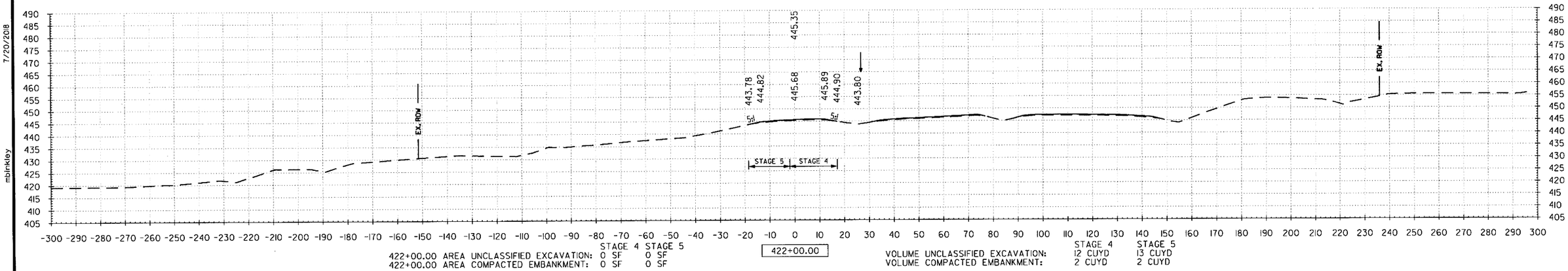
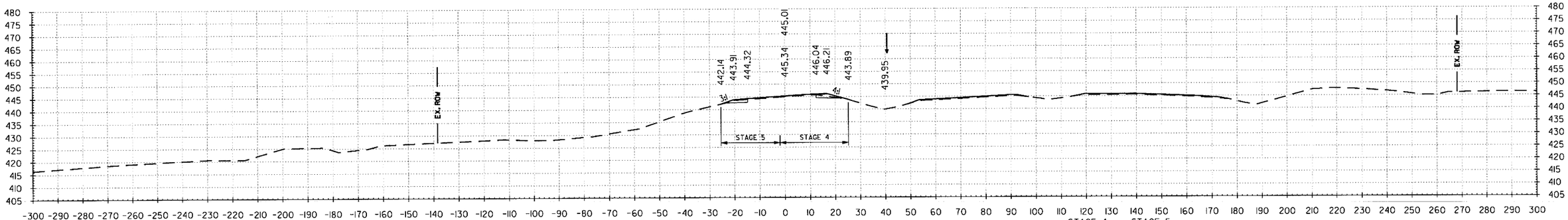
(2) **US-70 RAMP 4 CROSS SECTIONS**



422+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4: 0 SF, STAGE 5: 0 SF
422+00.00 AREA COMPACTED EMBANKMENT: STAGE 4: 0 SF, STAGE 5: 0 SF

422+00.00

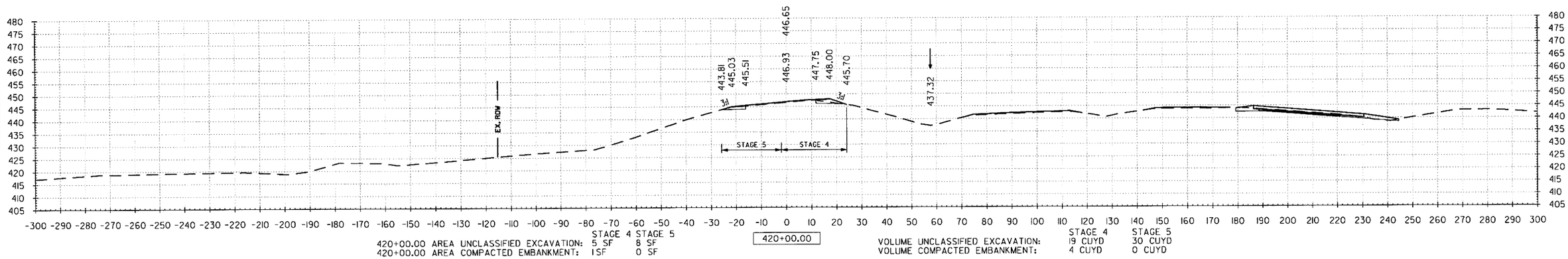
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4: 12 CUYD, STAGE 5: 13 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4: 2 CUYD, STAGE 5: 2 CUYD



421+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4: 6 SF, STAGE 5: 7 SF
421+00.00 AREA COMPACTED EMBANKMENT: STAGE 4: 1 SF, STAGE 5: 1 SF

421+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4: 21 CUYD, STAGE 5: 28 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4: 4 CUYD, STAGE 5: 2 CUYD



420+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4: 5 SF, STAGE 5: 8 SF
420+00.00 AREA COMPACTED EMBANKMENT: STAGE 4: 1 SF, STAGE 5: 0 SF

420+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4: 19 CUYD, STAGE 5: 30 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4: 4 CUYD, STAGE 5: 0 CUYD

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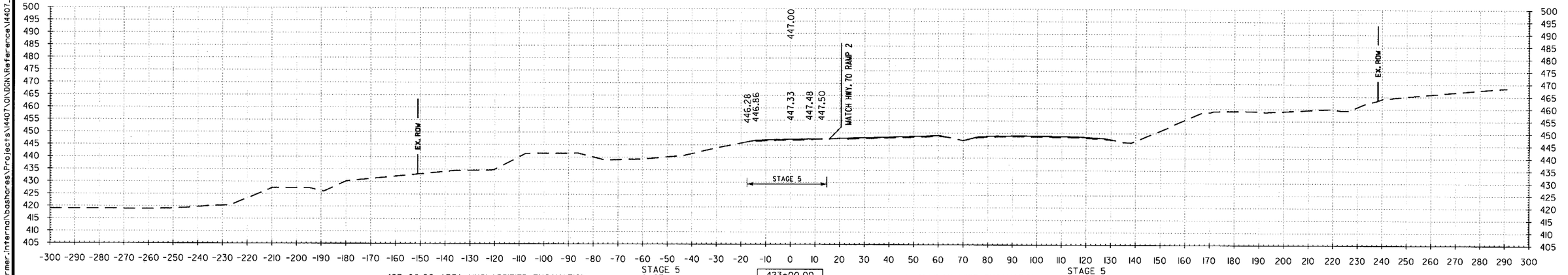
JOB NO.		CA0601	1309	1465

(2) US-70 RAMP 4 CROSS SECTIONS



423+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 5 0 SF
423+00.00 AREA COMPACTED EMBANKMENT: 0 SF

423+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 5 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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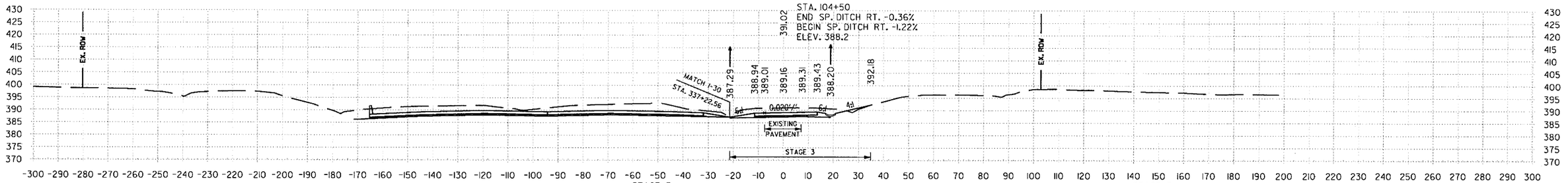
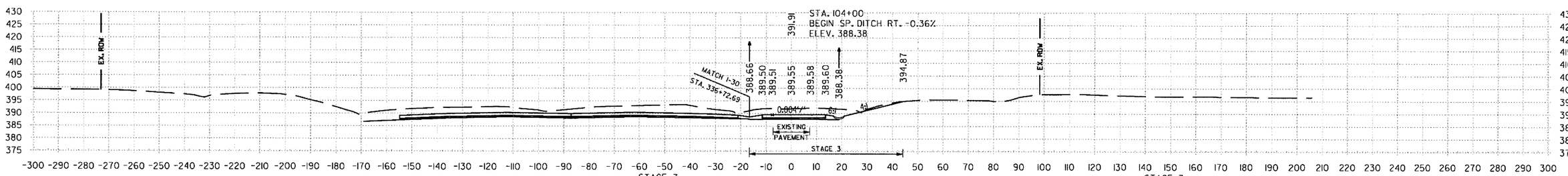
(2) INSPECTION STA. RAMP 1 CROSS SECTIONS



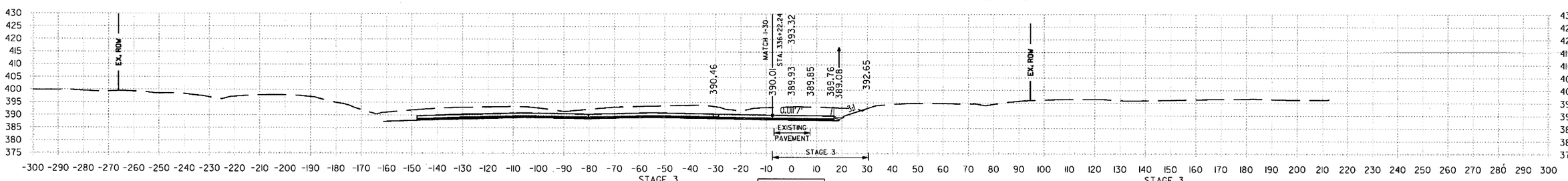
104+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 129 SF
104+50.00 AREA COMPACTED EMBANKMENT: 5 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 269 CUYD
VOLUME COMPACTED EMBANKMENT: 5 CUYD



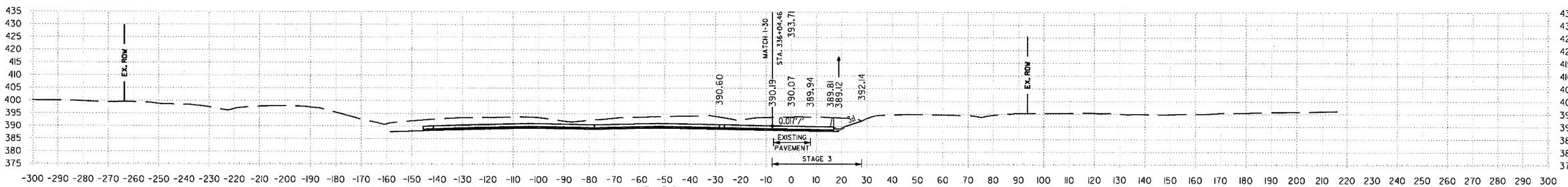
104+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 161 SF
104+00.00 AREA COMPACTED EMBANKMENT: 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 288 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



103+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 149 SF
103+50.00 AREA COMPACTED EMBANKMENT: 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 104 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



103+31.96 AREA UNCLASSIFIED EXCAVATION: STAGE 3 160 SF
103+31.96 AREA COMPACTED EMBANKMENT: 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 103+32 TO STA. 104+50

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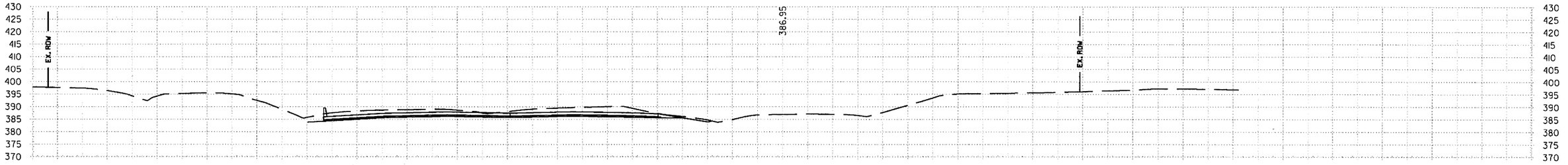
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1311	1465

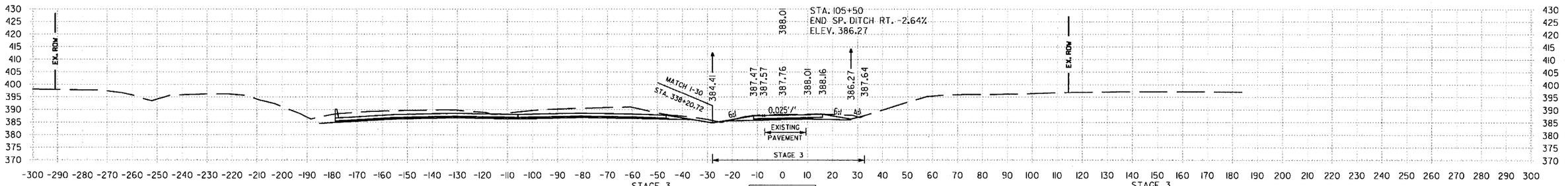
(2) INSPECTION STA. RAMP 1 CROSS SECTIONS



STAGE 3
105+85.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
105+85.00 AREA COMPACTED EMBANKMENT: 0 SF

105+85.00

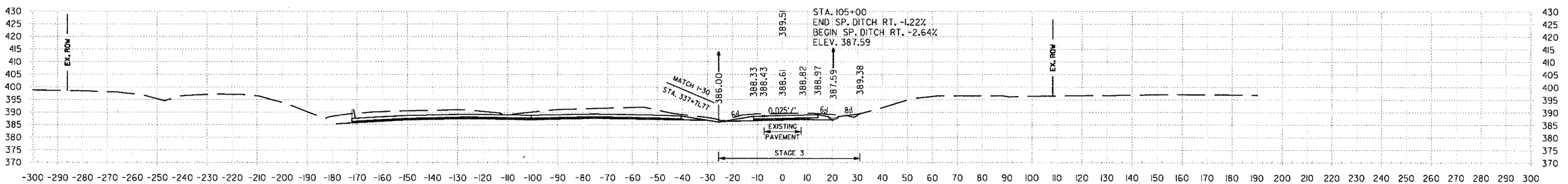
STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 67 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



STAGE 3
105+50.00 AREA UNCLASSIFIED EXCAVATION: 72 SF
105+50.00 AREA COMPACTED EMBANKMENT: 1 SF

105+50.00

STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 154 CUYD
VOLUME COMPACTED EMBANKMENT: 4 CUYD



STAGE 3
105+00.00 AREA UNCLASSIFIED EXCAVATION: 94 SF
105+00.00 AREA COMPACTED EMBANKMENT: 3 SF

105+00.00

STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 207 CUYD
VOLUME COMPACTED EMBANKMENT: 8 CUYD

STA. 105+00 TO STA. 105+85

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1312	1465

(2) INSPECTION STA. RAMP 2 CROSS SECTIONS

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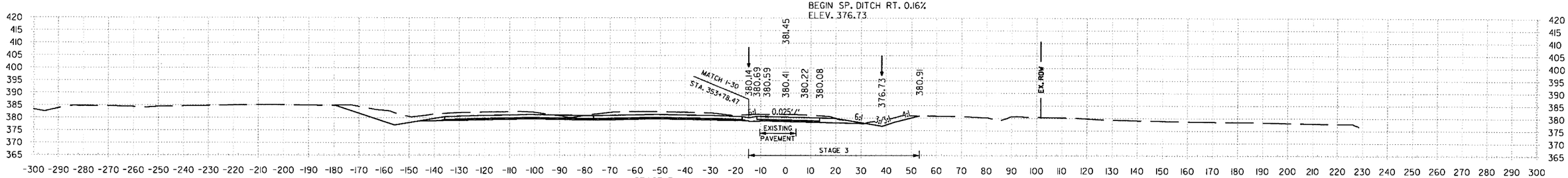
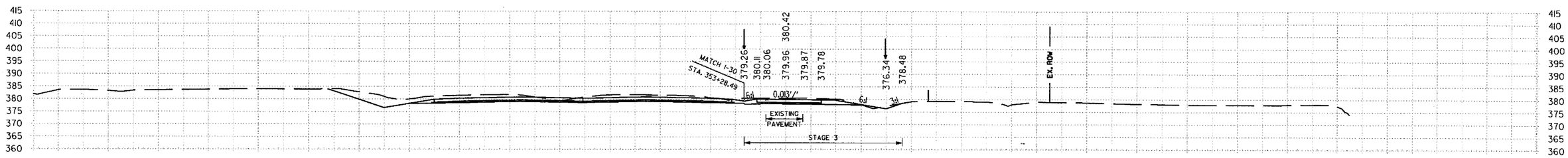
STA. 204+50
BEGIN SP. DITCH RT. 0.16%
ELEV. 376.73



204+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 88 SF
204+50.00 AREA COMPACTED EMBANKMENT: 0 SF

204+50.00

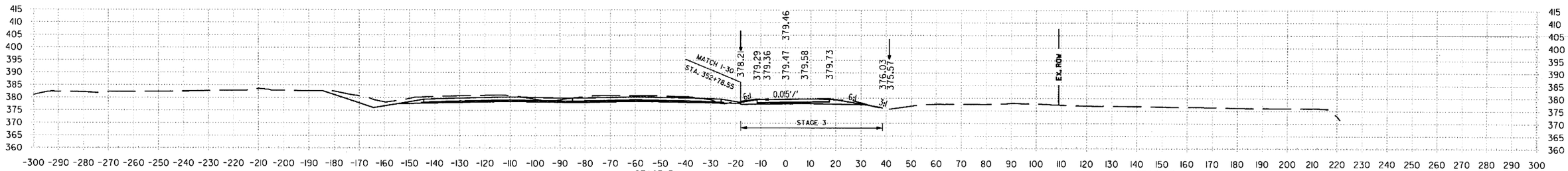
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 162 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD



204+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 86 SF
204+00.00 AREA COMPACTED EMBANKMENT: 3 SF

204+00.00

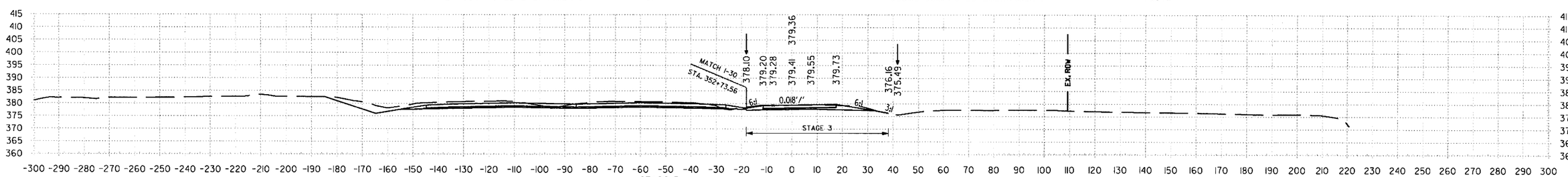
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 150 CUYD
VOLUME COMPACTED EMBANKMENT: 4 CUYD



203+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 75 SF
203+50.00 AREA COMPACTED EMBANKMENT: 1 SF

203+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 14 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



203+45.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 74 SF
203+45.00 AREA COMPACTED EMBANKMENT: 1 SF

203+45.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

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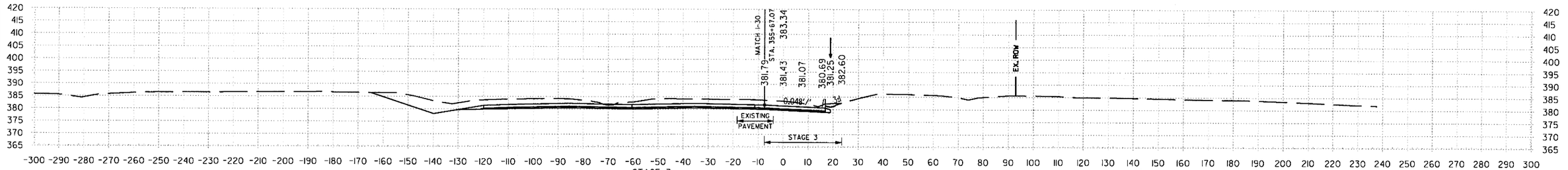
STA. 203+45 TO STA. 204+50

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1313	1465

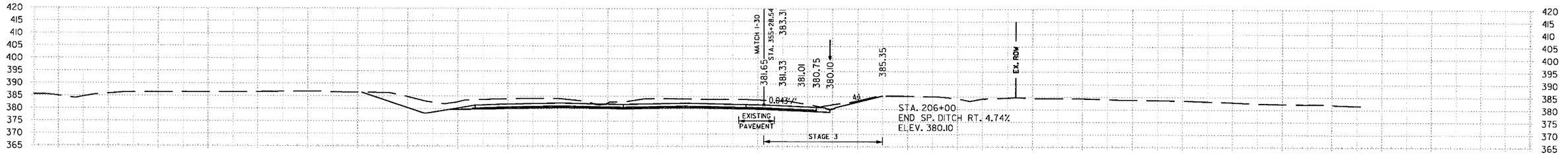
(2) INSPECTION STA. RAMP 2 CROSS SECTIONS



206+38.66 AREA UNCLASSIFIED EXCAVATION: STAGE 3 87 SF
206+38.66 AREA COMPACTED EMBANKMENT: 0 SF

206+38.66

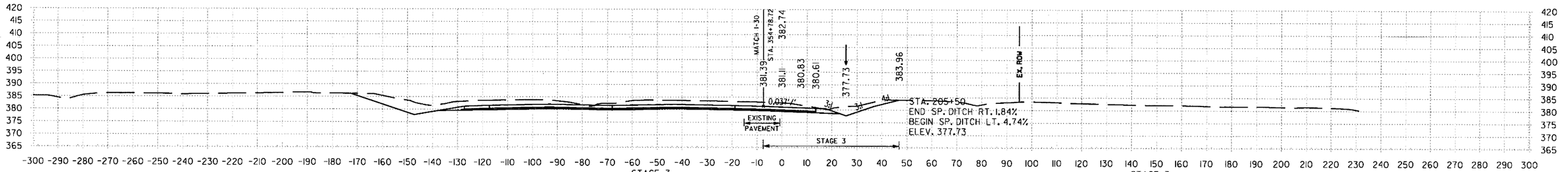
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 133 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



206+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 98 SF
206+00.00 AREA COMPACTED EMBANKMENT: 0 SF

206+00.00

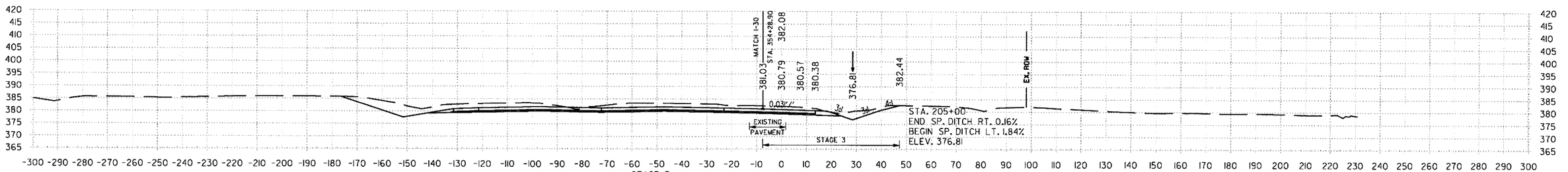
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 157 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



205+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 71 SF
205+50.00 AREA COMPACTED EMBANKMENT: 0 SF

205+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 130 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



205+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 69 SF
205+00.00 AREA COMPACTED EMBANKMENT: 0 SF

205+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 146 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 205+00 TO STA. 206+39

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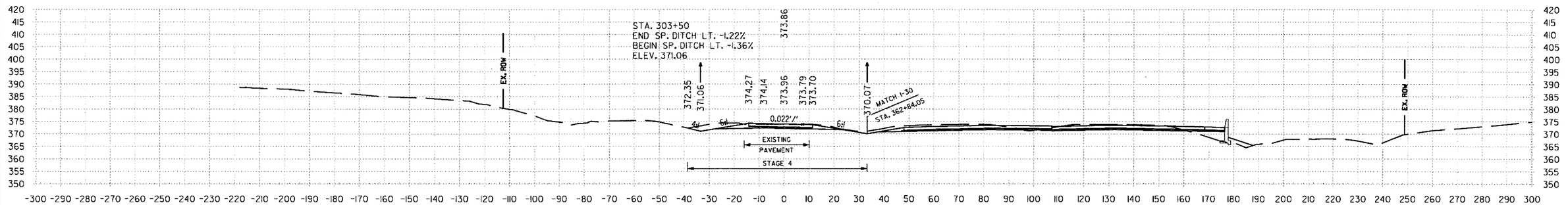
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1314	1465

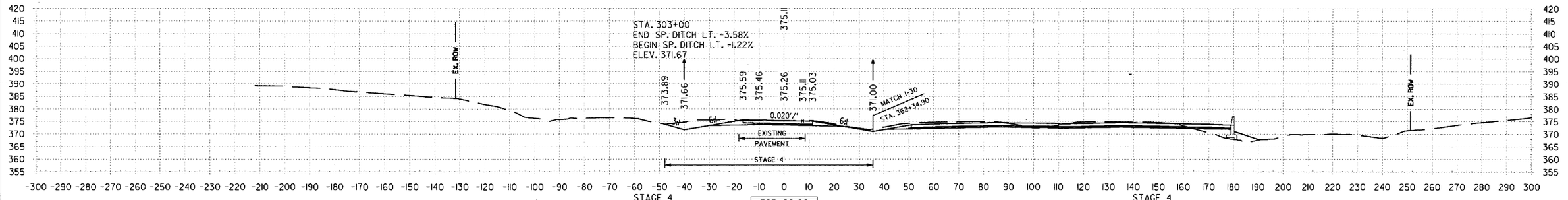
(2) INSPECTION STA. RAMP 3 CROSS SECTIONS



303+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 79 SF
303+50.00 AREA COMPACTED EMBANKMENT: 2 SF

303+50.00

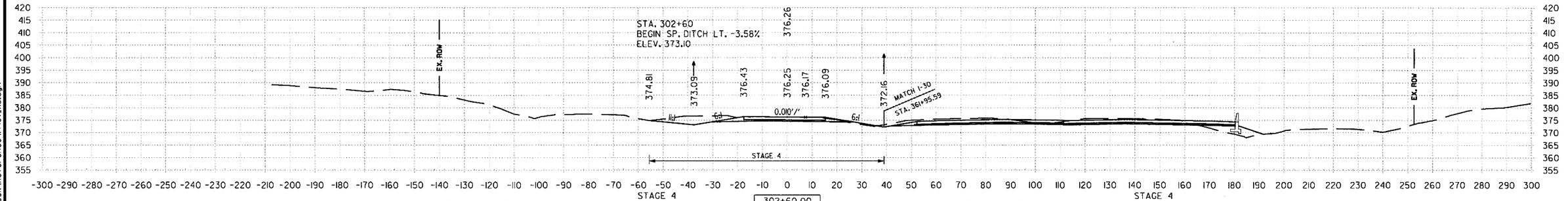
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 172 CUYD
VOLUME COMPACTED EMBANKMENT: 5 CUYD



303+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 106 SF
303+00.00 AREA COMPACTED EMBANKMENT: 3 SF

303+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 184 CUYD
VOLUME COMPACTED EMBANKMENT: 6 CUYD



302+60.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 142 SF
302+60.00 AREA COMPACTED EMBANKMENT: 5 SF

302+60.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 302+60 TO STA. 303+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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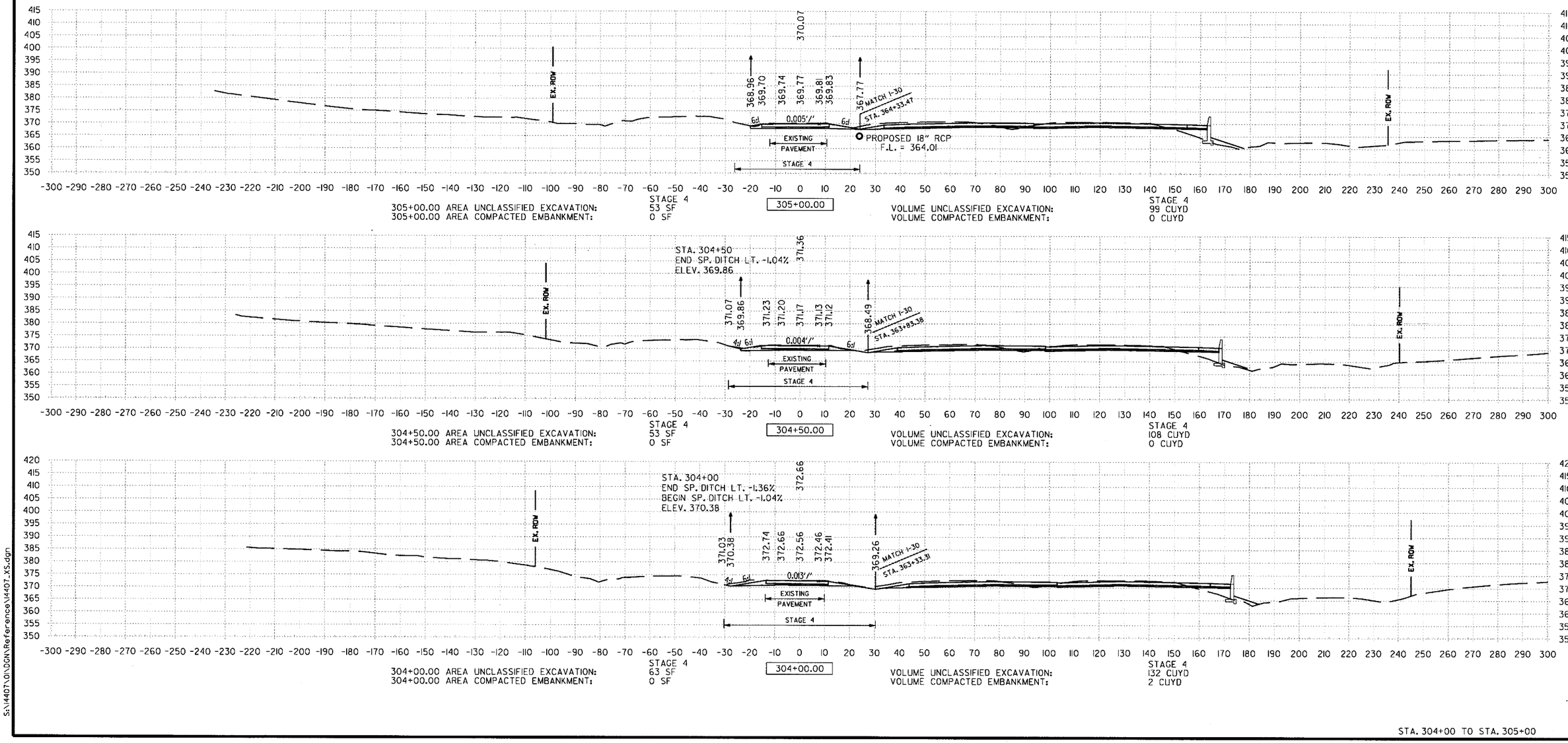
				JOB NO.		CA0601	1315	1465

(2) INSPECTION STA. RAMP 3 CROSS SECTIONS



305+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 53 SF
305+00.00 AREA COMPACTED EMBANKMENT: STAGE 4 0 SF
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 99 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4 0 CUYD

304+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 53 SF
304+50.00 AREA COMPACTED EMBANKMENT: STAGE 4 0 SF
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 108 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4 0 CUYD

304+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 63 SF
304+00.00 AREA COMPACTED EMBANKMENT: STAGE 4 0 SF
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 132 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4 2 CUYD

STA. 304+00 TO STA. 305+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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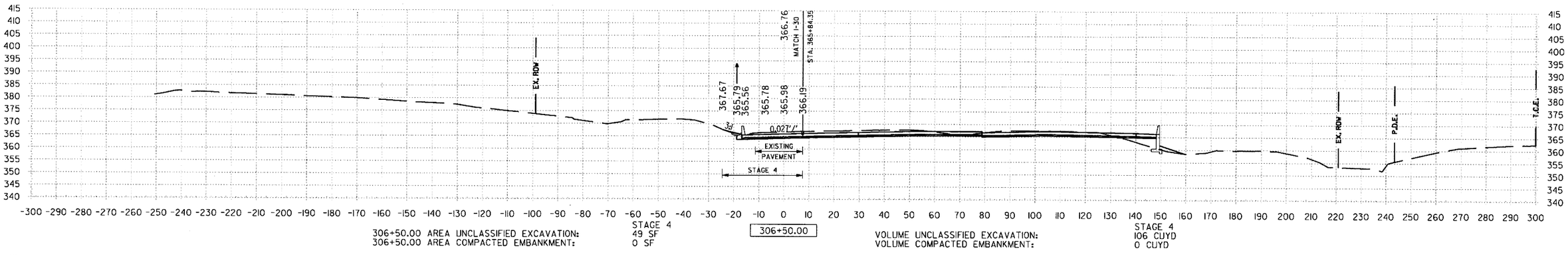
				JOB NO.		CA0601	1316	1465

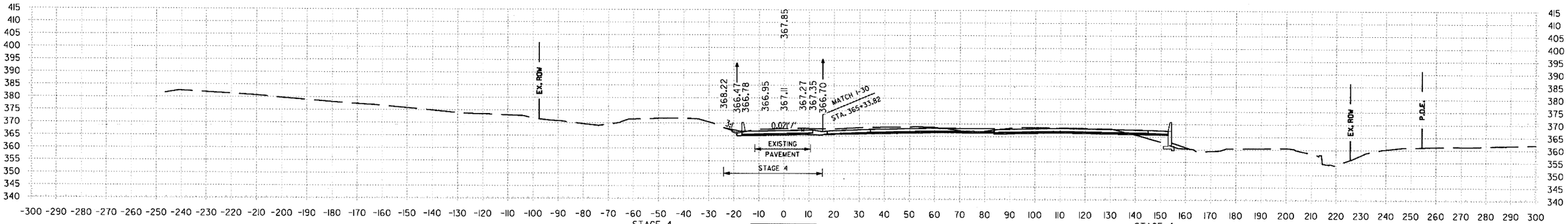
(2) INSPECTION STA. RAMP 3 CROSS SECTIONS



306+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 49 SF
306+50.00 AREA COMPACTED EMBANKMENT: 0 SF

306+50.00

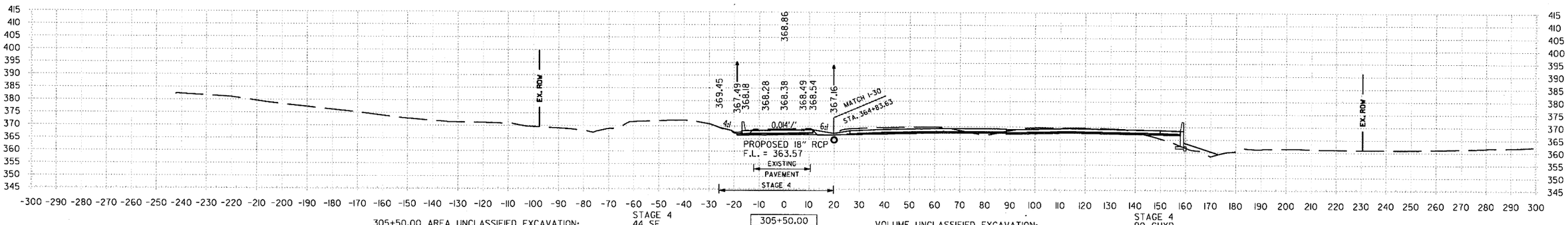
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 106 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



306+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 65 SF
306+00.00 AREA COMPACTED EMBANKMENT: 0 SF

306+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 101 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



305+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 44 SF
305+50.00 AREA COMPACTED EMBANKMENT: 1 SF

305+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 90 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD

STA. 305+50 TO STA. 306+50

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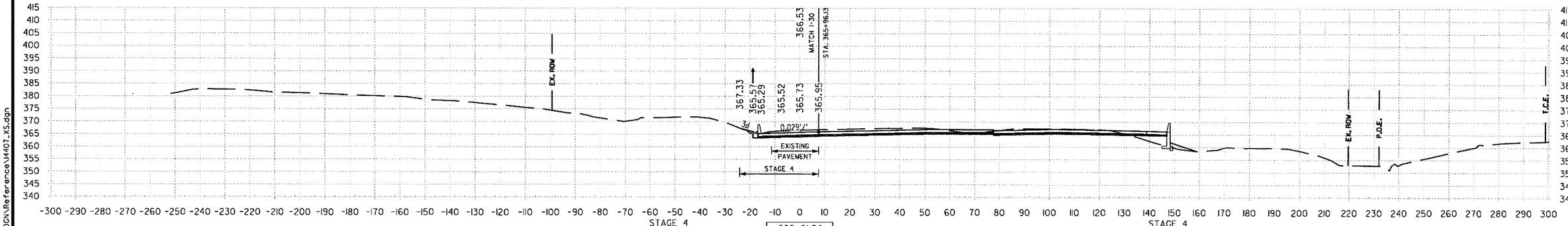
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1317	1465

(2) INSPECTION STA. RAMP 3 CROSS SECTIONS



	STAGE 4		
306+61.84 AREA UNCLASSIFIED EXCAVATION:	50 SF	VOLUME UNCLASSIFIED EXCAVATION:	22 CUYD
306+61.84 AREA COMPACTED EMBANKMENT:	0 SF	VOLUME COMPACTED EMBANKMENT:	0 CUYD

306+61.84

STA. 306+62 TO STA. 306+62

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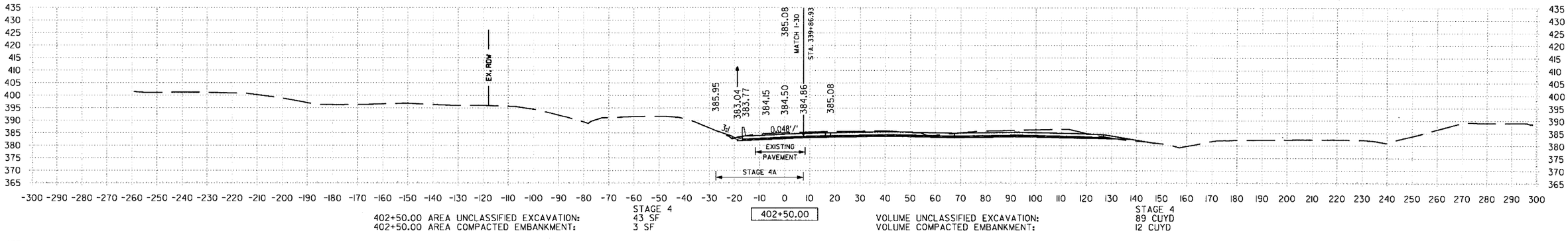
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1318	1465

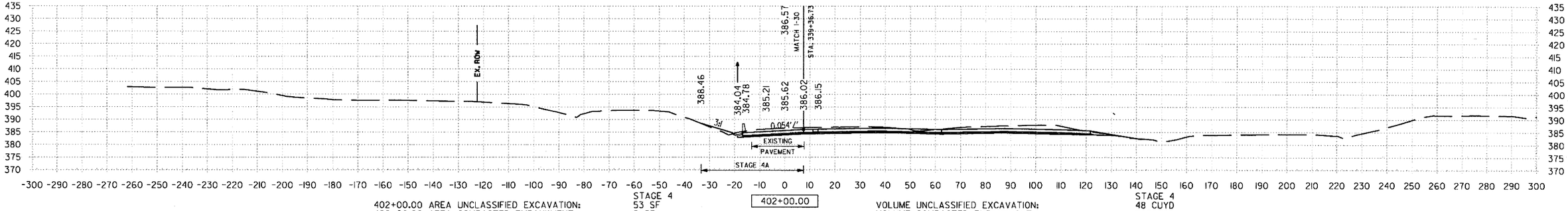
(2) INSPECTION STA. RAMP 4 CROSS SECTIONS



402+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 43 SF
402+50.00 AREA COMPACTED EMBANKMENT: 3 SF

402+50.00

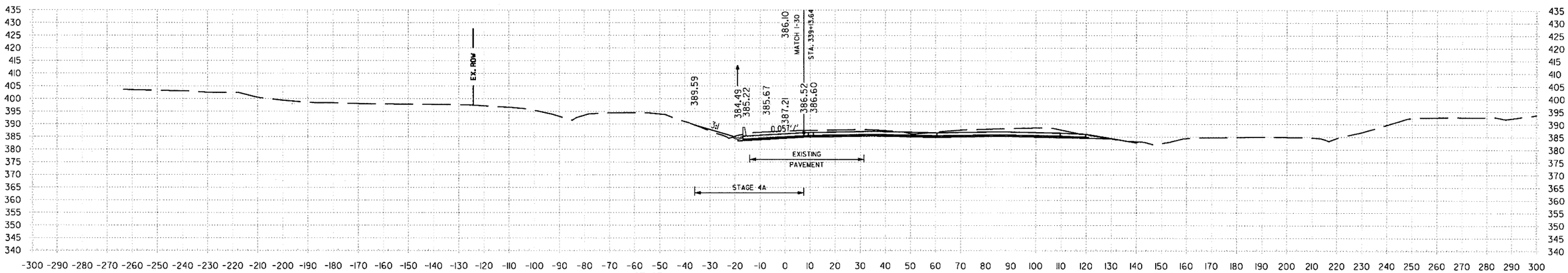
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 89 CUYD
VOLUME COMPACTED EMBANKMENT: 12 CUYD



402+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 53 SF
402+00.00 AREA COMPACTED EMBANKMENT: 9 SF

402+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 48 CUYD
VOLUME COMPACTED EMBANKMENT: 9 CUYD



401+77.03 AREA UNCLASSIFIED EXCAVATION: STAGE 4 58 SF
401+77.03 AREA COMPACTED EMBANKMENT: 10 SF

401+77.03

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 401+77 TO STA. 402+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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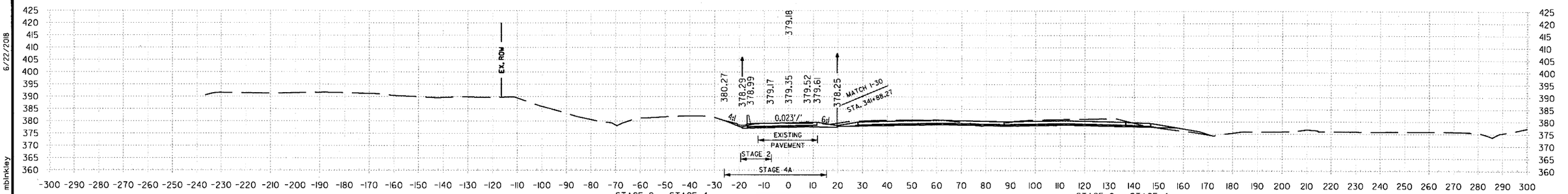
				JOB NO.		CA0601	1319	1465

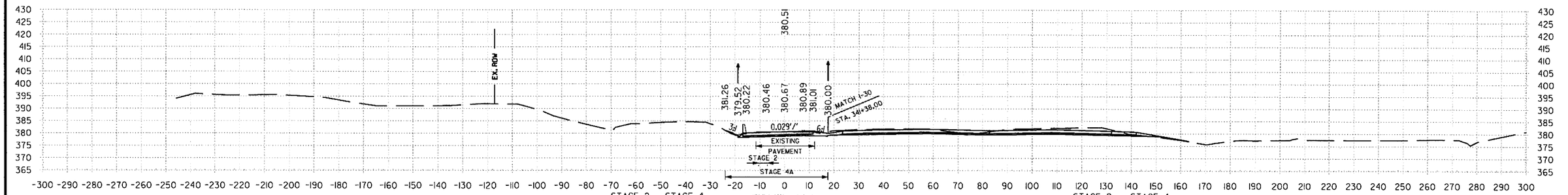
(2) **INSPECTION STA. RAMP 4 CROSS SECTIONS**



404+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 4 SF, STAGE 4: 41 SF
404+50.00 AREA COMPACTED EMBANKMENT: STAGE 2: 1 SF, STAGE 4: 4 SF

404+50.00

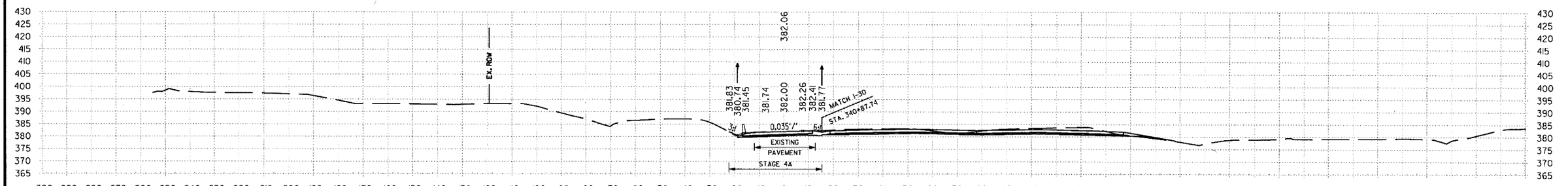
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 4 CUYD, STAGE 4: 75 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 1 CUYD, STAGE 4: 7 CUYD



404+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 0 SF, STAGE 4: 39 SF
404+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF, STAGE 4: 3 SF

404+00.00

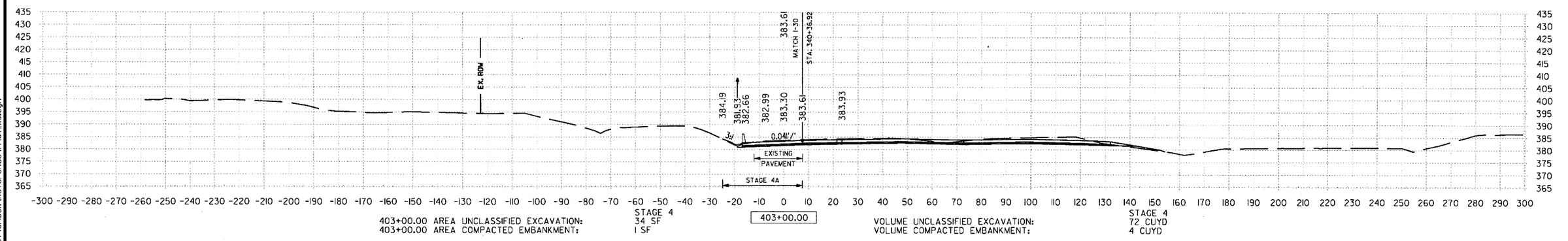
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD, STAGE 4: 75 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD, STAGE 4: 4 CUYD



403+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4: 41 SF
403+50.00 AREA COMPACTED EMBANKMENT: 1 SF

403+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4: 70 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD



403+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4: 34 SF
403+00.00 AREA COMPACTED EMBANKMENT: 1 SF

403+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4: 72 CUYD
VOLUME COMPACTED EMBANKMENT: 4 CUYD

STA. 403+00 TO STA. 404+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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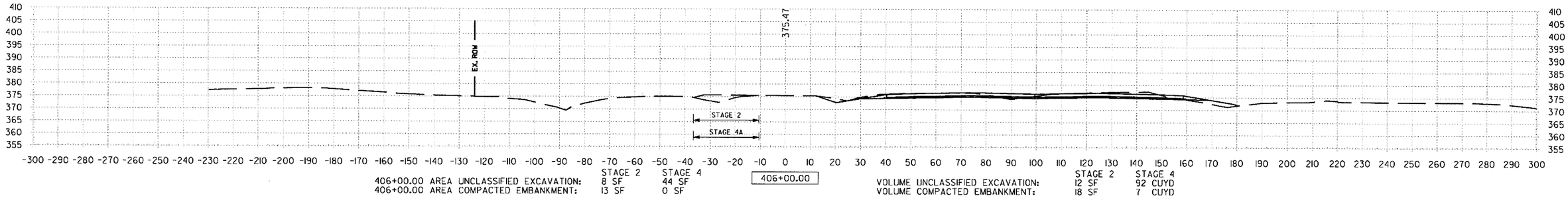
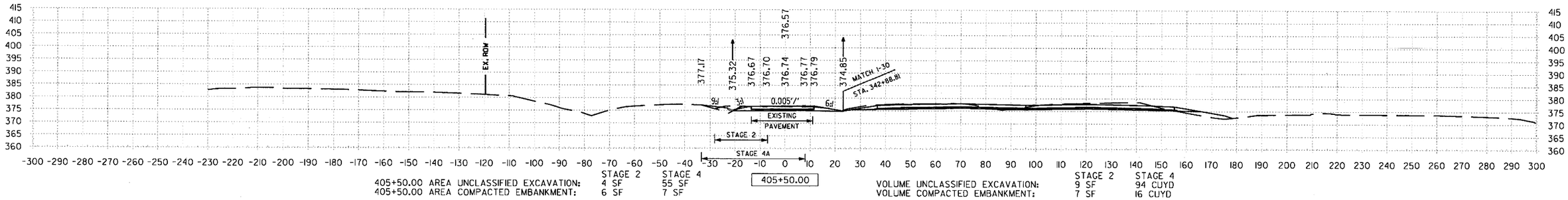
				JOB NO.		CA0601	1320	1465

(2) INSPECTION STA. RAMP 4 CROSS SECTIONS



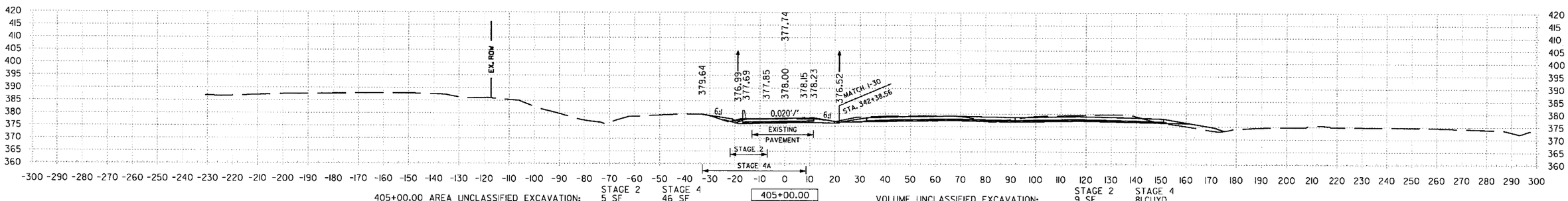
406+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 8 SF, STAGE 4 44 SF
406+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 13 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 12 SF, STAGE 4 92 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 18 SF, STAGE 4 7 CUYD



405+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 4 SF, STAGE 4 55 SF
405+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 6 SF, STAGE 4 7 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 9 SF, STAGE 4 94 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 7 SF, STAGE 4 16 CUYD



405+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 5 SF, STAGE 4 46 SF
405+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 1 SF, STAGE 4 10 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 9 SF, STAGE 4 81 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 2 SF, STAGE 4 13 CUYD

STA. 405+00 TO STA. 406+00

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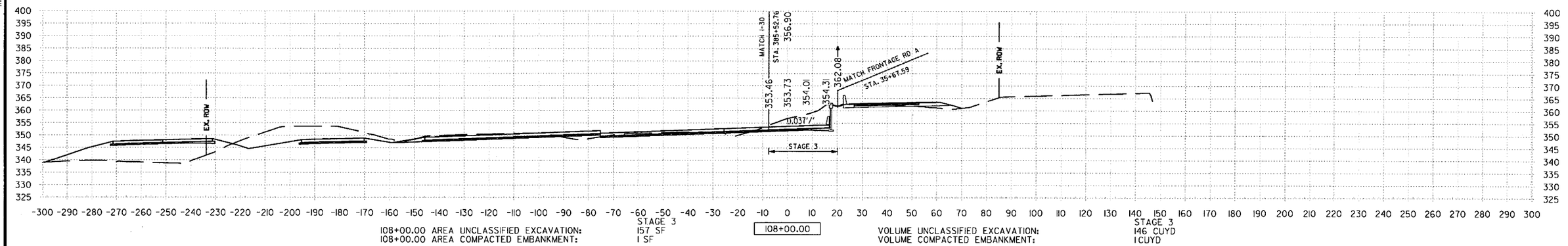
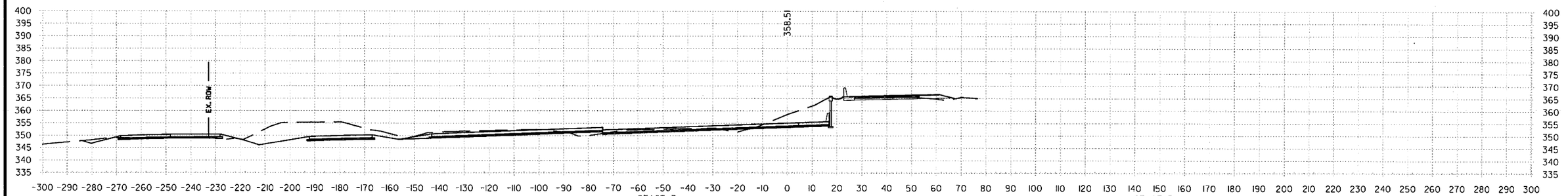


108+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 157 SF
108+00.00 AREA COMPACTED EMBANKMENT: 1 SF

108+00.00

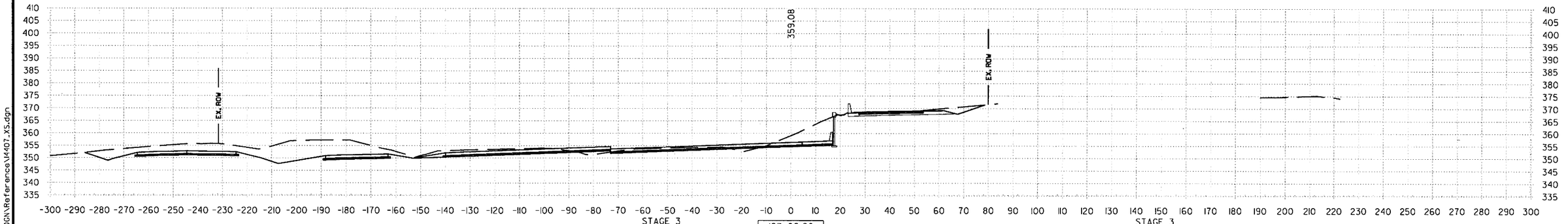
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 146 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



107+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
107+50.00 AREA COMPACTED EMBANKMENT: 0 SF

107+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



107+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
107+00.00 AREA COMPACTED EMBANKMENT: 0 SF

107+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 107+00 TO STA. 108+00

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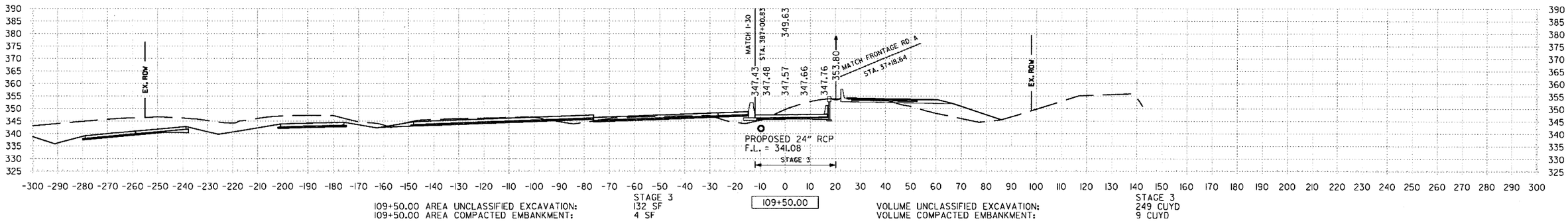
				JOB NO.		CA0601	1322	1465

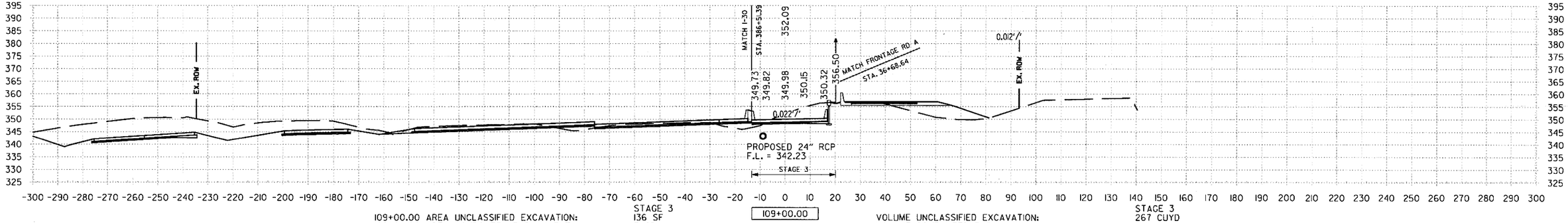
② US-67 RAMP I CROSS SECTIONS



109+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 132 SF
109+50.00 AREA COMPACTED EMBANKMENT: 4 SF

109+50.00

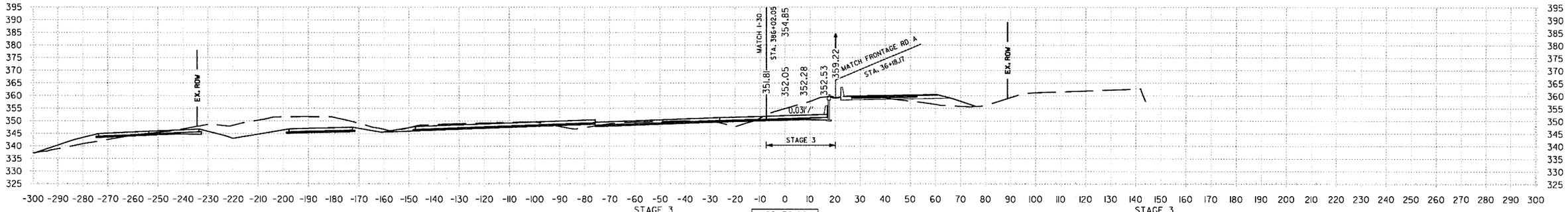
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 249 CUYD
VOLUME COMPACTED EMBANKMENT: 9 CUYD



109+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 136 SF
109+00.00 AREA COMPACTED EMBANKMENT: 5 SF

109+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 267 CUYD
VOLUME COMPACTED EMBANKMENT: 7 CUYD



108+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 152 SF
108+50.00 AREA COMPACTED EMBANKMENT: 2 SF

108+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 287 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD

STA. 108+50 TO STA. 109+50

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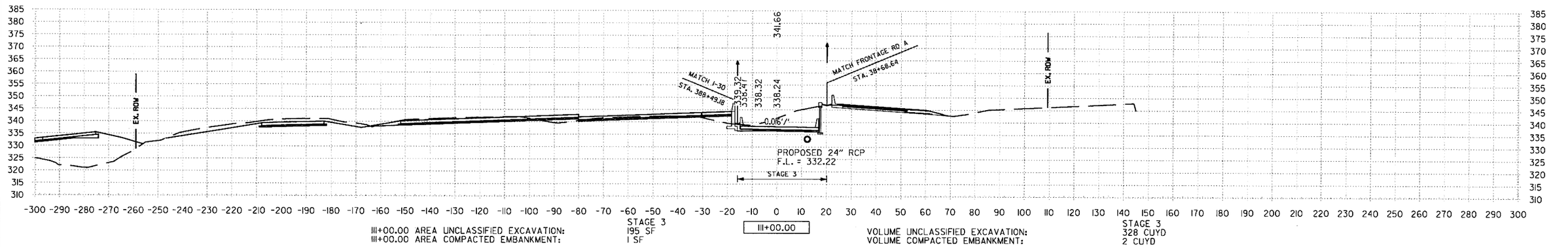
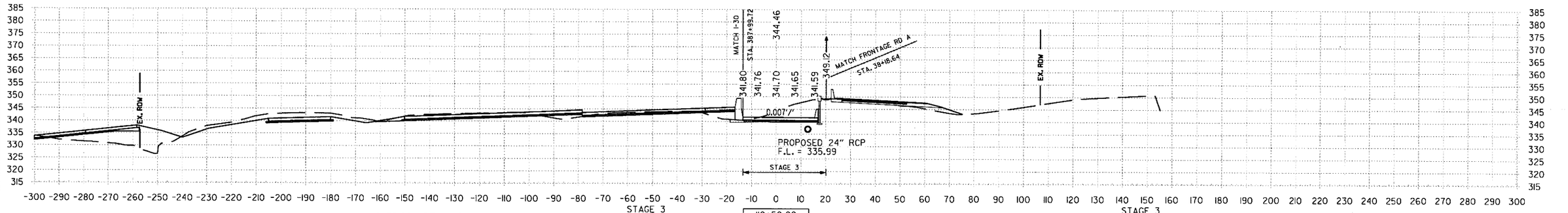
(2) US-67 RAMP I CROSS SECTIONS



111+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 195 SF
111+00.00 AREA COMPACTED EMBANKMENT: 1 SF

111+00.00

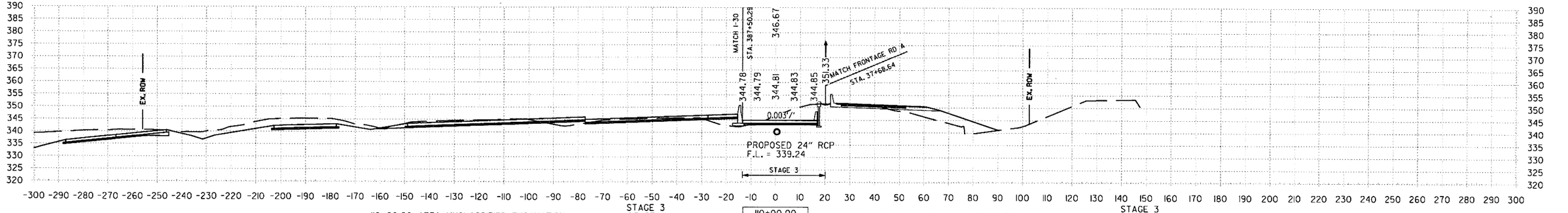
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 328 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD



110+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 159 SF
110+50.00 AREA COMPACTED EMBANKMENT: 1 SF

110+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 273 CUYD
VOLUME COMPACTED EMBANKMENT: 4 CUYD



110+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 135 SF
110+00.00 AREA COMPACTED EMBANKMENT: 3 SF

110+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 248 CUYD
VOLUME COMPACTED EMBANKMENT: 7 CUYD

STA. 110+00 TO STA. 111+00

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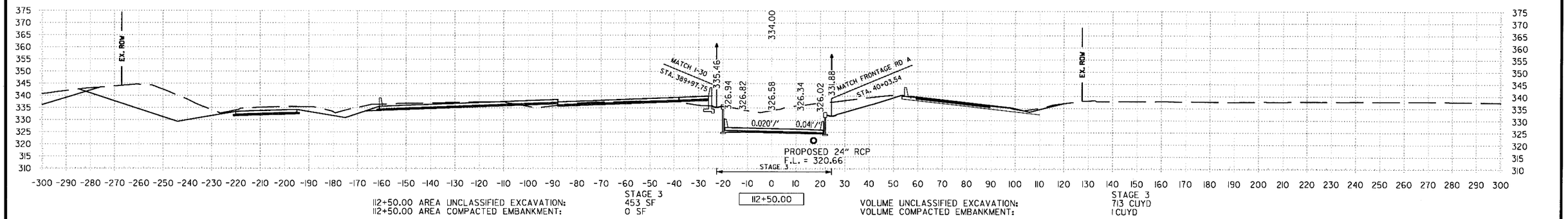
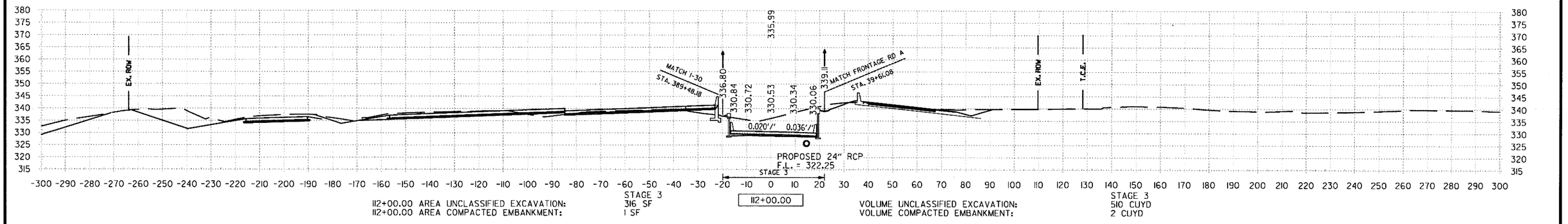
(2) US-67 RAMP I CROSS SECTIONS



112+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 453 SF
112+50.00 AREA COMPACTED EMBANKMENT: 0 SF

112+50.00

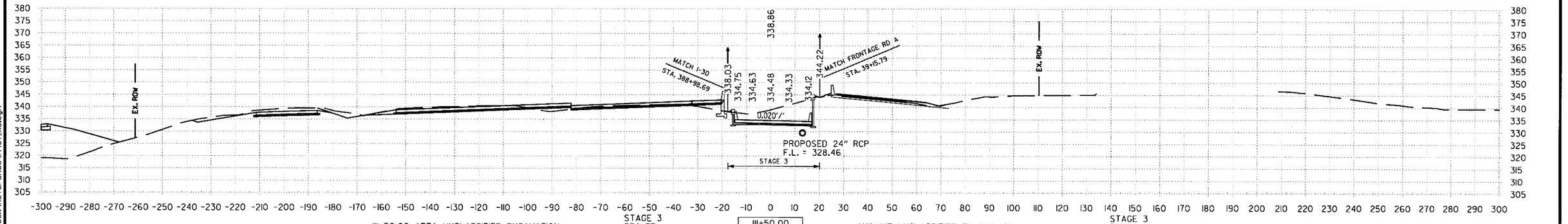
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 713 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



112+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 316 SF
112+00.00 AREA COMPACTED EMBANKMENT: 1 SF

112+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 510 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD



111+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 234 SF
111+50.00 AREA COMPACTED EMBANKMENT: 1 SF

111+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 398 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD

STA. 111+50 TO STA. 112+50

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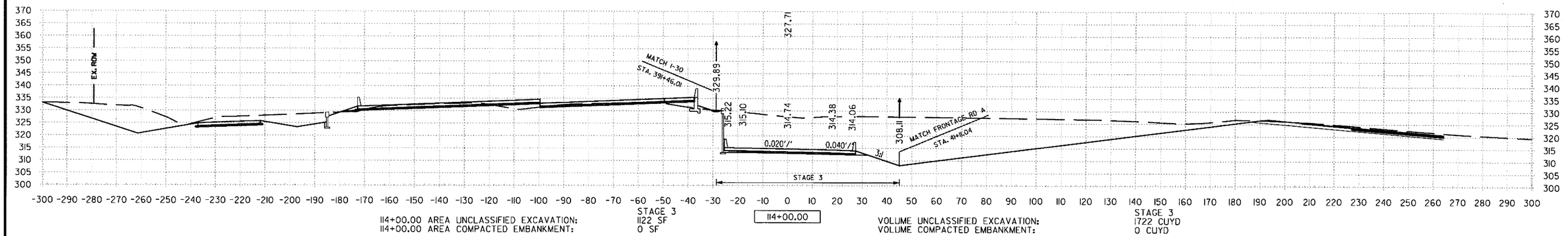
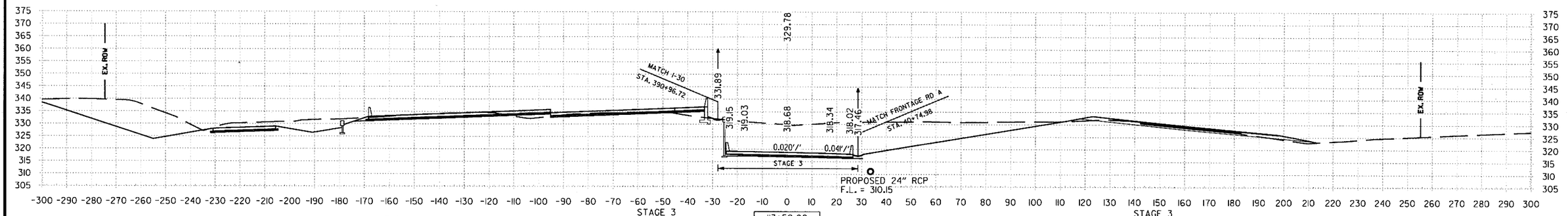
(2) **US-67 RAMP I CROSS SECTIONS**



114+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 1122 SF
114+00.00 AREA COMPACTED EMBANKMENT: 0 SF

114+00.00

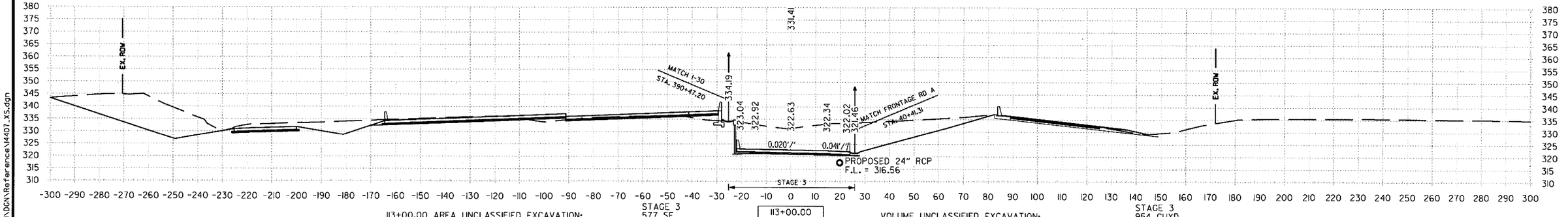
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1722 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



113+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 737 SF
113+50.00 AREA COMPACTED EMBANKMENT: 0 SF

113+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1217 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



113+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 577 SF
113+00.00 AREA COMPACTED EMBANKMENT: 1 SF

113+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 954 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD

STA. 113+00 TO STA. 114+00

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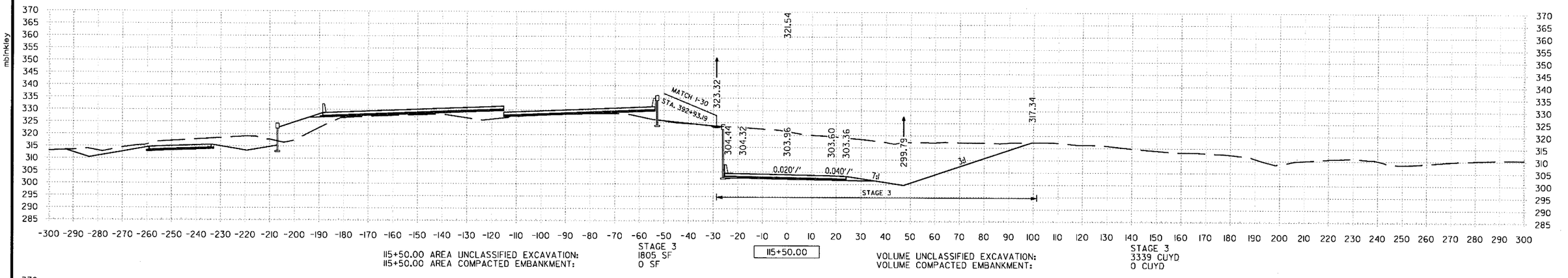
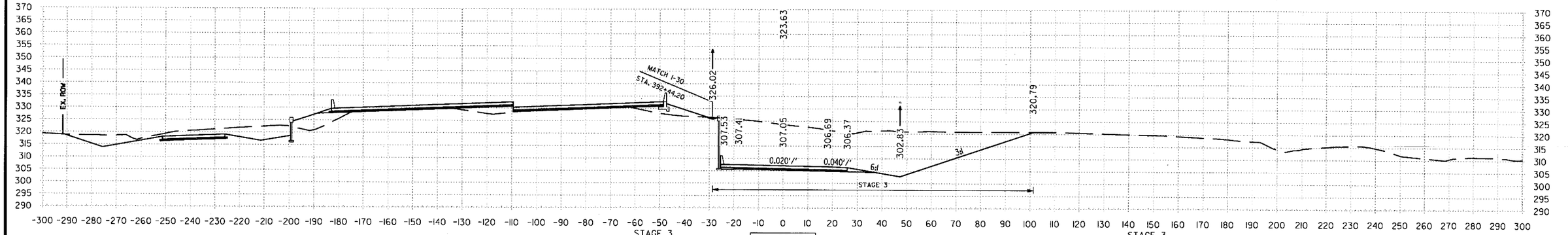
② US-67 RAMP I CROSS SECTIONS



115+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 1805 SF
115+50.00 AREA COMPACTED EMBANKMENT: 0 SF

115+50.00

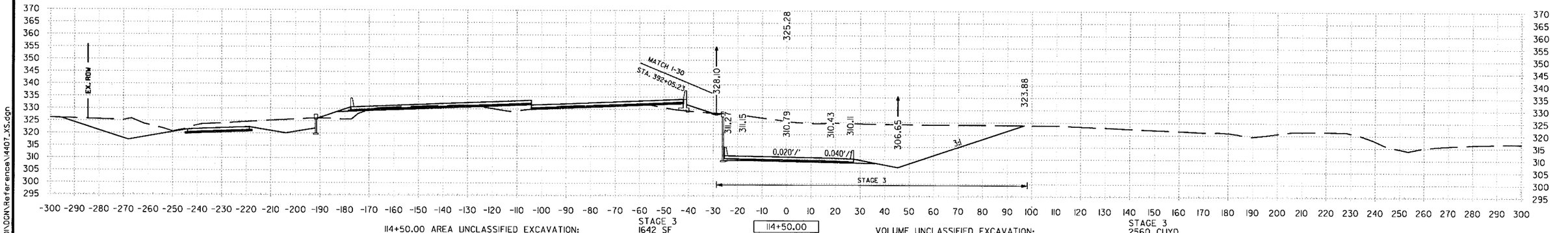
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 3339 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



115+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 1801 SF
115+00.00 AREA COMPACTED EMBANKMENT: 0 SF

115+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 3188 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



114+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 1642 SF
114+50.00 AREA COMPACTED EMBANKMENT: 0 SF

114+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 2560 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 114+50 TO STA. 115+50

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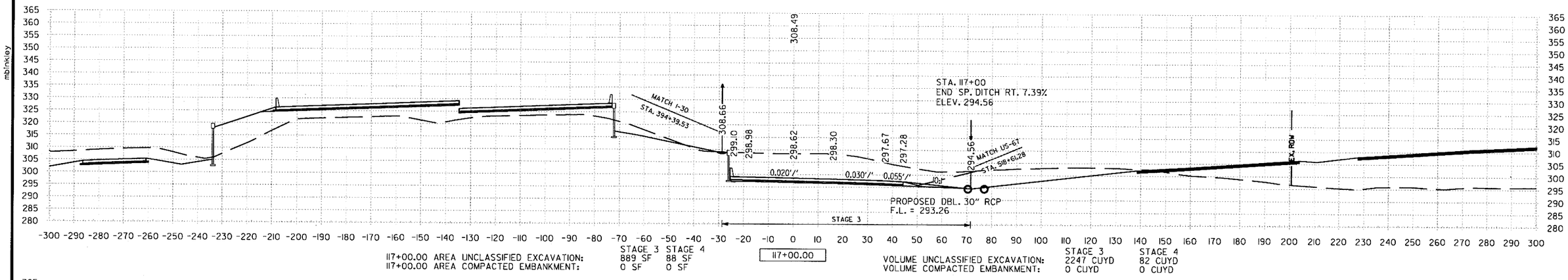
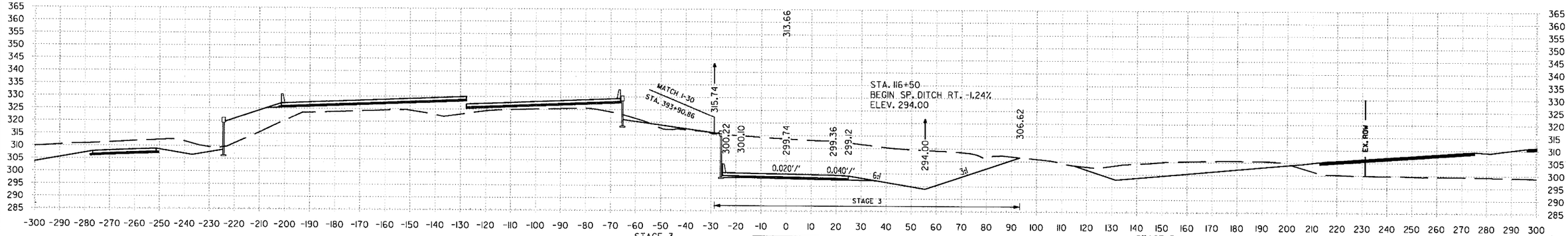
② US-67 RAMP I CROSS SECTIONS



117+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 889 SF STAGE 4 88 SF
117+00.00 AREA COMPACTED EMBANKMENT: 0 SF 0 SF

117+00.00

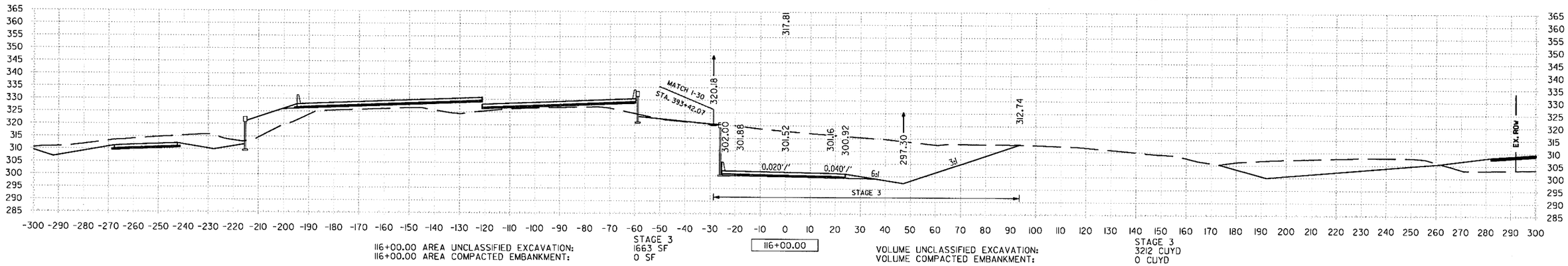
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 2247 CUYD STAGE 4 82 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD



116+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 1537 SF
116+50.00 AREA COMPACTED EMBANKMENT: 0 SF

116+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 2963 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



116+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 1663 SF
116+00.00 AREA COMPACTED EMBANKMENT: 0 SF

116+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 3212 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 116+00 TO STA. 117+00

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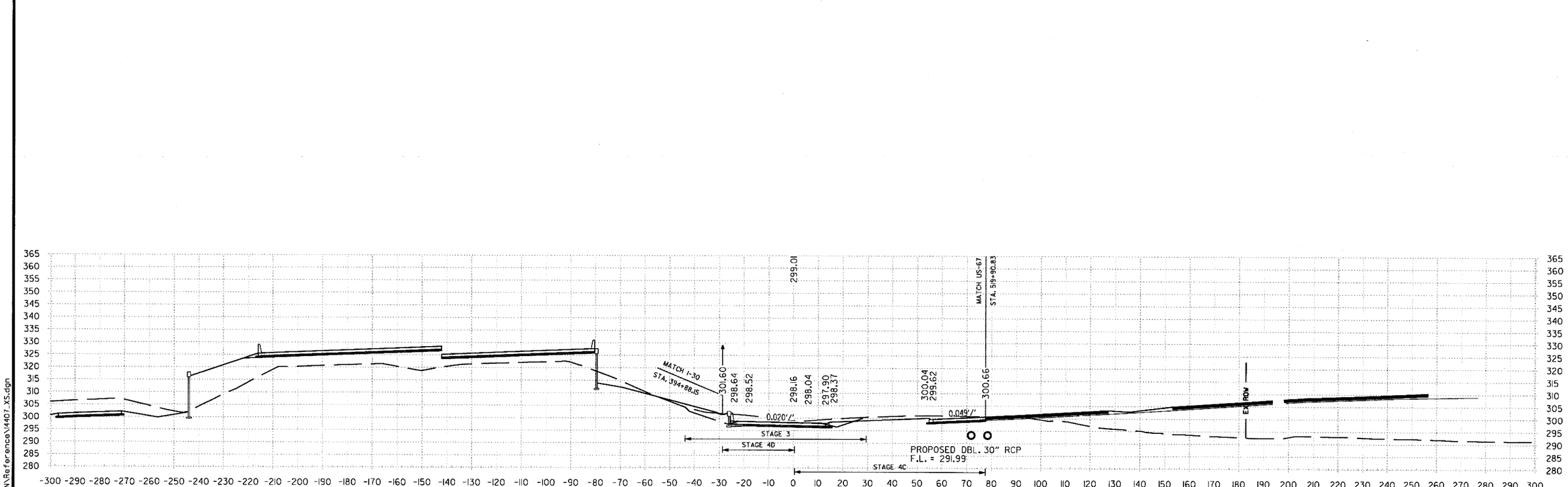
(2) US-67 RAMP I CROSS SECTIONS



117+50.00 AREA	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	889 SF	68 SF
COMPACTED EMBANKMENT:	0 SF	51 SF

117+50.00

VOLUME	STAGE 3	STAGE 4
UNCLASSIFIED EXCAVATION:	1134 CUYD	145 CUYD
COMPACTED EMBANKMENT:	0 CUYD	48 CUYD

STA. 117+50 TO STA. 118+33

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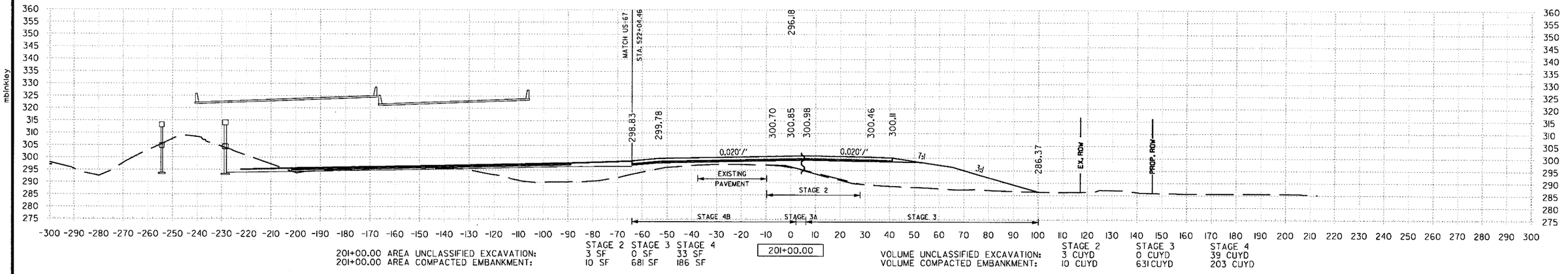
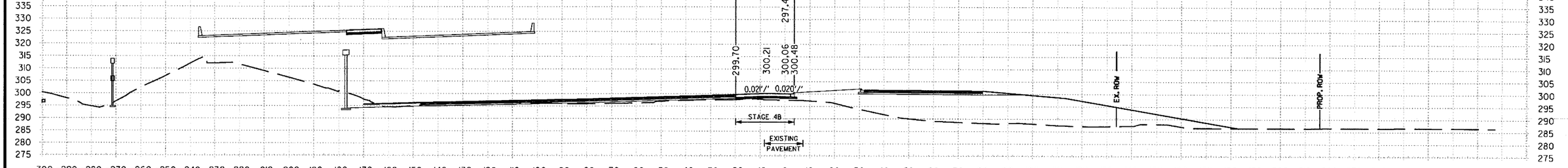
(2) **US-67 RAMP 2 CROSS SECTIONS**



201+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 3 SF, STAGE 3 0 SF, STAGE 4 33 SF
201+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 10 SF, STAGE 3 681 SF, STAGE 4 186 SF

201+00.00

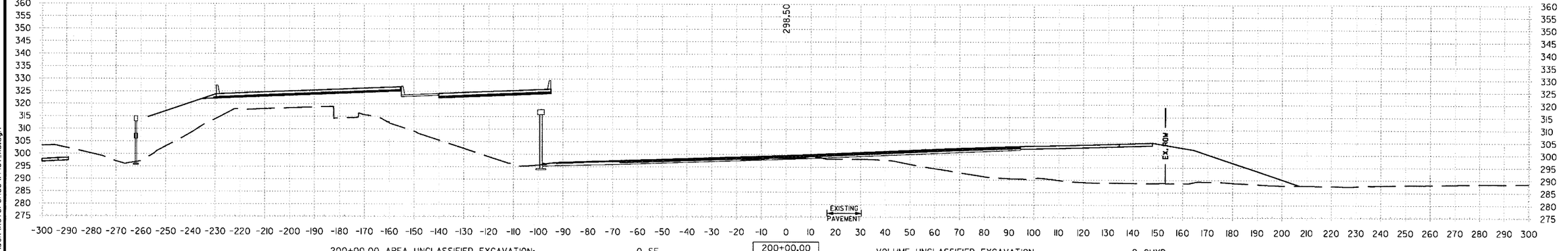
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 3 CUYD, STAGE 3 0 CUYD, STAGE 4 39 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 10 CUYD, STAGE 3 631 CUYD, STAGE 4 203 CUYD



200+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 9 SF
200+50.00 AREA COMPACTED EMBANKMENT: STAGE 4 33 SF

200+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4 0 CUYD



200+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
200+00.00 AREA COMPACTED EMBANKMENT: 0 SF

200+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 200+00 TO STA. 201+00

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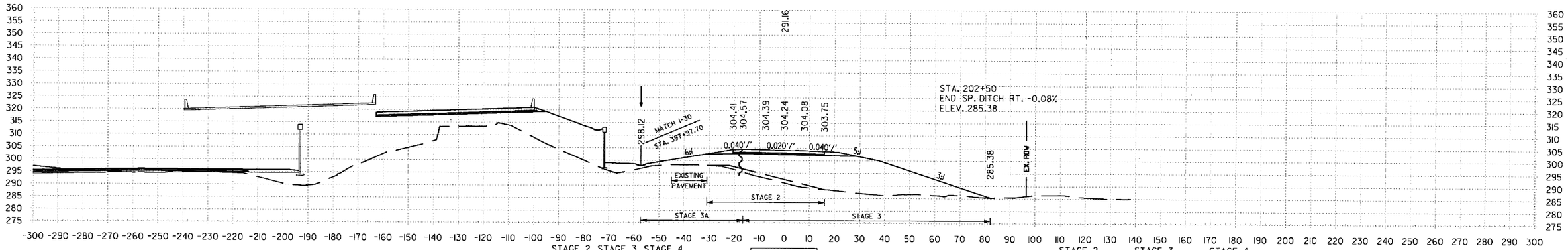
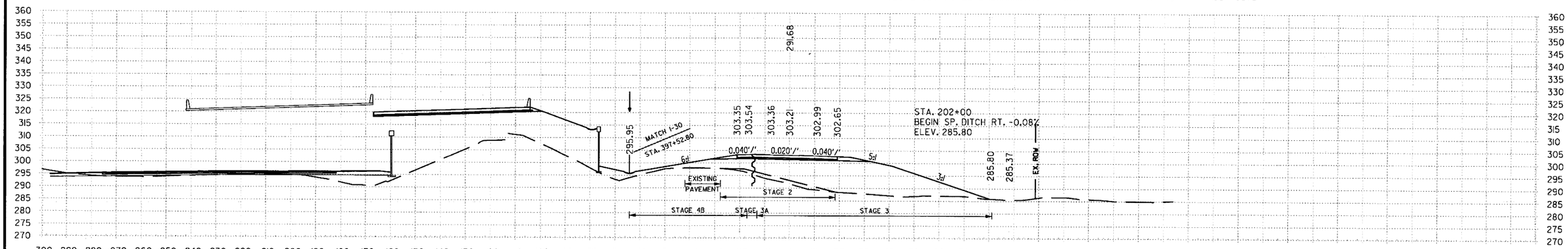
(2) US-67 RAMP 2 CROSS SECTIONS



202+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 2 SF, STAGE 3 0 SF, STAGE 4 36 SF
202+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 44 SF, STAGE 3 927 SF, STAGE 4 160 SF

202+50.00

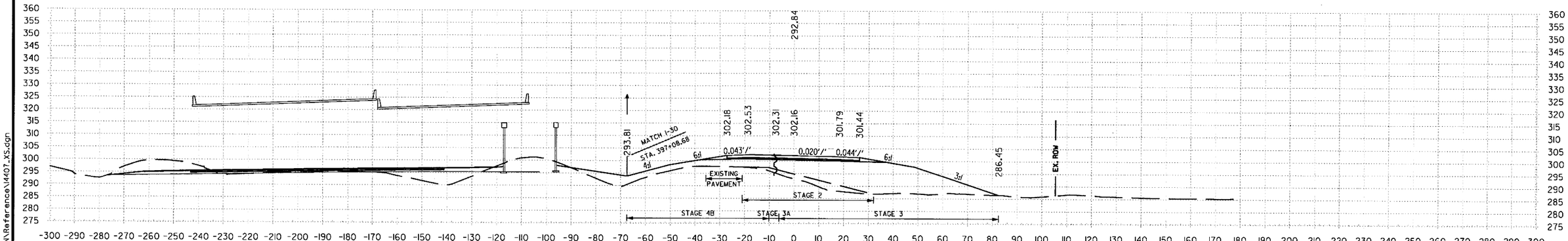
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 4 CUYD, STAGE 3 0 CUYD, STAGE 4 67 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 81 CUYD, STAGE 3 1603 CUYD, STAGE 4 294 CUYD



202+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 2 SF, STAGE 3 0 SF, STAGE 4 36 SF
202+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 43 SF, STAGE 3 804 SF, STAGE 4 162 SF

202+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 6 CUYD, STAGE 3 0 CUYD, STAGE 4 64 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 111 CUYD, STAGE 3 1405 CUYD, STAGE 4 331 CUYD



201+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 4 SF, STAGE 3 0 SF, STAGE 4 33 SF
201+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 76 SF, STAGE 3 713 SF, STAGE 4 204 SF

201+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 7 CUYD, STAGE 3 0 CUYD, STAGE 4 62 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 80 CUYD, STAGE 3 1291 CUYD, STAGE 4 356 CUYD

STA. 201+50 TO STA. 202+50

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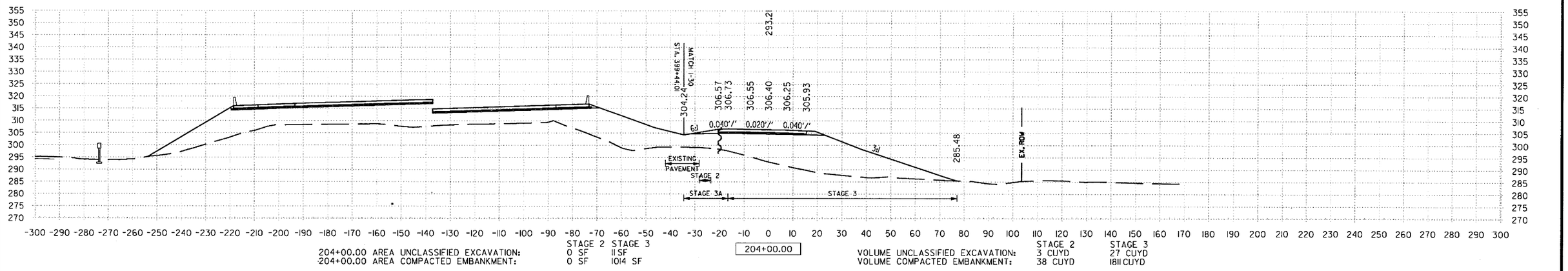
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1331	1465

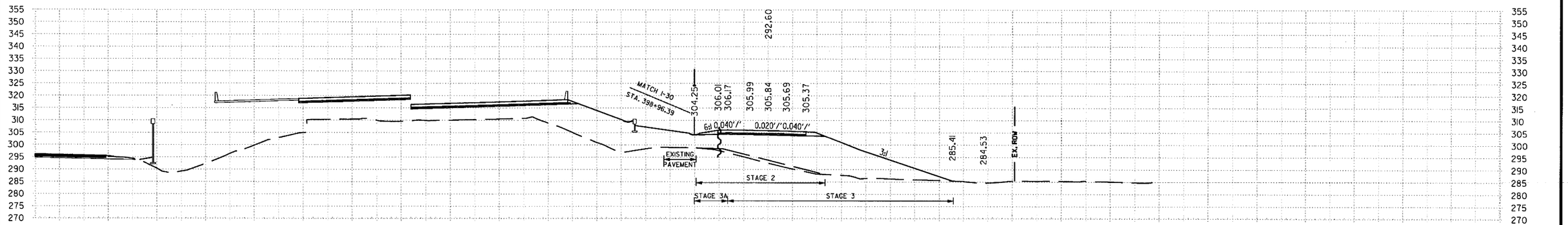
(2) **US-67 RAMP 2 CROSS SECTIONS**



204+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF, STAGE 3 11 SF
204+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 0 SF, STAGE 3 1014 SF

204+00.00

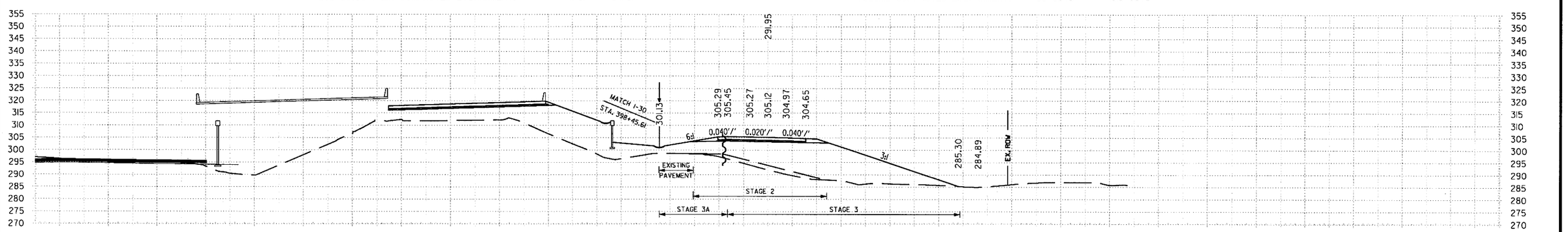
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 3 CUYD, STAGE 3 27 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 38 CUYD, STAGE 3 1811 CUYD



203+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 3 SF, STAGE 3 18 SF
203+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 41 SF, STAGE 3 941 SF

203+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 4 CUYD, STAGE 3 54 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 96 CUYD, STAGE 3 1815 CUYD



203+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 1 SF, STAGE 3 40 SF, STAGE 4 0 SF
203+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 62 SF, STAGE 3 1019 SF, STAGE 4 0 SF

203+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 3 CUYD, STAGE 3 38 CUYD, STAGE 4 34 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 99 CUYD, STAGE 3 1802 CUYD, STAGE 4 147 CUYD

STA. 203+00 TO STA. 204+00

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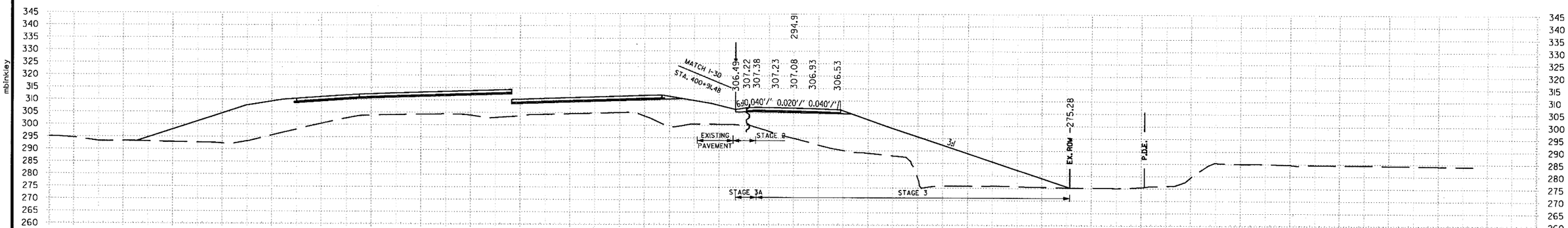
				JOB NO.		CA0601	1332	1465

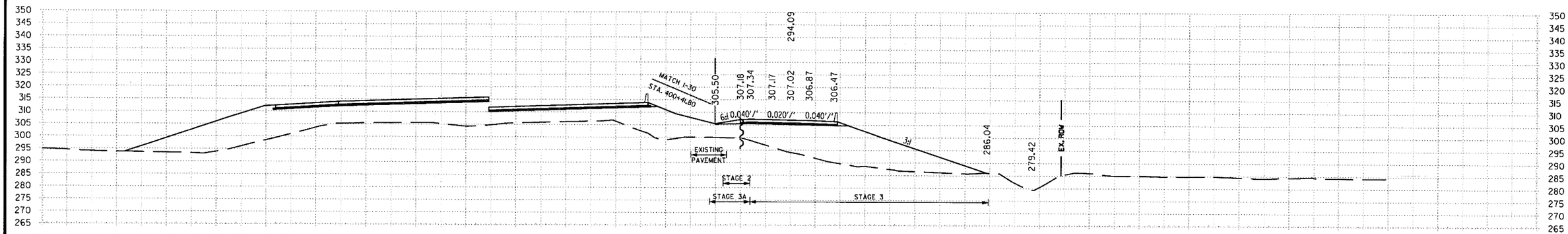
(2) US-67 RAMP 2 CROSS SECTIONS



205+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF, STAGE 3 3 SF
205+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 0 SF, STAGE 3 1410 SF

205+50.00

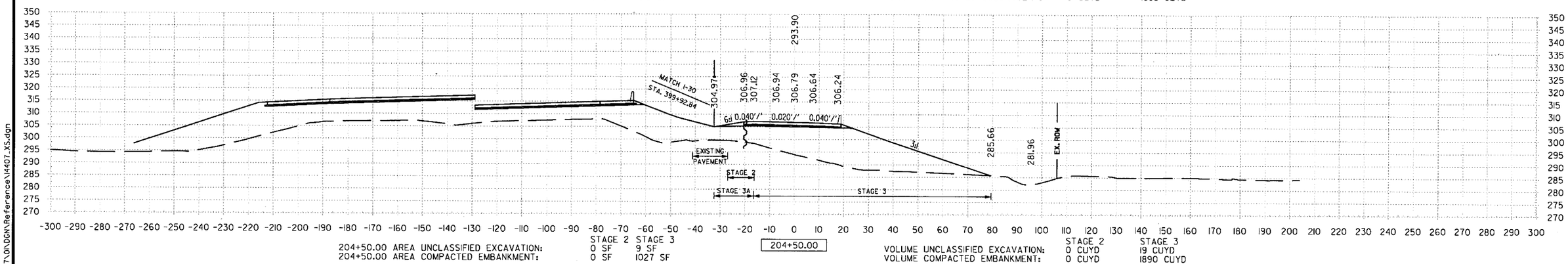
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD, STAGE 3 11 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 0 CUYD, STAGE 3 2250 CUYD



205+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF, STAGE 3 8 SF
205+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 0 SF, STAGE 3 1019 SF

205+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD, STAGE 3 19 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 0 CUYD, STAGE 3 1895 CUYD



204+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF, STAGE 3 9 SF
204+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 0 SF, STAGE 3 1027 SF

204+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD, STAGE 3 19 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 0 CUYD, STAGE 3 1890 CUYD

STA. 204+50 TO STA. 205+50

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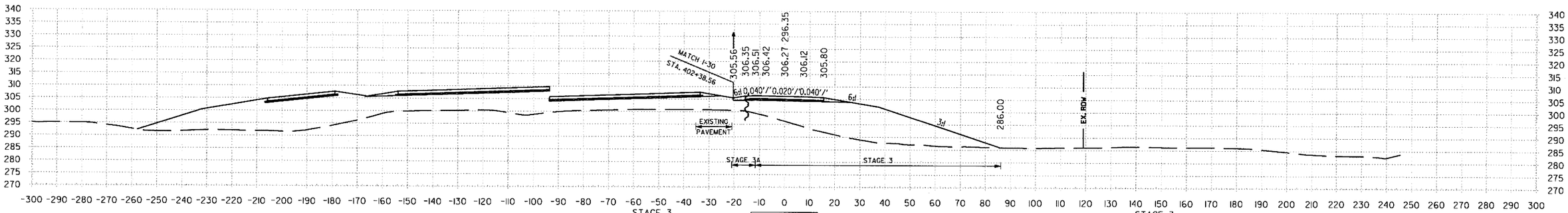
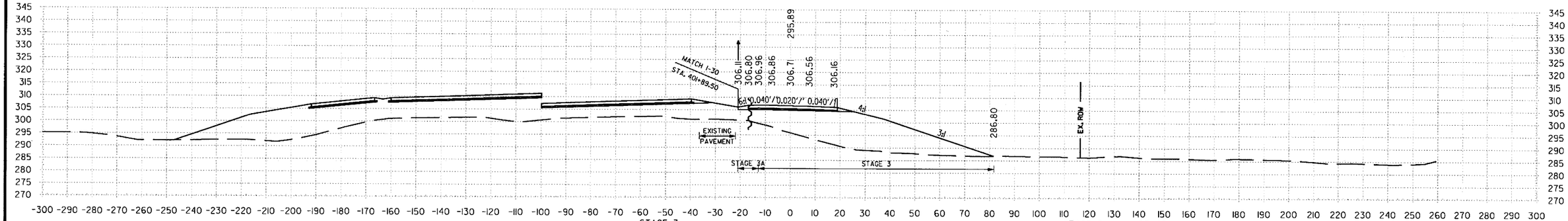
(2) US-67 RAMP 2 CROSS SECTIONS



207+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
207+00.00 AREA COMPACTED EMBANKMENT: 937 SF

207+00.00

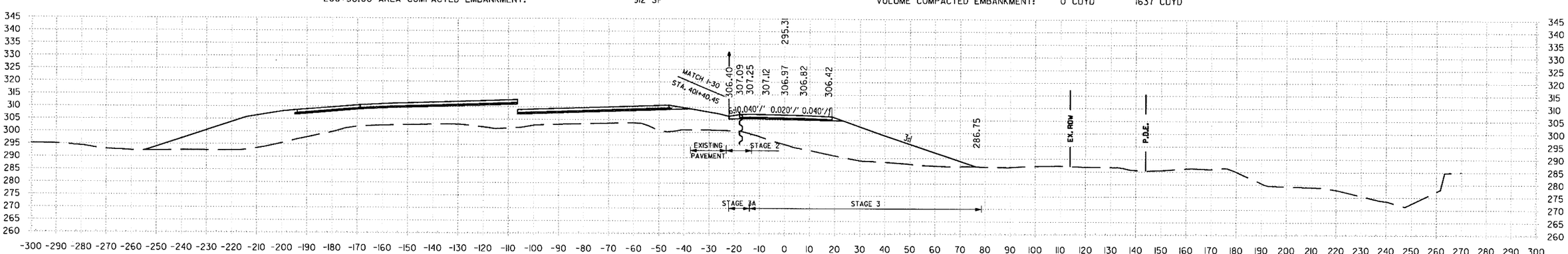
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1713 CUYD



206+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
206+50.00 AREA COMPACTED EMBANKMENT: 912 SF

206+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD STAGE 3 2 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 1637 CUYD



206+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF STAGE 3 2 SF
206+00.00 AREA COMPACTED EMBANKMENT: 0 SF 855 SF

206+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD STAGE 3 5 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 2098 CUYD

STA. 206+00 TO STA. 207+00

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				②	US-67 RAMP 2 CROSS SECTIONS			

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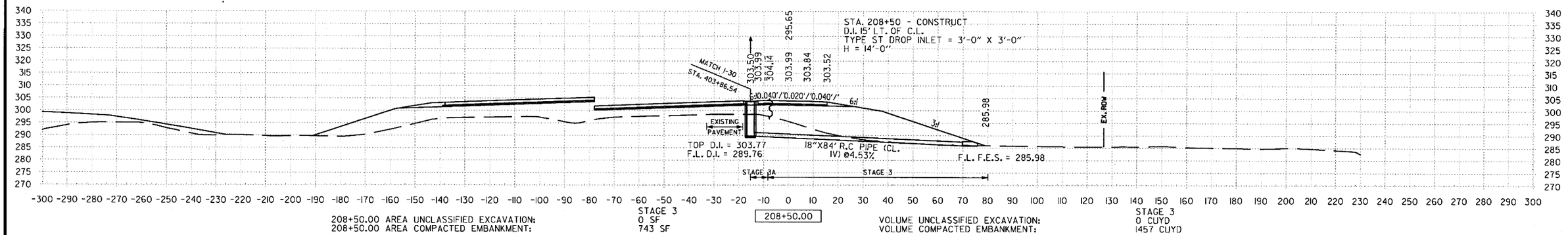
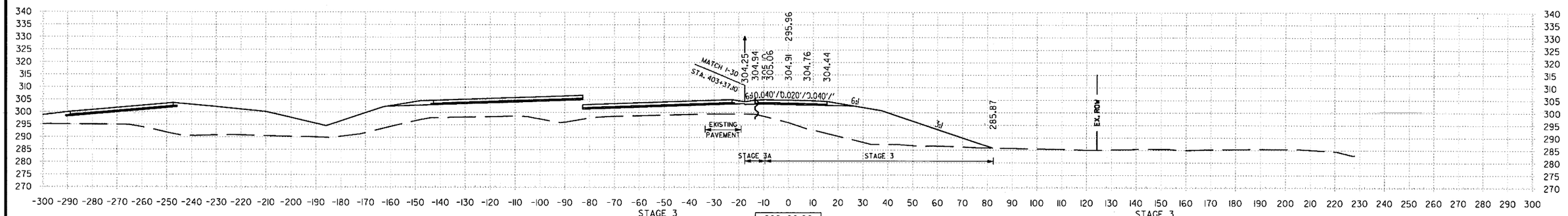


208+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
208+50.00 AREA COMPACTED EMBANKMENT: 743 SF

208+50.00

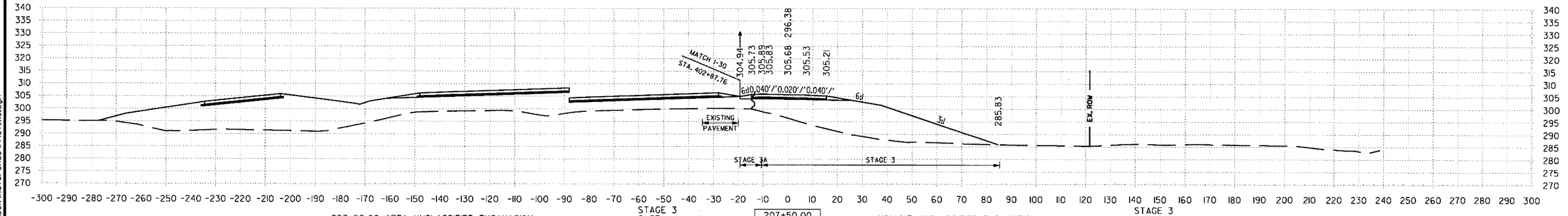
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1457 CUYD



208+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
208+00.00 AREA COMPACTED EMBANKMENT: 830 SF

208+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1583 CUYD



207+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
207+50.00 AREA COMPACTED EMBANKMENT: 879 SF

207+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1682 CUYD

STA. 207+50 TO STA. 208+50

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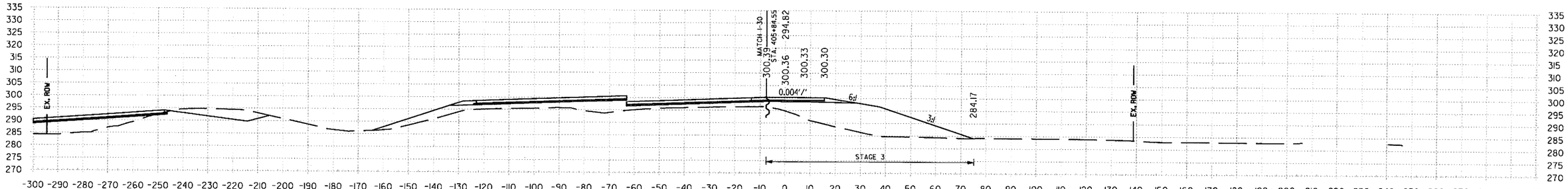
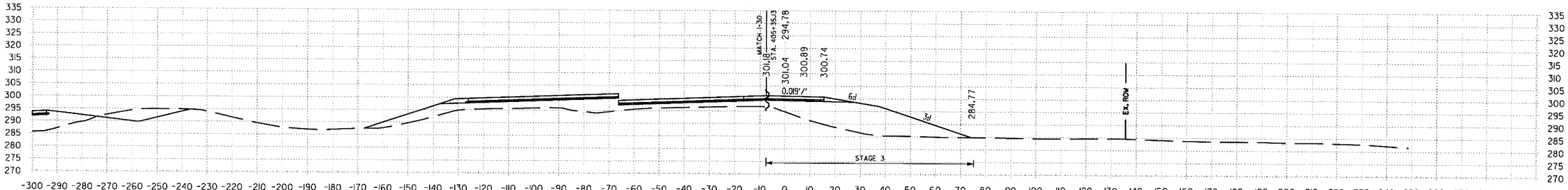
② US-67 RAMP 2 CROSS SECTIONS



210+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
210+50.00 AREA COMPACTED EMBANKMENT: 581 SF

210+50.00

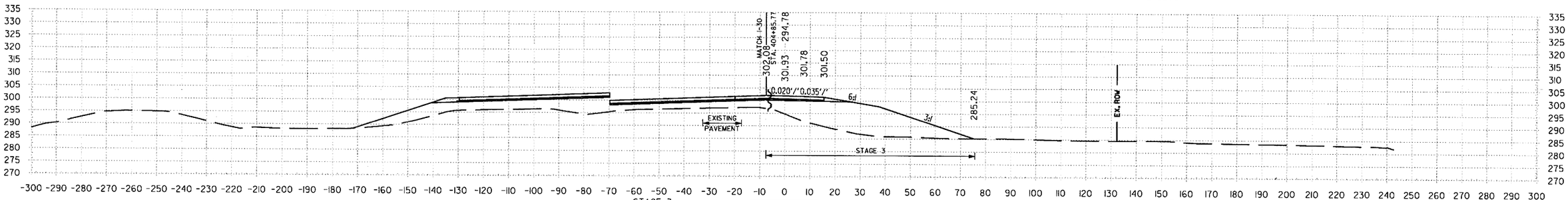
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1089 CUYD



210+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
210+00.00 AREA COMPACTED EMBANKMENT: 595 SF

210+00.00

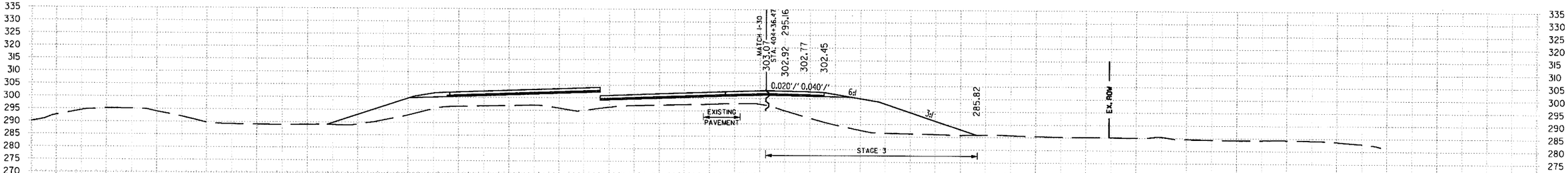
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1142 CUYD



209+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
209+50.00 AREA COMPACTED EMBANKMENT: 638 SF

209+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1207 CUYD



209+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
209+00.00 AREA COMPACTED EMBANKMENT: 665 SF

209+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1304 CUYD

STA. 209+00 TO STA. 210+50

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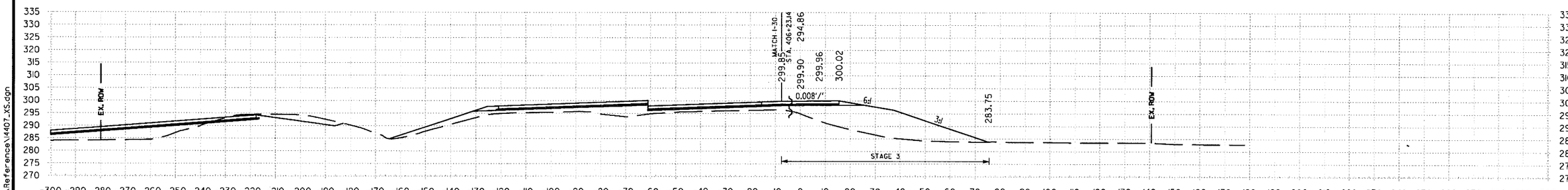
(2) US-67 RAMP 2 CROSS SECTIONS



	STAGE 3	210+89.01		STAGE 3
210+89.01 AREA UNCLASSIFIED EXCAVATION:	0 SF		VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD
210+89.01 AREA COMPACTED EMBANKMENT:	568 SF		VOLUME COMPACTED EMBANKMENT:	831 CUYD

STA. 210+89 TO STA. 210+89

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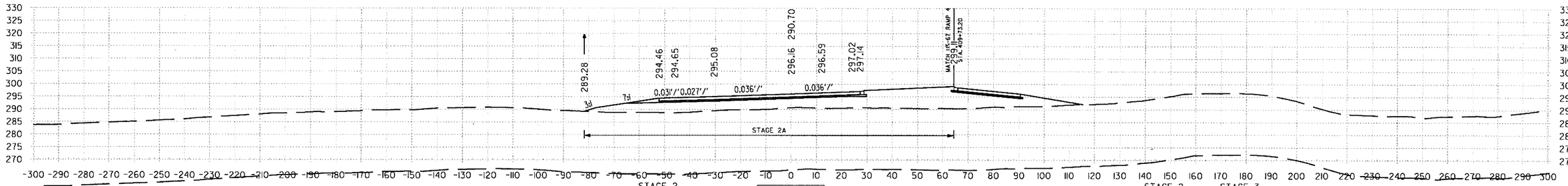
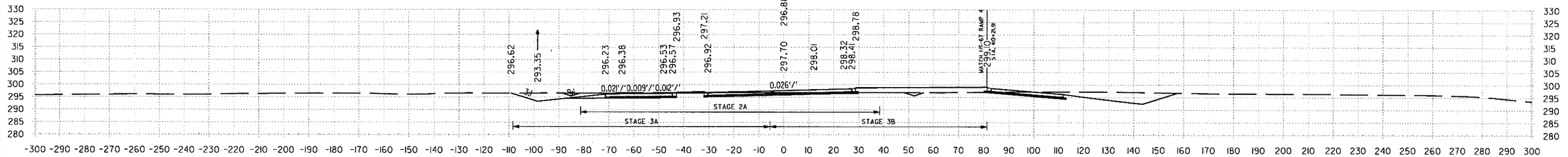
(2) US-67 RAMP 3 CROSS SECTIONS



301+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
301+50.00 AREA COMPACTED EMBANKMENT: 690 SF

301+50.00

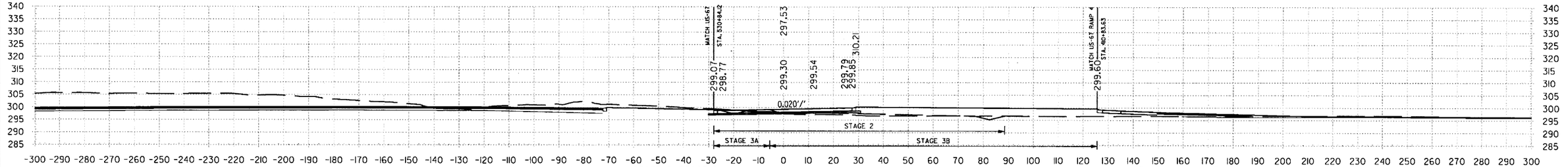
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 163 CUYD STAGE 3 238 CUYD
VOLUME COMPACTED EMBANKMENT: 639 CUYD 120 CUYD



301+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 176 SF STAGE 3 256 SF
301+00.00 AREA COMPACTED EMBANKMENT: 0 SF 129 SF

301+00.00

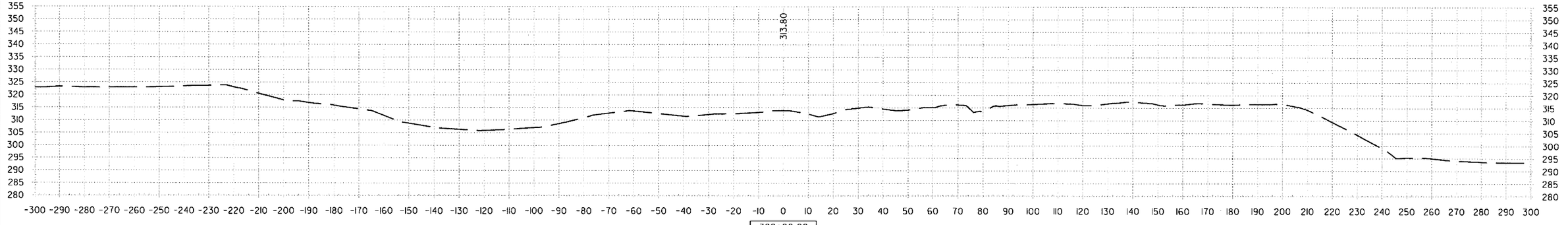
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 248 CUYD STAGE 3 363 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 511 CUYD



300+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 91 SF STAGE 3 136 SF
300+50.00 AREA COMPACTED EMBANKMENT: 0 SF 403 SF

300+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 85 CUYD STAGE 3 126 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 374 CUYD



300+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
300+00.00 AREA COMPACTED EMBANKMENT: 0 SF

300+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 300+00 TO STA. 301+50

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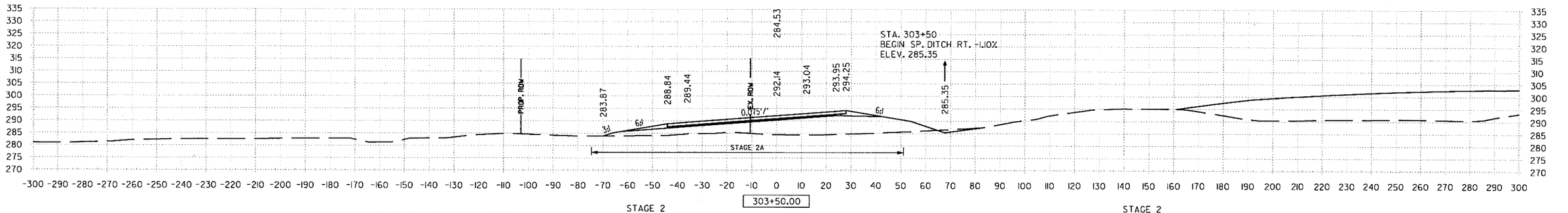
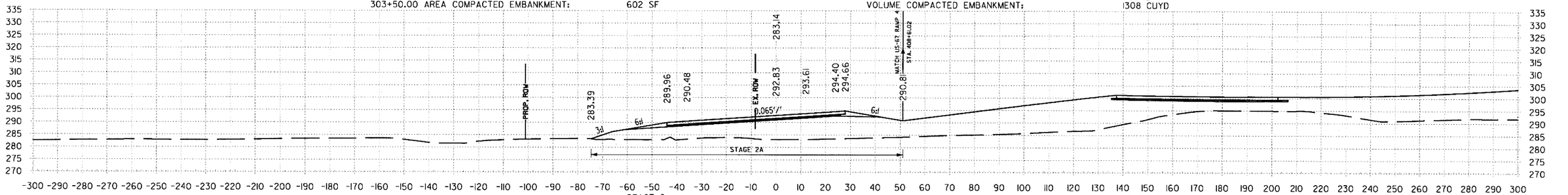
(2) US-67 RAMP 3 CROSS SECTIONS



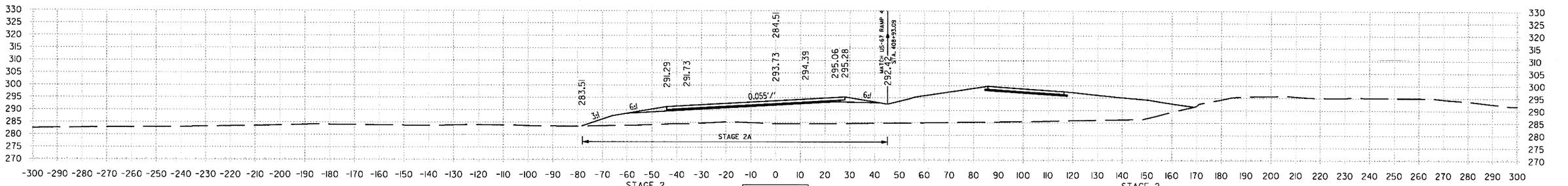
303+50.00 AREA UNCLASSIFIED EXCAVATION: 11 SF
303+50.00 AREA COMPACTED EMBANKMENT: 602 SF
STAGE 2

VOLUME UNCLASSIFIED EXCAVATION:
VOLUME COMPACTED EMBANKMENT: 308 CUYD
STAGE 2



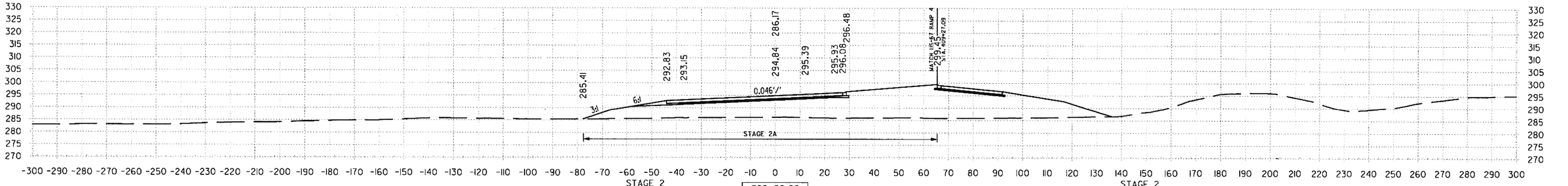
303+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
303+00.00 AREA COMPACTED EMBANKMENT: 810 SF
STAGE 2

VOLUME UNCLASSIFIED EXCAVATION:
VOLUME COMPACTED EMBANKMENT: 1469 CUYD
STAGE 2



302+50.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
302+50.00 AREA COMPACTED EMBANKMENT: 768 SF
STAGE 2

VOLUME UNCLASSIFIED EXCAVATION:
VOLUME COMPACTED EMBANKMENT: 1693 CUYD
STAGE 2



302+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
302+00.00 AREA COMPACTED EMBANKMENT: 1060 SF
STAGE 2

VOLUME UNCLASSIFIED EXCAVATION:
VOLUME COMPACTED EMBANKMENT: 1621 CUYD
STAGE 2

STA. 302+00 TO STA. 303+50

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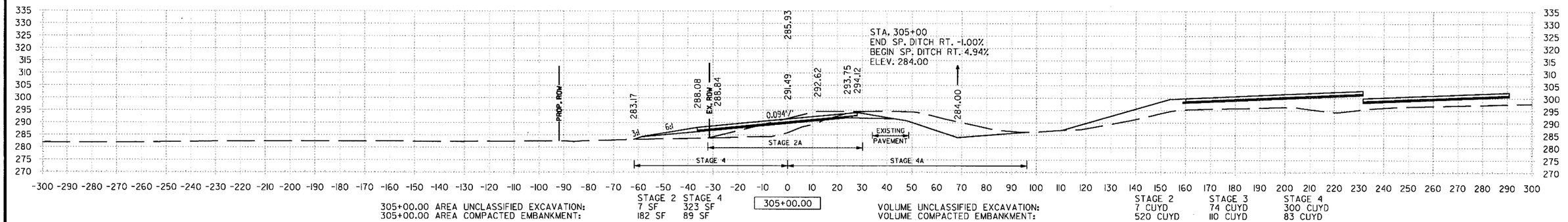
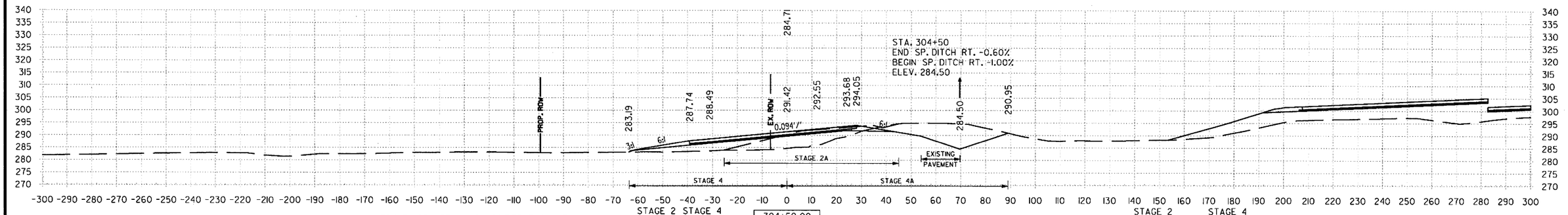
(2) US-67 RAMP 3 CROSS SECTIONS



305+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 7 SF, STAGE 4 323 SF
305+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 182 SF, STAGE 4 89 SF

305+00.00

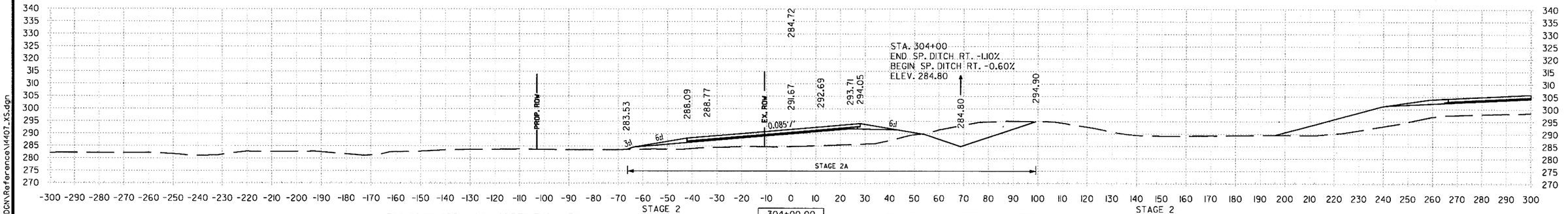
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 7 CUYD, STAGE 3 74 CUYD, STAGE 4 300 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 520 CUYD, STAGE 3 110 CUYD, STAGE 4 83 CUYD



304+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 3 SF, STAGE 4 325 SF
304+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 195 SF, STAGE 4 115 SF

304+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 197 CUYD, STAGE 4 74 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 771 CUYD, STAGE 4 110 CUYD



304+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 212 SF
304+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 453 SF

304+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 207 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 977 CUYD

STA. 304+00 TO STA. 305+00

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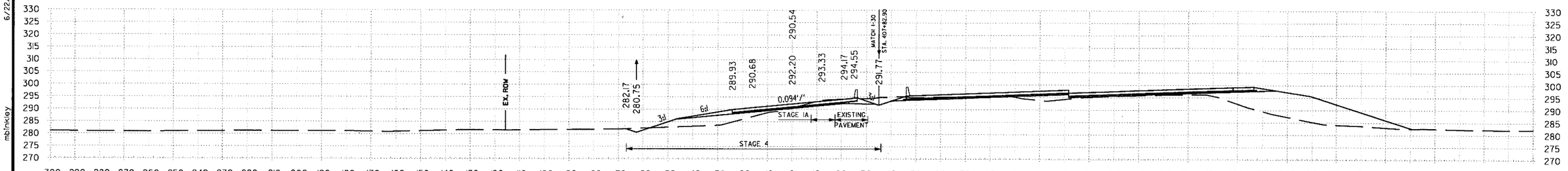
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1340	1465

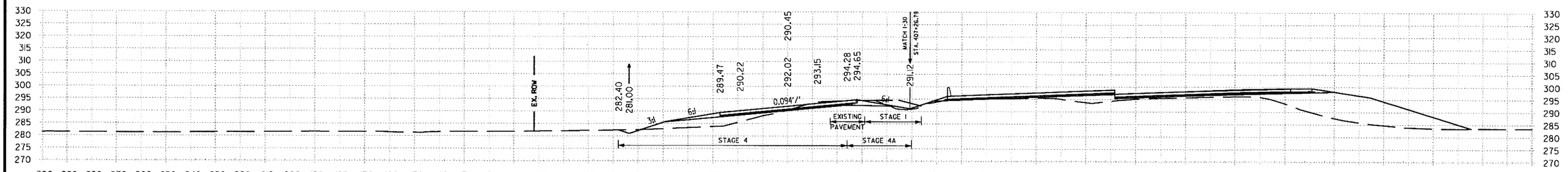
② **US-67 RAMP 3 CROSS SECTIONS**



307+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF, STAGE 4 50 SF
307+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 4 134 SF

307+00.00

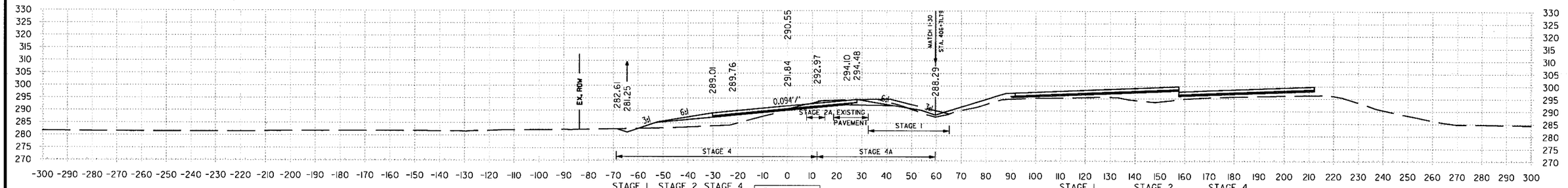
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 7 CUYD, STAGE 4 130 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 25 CUYD, STAGE 4 250 CUYD



306+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 7 SF, STAGE 4 90 SF
306+50.00 AREA COMPACTED EMBANKMENT: STAGE 1 26 SF, STAGE 4 136 SF

306+50.00

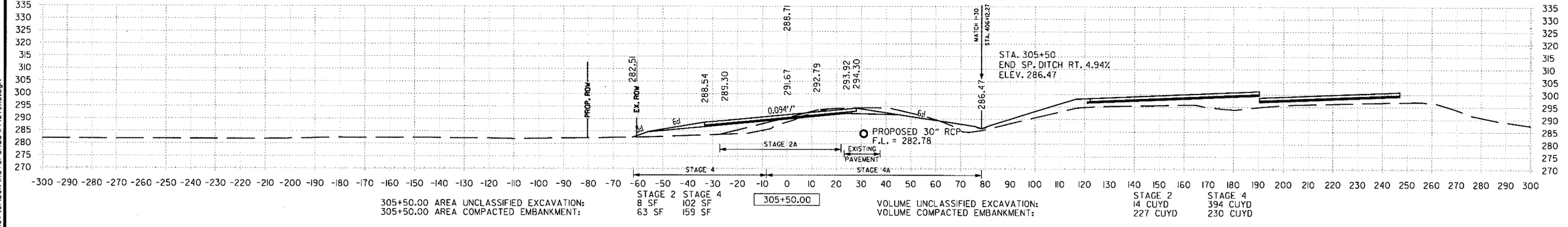
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 14 CUYD, STAGE 2 6 CUYD, STAGE 4 185 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 63 CUYD, STAGE 2 0 CUYD, STAGE 4 264 CUYD



306+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 8 SF, STAGE 2 6 SF, STAGE 4 109 SF
306+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 41 SF, STAGE 2 0 SF, STAGE 4 149 SF

306+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 8 CUYD, STAGE 2 13 CUYD, STAGE 4 196 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 38 CUYD, STAGE 2 59 CUYD, STAGE 4 286 CUYD



305+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 8 SF, STAGE 4 102 SF
305+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 63 SF, STAGE 4 159 SF

305+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 14 CUYD, STAGE 4 394 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 227 CUYD, STAGE 4 230 CUYD

STA. 305+50 TO STA. 307+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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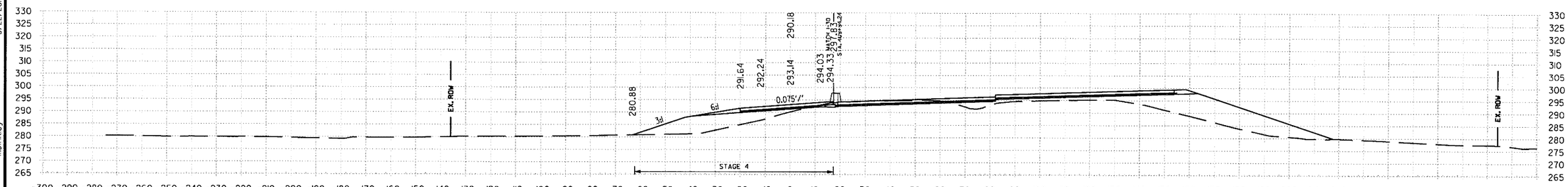
				JOB NO.		CA0601	1341	1465

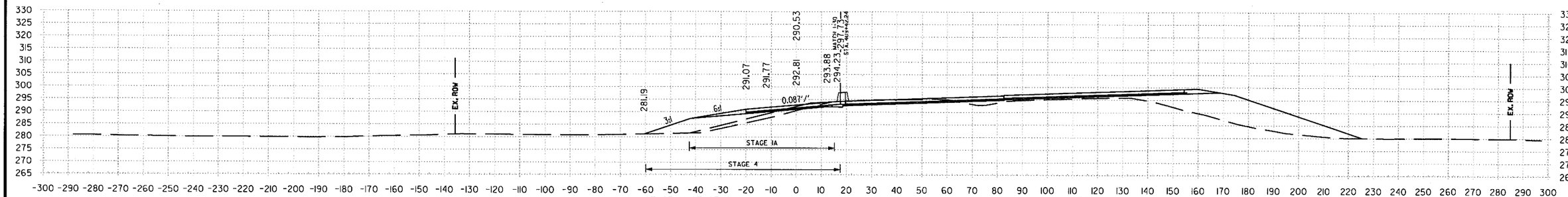
(2) US-67 RAMP 3 CROSS SECTIONS



309+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 9 SF
309+00.00 AREA COMPACTED EMBANKMENT: 277 SF

309+00.00

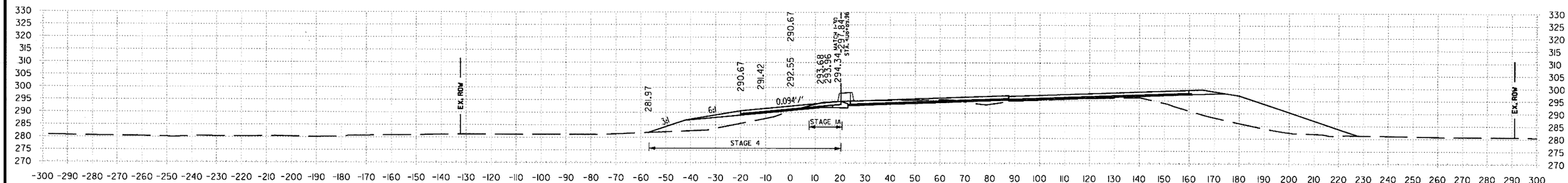
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 6 CUYD STAGE 4 43 CUYD
VOLUME COMPACTED EMBANKMENT: 61 CUYD 401 CUYD



308+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF STAGE 4 37 SF
308+50.00 AREA COMPACTED EMBANKMENT: 65 SF 156 SF

308+50.00

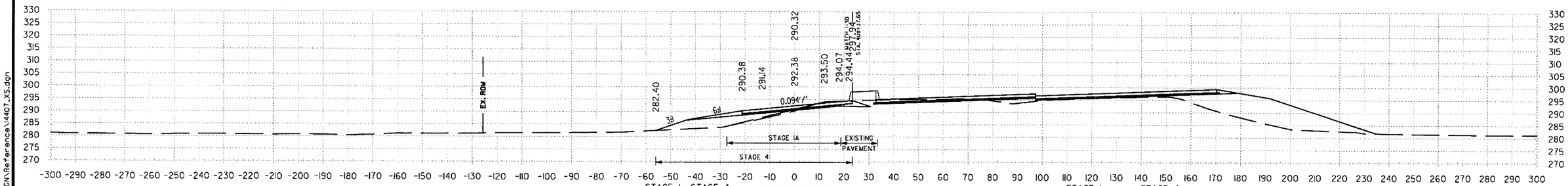
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 12 CUYD STAGE 4 65 CUYD
VOLUME COMPACTED EMBANKMENT: 61 CUYD 300 CUYD



308+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF STAGE 4 35 SF
308+00.00 AREA COMPACTED EMBANKMENT: 0 SF 167 SF

308+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 10 CUYD STAGE 4 71 CUYD
VOLUME COMPACTED EMBANKMENT: 13 CUYD 280 CUYD



307+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF STAGE 4 41 SF
307+50.00 AREA COMPACTED EMBANKMENT: 14 SF 135 SF

307+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 4 CUYD STAGE 4 85 CUYD
VOLUME COMPACTED EMBANKMENT: 13 CUYD 250 CUYD

STA. 307+50 TO STA. 309+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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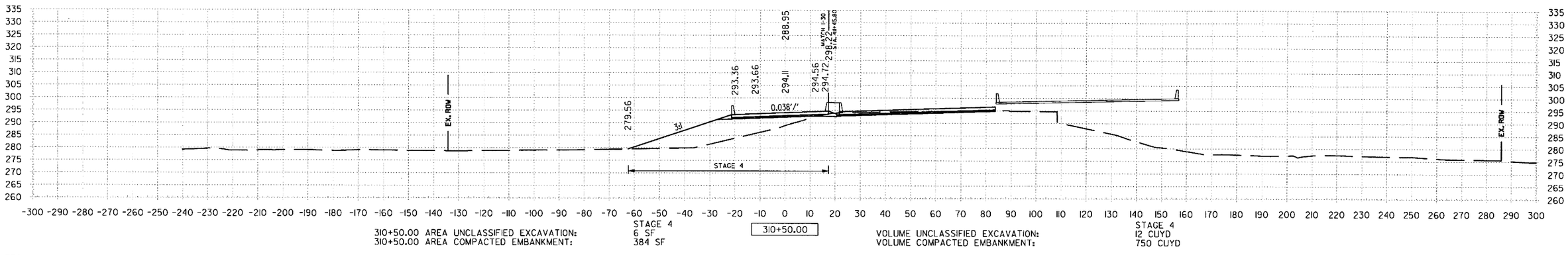
				JOB NO.		CA0601	1342	1465

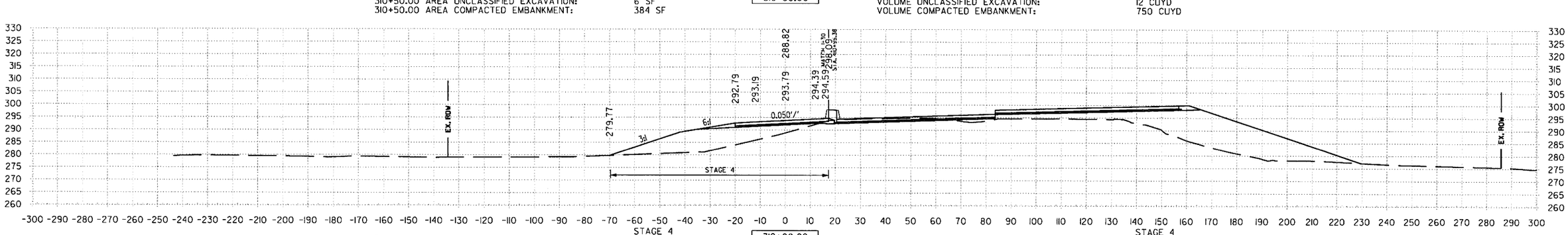
(2) **US-67 RAMP 3 CROSS SECTIONS**



310+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 6 SF
310+50.00 AREA COMPACTED EMBANKMENT: 384 SF

310+50.00

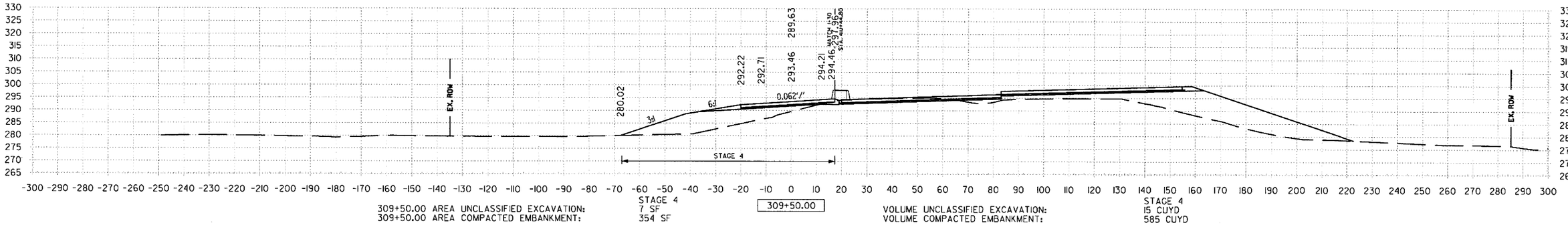
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 12 CUYD
VOLUME COMPACTED EMBANKMENT: 750 CUYD



310+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 6 SF
310+00.00 AREA COMPACTED EMBANKMENT: 426 SF

310+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 13 CUYD
VOLUME COMPACTED EMBANKMENT: 723 CUYD



309+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 7 SF
309+50.00 AREA COMPACTED EMBANKMENT: 354 SF

309+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 15 CUYD
VOLUME COMPACTED EMBANKMENT: 585 CUYD

STA. 309+50 TO STA. 310+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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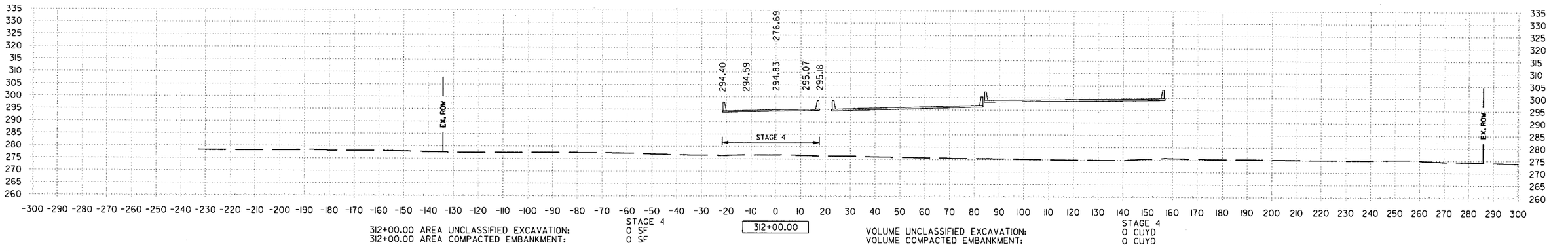
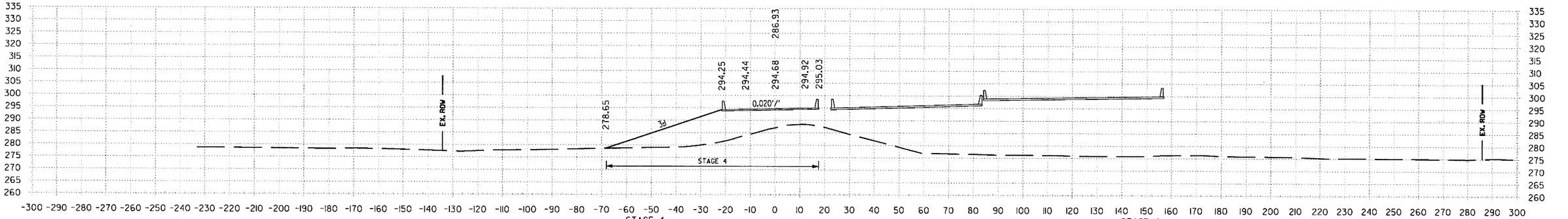
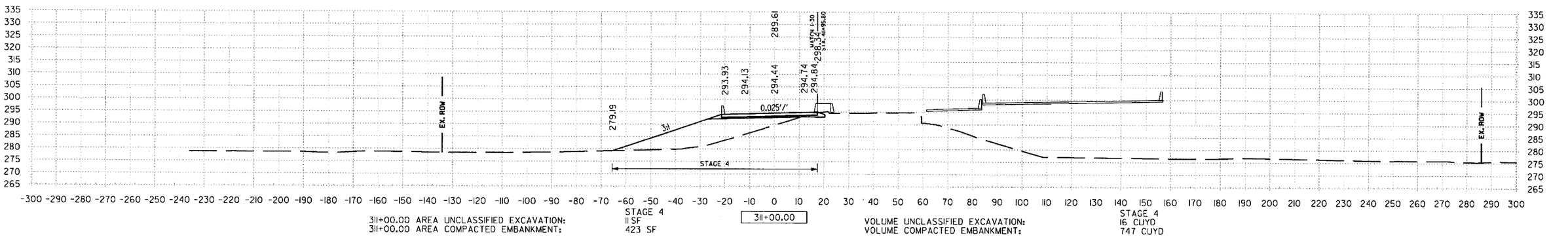


312+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
312+00.00 AREA COMPACTED EMBANKMENT: 0 SF
312+00.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



311+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
311+50.00 AREA COMPACTED EMBANKMENT: 0 SF
311+50.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 11 CUYD
VOLUME COMPACTED EMBANKMENT: 392 CUYD



311+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 11 SF
311+00.00 AREA COMPACTED EMBANKMENT: 423 SF
311+00.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 16 CUYD
VOLUME COMPACTED EMBANKMENT: 747 CUYD

STA. 311+00 TO STA. 312+00

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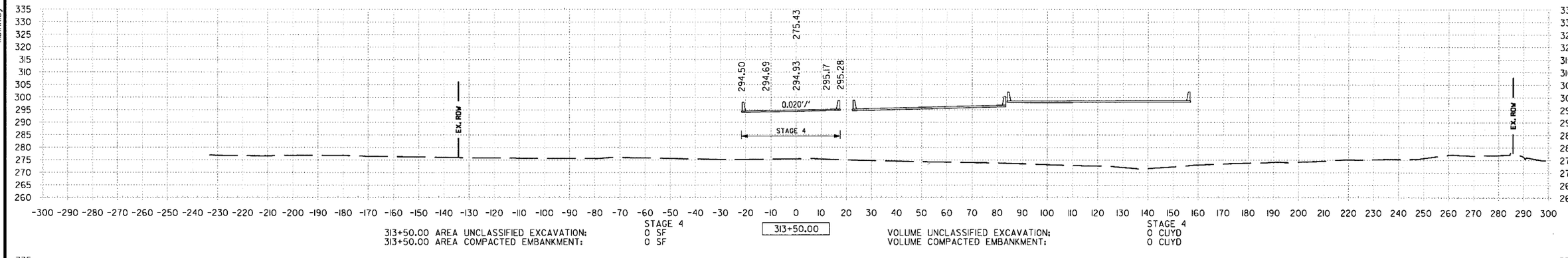
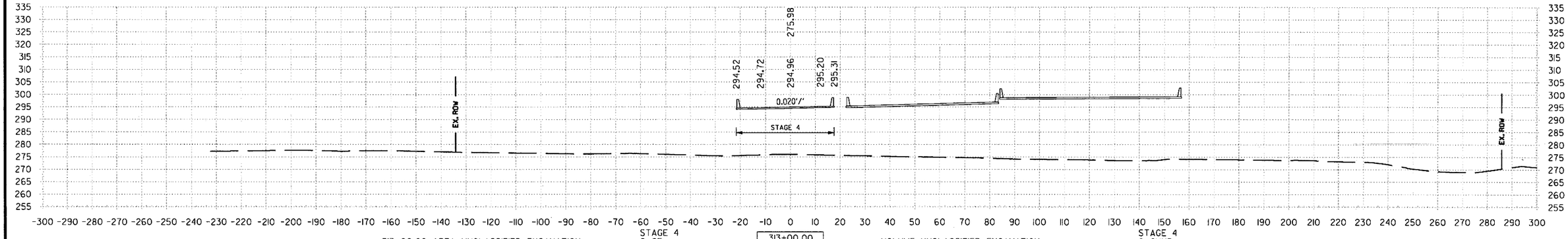
				②	US-67 RAMP 3 CROSS SECTIONS			



313+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
313+50.00 AREA COMPACTED EMBANKMENT: 0 SF

313+50.00

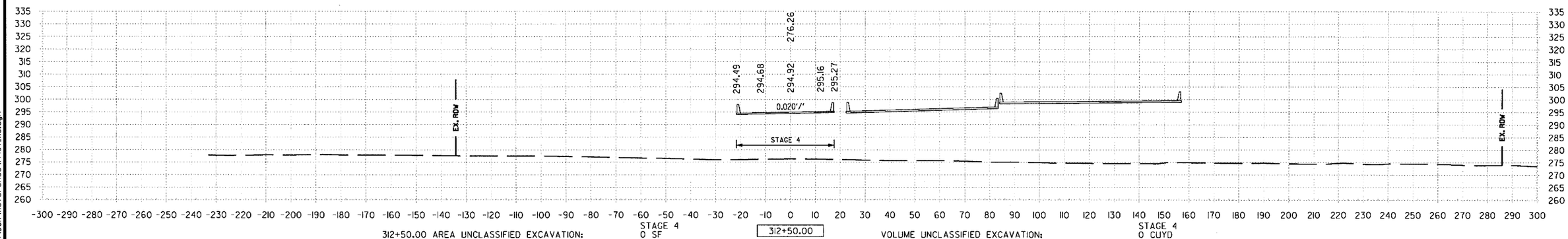
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



313+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
313+00.00 AREA COMPACTED EMBANKMENT: 0 SF

313+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



312+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
312+50.00 AREA COMPACTED EMBANKMENT: 0 SF

312+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 312+50 TO STA. 313+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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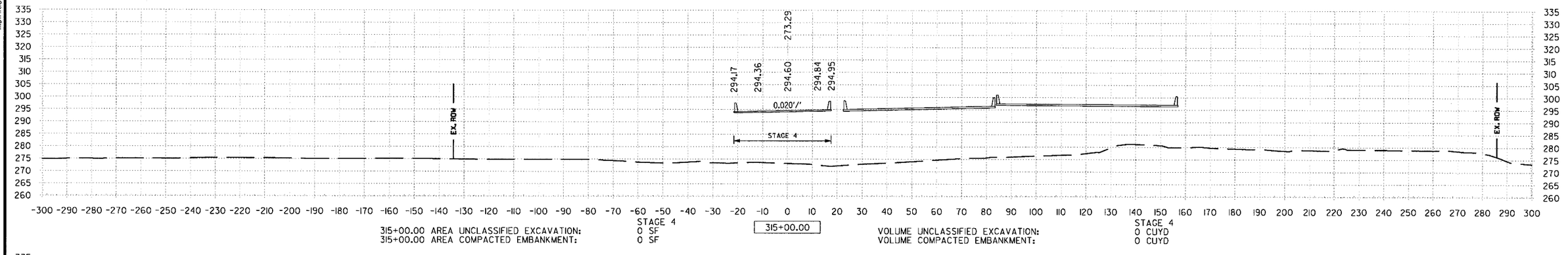
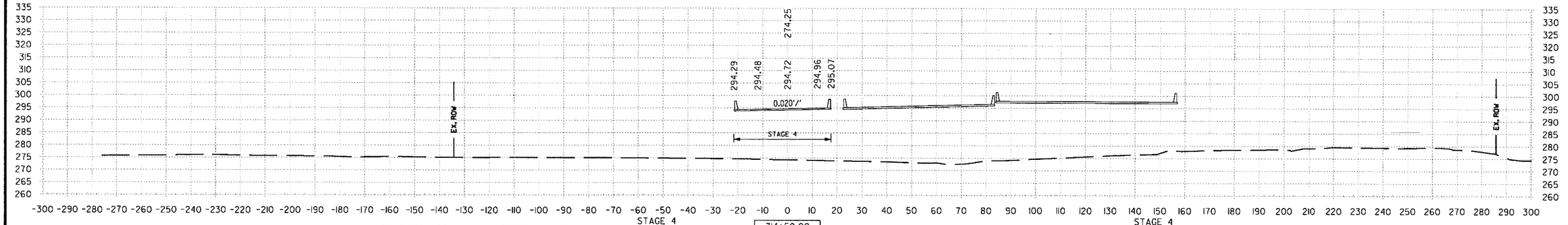
				②	US-67 RAMP 3 CROSS SECTIONS			



315+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
315+00.00 AREA COMPACTED EMBANKMENT: 0 SF

315+00.00

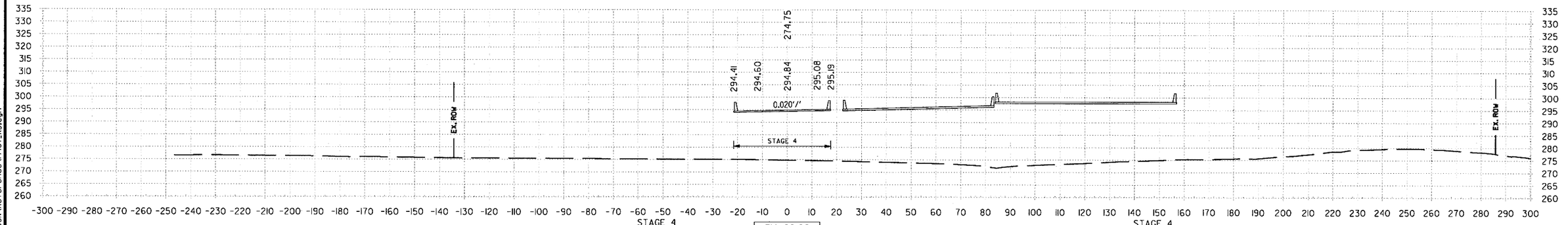
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



314+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
314+50.00 AREA COMPACTED EMBANKMENT: 0 SF

314+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



314+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
314+00.00 AREA COMPACTED EMBANKMENT: 0 SF

314+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 314+00 TO STA. 315+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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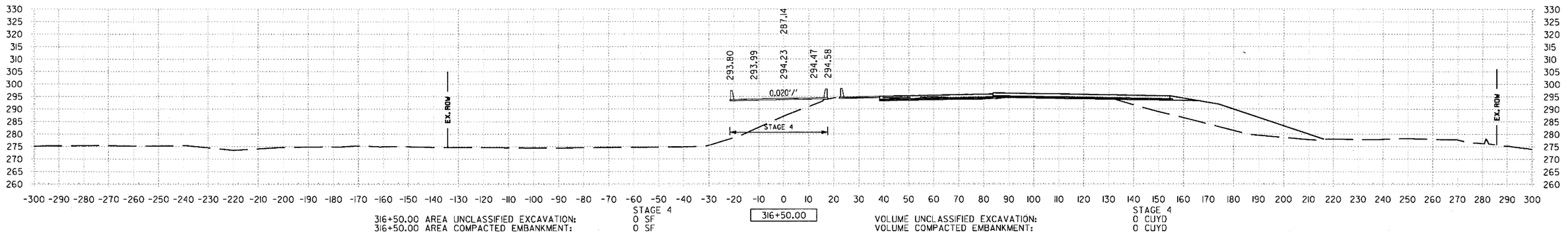
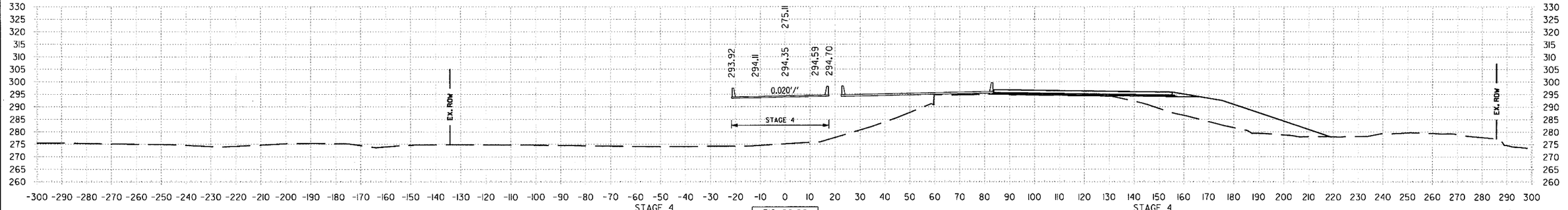
② US-67 RAMP 3 CROSS SECTIONS



316+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
316+50.00 AREA COMPACTED EMBANKMENT: 0 SF

316+50.00

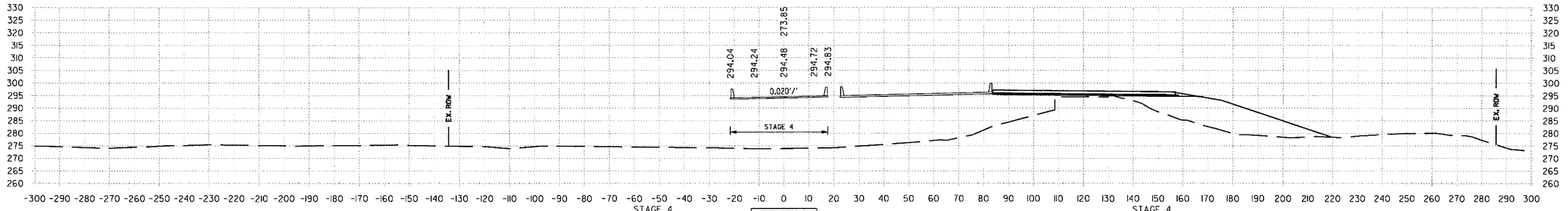
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



316+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
316+00.00 AREA COMPACTED EMBANKMENT: 0 SF

316+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



315+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
315+50.00 AREA COMPACTED EMBANKMENT: 0 SF

315+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 315+50 TO STA. 316+50

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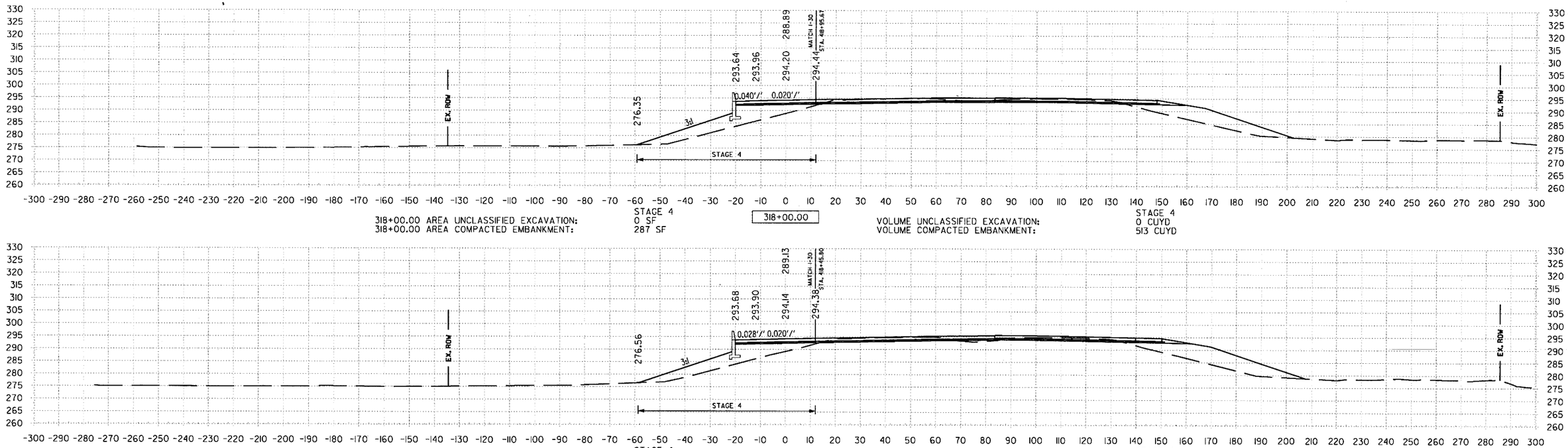
(2) US-67 RAMP 3 CROSS SECTIONS



318+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
318+00.00 AREA COMPACTED EMBANKMENT: 287 SF

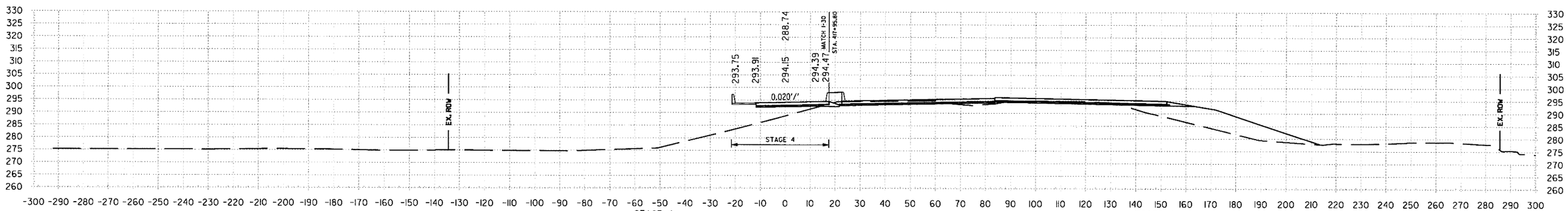
318+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 513 CUYD

317+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
317+50.00 AREA COMPACTED EMBANKMENT: 266 SF

317+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 2 CUYD
VOLUME COMPACTED EMBANKMENT: 326 CUYD



317+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 2 SF
317+00.00 AREA COMPACTED EMBANKMENT: 86 SF

317+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 2 CUYD
VOLUME COMPACTED EMBANKMENT: 80 CUYD

STA. 317+00 TO STA. 318+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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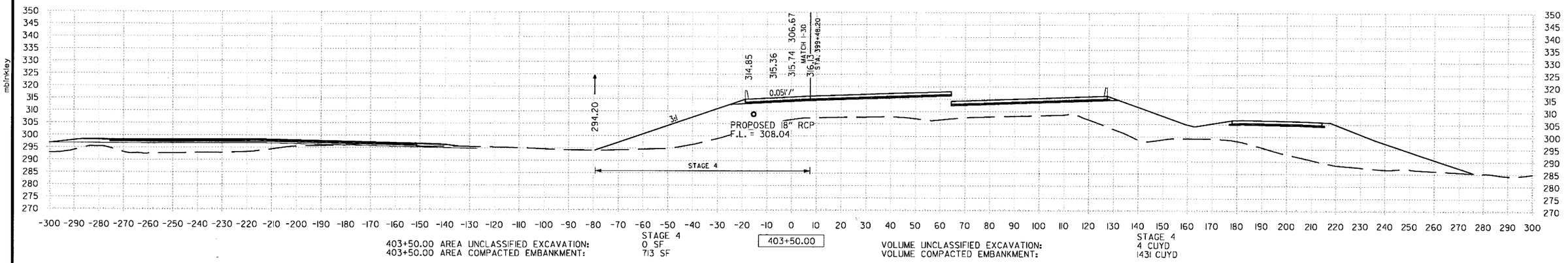
				JOB NO.		CA0601	1348	1465

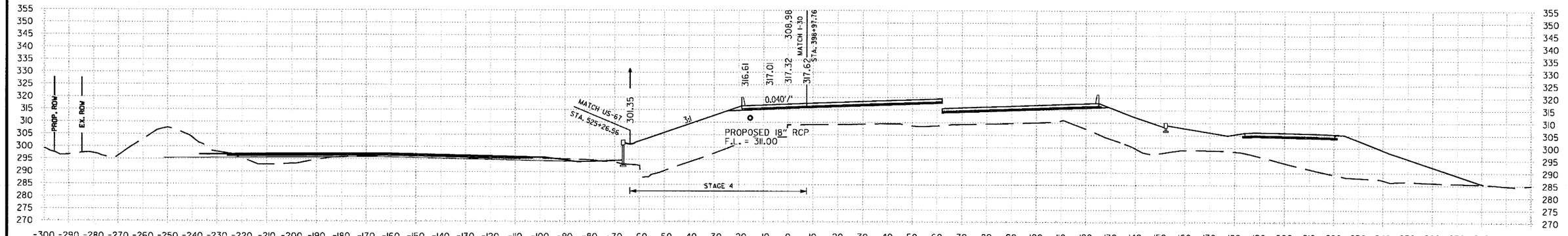
(2) **US-67 RAMP 4 CROSS SECTIONS**



403+50.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
403+50.00 AREA COMPACTED EMBANKMENT: 713 SF

STAGE 4 — 403+50.00

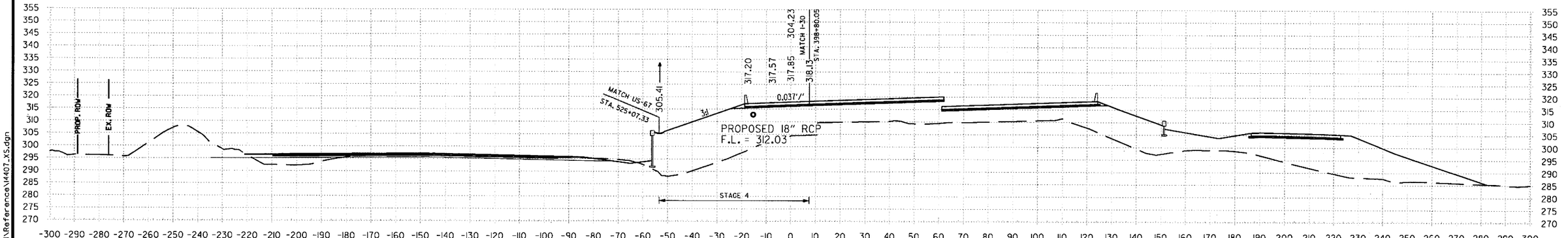
VOLUME UNCLASSIFIED EXCAVATION: 4 CUYD
VOLUME COMPACTED EMBANKMENT: 1431 CUYD



403+00.00 AREA UNCLASSIFIED EXCAVATION: 4 SF
403+00.00 AREA COMPACTED EMBANKMENT: 832 SF

STAGE 4 — 403+00.00

VOLUME UNCLASSIFIED EXCAVATION: 2 CUYD
VOLUME COMPACTED EMBANKMENT: 562 CUYD



402+82.48 AREA UNCLASSIFIED EXCAVATION: 0 SF
402+82.48 AREA COMPACTED EMBANKMENT: 898 SF

STAGE 4 — 402+82.48

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 402+82 TO STA. 403+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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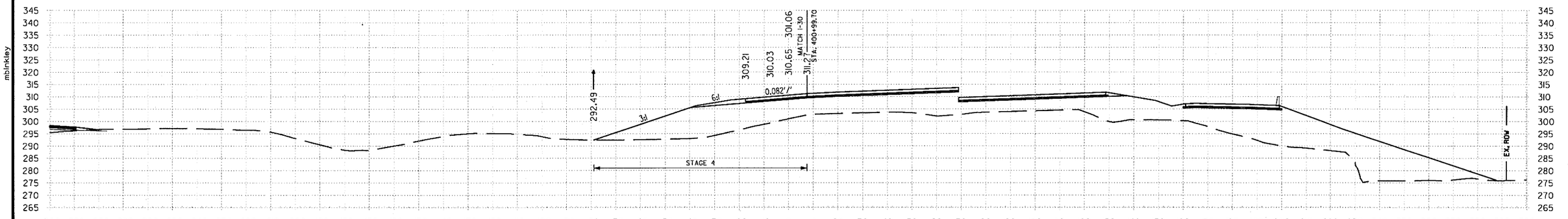
				JOB NO.		CA0601	1349	1465

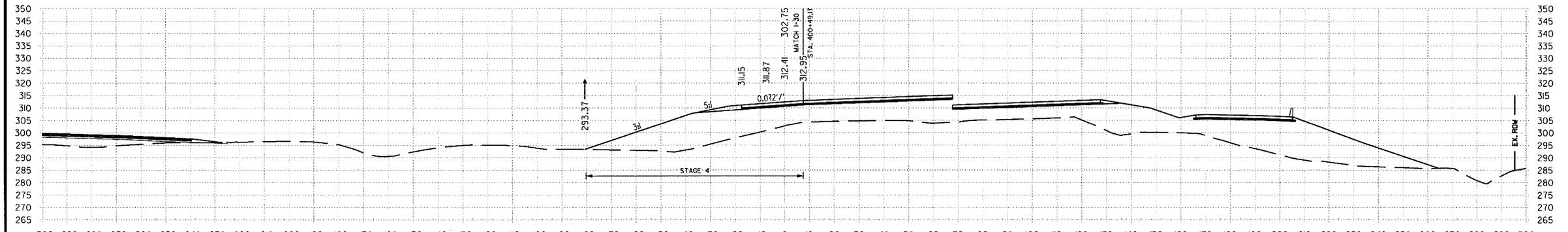
② US-67 RAMP 4 CROSS SECTIONS



405+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 II SF
405+00.00 AREA COMPACTED EMBANKMENT: 750 SF

405+00.00

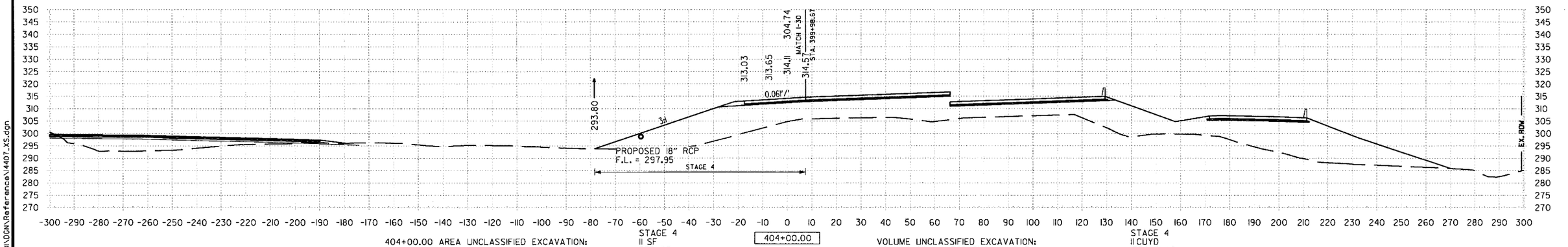
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 21 CUYD
VOLUME COMPACTED EMBANKMENT: 1456 CUYD



404+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 II SF
404+50.00 AREA COMPACTED EMBANKMENT: 823 SF

404+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 21 CUYD
VOLUME COMPACTED EMBANKMENT: 1478 CUYD



404+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 II SF
404+00.00 AREA COMPACTED EMBANKMENT: 773 SF

404+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 II CUYD
VOLUME COMPACTED EMBANKMENT: 1376 CUYD

STA. 404+00 TO STA. 405+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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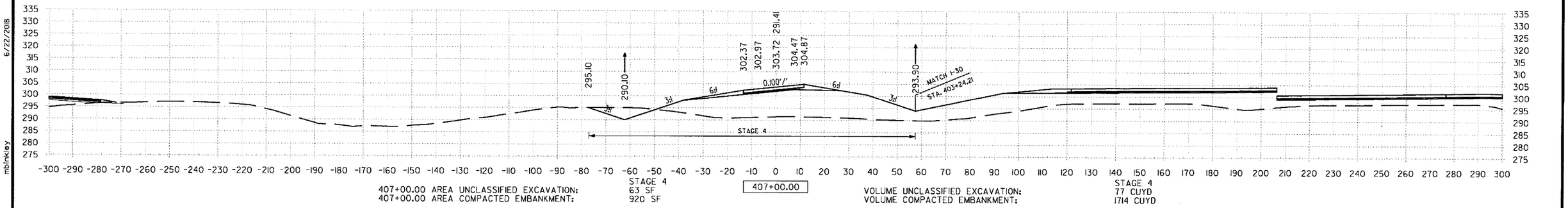
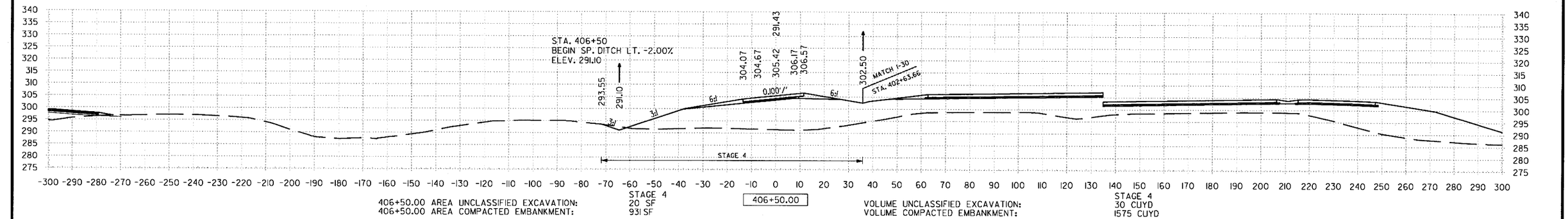
(2) **US-67 RAMP 4 CROSS SECTIONS**



407+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 63 SF
407+00.00 AREA COMPACTED EMBANKMENT: 920 SF

407+00.00

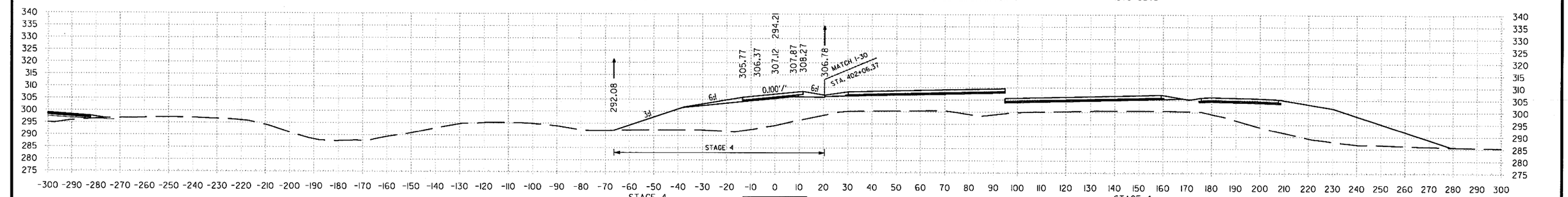
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 77 CUYD
VOLUME COMPACTED EMBANKMENT: 1714 CUYD



406+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 20 SF
406+50.00 AREA COMPACTED EMBANKMENT: 931 SF

406+50.00

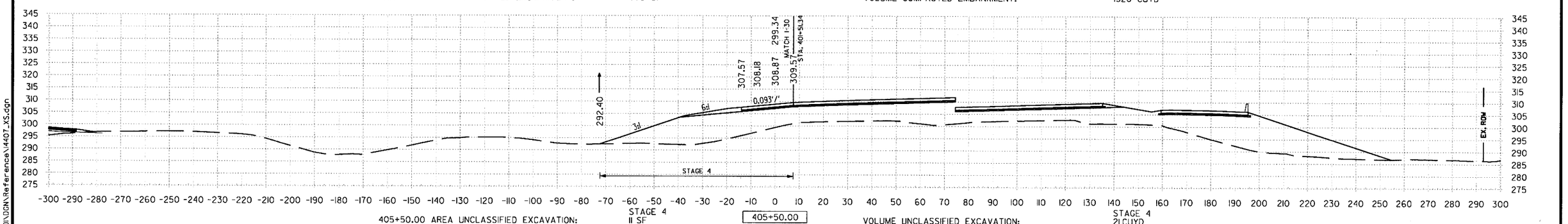
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 30 CUYD
VOLUME COMPACTED EMBANKMENT: 1575 CUYD



406+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 12 SF
406+00.00 AREA COMPACTED EMBANKMENT: 770 SF

406+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 22 CUYD
VOLUME COMPACTED EMBANKMENT: 1326 CUYD



405+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 11 SF
405+50.00 AREA COMPACTED EMBANKMENT: 662 SF

405+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 21 CUYD
VOLUME COMPACTED EMBANKMENT: 1308 CUYD

STA. 405+50 TO STA. 407+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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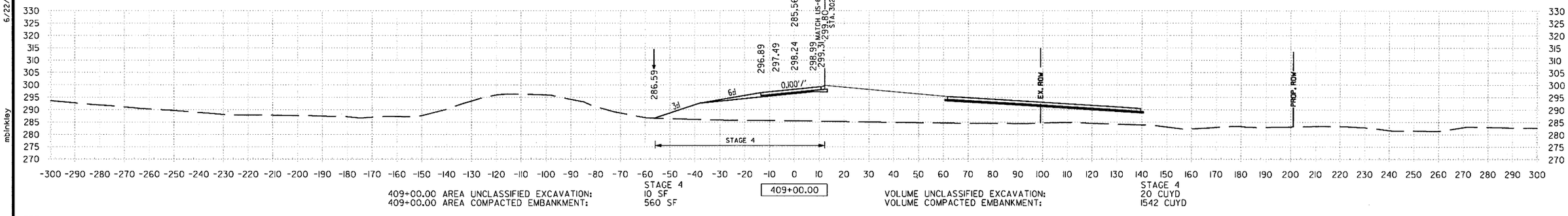
				JOB NO.		CA0601	1351	1465

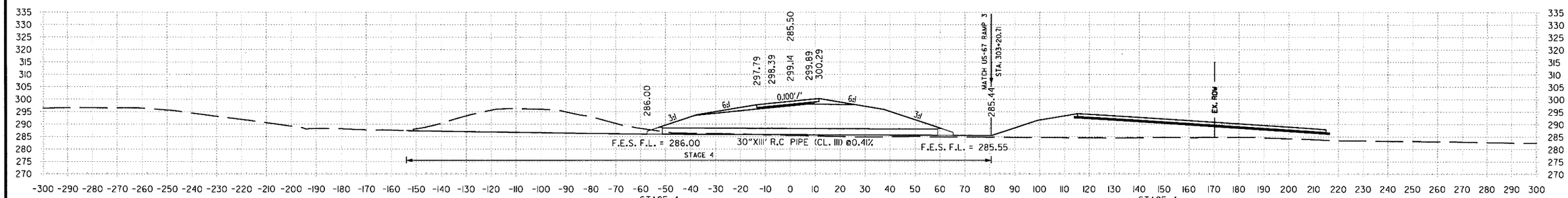
(2) US-67 RAMP 4 CROSS SECTIONS



409+00.00 AREA UNCLASSIFIED EXCAVATION: 10 SF
409+00.00 AREA COMPACTED EMBANKMENT: 560 SF

409+00.00

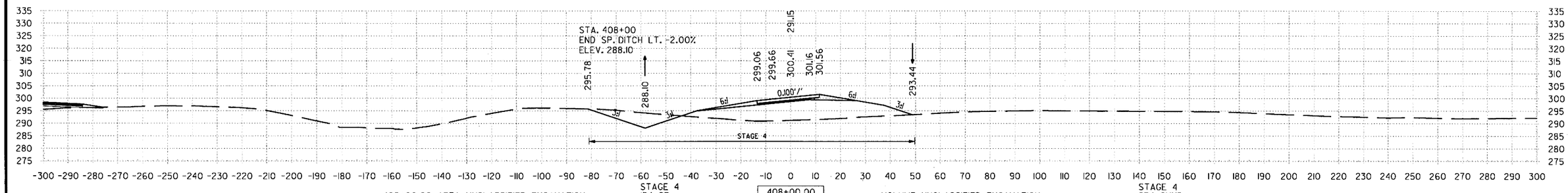
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 20 CUYD
VOLUME COMPACTED EMBANKMENT: 1542 CUYD



408+50.00 AREA UNCLASSIFIED EXCAVATION: 11 SF
408+50.00 AREA COMPACTED EMBANKMENT: 1105 SF

408+50.00

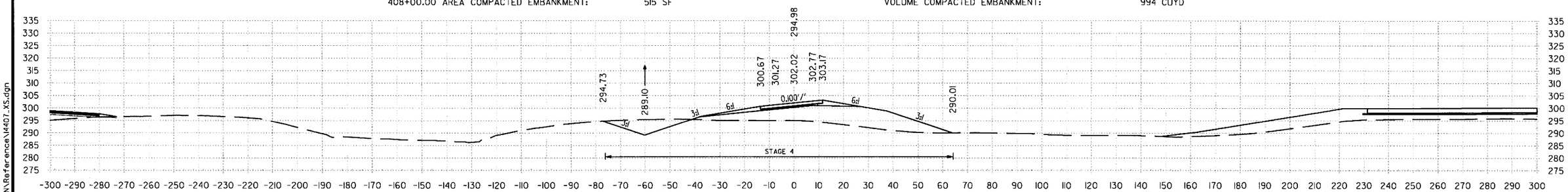
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 135 CUYD
VOLUME COMPACTED EMBANKMENT: 1500 CUYD



408+00.00 AREA UNCLASSIFIED EXCAVATION: 134 SF
408+00.00 AREA COMPACTED EMBANKMENT: 515 SF

408+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 254 CUYD
VOLUME COMPACTED EMBANKMENT: 994 CUYD



407+50.00 AREA UNCLASSIFIED EXCAVATION: 140 SF
407+50.00 AREA COMPACTED EMBANKMENT: 558 SF

407+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 188 CUYD
VOLUME COMPACTED EMBANKMENT: 1369 CUYD

STA. 407+50 TO STA. 409+00

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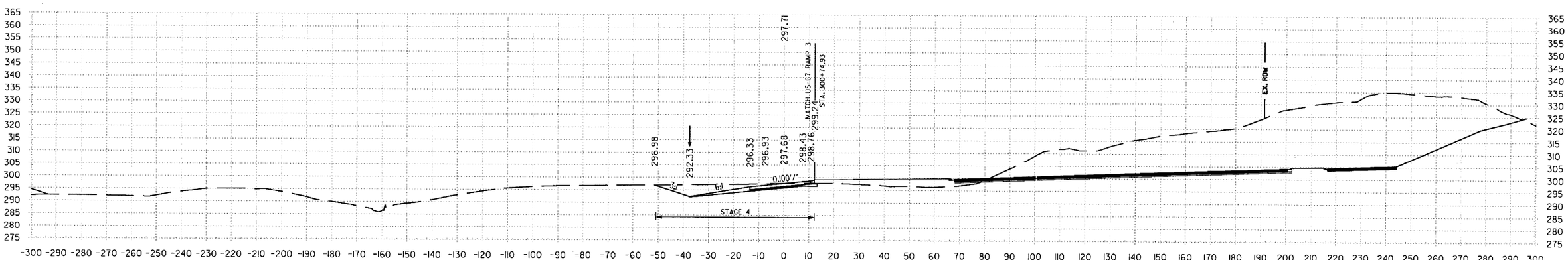
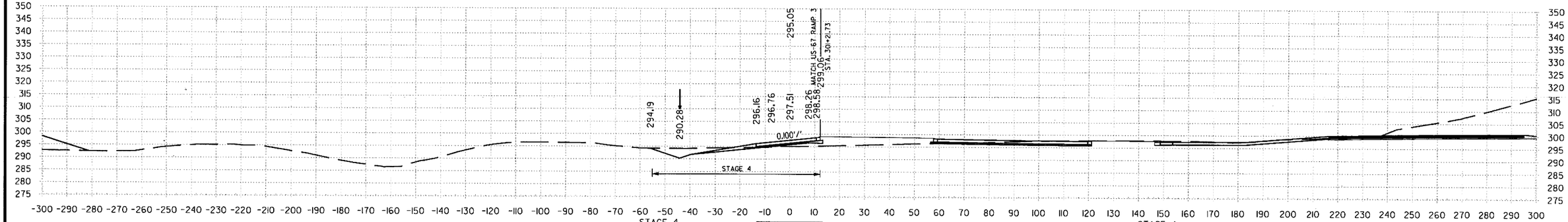
(2) US-67 RAMP 4 CROSS SECTIONS



410+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 161 SF
410+50.00 AREA COMPACTED EMBANKMENT: 17 SF

410+50.00

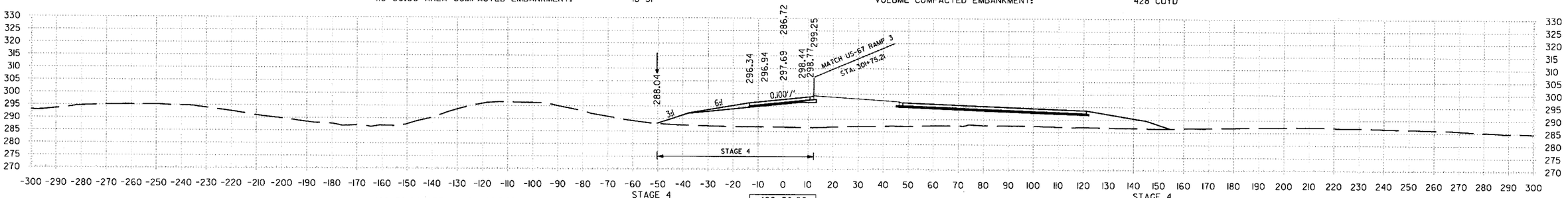
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 350 CUYD
VOLUME COMPACTED EMBANKMENT: 33 CUYD



410+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 217 SF
410+00.00 AREA COMPACTED EMBANKMENT: 18 SF

410+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 212 CUYD
VOLUME COMPACTED EMBANKMENT: 428 CUYD



409+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 11 SF
409+50.00 AREA COMPACTED EMBANKMENT: 444 SF

409+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 20 CUYD
VOLUME COMPACTED EMBANKMENT: 930 CUYD

STA. 409+50 TO STA. 410+50

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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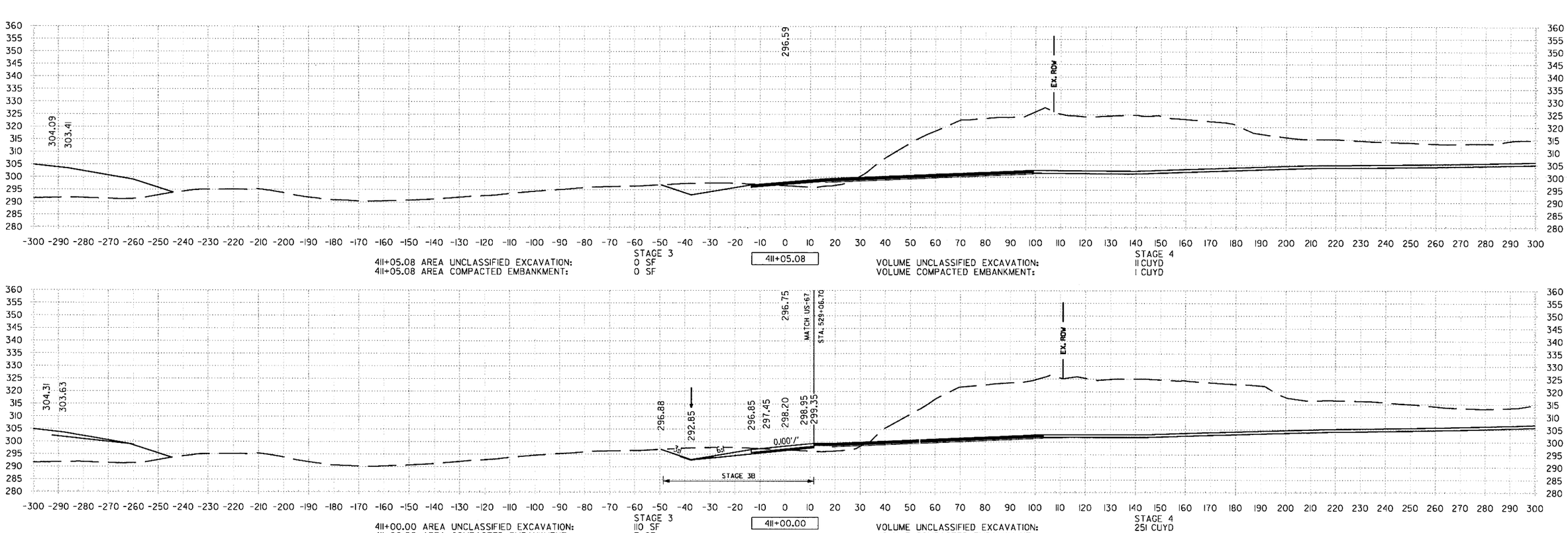
JOB NO.		CA0601	1353	1465

(2) **US-67 RAMP 4 CROSS SECTIONS**



411+05.08 AREA UNCLASSIFIED EXCAVATION: 0 SF
411+05.08 AREA COMPACTED EMBANKMENT: 0 SF

STAGE 3

411+05.08

VOLUME UNCLASSIFIED EXCAVATION: 11 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD

STAGE 4

411+00.00 AREA UNCLASSIFIED EXCAVATION: 110 SF
411+00.00 AREA COMPACTED EMBANKMENT: 7 SF

STAGE 3

411+00.00

VOLUME UNCLASSIFIED EXCAVATION: 251 CUYD
VOLUME COMPACTED EMBANKMENT: 23 CUYD

STAGE 4

STA. 411+00 TO STA. 411+05

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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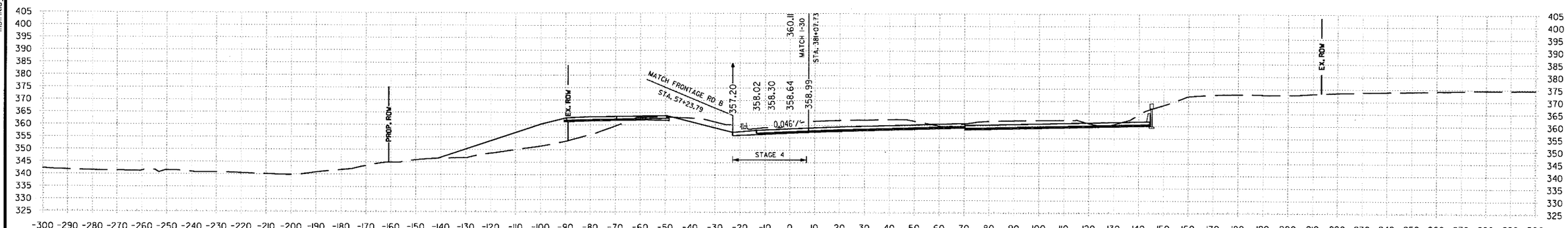
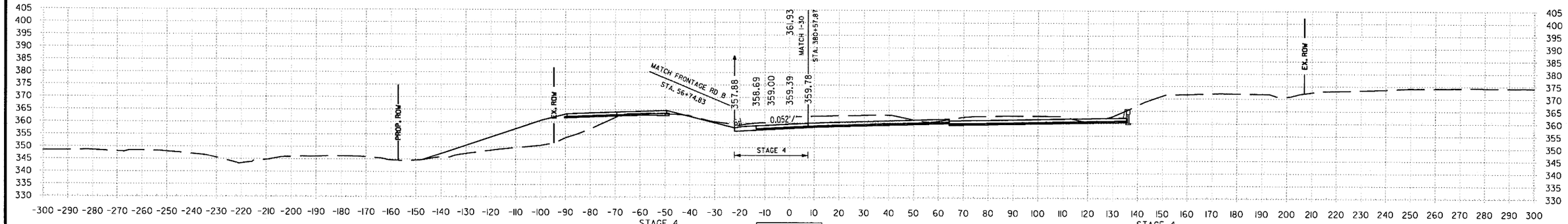
(2) US-67 RAMP 5 CROSS SECTIONS



502+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 95 SF
502+50.00 AREA COMPACTED EMBANKMENT: 0 SF

502+50.00

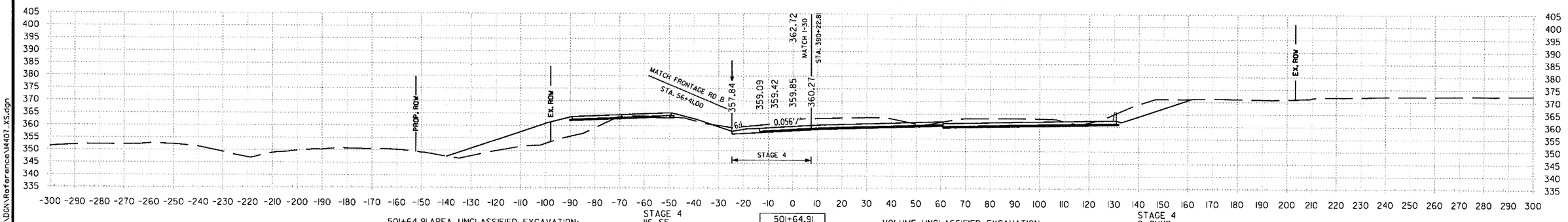
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 181 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



502+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 100 SF
502+00.00 AREA COMPACTED EMBANKMENT: 0 SF

502+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 141 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



501+64.91 AREA UNCLASSIFIED EXCAVATION: STAGE 4 116 SF
501+64.91 AREA COMPACTED EMBANKMENT: 0 SF

501+64.91

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 501+65 TO STA. 502+50

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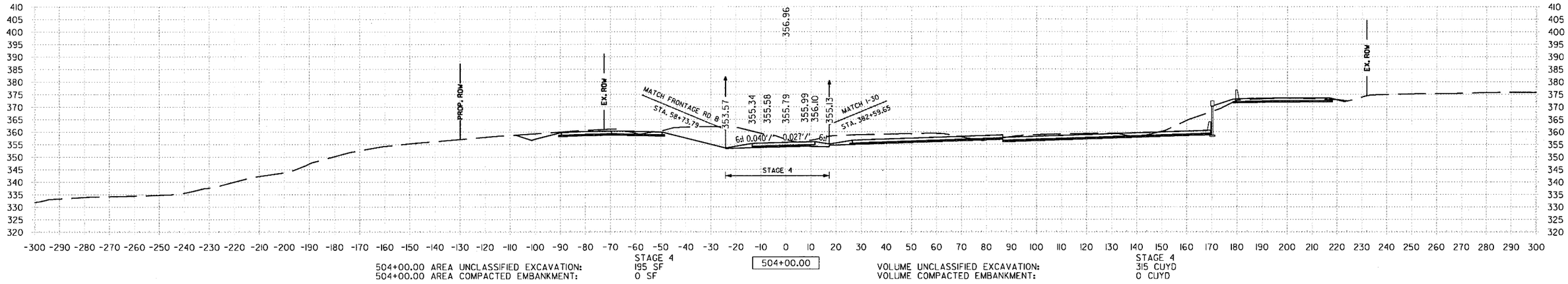
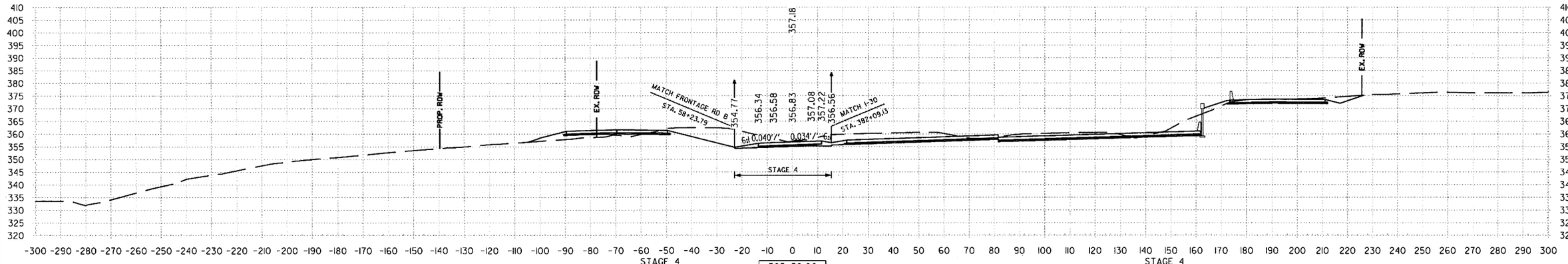
② US-67 RAMP 5 CROSS SECTIONS



504+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 195 SF
504+00.00 AREA COMPACTED EMBANKMENT: 0 SF

504+00.00

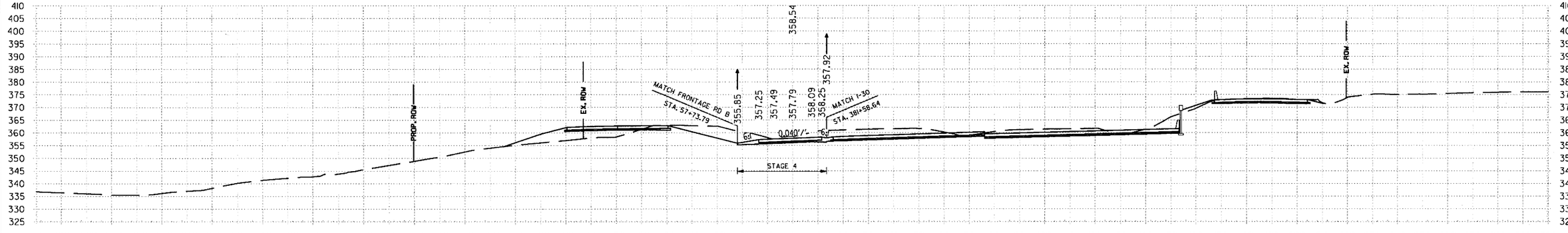
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 315 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



503+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 149 SF
503+50.00 AREA COMPACTED EMBANKMENT: 0 SF

503+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 246 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



503+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 119 SF
503+00.00 AREA COMPACTED EMBANKMENT: 0 SF

503+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 198 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 503+00 TO STA. 504+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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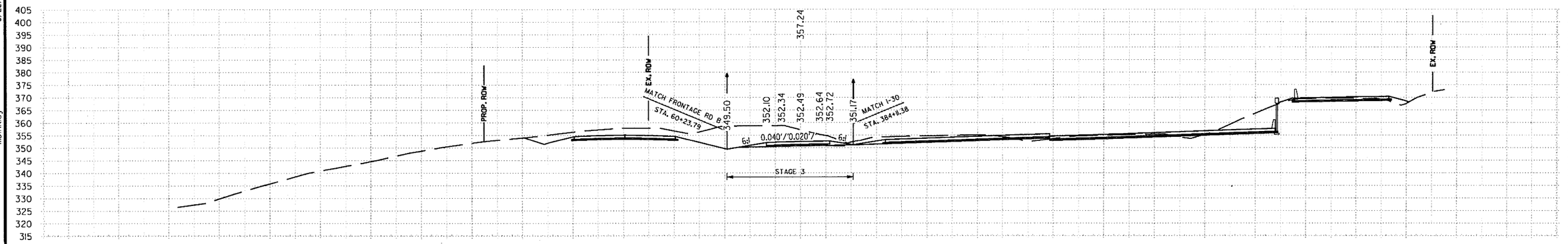
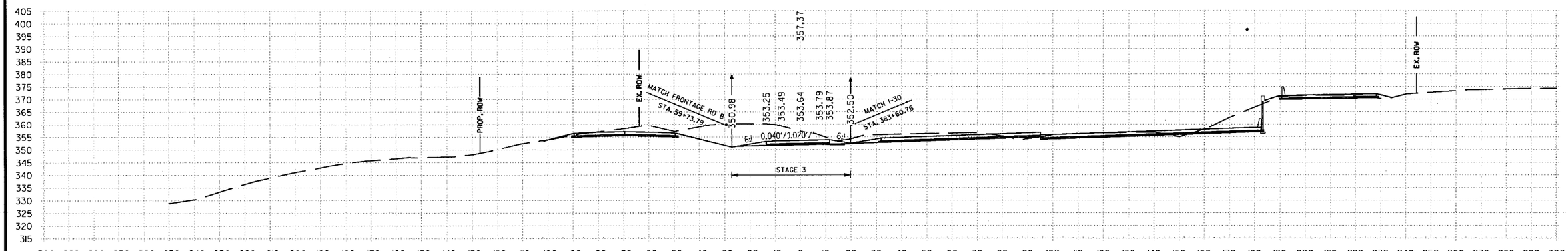
(2) US-67 RAMP 5 CROSS SECTIONS



505+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 314 SF
505+50.00 AREA COMPACTED EMBANKMENT: 0 SF

505+50.00

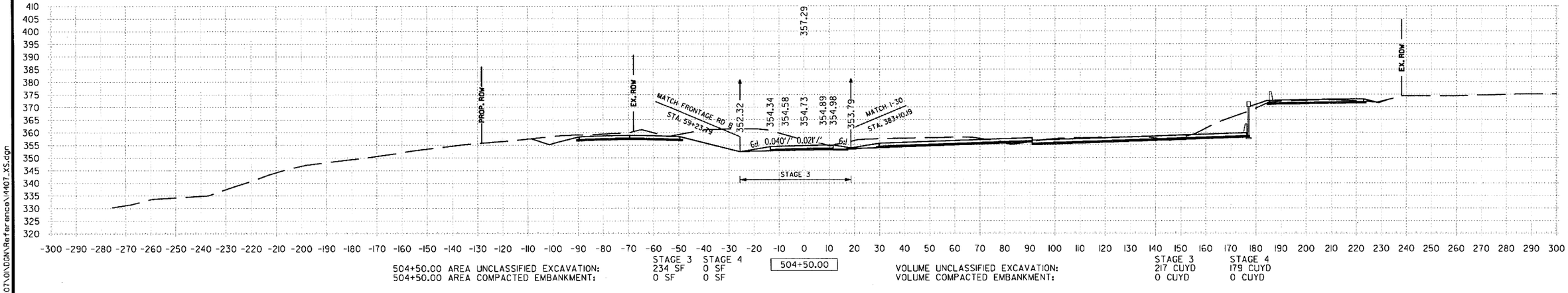
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 549 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



505+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 278 SF
505+00.00 AREA COMPACTED EMBANKMENT: 0 SF

505+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 475 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



504+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 234 SF STAGE 4 0 SF
504+50.00 AREA COMPACTED EMBANKMENT: 0 SF 0 SF

504+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 217 CUYD STAGE 4 179 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD

STA. 504+50 TO STA. 505+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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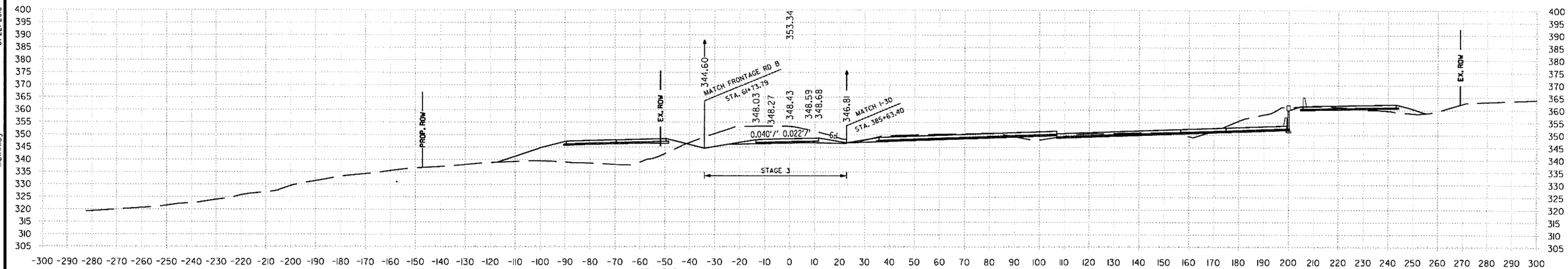
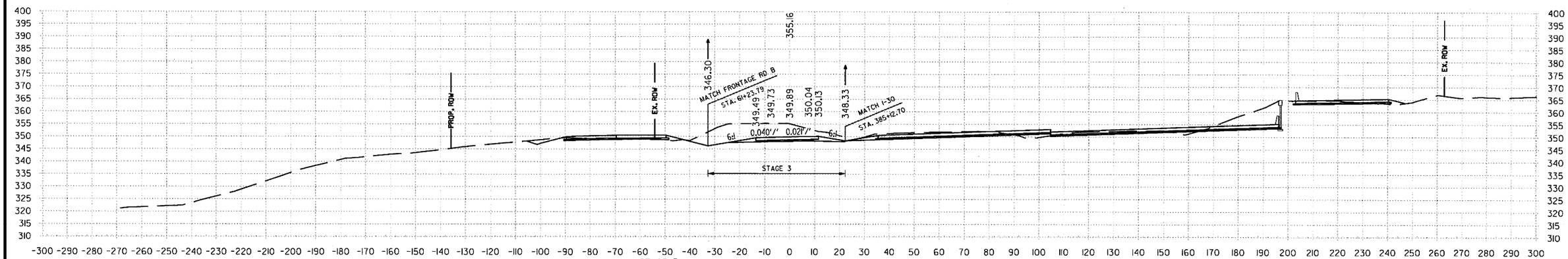
(2) **US-67 RAMP 5 CROSS SECTIONS**



507+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 315 SF
507+00.00 AREA COMPACTED EMBANKMENT: 0 SF

507+00.00

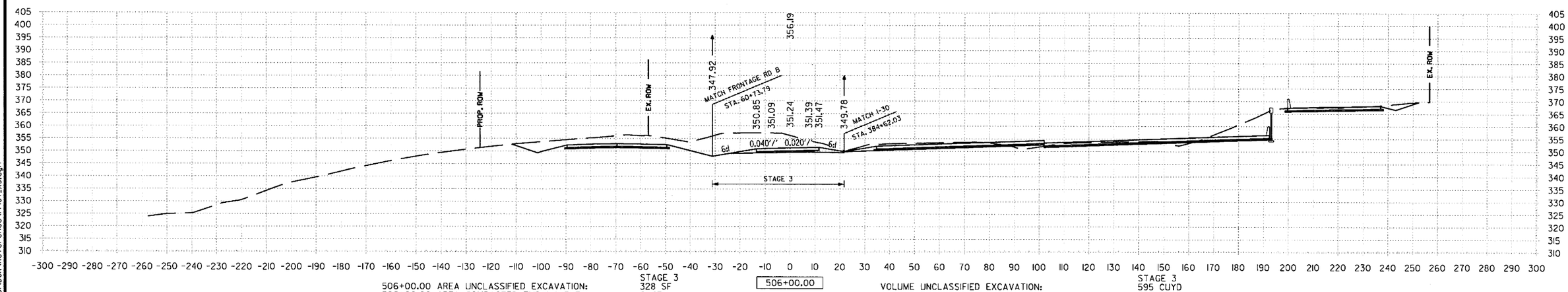
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 596 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



506+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 328 SF
506+50.00 AREA COMPACTED EMBANKMENT: 0 SF

506+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 608 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



506+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 328 SF
506+00.00 AREA COMPACTED EMBANKMENT: 0 SF

506+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 595 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 506+00 TO STA. 507+00

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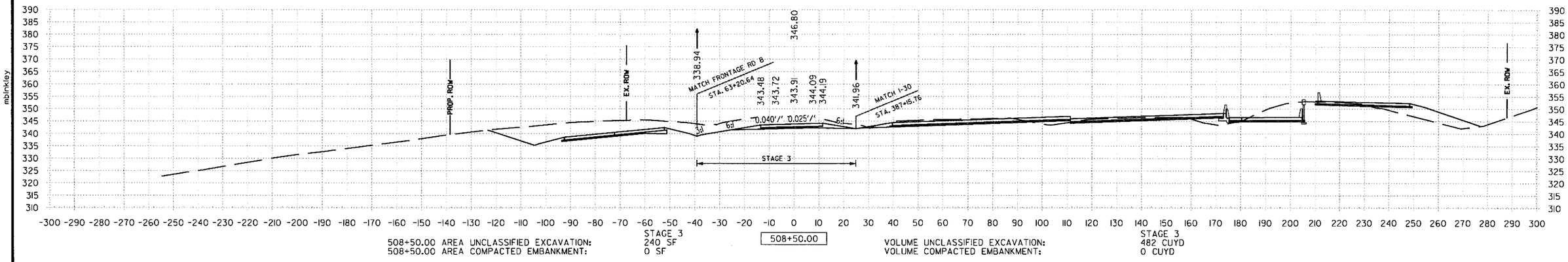
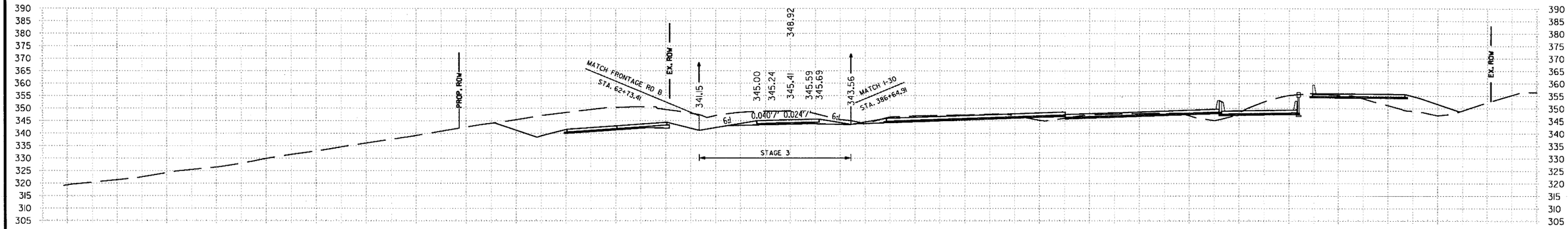
(2) US-67 RAMP 5 CROSS SECTIONS



508+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 240 SF
508+50.00 AREA COMPACTED EMBANKMENT: 0 SF

508+50.00

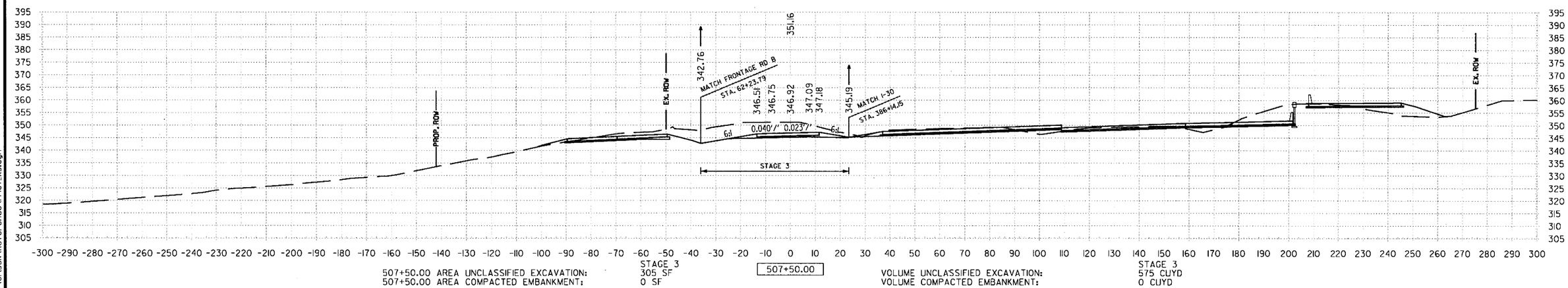
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 482 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



508+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 275 SF
508+00.00 AREA COMPACTED EMBANKMENT: 0 SF

508+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 538 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



507+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 305 SF
507+50.00 AREA COMPACTED EMBANKMENT: 0 SF

507+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 575 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 507+50 TO STA. 508+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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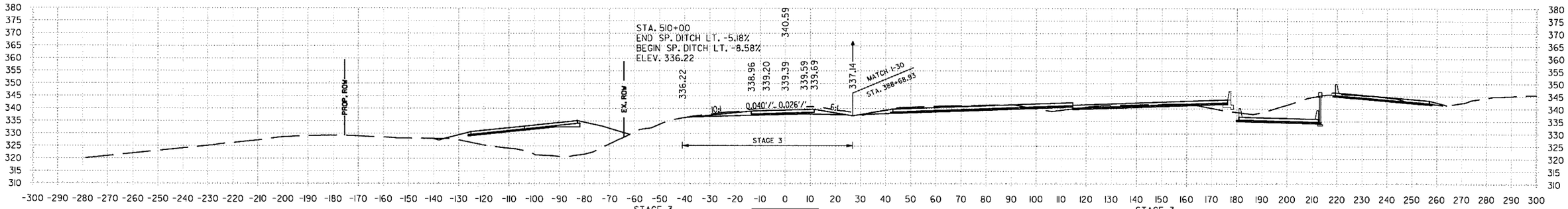
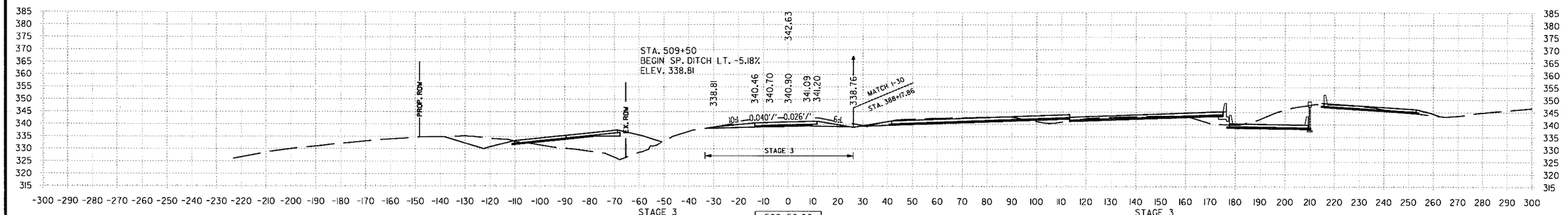
				JOB NO.		CA0601	1359	1465

(2) US-67 RAMP 5 CROSS SECTIONS



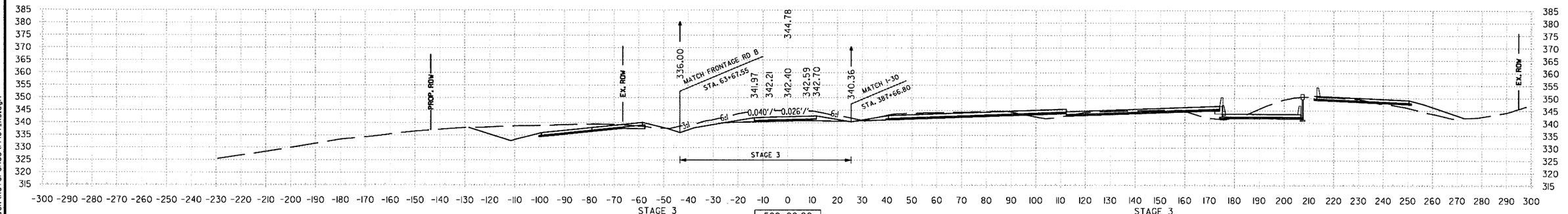
510+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 134 SF
510+00.00 AREA COMPACTED EMBANKMENT: 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 263 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



509+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 149 SF
509+50.00 AREA COMPACTED EMBANKMENT: 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 332 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



509+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 209 SF
509+00.00 AREA COMPACTED EMBANKMENT: 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 421 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 509+00 TO STA. 510+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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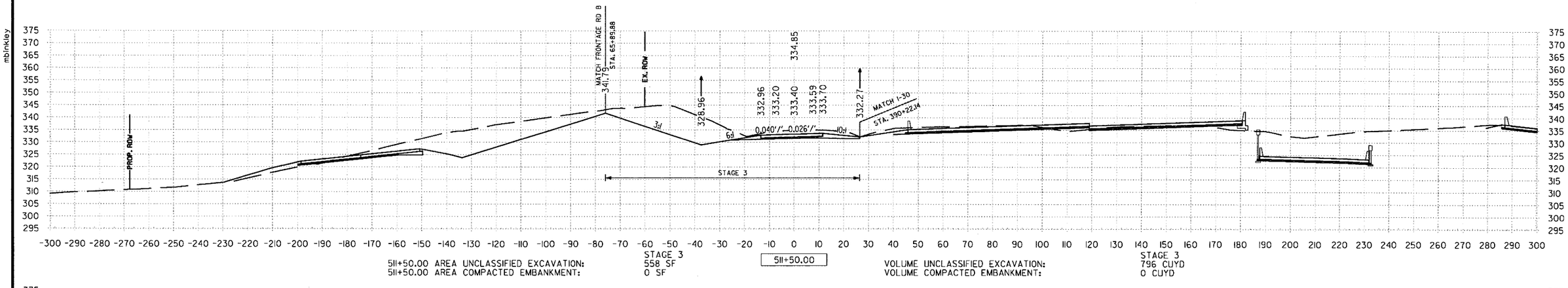
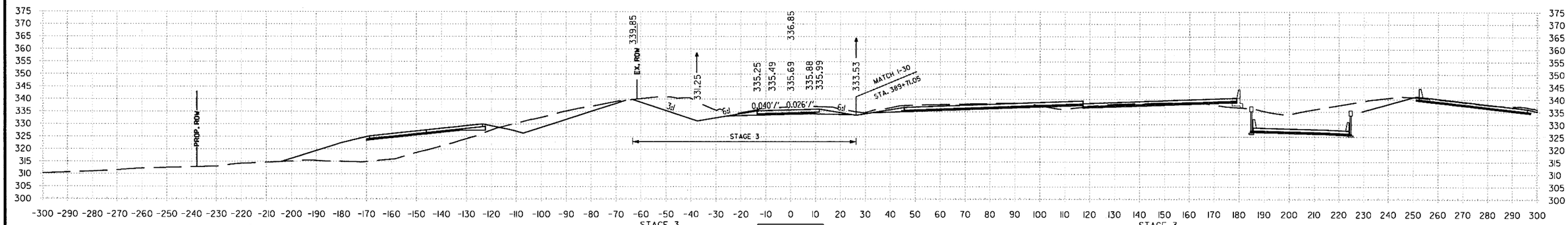


511+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 558 SF
511+50.00 AREA COMPACTED EMBANKMENT: 0 SF

511+50.00

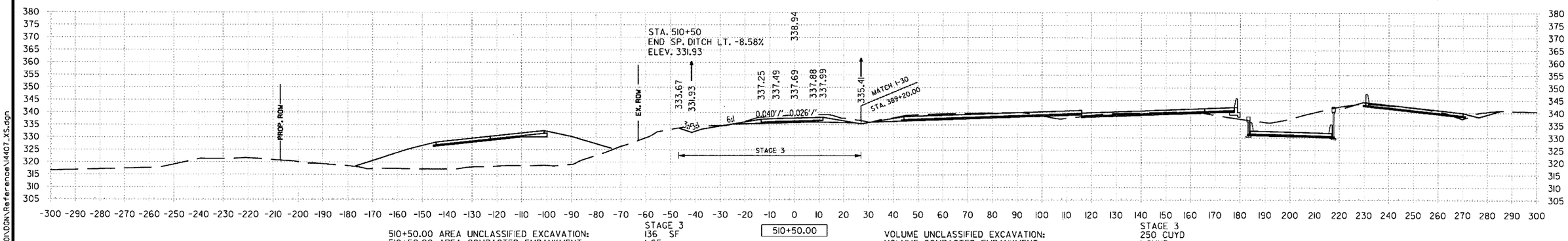
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 796 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



511+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 301 SF
511+00.00 AREA COMPACTED EMBANKMENT: 0 SF

511+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 405 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



510+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 136 SF
510+50.00 AREA COMPACTED EMBANKMENT: 1 SF

510+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 250 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD

STA. 510+50 TO STA. 511+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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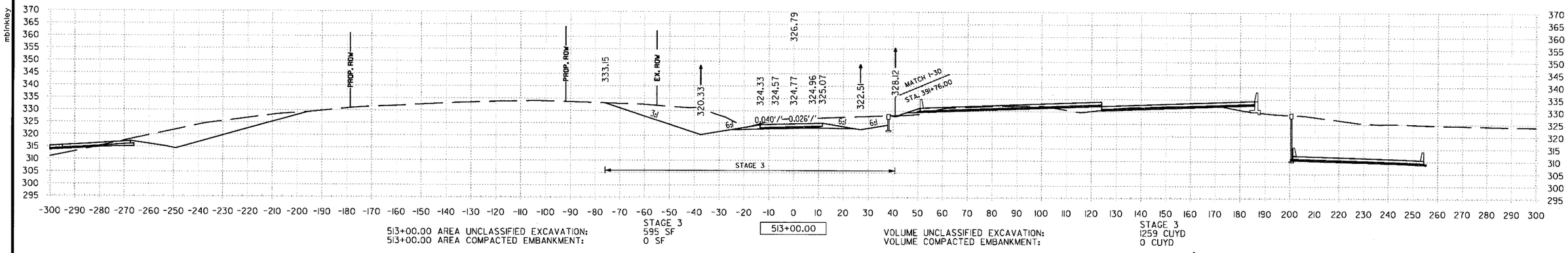
				JOB NO.		CA0601	1361	1465

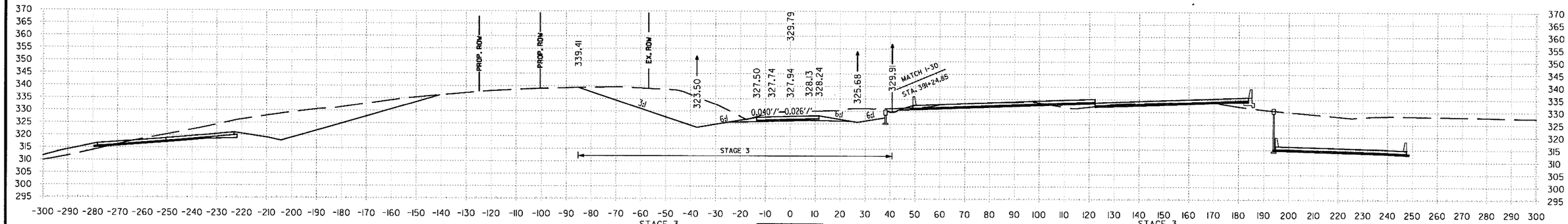
(2) US-67 RAMP 5 CROSS SECTIONS



513+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 595 SF
513+00.00 AREA COMPACTED EMBANKMENT: 0 SF

513+00.00

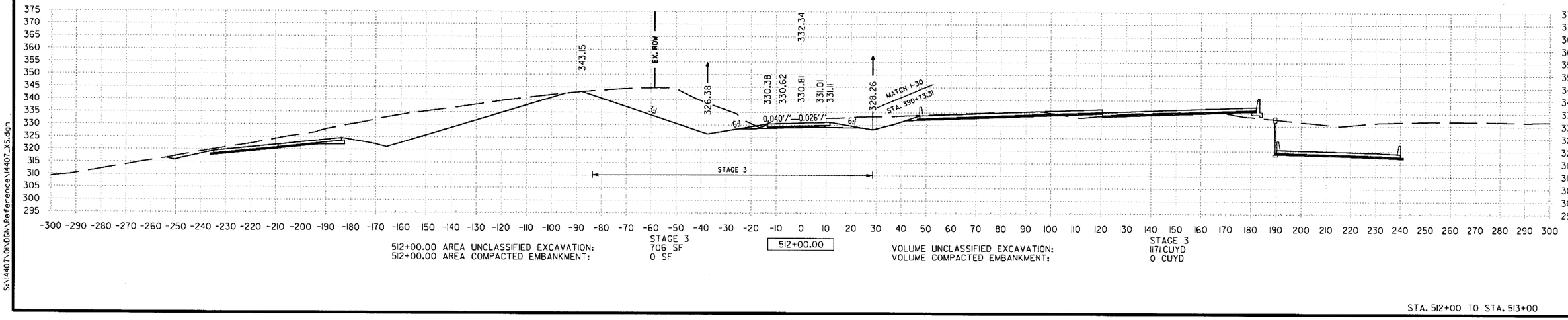
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1259 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



512+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 764 SF
512+50.00 AREA COMPACTED EMBANKMENT: 0 SF

512+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1362 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



512+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 706 SF
512+00.00 AREA COMPACTED EMBANKMENT: 0 SF

512+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1171 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 512+00 TO STA. 513+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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				JOB NO.		CA0601	1362	1465
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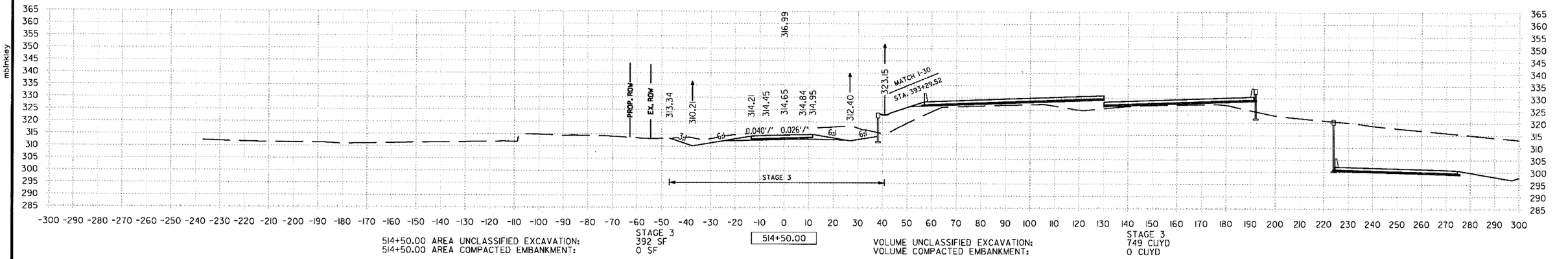
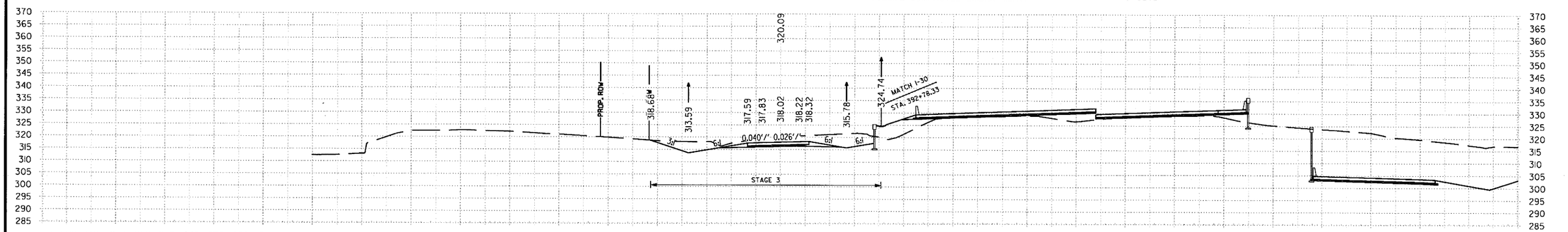


514+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 392 SF
514+50.00 AREA COMPACTED EMBANKMENT: 0 SF

514+50.00

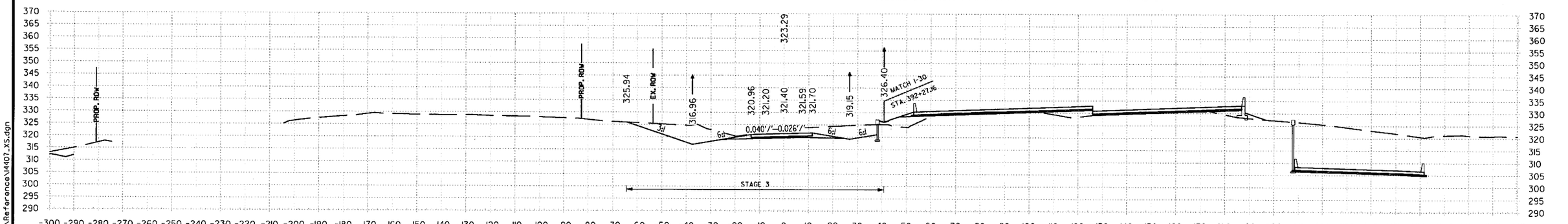
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 749 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



514+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 416 SF
514+00.00 AREA COMPACTED EMBANKMENT: 0 SF

514+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 889 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



513+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 544 SF
513+50.00 AREA COMPACTED EMBANKMENT: 0 SF

513+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1055 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 513+50 TO STA. 514+50

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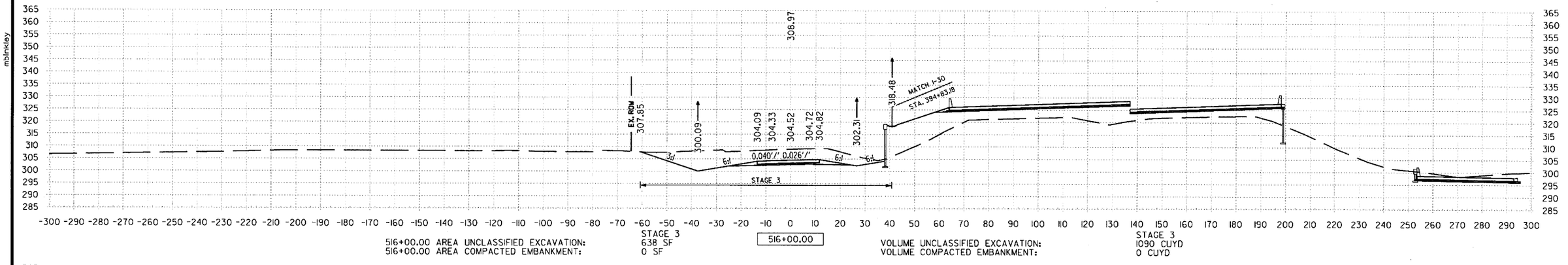
				JOB NO.		CA0601	1363	1465

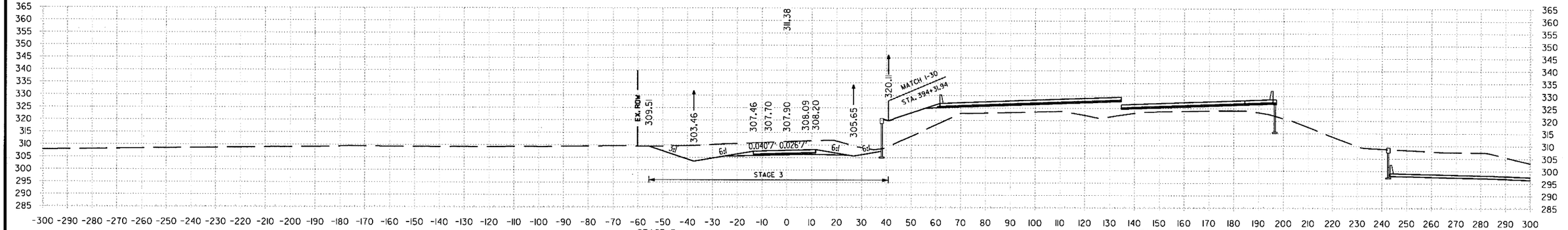
② US-67 RAMP 5 CROSS SECTIONS



516+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 638 SF
516+00.00 AREA COMPACTED EMBANKMENT: 0 SF

516+00.00

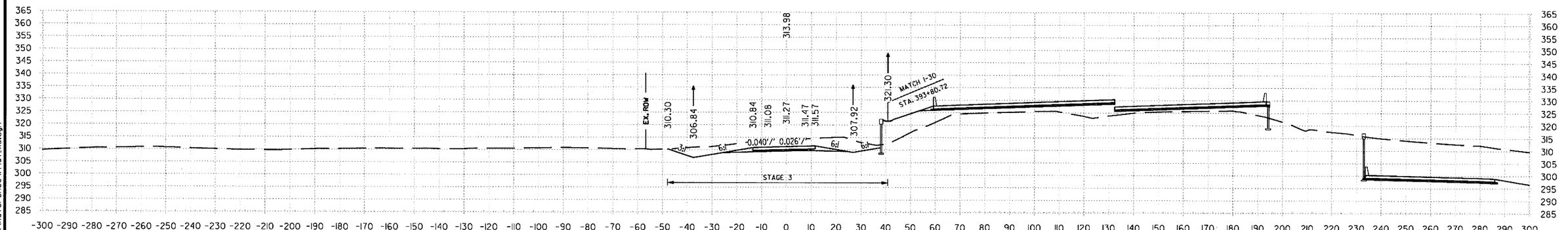
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1090 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



515+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 539 SF
515+50.00 AREA COMPACTED EMBANKMENT: 0 SF

515+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 913 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



515+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 447 SF
515+00.00 AREA COMPACTED EMBANKMENT: 0 SF

515+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 777 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 515+00 TO STA. 516+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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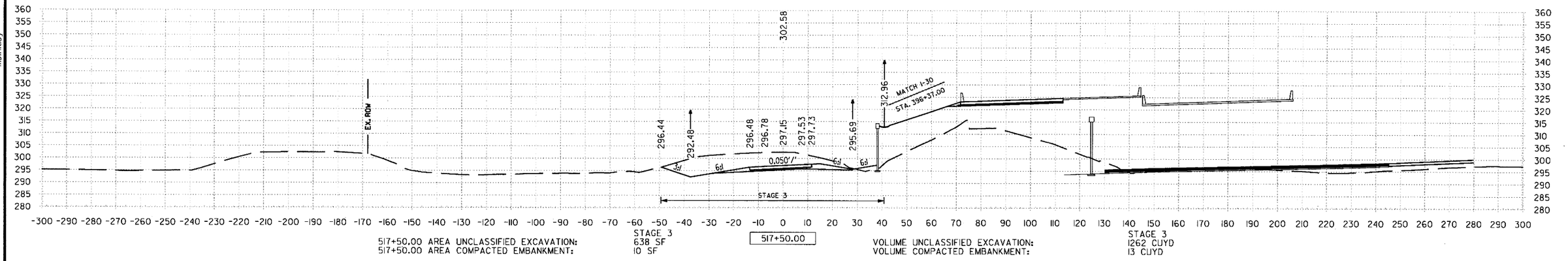
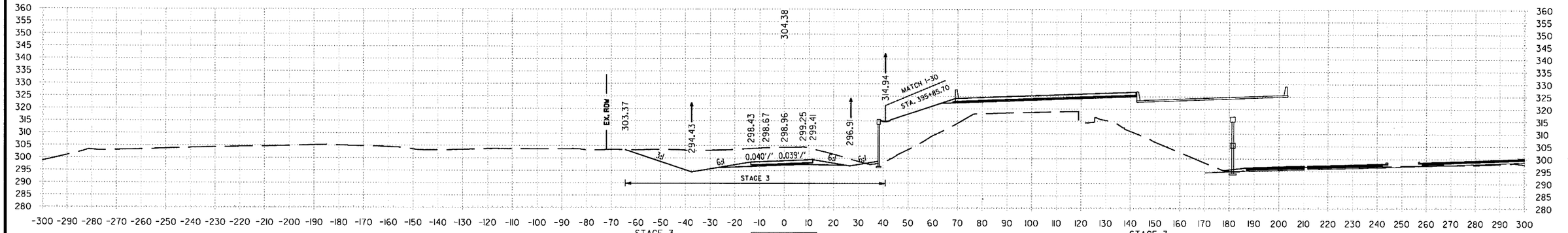
(2) US-67 RAMP 5 CROSS SECTIONS



517+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 638 SF
517+50.00 AREA COMPACTED EMBANKMENT: 10 SF

517+50.00

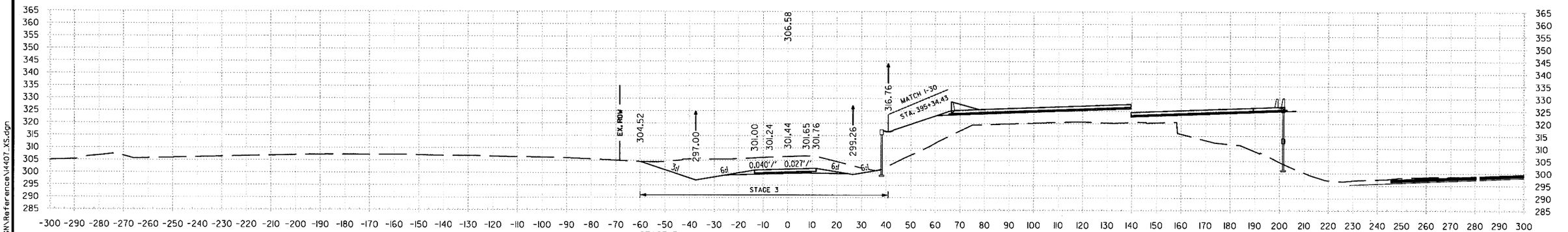
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1262 CUYD
VOLUME COMPACTED EMBANKMENT: 13 CUYD



517+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 724 SF
517+00.00 AREA COMPACTED EMBANKMENT: 3 SF

517+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1304 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD



516+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 663 SF
516+50.00 AREA COMPACTED EMBANKMENT: 0 SF

516+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1225 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD

STA. 516+50 TO STA. 517+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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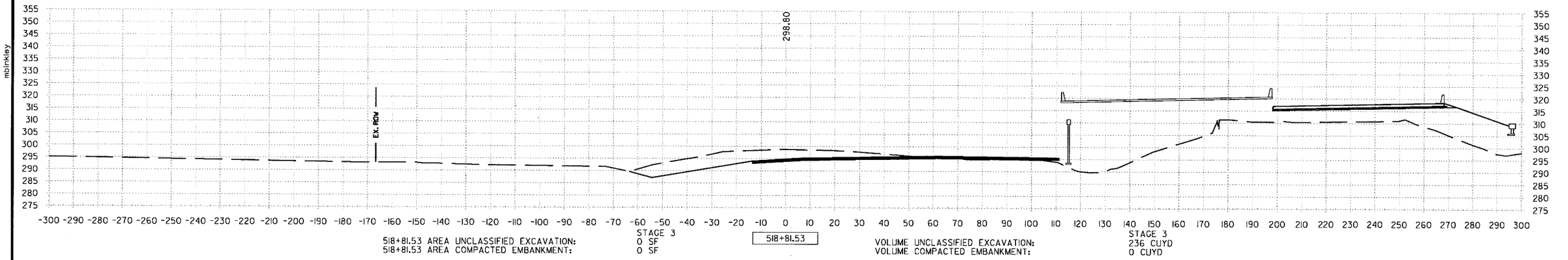
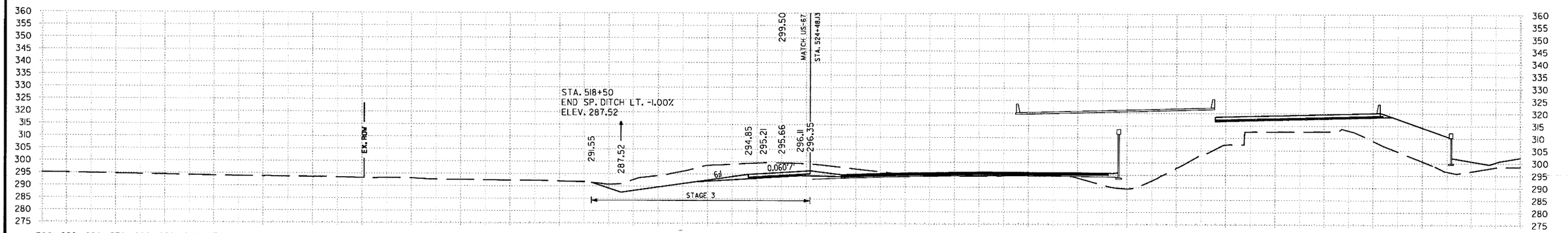
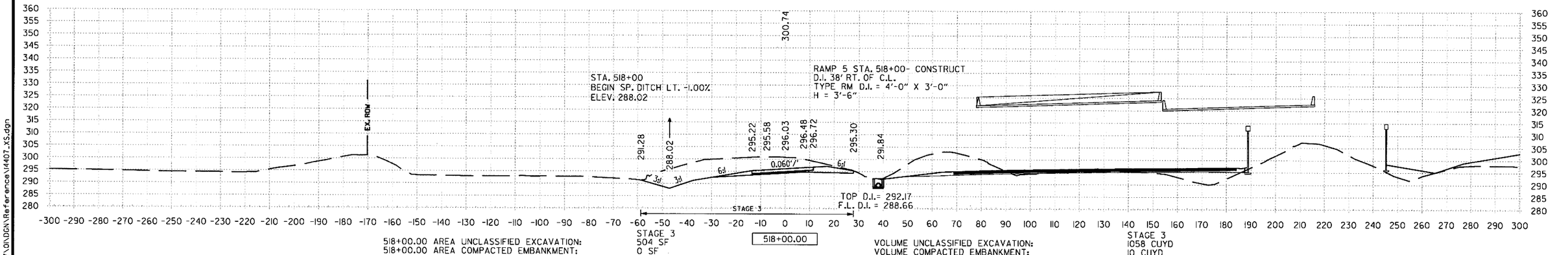
(2) **US-67 RAMP 5 CROSS SECTIONS**







STA. 518+00 TO STA. 518+82

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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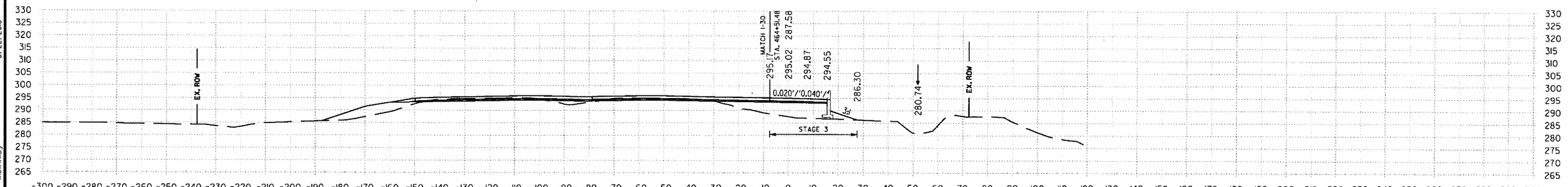
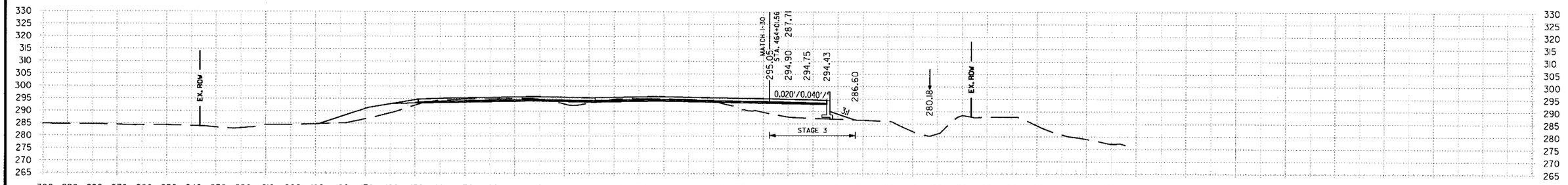
(2) SOUTH ST. RAMP 1 CROSS SECTIONS



107+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
107+50.00 AREA COMPACTED EMBANKMENT: 139 SF

107+50.00

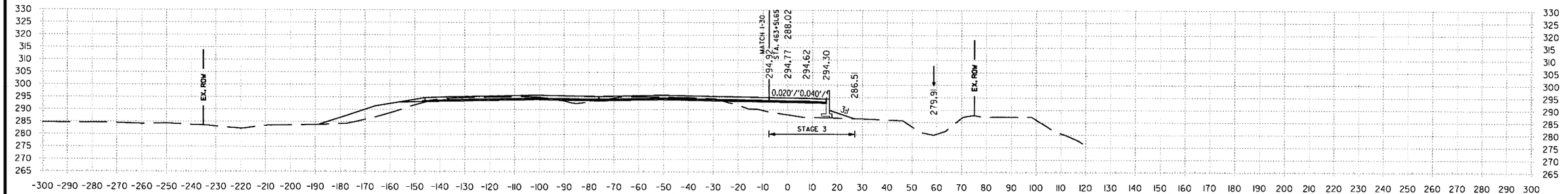
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 249 CUYD



107+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
107+00.00 AREA COMPACTED EMBANKMENT: 129 SF

107+00.00

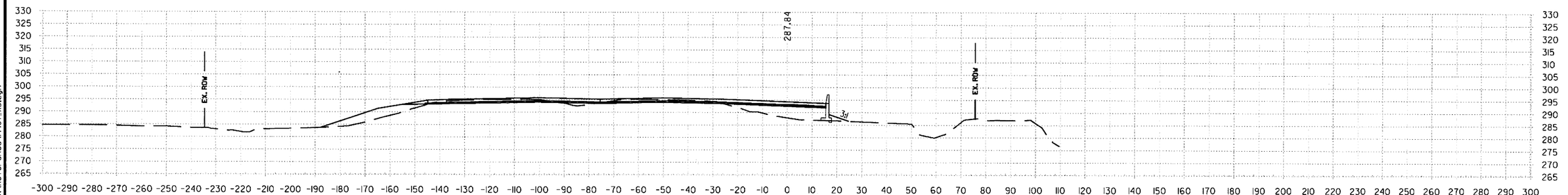
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 233 CUYD



106+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
106+50.00 AREA COMPACTED EMBANKMENT: 122 SF

106+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 32 CUYD



106+36.08 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
106+36.08 AREA COMPACTED EMBANKMENT: 0 SF

106+36.08

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 106+36 TO STA. 107+50

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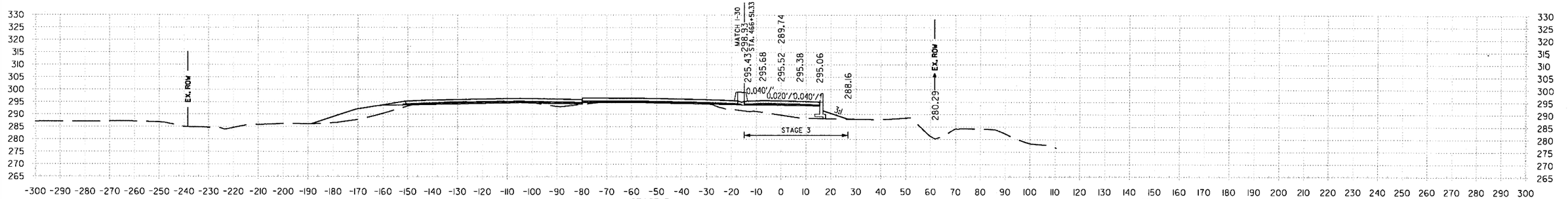
				6	ARK.			
				JOB NO.		CA0601	1367	1465

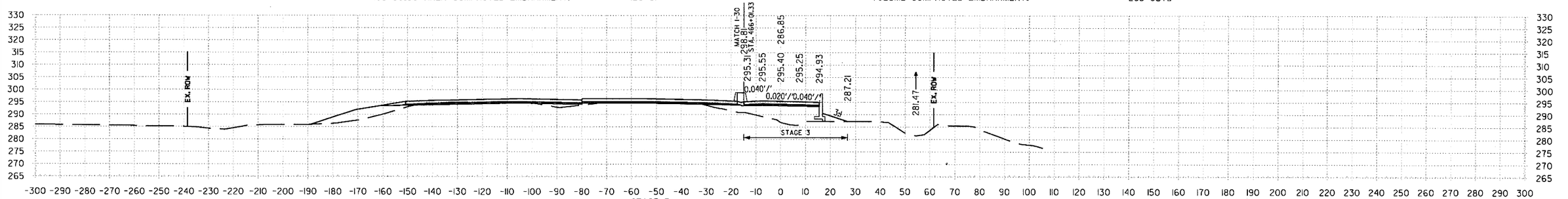
(2) SOUTH ST. RAMP 1 CROSS SECTIONS



109+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
109+50.00 AREA COMPACTED EMBANKMENT: 126 SF

109+50.00

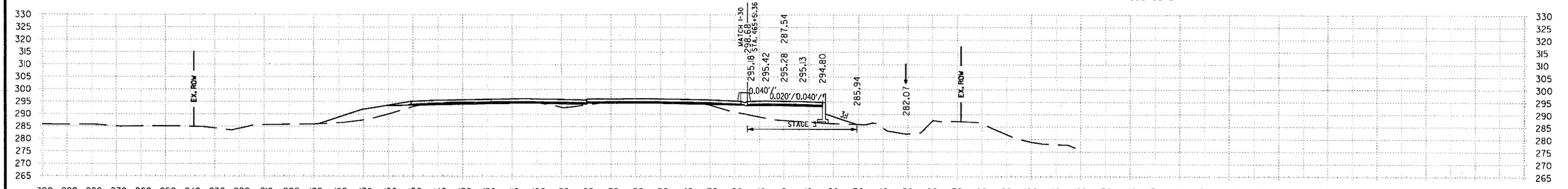
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 285 CUYD



109+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
109+00.00 AREA COMPACTED EMBANKMENT: 181 SF

109+00.00

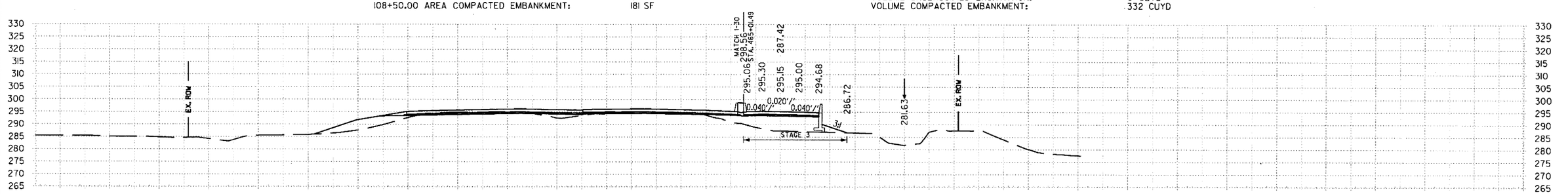
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 336 CUYD



108+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
108+50.00 AREA COMPACTED EMBANKMENT: 181 SF

108+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 332 CUYD



108+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
108+00.00 AREA COMPACTED EMBANKMENT: 177 SF

108+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 293 CUYD

STA. 108+00 TO STA. 109+50

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				6	ARK.			
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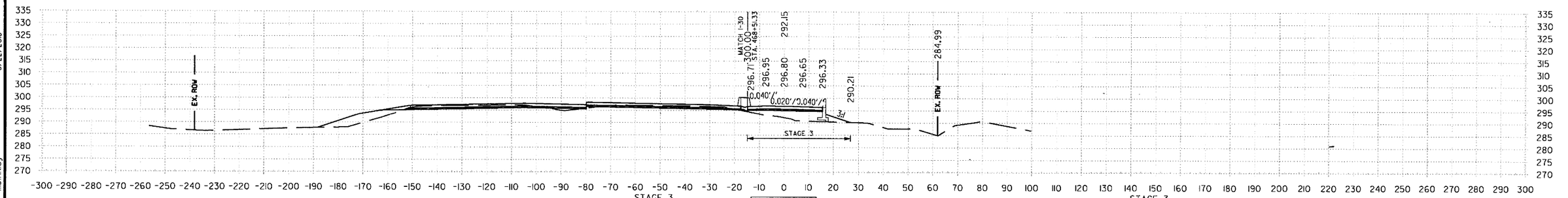
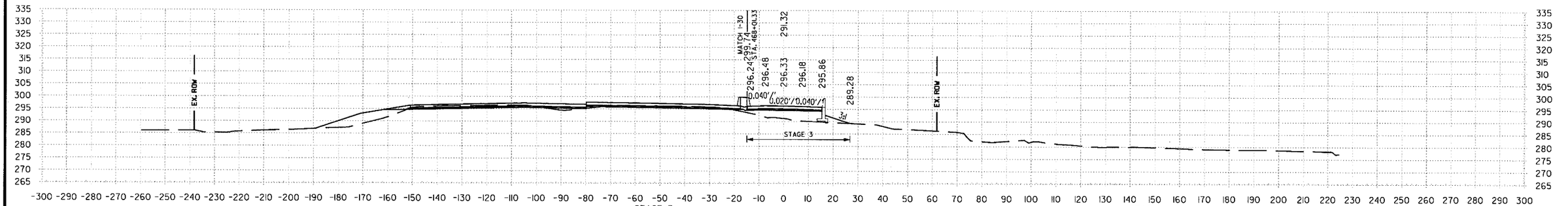
(2) SOUTH ST. RAMP 1 CROSS SECTIONS



III+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
III+50.00 AREA COMPACTED EMBANKMENT: 93 SF

III+50.00

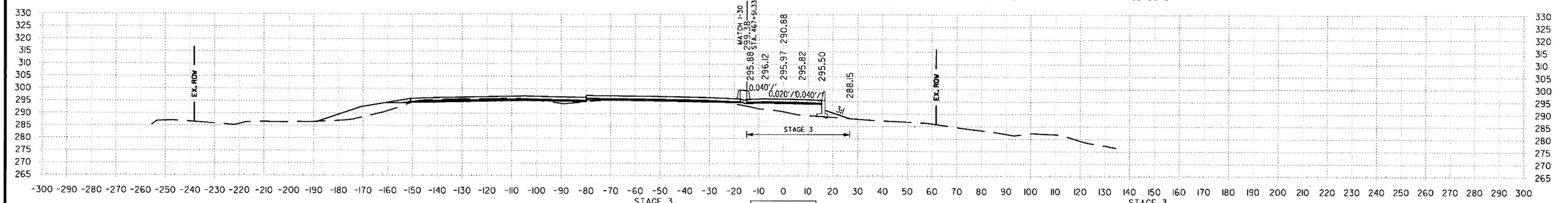
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 182 CUYD



III+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
III+00.00 AREA COMPACTED EMBANKMENT: 103 SF

III+00.00

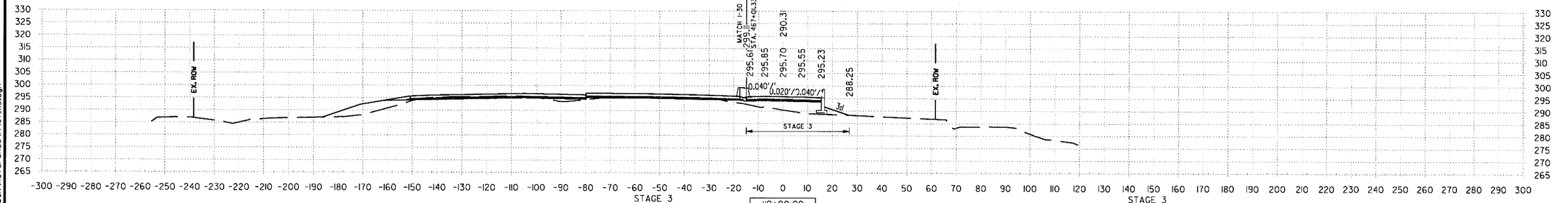
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1 CUYD
VOLUME COMPACTED EMBANKMENT: 193 CUYD



II0+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 1 SF
II0+50.00 AREA COMPACTED EMBANKMENT: 105 SF

II0+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1 CUYD
VOLUME COMPACTED EMBANKMENT: 201 CUYD



II0+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
II0+00.00 AREA COMPACTED EMBANKMENT: 112 SF

II0+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 221 CUYD

STA. II0+00 TO STA. III+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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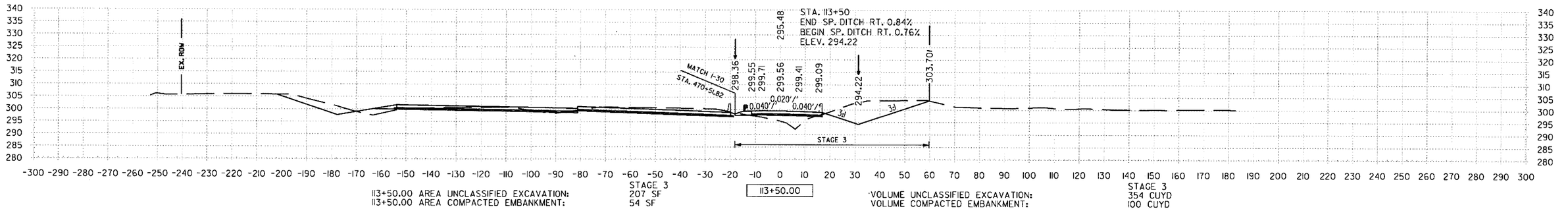
				JOB NO.		CA0601	1369	1465

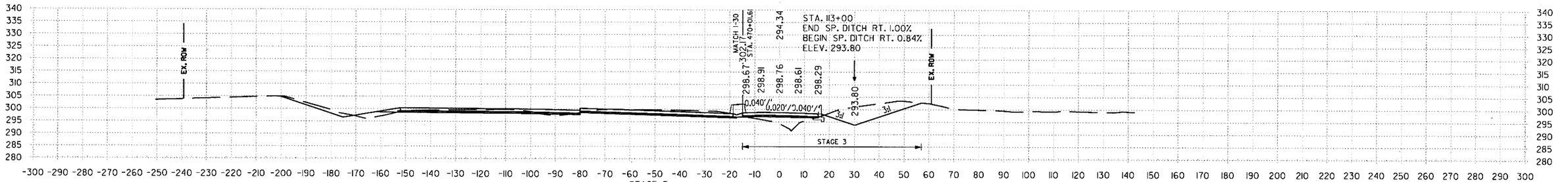
(2) SOUTH ST. RAMP I CROSS SECTIONS



113+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 207 SF
113+50.00 AREA COMPACTED EMBANKMENT: 54 SF

113+50.00

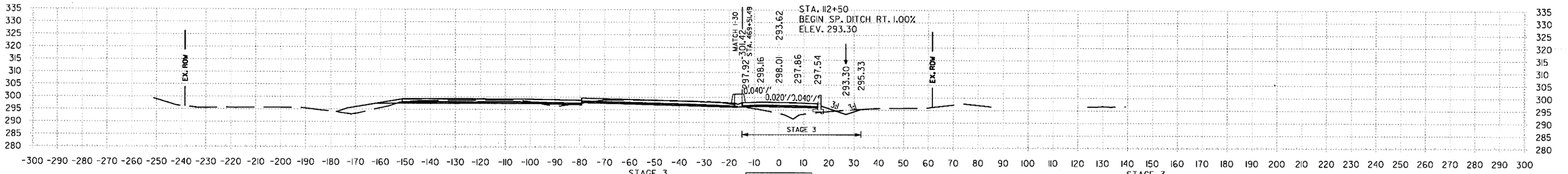
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 354 CUYD
VOLUME COMPACTED EMBANKMENT: 100 CUYD



113+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 175 SF
113+00.00 AREA COMPACTED EMBANKMENT: 54 SF

113+00.00

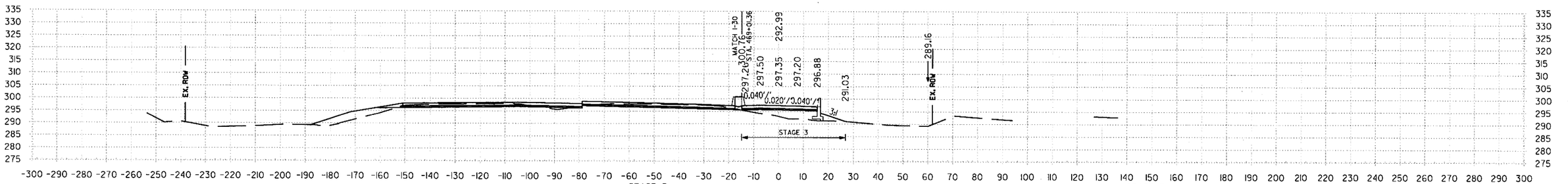
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 172 CUYD
VOLUME COMPACTED EMBANKMENT: 110 CUYD



112+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 10 SF
112+50.00 AREA COMPACTED EMBANKMENT: 64 SF

112+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 10 CUYD
VOLUME COMPACTED EMBANKMENT: 133 CUYD



112+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
112+00.00 AREA COMPACTED EMBANKMENT: 79 SF

112+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 160 CUYD

STA. 112+00 TO STA. 113+50

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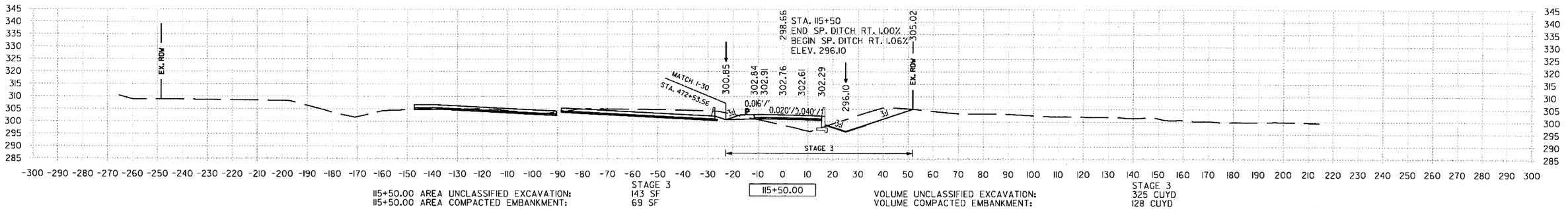
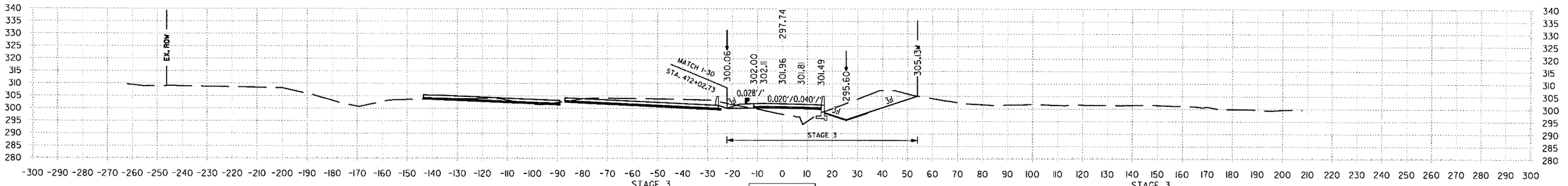


115+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 143 SF
115+50.00 AREA COMPACTED EMBANKMENT: 69 SF

115+50.00

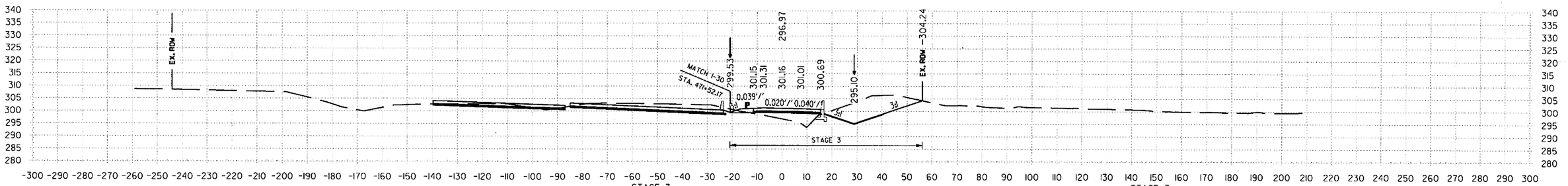
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 325 CUYD
VOLUME COMPACTED EMBANKMENT: 128 CUYD



115+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 208 SF
115+00.00 AREA COMPACTED EMBANKMENT: 69 SF

115+00.00

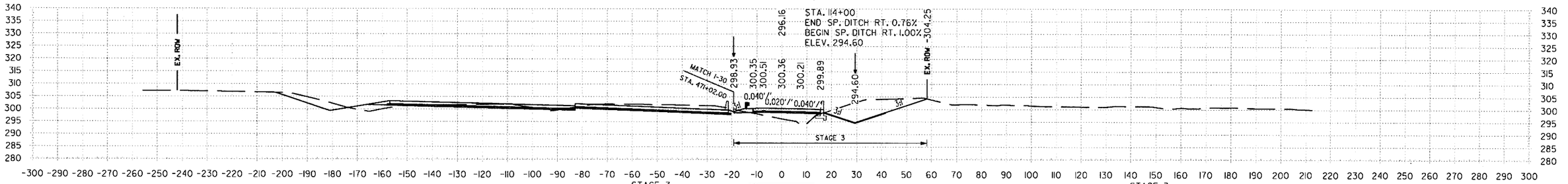
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 410 CUYD
VOLUME COMPACTED EMBANKMENT: 125 CUYD



114+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 234 SF
114+50.00 AREA COMPACTED EMBANKMENT: 65 SF

114+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 405 CUYD
VOLUME COMPACTED EMBANKMENT: 117 CUYD



114+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 203 SF
114+00.00 AREA COMPACTED EMBANKMENT: 61 SF

114+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 380 CUYD
VOLUME COMPACTED EMBANKMENT: 107 CUYD

STA. 114+00 TO STA. 115+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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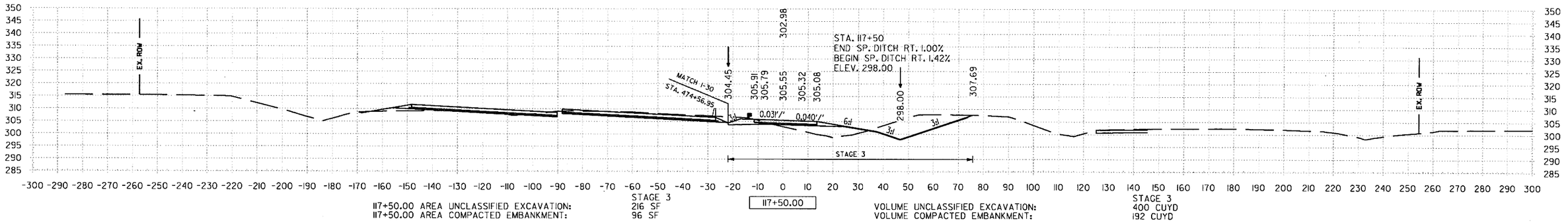
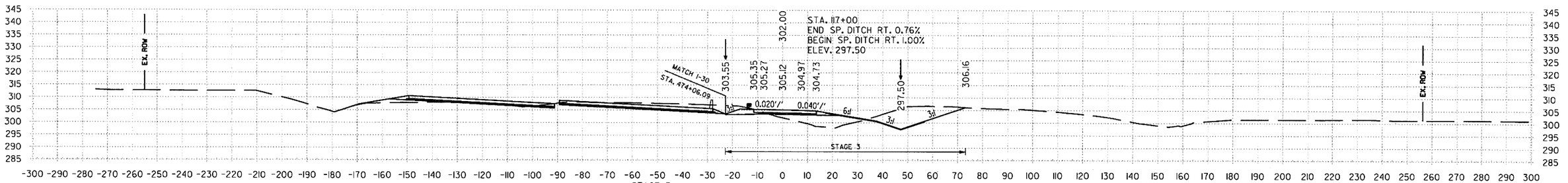
(2) SOUTH ST. RAMP I CROSS SECTIONS



117+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 216 SF
117+50.00 AREA COMPACTED EMBANKMENT: 96 SF

117+50.00

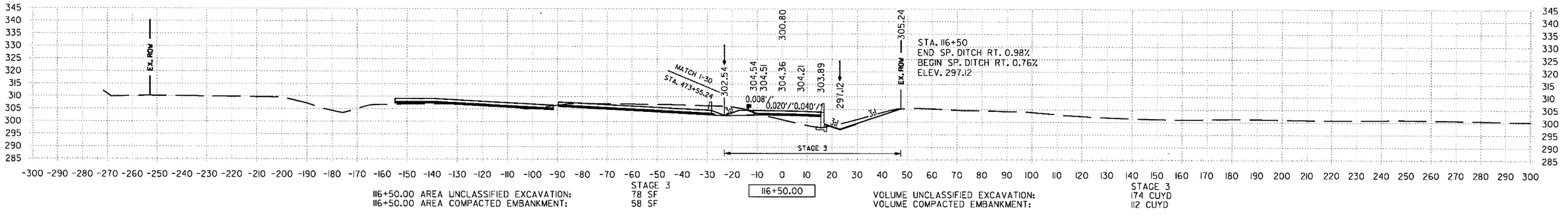
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 400 CUYD
VOLUME COMPACTED EMBANKMENT: 192 CUYD



117+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 215 SF
117+00.00 AREA COMPACTED EMBANKMENT: 111 SF

117+00.00

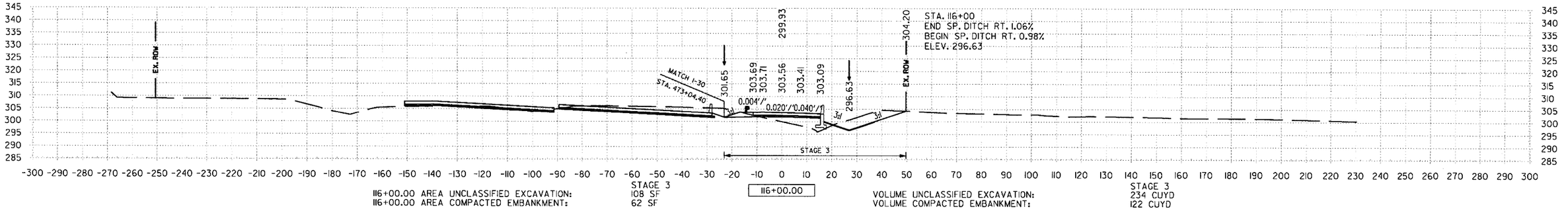
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 272 CUYD
VOLUME COMPACTED EMBANKMENT: 157 CUYD



116+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 78 SF
116+50.00 AREA COMPACTED EMBANKMENT: 58 SF

116+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 174 CUYD
VOLUME COMPACTED EMBANKMENT: 112 CUYD



116+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 108 SF
116+00.00 AREA COMPACTED EMBANKMENT: 62 SF

116+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 234 CUYD
VOLUME COMPACTED EMBANKMENT: 122 CUYD

STA. 116+00 TO STA. 117+50

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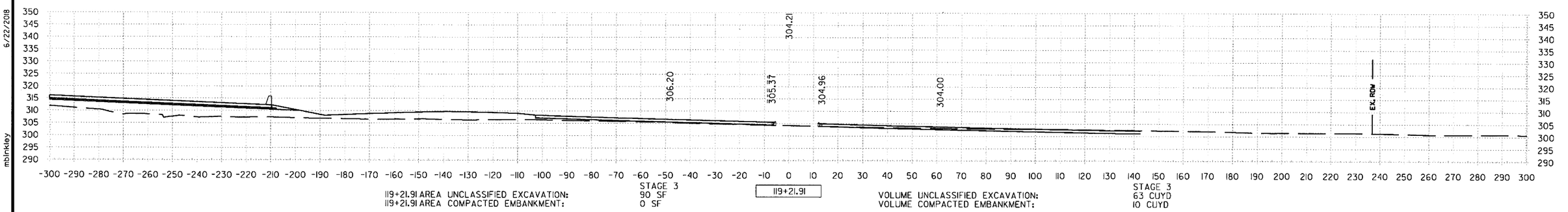
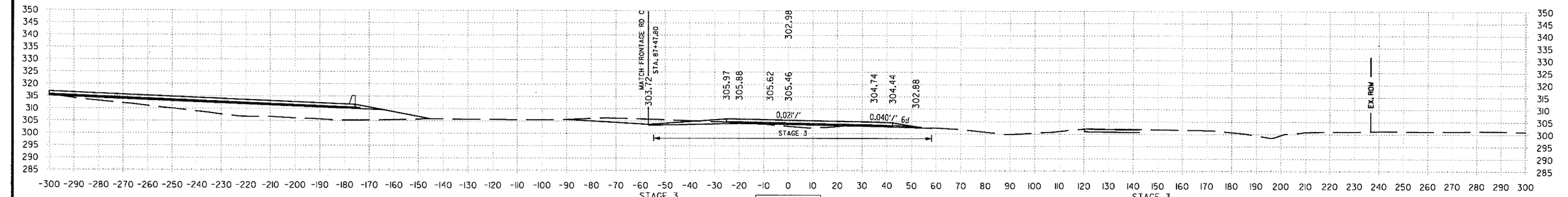
				JOB NO.		CA0601	1372	1465

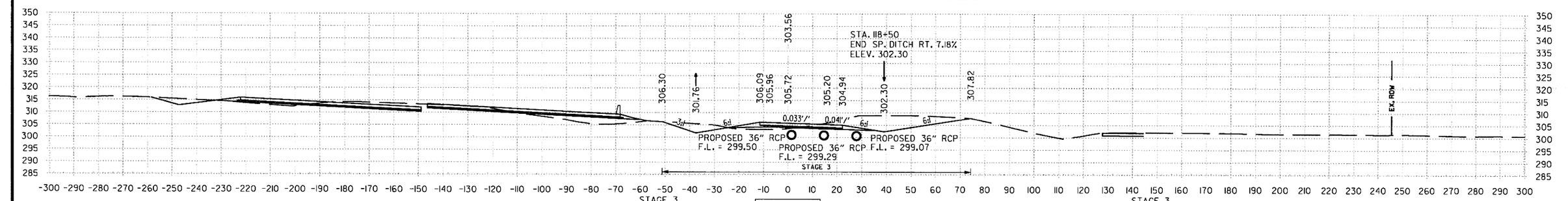
(2) SOUTH ST. RAMP 1 CROSS SECTIONS



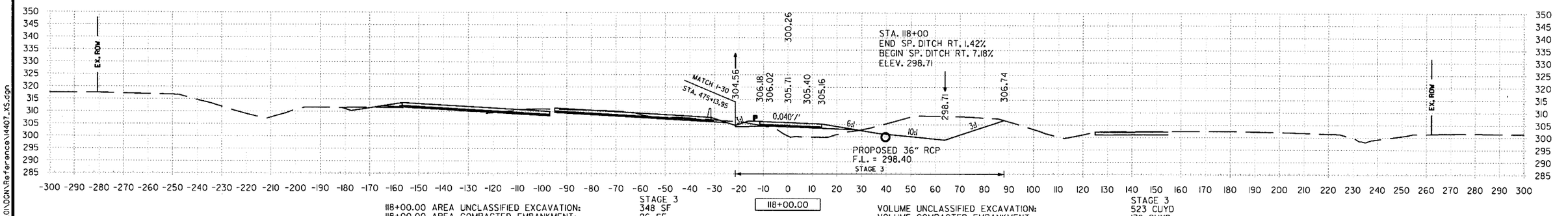
119+21.91 AREA UNCLASSIFIED EXCAVATION: STAGE 3 90 SF
119+21.91 AREA COMPACTED EMBANKMENT: 0 SF
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 63 CUYD
VOLUME COMPACTED EMBANKMENT: 10 CUYD



119+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 63 SF
119+00.00 AREA COMPACTED EMBANKMENT: 23 SF
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 341 CUYD
VOLUME COMPACTED EMBANKMENT: 39 CUYD



118+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 305 SF
118+50.00 AREA COMPACTED EMBANKMENT: 19 SF
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 605 CUYD
VOLUME COMPACTED EMBANKMENT: 107 CUYD



118+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 348 SF
118+00.00 AREA COMPACTED EMBANKMENT: 96 SF
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 523 CUYD
VOLUME COMPACTED EMBANKMENT: 178 CUYD

STA. 118+00 TO STA. 119+22

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				②	SOUTH ST. RAMP 2 CROSS SECTIONS			

STA. 200+00 TO STA. 201+50

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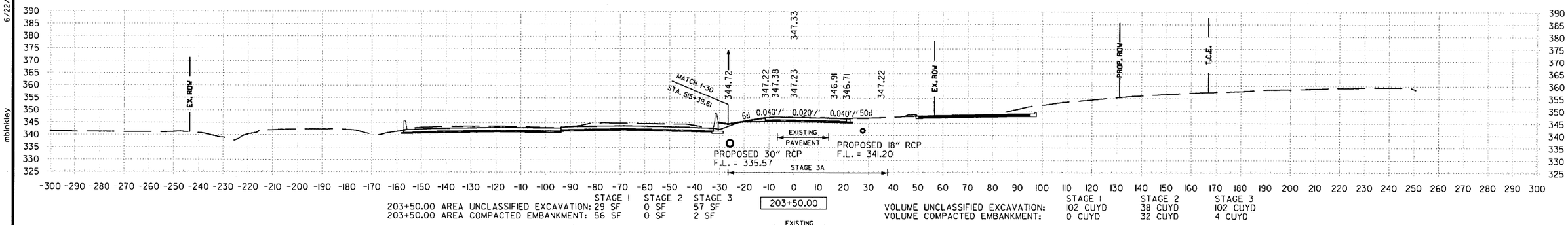

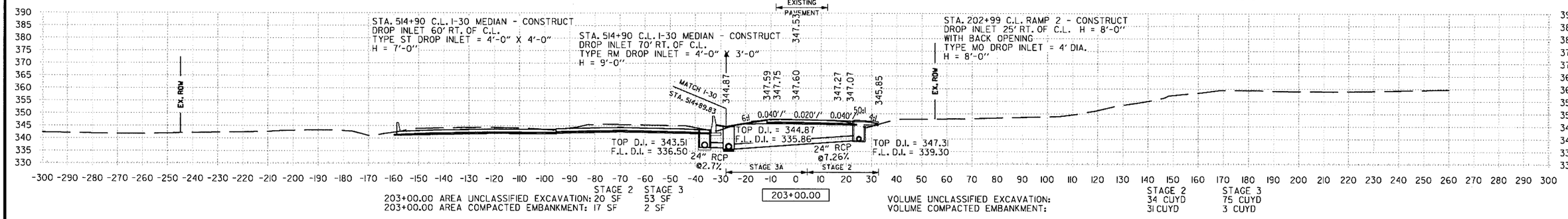

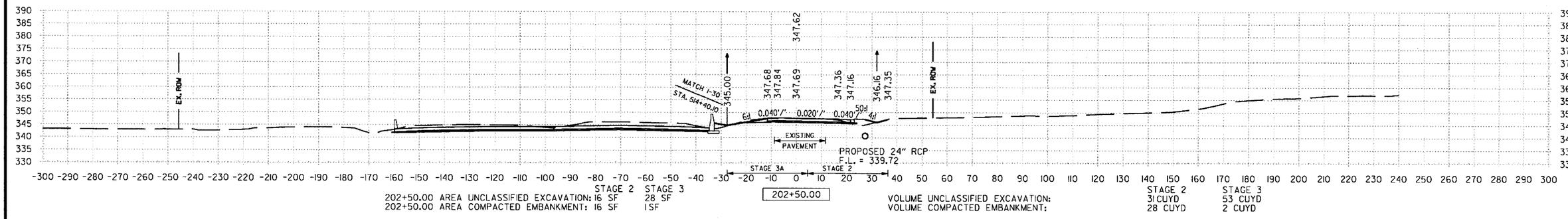

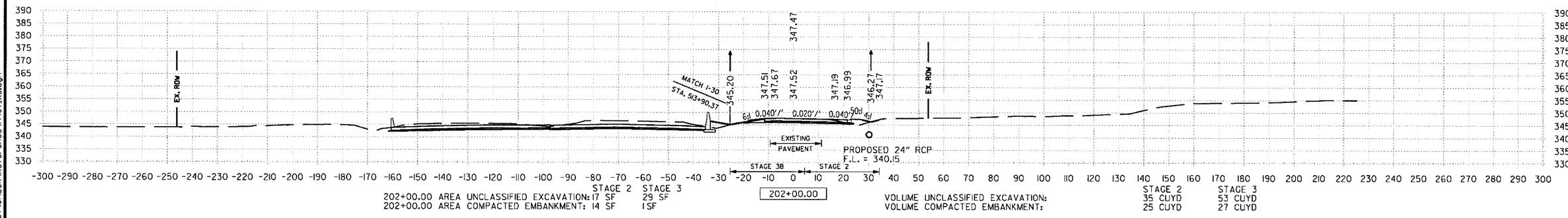

STA. 202+00 TO STA. 203+50

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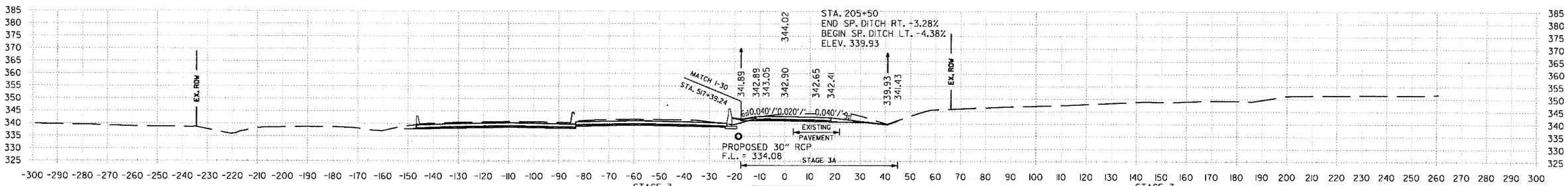
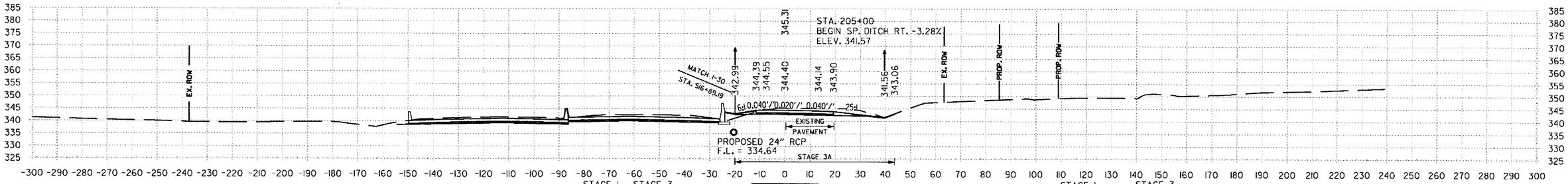


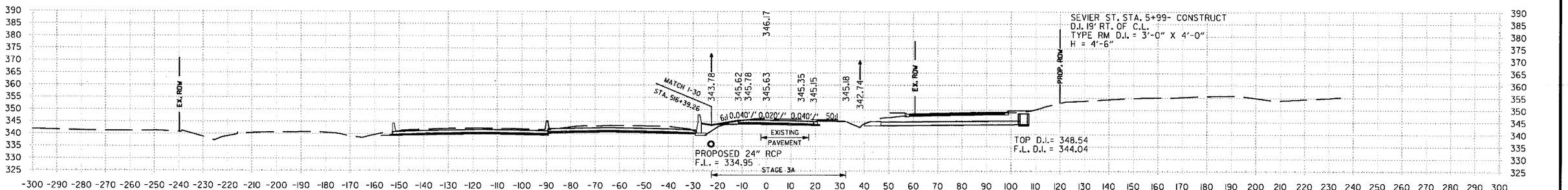
205+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 166 SF
205+50.00 AREA COMPACTED EMBANKMENT: 3 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 310 CUYD
VOLUME COMPACTED EMBANKMENT: 8 CUYD



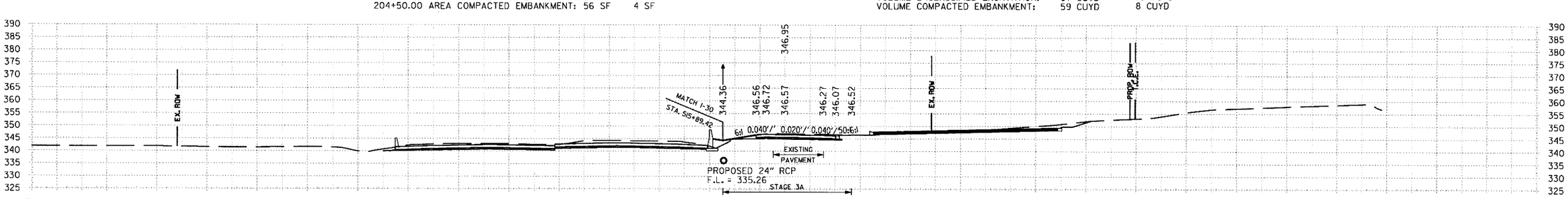
205+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 0 SF STAGE 3 168 SF
205+00.00 AREA COMPACTED EMBANKMENT: 0 SF 5 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 27 CUYD STAGE 3 215 CUYD
VOLUME COMPACTED EMBANKMENT: 52 CUYD 9 CUYD



204+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 29 SF STAGE 3 64 SF
204+50.00 AREA COMPACTED EMBANKMENT: 56 SF 4 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 97 CUYD STAGE 3 116 CUYD
VOLUME COMPACTED EMBANKMENT: 59 CUYD 8 CUYD



204+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 75 SF STAGE 3 61 SF
204+00.00 AREA COMPACTED EMBANKMENT: 7 SF 4 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 172 CUYD STAGE 3 110 CUYD
VOLUME COMPACTED EMBANKMENT: 7 CUYD 6 CUYD

STA. 204+00 TO STA. 205+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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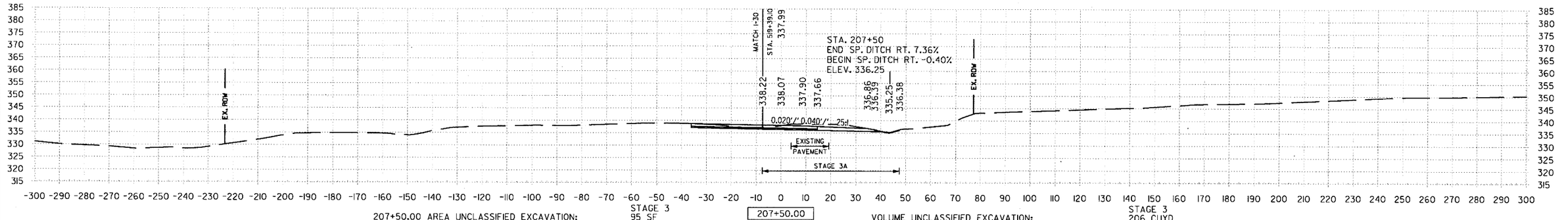

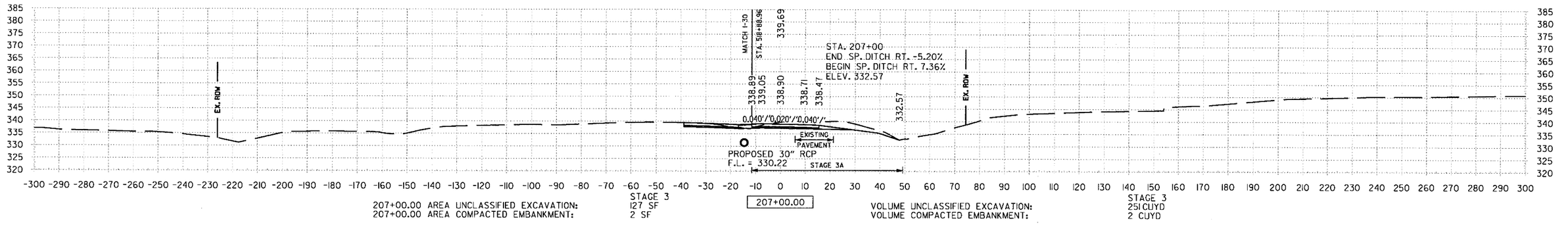

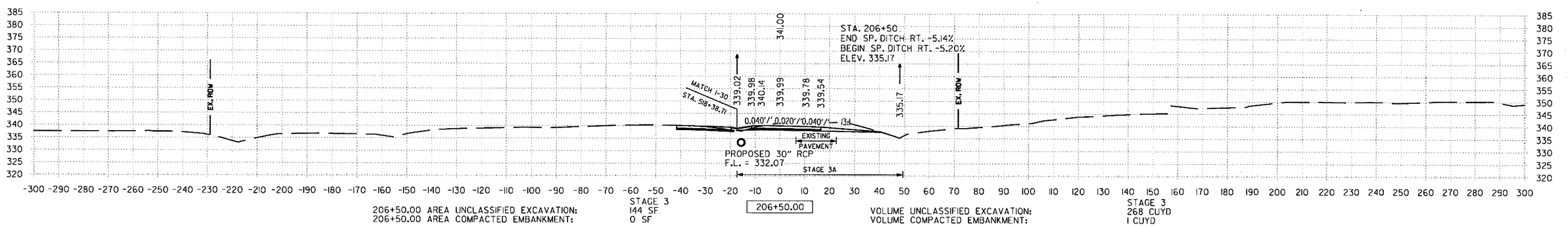

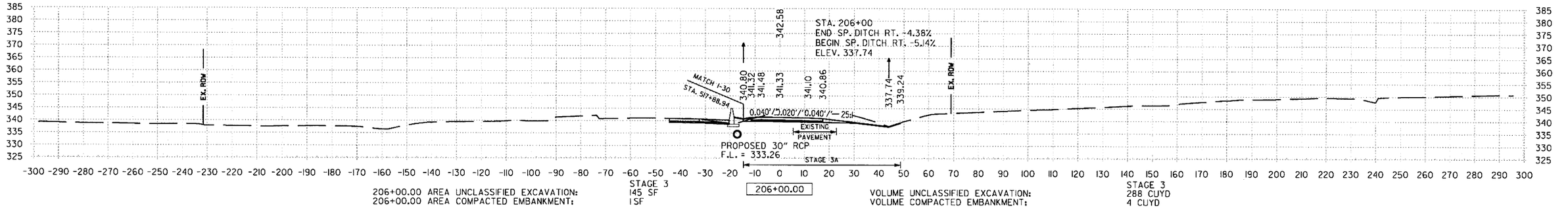

STA. 206+00 TO STA. 207+50

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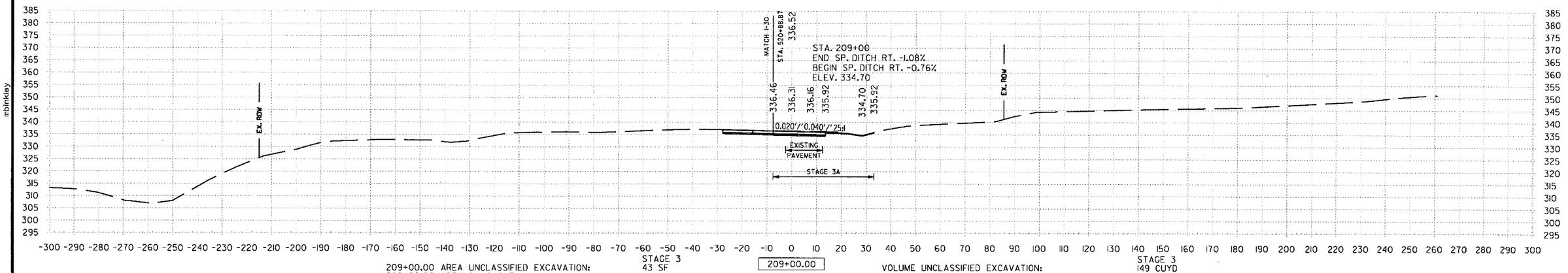
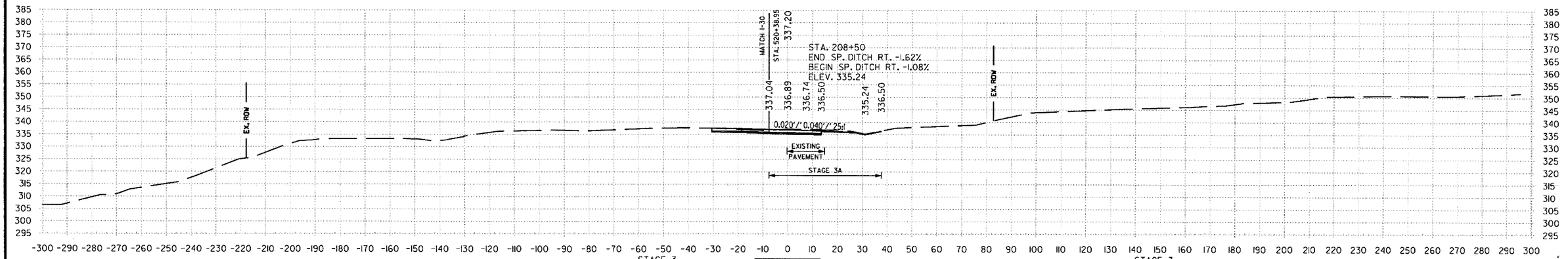
(2) SOUTH ST. RAMP 2 CROSS SECTIONS



209+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 43 SF
209+00.00 AREA COMPACTED EMBANKMENT: 0 SF

209+00.00

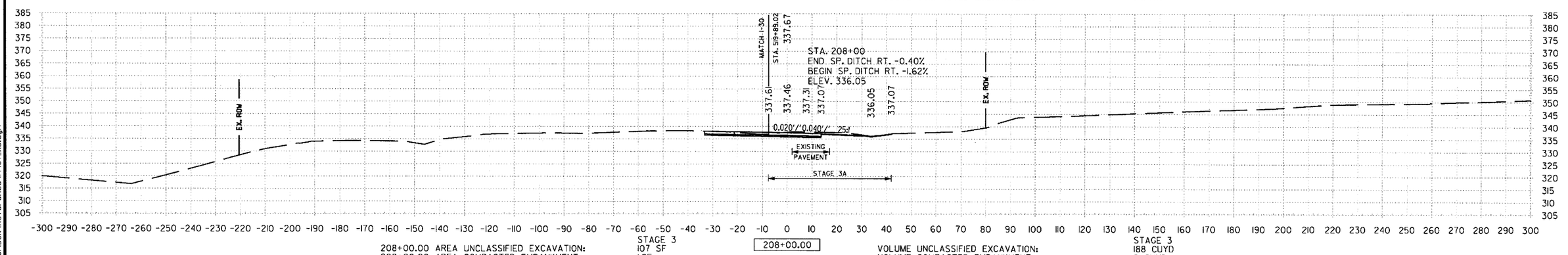
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 149 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



208+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 117 SF
208+50.00 AREA COMPACTED EMBANKMENT: 0 SF

208+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 208 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



208+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 107 SF
208+00.00 AREA COMPACTED EMBANKMENT: 1 SF

208+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 188 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD

STA. 208+00 TO STA. 209+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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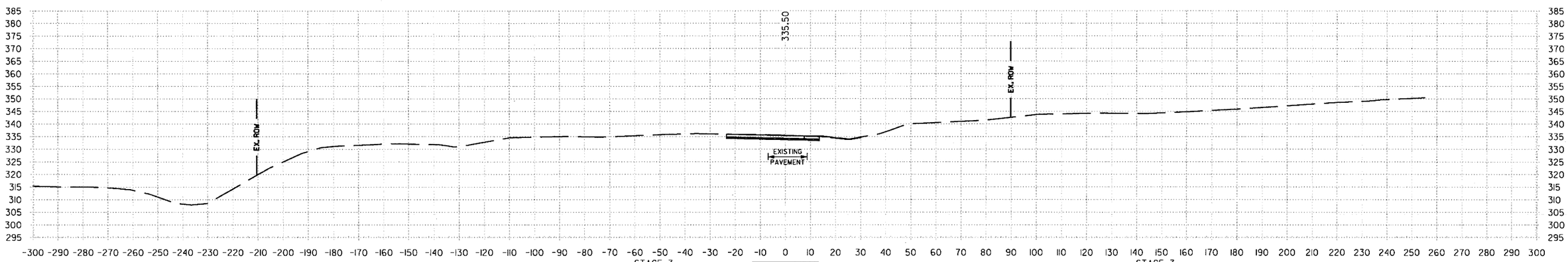
				JOB NO.		CA0601	1378	1465

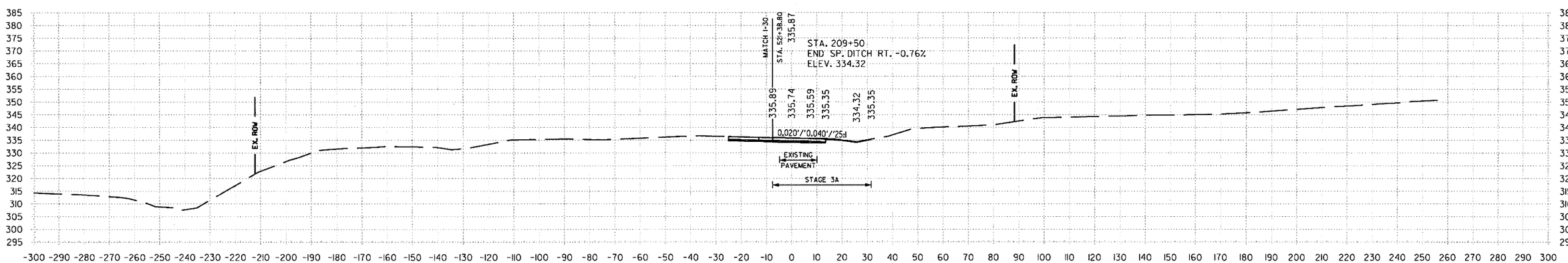
(2) SOUTH ST. RAMP 2 CROSS SECTIONS



209+80.36 AREA UNCLASSIFIED EXCAVATION: STAGE 3 32 SF
209+80.36 AREA COMPACTED EMBANKMENT: 4 SF

209+80.36

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 38 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD



209+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 35 SF
209+50.00 AREA COMPACTED EMBANKMENT: 0 SF

209+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 73 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 209+50 TO STA. 209+80

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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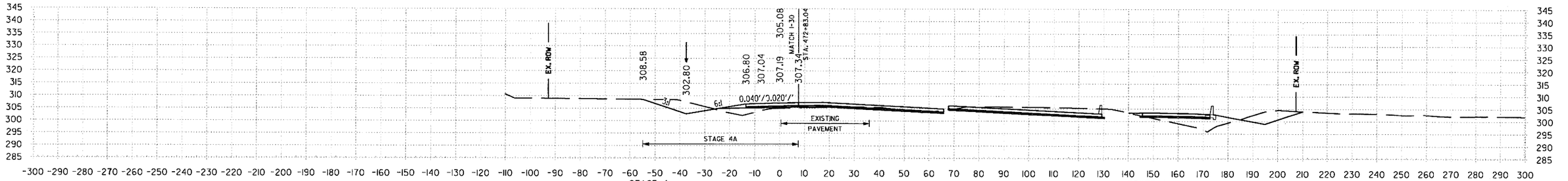
				JOB NO.		CA0601	1379	1465

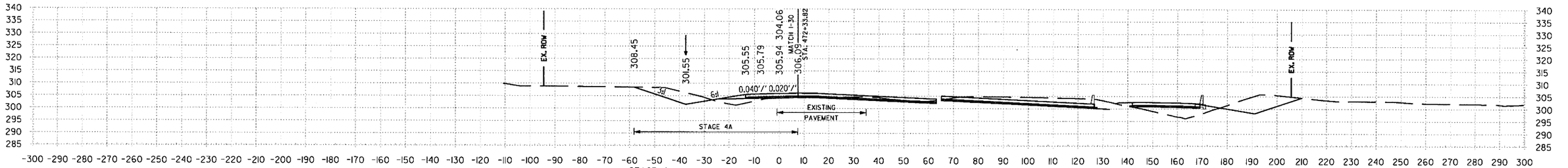
(2) SOUTH ST. RAMP 4 CROSS SECTIONS



STAGE 4 — 405+50.00 — STAGE 4

405+50.00 AREA UNCLASSIFIED EXCAVATION: 80 SF
405+50.00 AREA COMPACTED EMBANKMENT: 52 SF

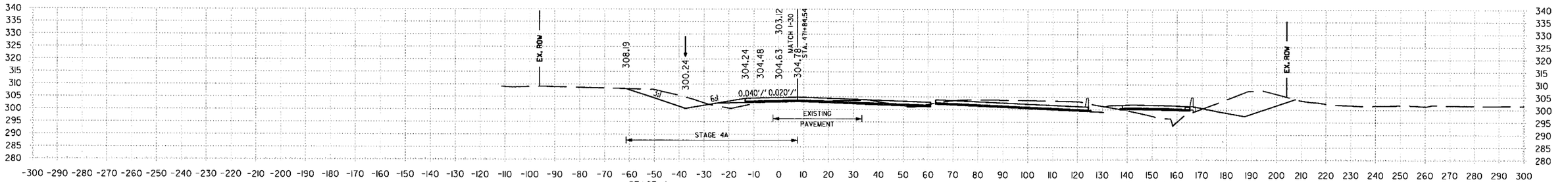
VOLUME UNCLASSIFIED EXCAVATION: 160 CUYD
VOLUME COMPACTED EMBANKMENT: 92 CUYD



STAGE 4 — 405+00.00 — STAGE 4

405+00.00 AREA UNCLASSIFIED EXCAVATION: 92 SF
405+00.00 AREA COMPACTED EMBANKMENT: 47 SF

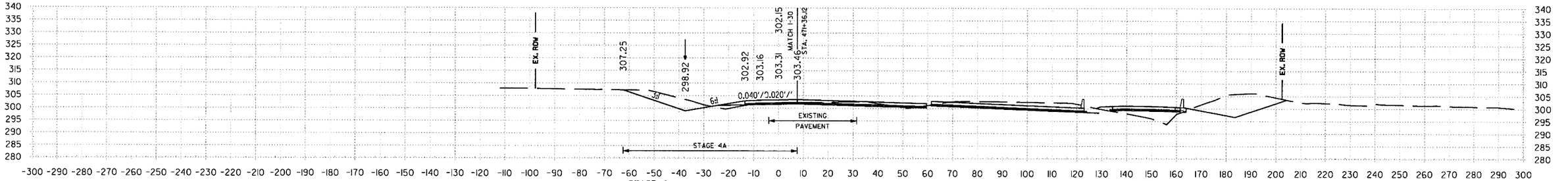
VOLUME UNCLASSIFIED EXCAVATION: 179 CUYD
VOLUME COMPACTED EMBANKMENT: 78 CUYD



STAGE 4 — 404+50.00 — STAGE 4

404+50.00 AREA UNCLASSIFIED EXCAVATION: 101 SF
404+50.00 AREA COMPACTED EMBANKMENT: 37 SF

VOLUME UNCLASSIFIED EXCAVATION: 188 CUYD
VOLUME COMPACTED EMBANKMENT: 55 CUYD



STAGE 4 — 404+01.35 — STAGE 4

404+01.35 AREA UNCLASSIFIED EXCAVATION: 108 SF
404+01.35 AREA COMPACTED EMBANKMENT: 24 SF

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 404+01 TO STA. 405+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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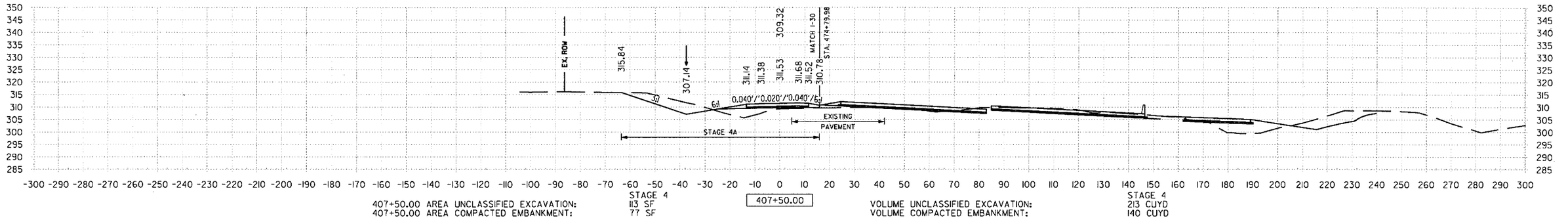
				JOB NO.		CA0601	1380	1465

(2) SOUTH ST. RAMP 4 CROSS SECTIONS

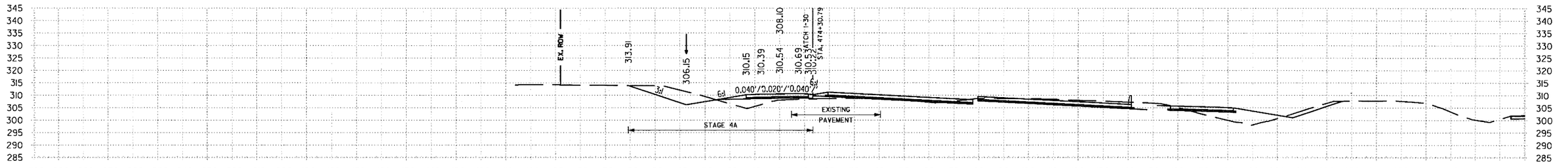


STAGE 4

407+50.00 AREA UNCLASSIFIED EXCAVATION: 113 SF
407+50.00 AREA COMPACTED EMBANKMENT: 77 SF

407+50.00

VOLUME UNCLASSIFIED EXCAVATION: 213 CUYD
VOLUME COMPACTED EMBANKMENT: 140 CUYD

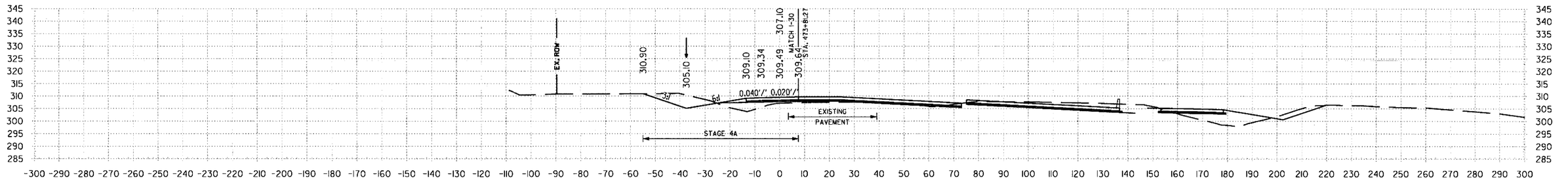


STAGE 4

407+00.00 AREA UNCLASSIFIED EXCAVATION: 117 SF
407+00.00 AREA COMPACTED EMBANKMENT: 74 SF

407+00.00

VOLUME UNCLASSIFIED EXCAVATION: 189 CUYD
VOLUME COMPACTED EMBANKMENT: 126 CUYD

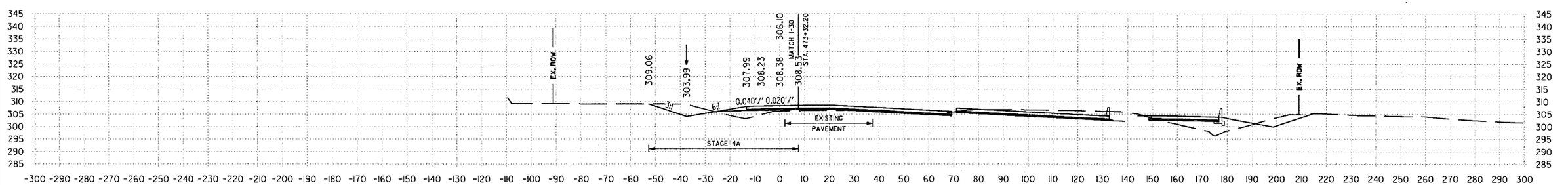


STAGE 4

406+50.00 AREA UNCLASSIFIED EXCAVATION: 87 SF
406+50.00 AREA COMPACTED EMBANKMENT: 62 SF

406+50.00

VOLUME UNCLASSIFIED EXCAVATION: 145 CUYD
VOLUME COMPACTED EMBANKMENT: 112 CUYD



STAGE 4

406+00.00 AREA UNCLASSIFIED EXCAVATION: 70 SF
406+00.00 AREA COMPACTED EMBANKMENT: 58 SF

406+00.00

VOLUME UNCLASSIFIED EXCAVATION: 139 CUYD
VOLUME COMPACTED EMBANKMENT: 102 CUYD

STA. 406+00 TO STA. 407+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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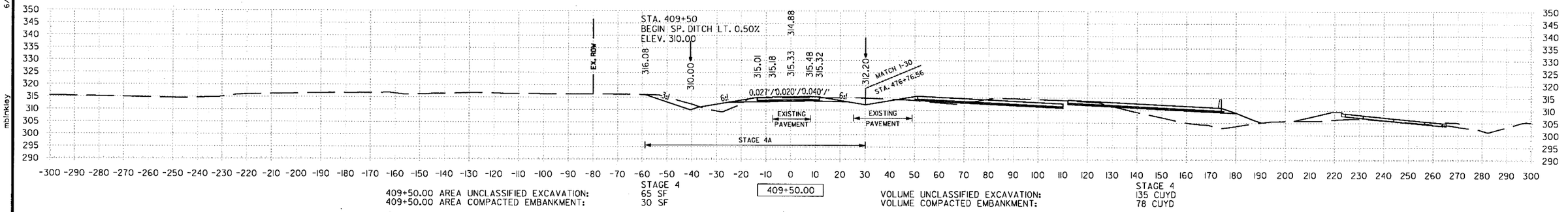
				JOB NO.		CA0601	1381	1465

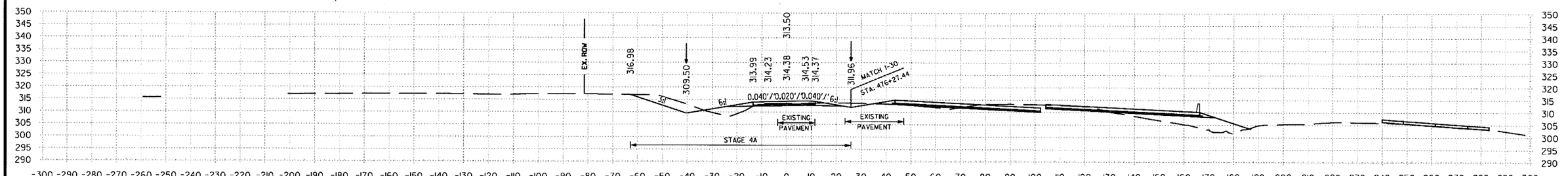
(2) SOUTH ST. RAMP 4 CROSS SECTIONS



STAGE 4 — 409+50.00 — STAGE 4

409+50.00 AREA UNCLASSIFIED EXCAVATION: 65 SF
409+50.00 AREA COMPACTED EMBANKMENT: 30 SF

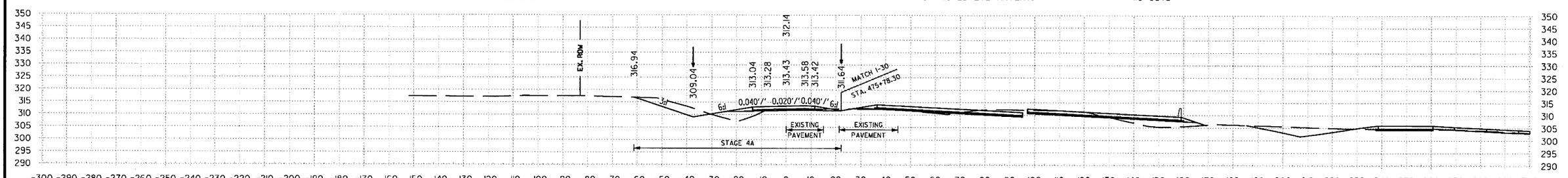
VOLUME UNCLASSIFIED EXCAVATION: 135 CUYD
VOLUME COMPACTED EMBANKMENT: 78 CUYD



STAGE 4 — 409+00.00 — STAGE 4

409+00.00 AREA UNCLASSIFIED EXCAVATION: 80 SF
409+00.00 AREA COMPACTED EMBANKMENT: 54 SF

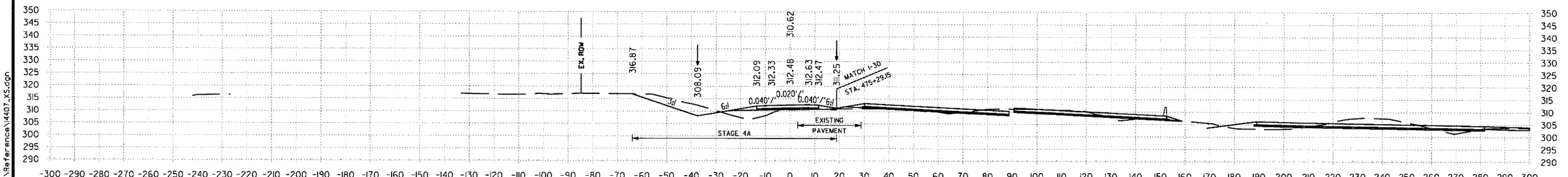
VOLUME UNCLASSIFIED EXCAVATION: 160 CUYD
VOLUME COMPACTED EMBANKMENT: 110 CUYD



STAGE 4 — 408+50.00 — STAGE 4

408+50.00 AREA UNCLASSIFIED EXCAVATION: 92 SF
408+50.00 AREA COMPACTED EMBANKMENT: 65 SF

VOLUME UNCLASSIFIED EXCAVATION: 182 CUYD
VOLUME COMPACTED EMBANKMENT: 132 CUYD



STAGE 4 — 408+00.00 — STAGE 4

408+00.00 AREA UNCLASSIFIED EXCAVATION: 104 SF
408+00.00 AREA COMPACTED EMBANKMENT: 77 SF

VOLUME UNCLASSIFIED EXCAVATION: 201 CUYD
VOLUME COMPACTED EMBANKMENT: 143 CUYD

STA. 408+00 TO STA. 409+50

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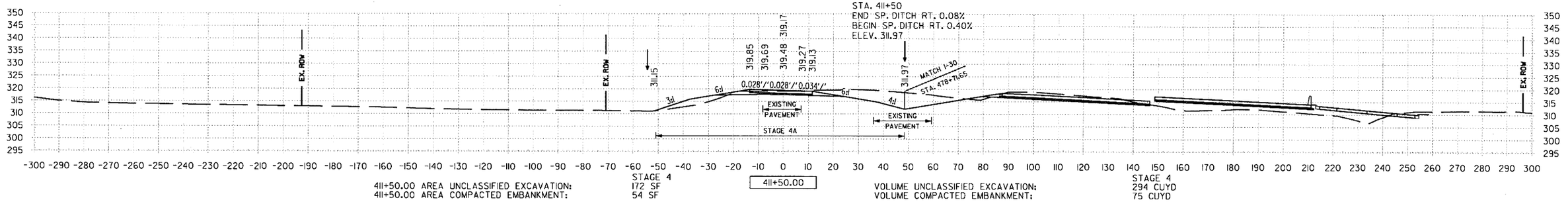
				JOB NO.		CA0601	1382	1465

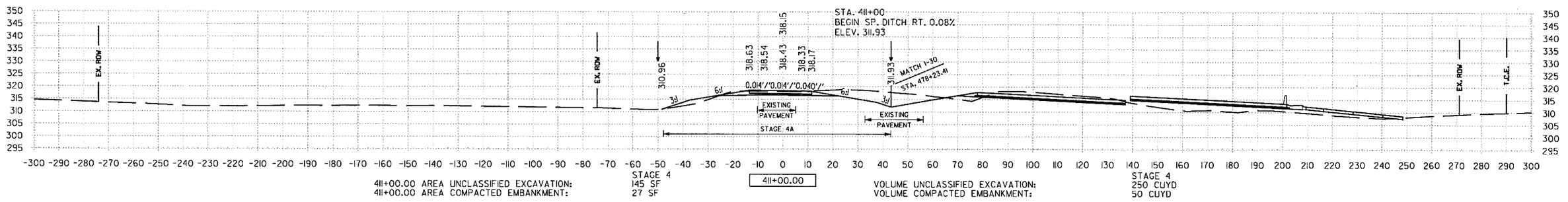
(2) SOUTH ST. RAMP 4 CROSS SECTIONS



STAGE 4
411+50.00 AREA UNCLASSIFIED EXCAVATION: 172 SF
411+50.00 AREA COMPACTED EMBANKMENT: 54 SF

411+50.00

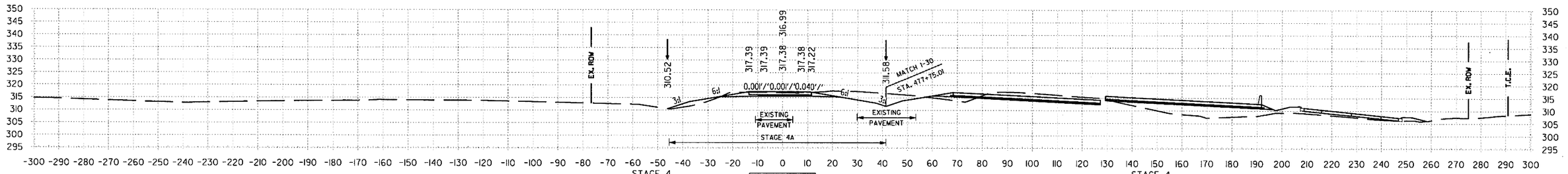
STAGE 4
VOLUME UNCLASSIFIED EXCAVATION: 294 CUYD
VOLUME COMPACTED EMBANKMENT: 75 CUYD



STAGE 4
411+00.00 AREA UNCLASSIFIED EXCAVATION: 145 SF
411+00.00 AREA COMPACTED EMBANKMENT: 27 SF

411+00.00

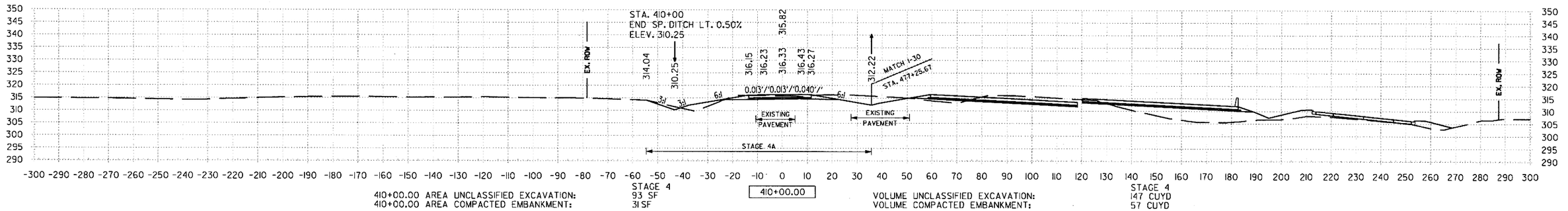
STAGE 4
VOLUME UNCLASSIFIED EXCAVATION: 250 CUYD
VOLUME COMPACTED EMBANKMENT: 50 CUYD



STAGE 4
409+50.00 AREA UNCLASSIFIED EXCAVATION: 122 SF
410+50.00 AREA COMPACTED EMBANKMENT: 26 SF

410+50.00

STAGE 4
VOLUME UNCLASSIFIED EXCAVATION: 202 CUYD
VOLUME COMPACTED EMBANKMENT: 53 CUYD



STAGE 4
410+00.00 AREA UNCLASSIFIED EXCAVATION: 93 SF
410+00.00 AREA COMPACTED EMBANKMENT: 31SF

410+00.00

STAGE 4
VOLUME UNCLASSIFIED EXCAVATION: 147 CUYD
VOLUME COMPACTED EMBANKMENT: 57 CUYD

STA. 410+00 TO STA. 411+50

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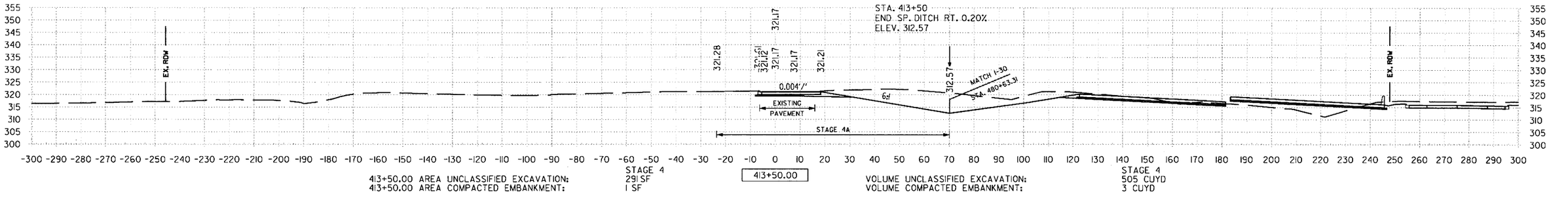
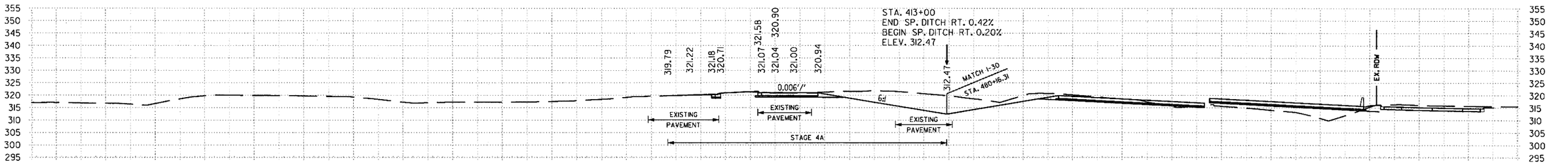
				JOB NO.		CA0601	1383	1465

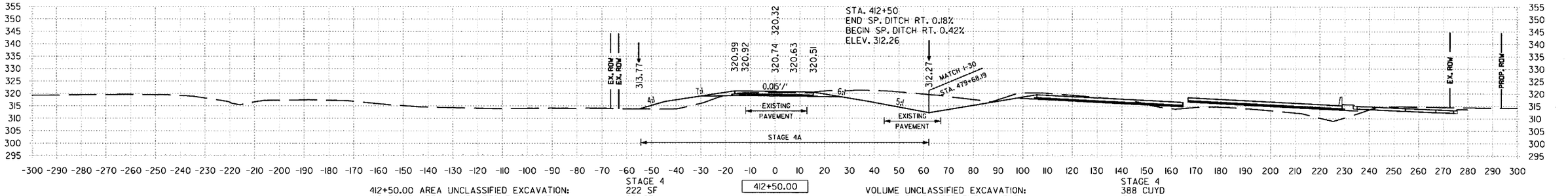
(2) SOUTH ST. RAMP 4 CROSS SECTIONS



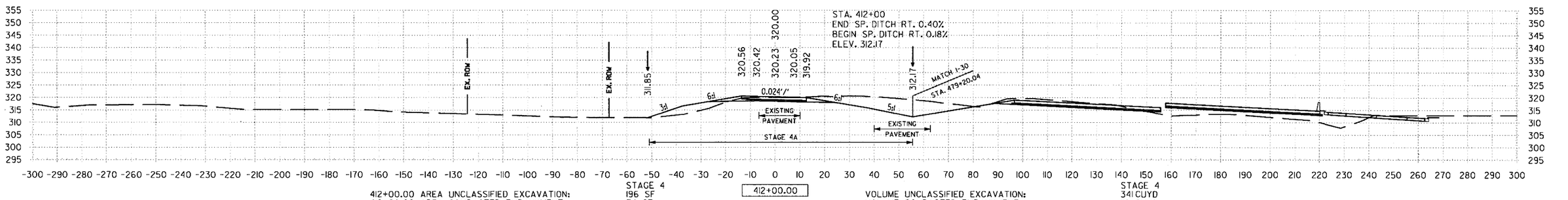
413+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 291 SF
413+50.00 AREA COMPACTED EMBANKMENT: 1 SF
413+50.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 505 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD



413+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 253 SF
413+00.00 AREA COMPACTED EMBANKMENT: 2 SF
413+00.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 439 CUYD
VOLUME COMPACTED EMBANKMENT: 86 CUYD



412+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 222 SF
412+50.00 AREA COMPACTED EMBANKMENT: 90 SF
412+50.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 388 CUYD
VOLUME COMPACTED EMBANKMENT: 152 CUYD



412+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 196 SF
412+00.00 AREA COMPACTED EMBANKMENT: 74 SF
412+00.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 341 CUYD
VOLUME COMPACTED EMBANKMENT: 119 CUYD

STA. 412+00 TO STA. 413+50

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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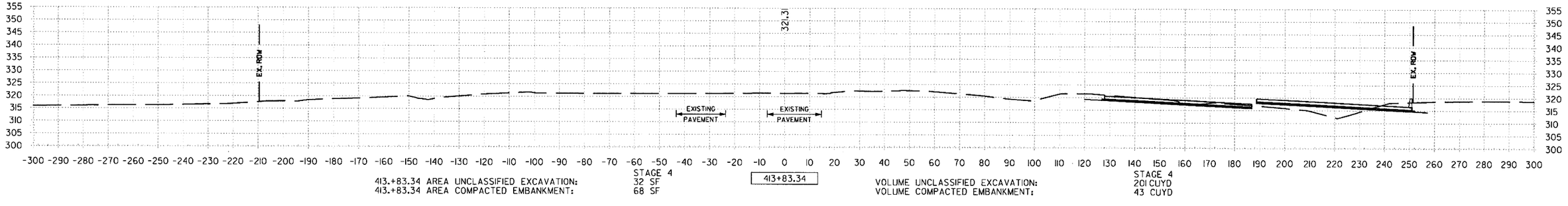
JOB NO.		CA0601	1384	1465

(2) SOUTH ST. RAMP 4 CROSS SECTIONS



413.+83.34 AREA UNCLASSIFIED EXCAVATION: STAGE 4 32 SF
413.+83.34 AREA COMPACTED EMBANKMENT: 68 SF

413+83.34

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 201 CUYD
VOLUME COMPACTED EMBANKMENT: 43 CUYD

STA. 413+83 TO STA. 413+83

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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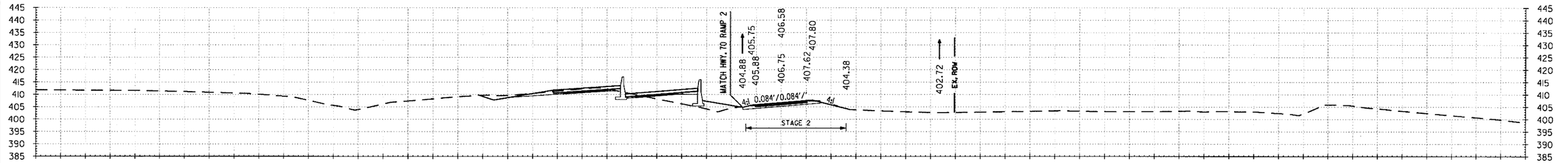
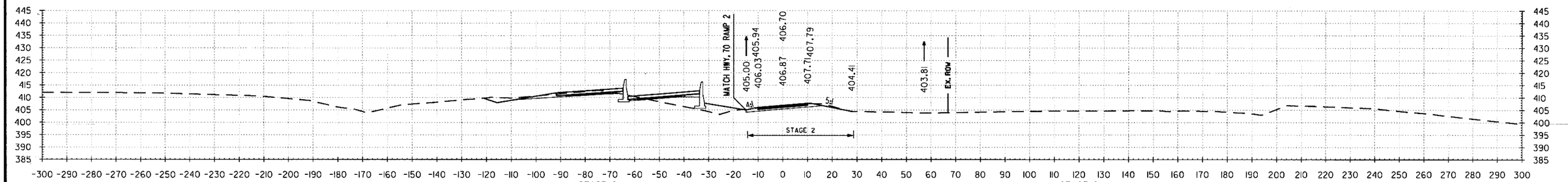
(2) **FRONTAGE ROAD A CROSS SECTIONS**



6+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 42 SF
6+50.00 AREA COMPACTED EMBANKMENT: 0 SF

6+50.00

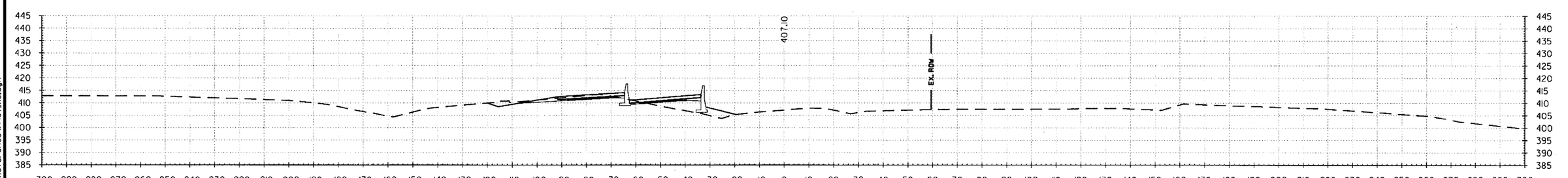
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 18 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



6+37.97 AREA UNCLASSIFIED EXCAVATION: STAGE 2 37 SF
6+37.97 AREA COMPACTED EMBANKMENT: 6 SF

6+37.97

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



6+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
6+00.00 AREA COMPACTED EMBANKMENT: 0 SF

6+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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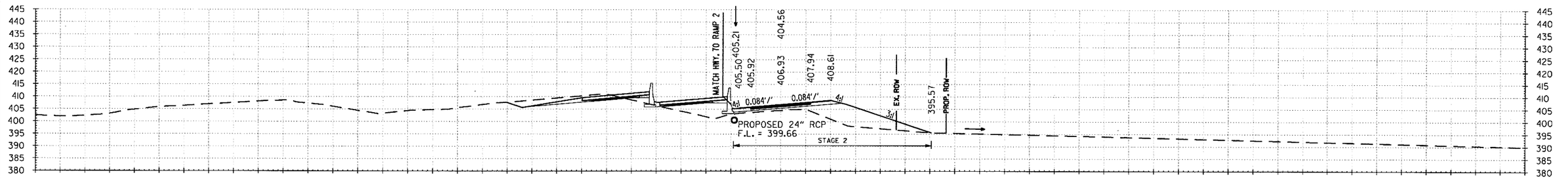
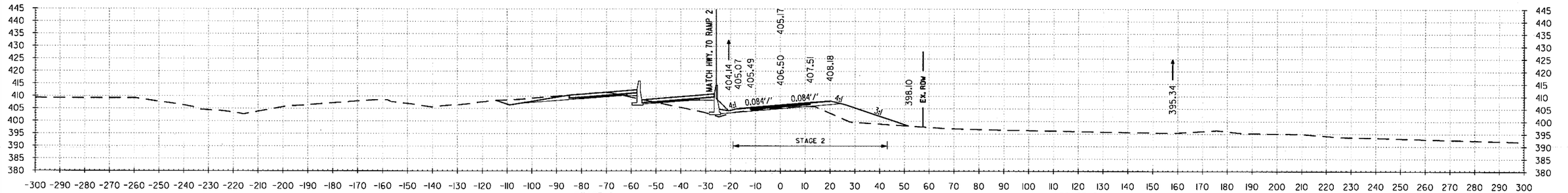
(2) **FRONTAGE ROAD A CROSS SECTIONS**



8+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
8+00.00 AREA COMPACTED EMBANKMENT: 257 SF

8+00.00

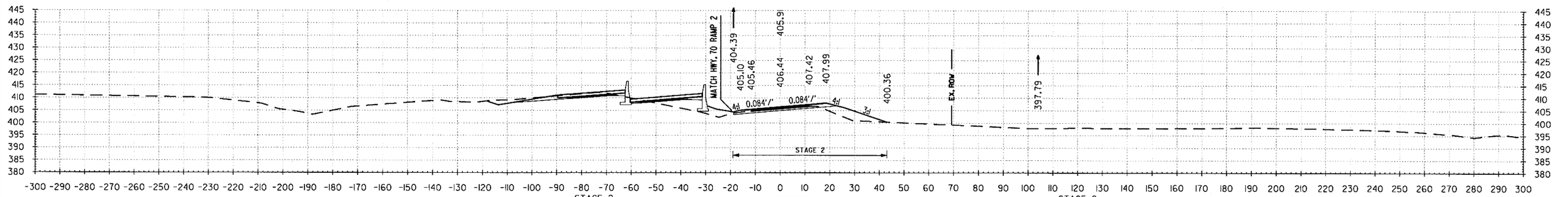
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 5 CUYD
VOLUME COMPACTED EMBANKMENT: 358 CUYD



7+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 5 SF
7+50.00 AREA COMPACTED EMBANKMENT: 130 SF

7+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 31 CUYD
VOLUME COMPACTED EMBANKMENT: 180 CUYD



7+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 29 SF
7+00.00 AREA COMPACTED EMBANKMENT: 64 SF

7+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 66 CUYD
VOLUME COMPACTED EMBANKMENT: 59 CUYD

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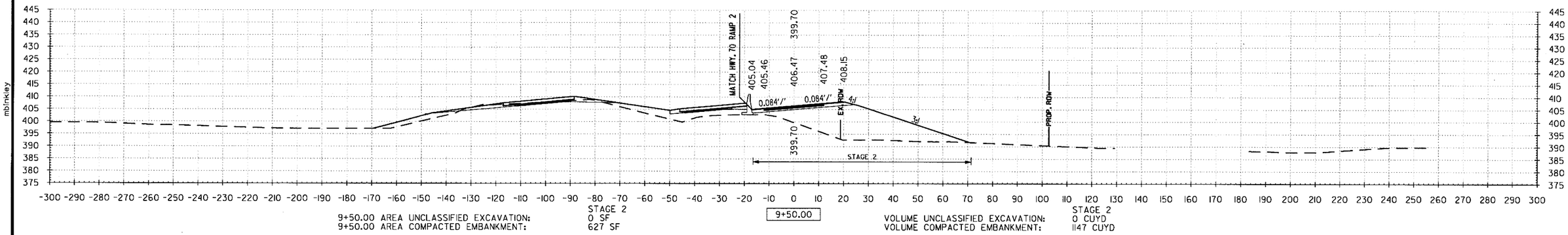
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1387	1465

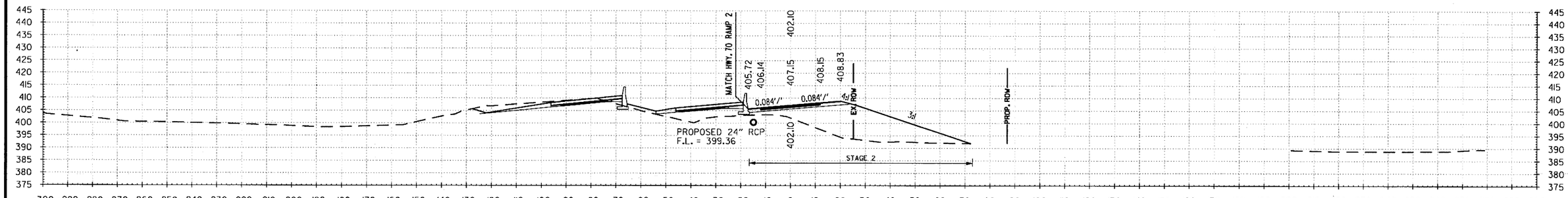
(2) **FRONTAGE ROAD A CROSS SECTIONS**



9+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
9+50.00 AREA COMPACTED EMBANKMENT: 627 SF

9+50.00

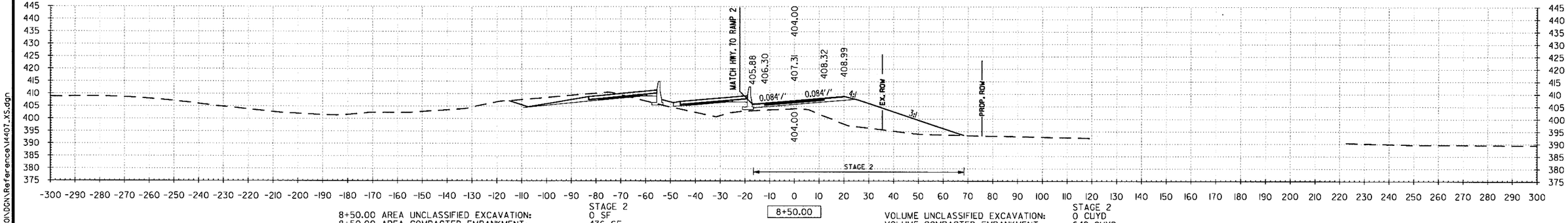
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1147 CUYD



9+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
9+00.00 AREA COMPACTED EMBANKMENT: 612 SF

9+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD
VOLUME COMPACTED EMBANKMENT: 970 CUYD



8+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
8+50.00 AREA COMPACTED EMBANKMENT: 436 SF

8+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD
VOLUME COMPACTED EMBANKMENT: 642 CUYD

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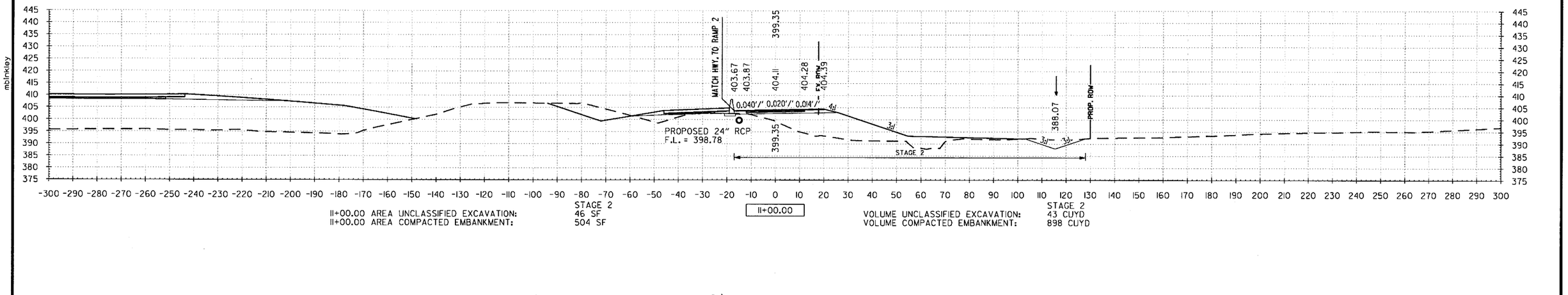
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1388	1465

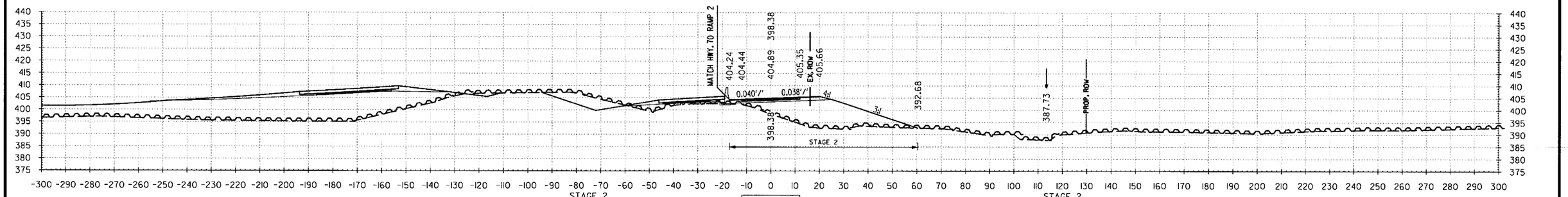
(2) **FRONTAGE ROAD A CROSS SECTIONS**



II+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 46 SF
II+00.00 AREA COMPACTED EMBANKMENT: 504 SF

II+00.00

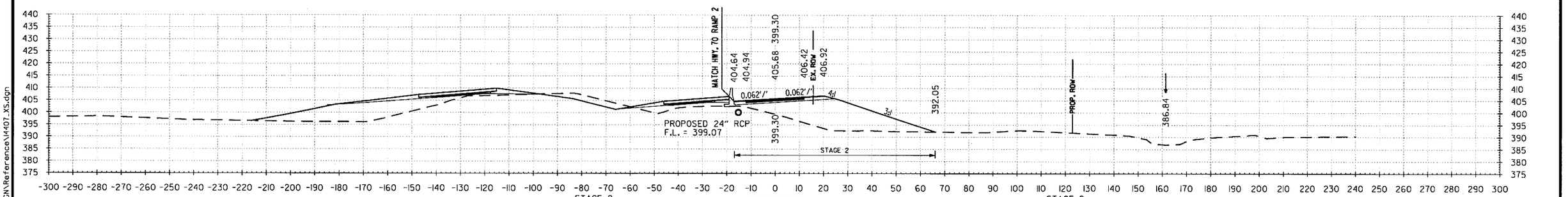
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 43 CUYD
VOLUME COMPACTED EMBANKMENT: 898 CUYD



I0+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
I0+50.00 AREA COMPACTED EMBANKMENT: 466 SF

I0+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD
VOLUME COMPACTED EMBANKMENT: 931 CUYD



I0+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
I0+00.00 AREA COMPACTED EMBANKMENT: 540 SF

I0+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD
VOLUME COMPACTED EMBANKMENT: 1081 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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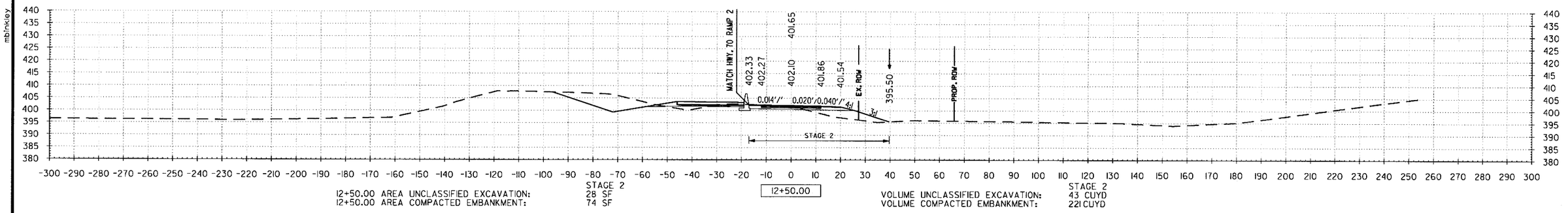
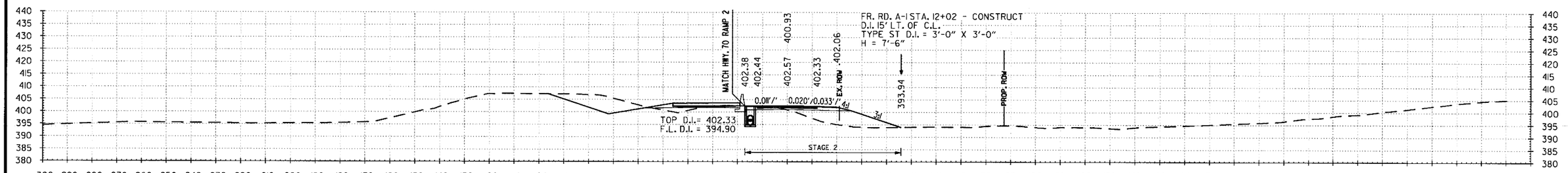
(2) **FRONTAGE ROAD A CROSS SECTIONS**



12+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 28 SF
12+50.00 AREA COMPACTED EMBANKMENT: 74 SF

12+50.00

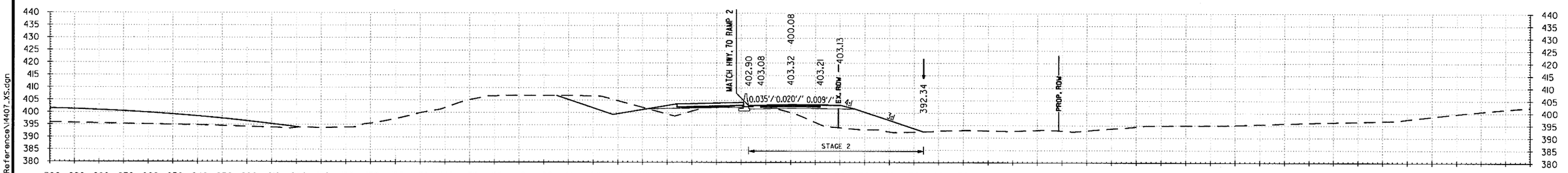
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 43 CUYD
VOLUME COMPACTED EMBANKMENT: 221 CUYD



12+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 18 SF
12+00.00 AREA COMPACTED EMBANKMENT: 165 SF

12+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 22 CUYD
VOLUME COMPACTED EMBANKMENT: 394 CUYD



11+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 8 SF
11+50.00 AREA COMPACTED EMBANKMENT: 280 SF

11+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 48 CUYD
VOLUME COMPACTED EMBANKMENT: 707 CUYD

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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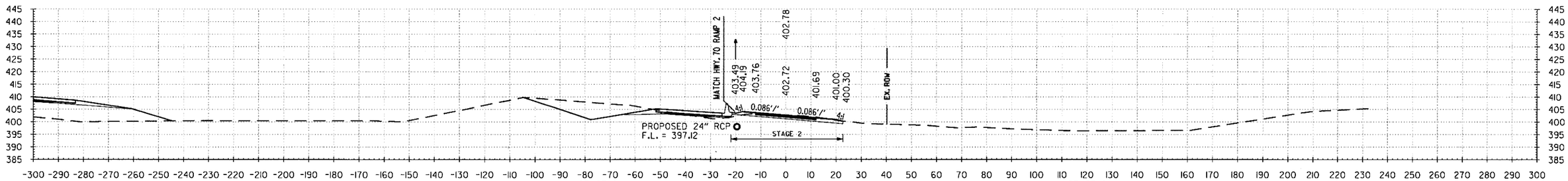
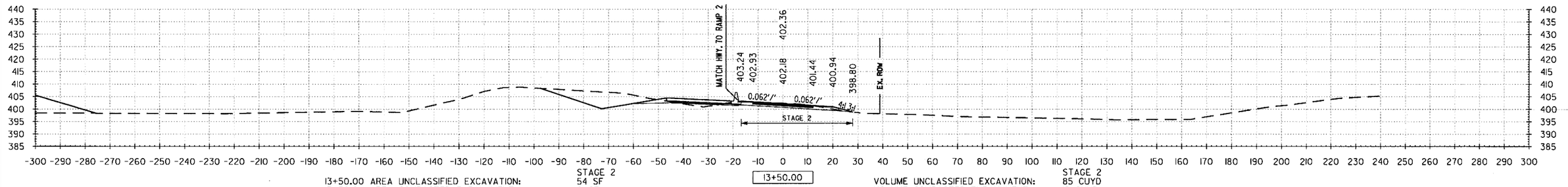
(2) FRONTAGE ROAD A CROSS SECTIONS



14+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 55 SF
14+00.00 AREA COMPACTED EMBANKMENT: 1 SF

14+00.00

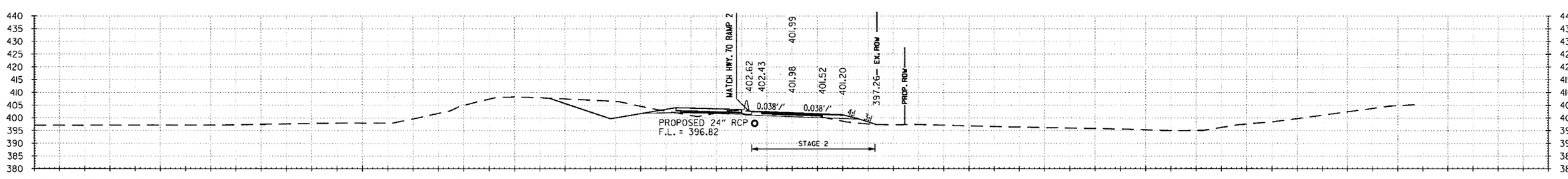
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 101 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



13+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 54 SF
13+50.00 AREA COMPACTED EMBANKMENT: 0 SF

13+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 85 CUYD
VOLUME COMPACTED EMBANKMENT: 18 CUYD



13+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 38 SF
13+00.00 AREA COMPACTED EMBANKMENT: 19 SF

13+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 61 CUYD
VOLUME COMPACTED EMBANKMENT: 86 CUYD

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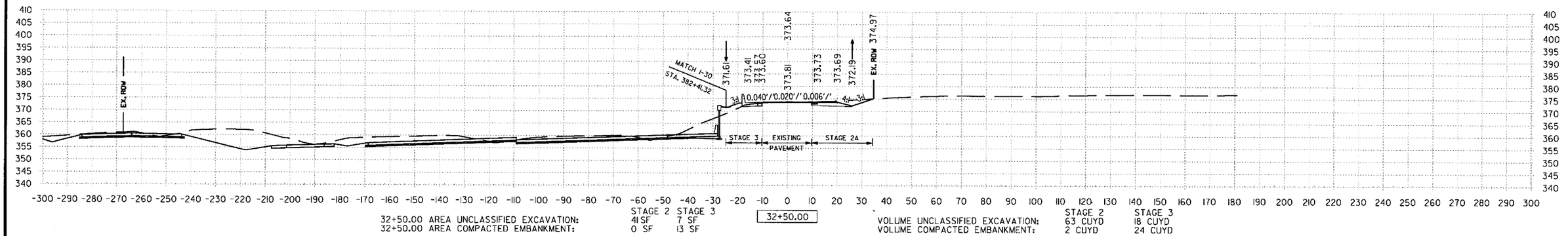
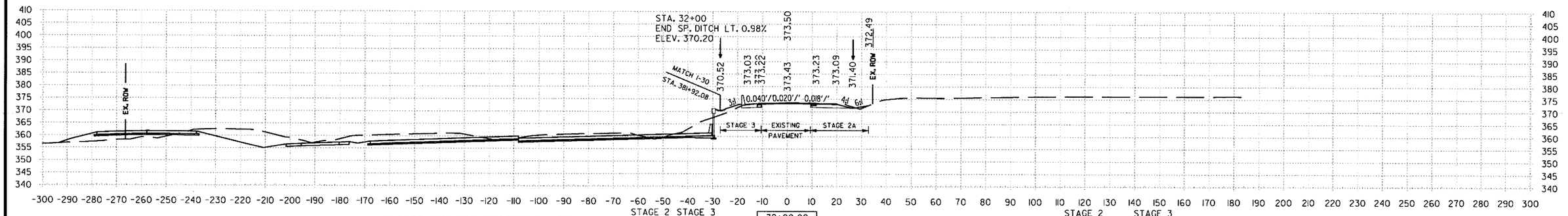


32+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 41 SF, STAGE 3: 7 SF
32+50.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF, STAGE 3: 13 SF

32+50.00

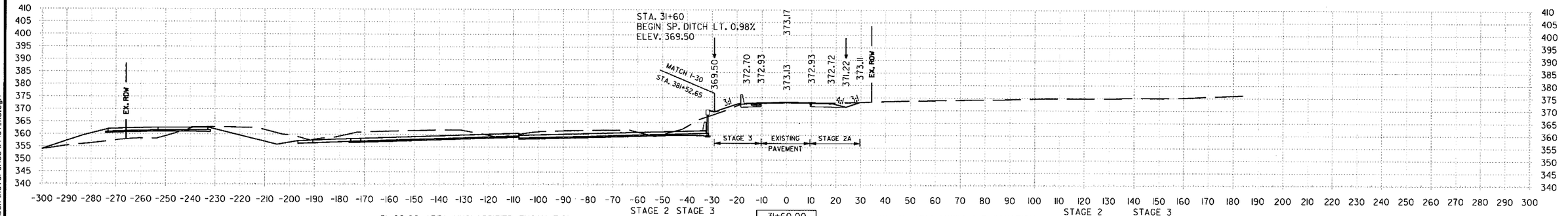
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 63 CUYD, STAGE 3: 18 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 2 CUYD, STAGE 3: 24 CUYD



32+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 27 SF, STAGE 3: 12 SF
32+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 2 SF, STAGE 3: 12 SF

32+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 41 CUYD, STAGE 3: 18 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 2 CUYD, STAGE 3: 16 CUYD



31+60.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 28 SF, STAGE 3: 11 SF
31+60.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF, STAGE 3: 9 SF

31+60.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD, STAGE 3: 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD, STAGE 3: 0 CUYD

STA. 31+60 TO STA. 32+50

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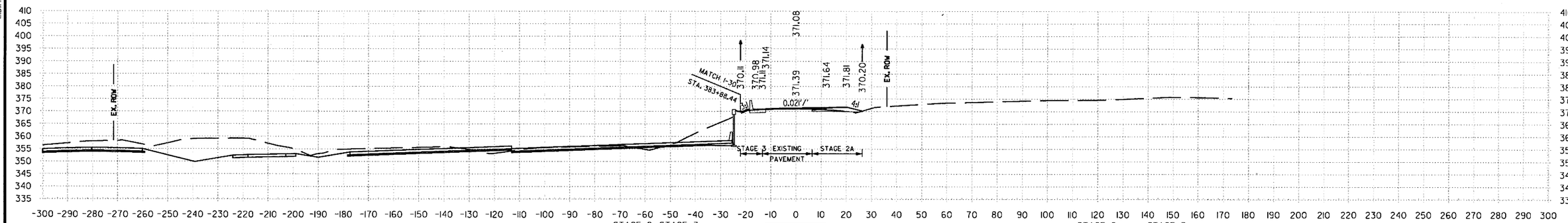
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1392	1465

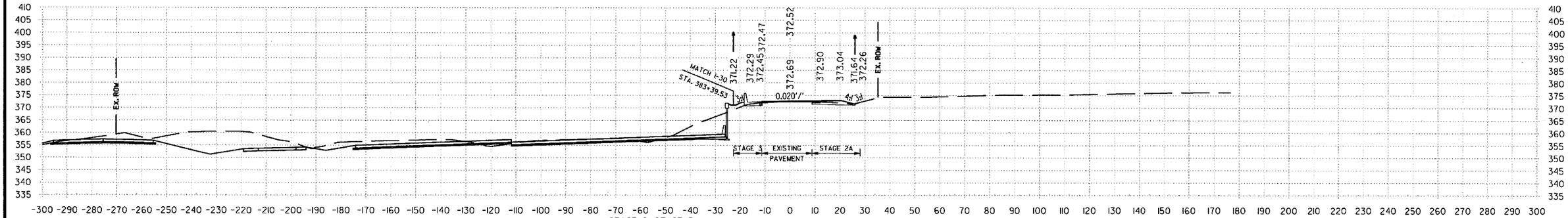
(2) FRONTAGE RD A CROSS SECTIONS



	STAGE 2	STAGE 3
34+00.00 AREA UNCLASSIFIED EXCAVATION:	8 SF	8 SF
34+00.00 AREA COMPACTED EMBANKMENT:	1 SF	2 SF

34+00.00

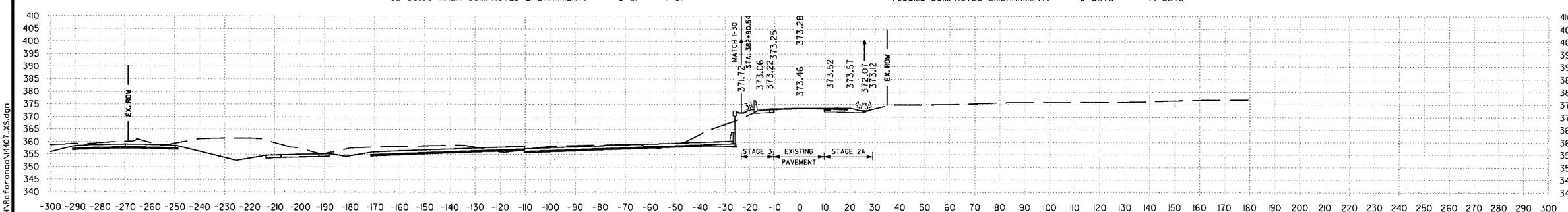
	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	21 CUYD	13 CUYD
VOLUME COMPACTED EMBANKMENT:	1 CUYD	9 CUYD



	STAGE 2	STAGE 3
33+50.00 AREA UNCLASSIFIED EXCAVATION:	14 SF	6 SF
33+50.00 AREA COMPACTED EMBANKMENT:	0 SF	7 SF

33+50.00

	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	28 CUYD	13 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	14 CUYD



	STAGE 2	STAGE 3
33+00.00 AREA UNCLASSIFIED EXCAVATION:	16 SF	8 SF
33+00.00 AREA COMPACTED EMBANKMENT:	0 SF	8 SF

33+00.00

	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	53 CUYD	14 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	20 CUYD

STA. 33+00 TO STA. 34+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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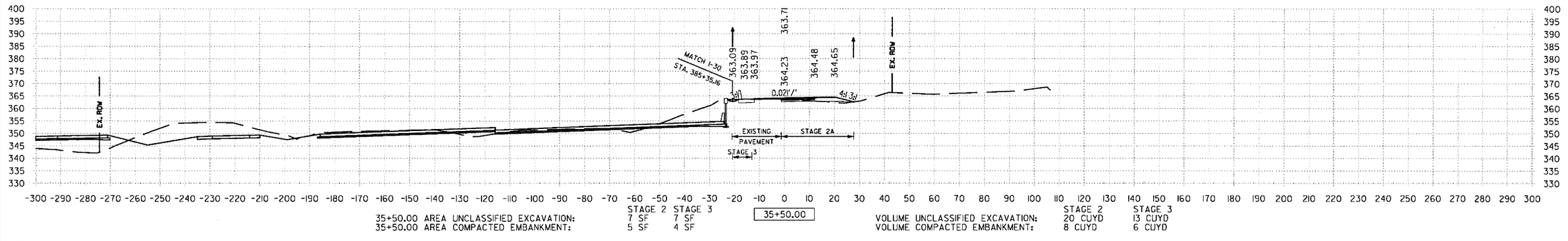
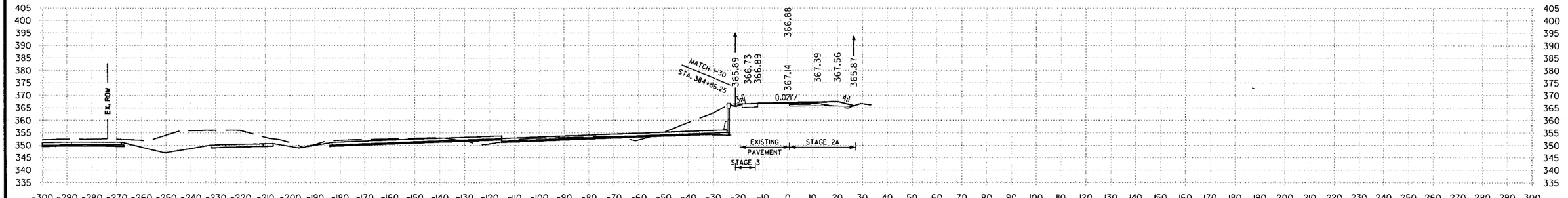
				(2) FRONTAGE RD A CROSS SECTIONS				



35+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 7 SF STAGE 3 7 SF
35+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 5 SF STAGE 3 4 SF

35+50.00

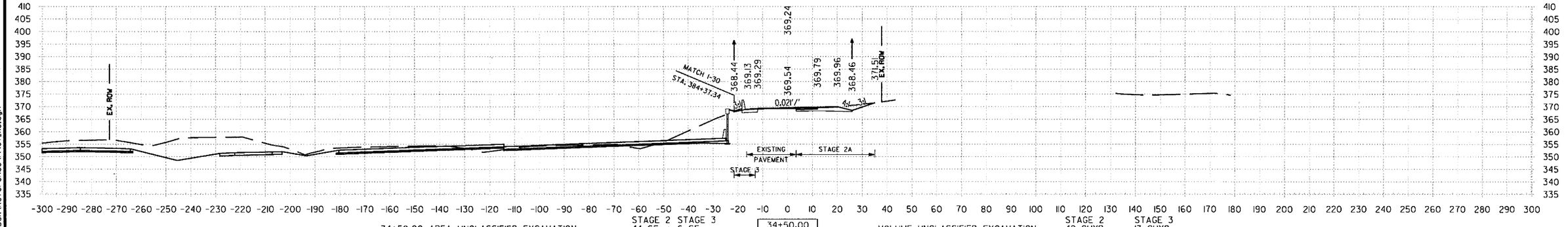
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 20 CUYD STAGE 3 13 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 8 CUYD STAGE 3 6 CUYD



35+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 14 SF STAGE 3 7 SF
35+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 3 SF STAGE 3 2 SF

35+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 54 CUYD STAGE 3 13 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 3 CUYD STAGE 3 5 CUYD



34+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 44 SF STAGE 3 6 SF
34+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 0 SF STAGE 3 3 SF

34+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 49 CUYD STAGE 3 13 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 1 CUYD STAGE 3 5 CUYD

STA. 34+50 TO STA. 35+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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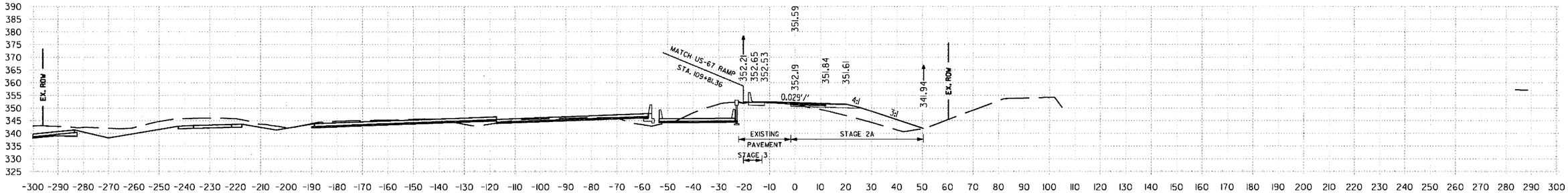
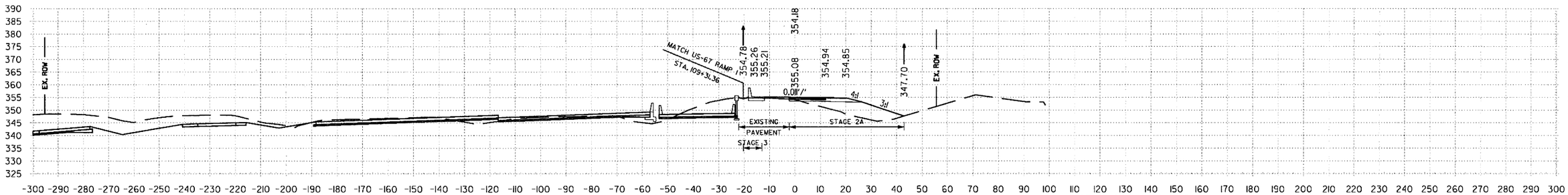
(2) FRONTAGE RD A CROSS SECTIONS



37+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 4 SF STAGE 3 7 SF
37+50.00 AREA COMPACTED EMBANKMENT: 132 SF 5 SF

37+50.00

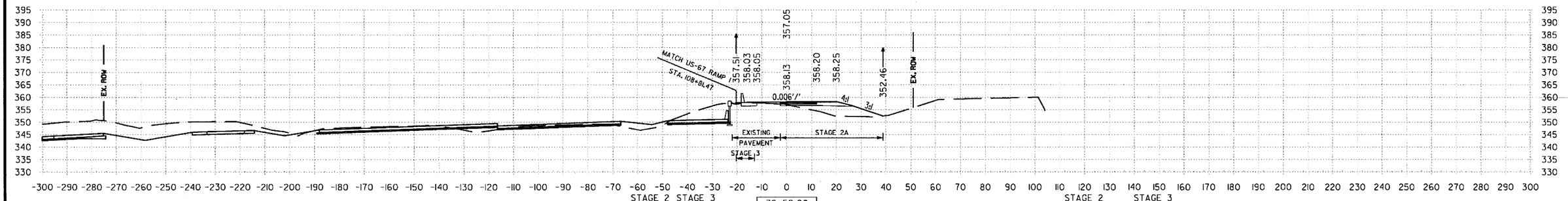
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 7 CUYD STAGE 3 13 CUYD
VOLUME COMPACTED EMBANKMENT: 256 CUYD 11 CUYD



37+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 3 SF STAGE 3 7 SF
37+00.00 AREA COMPACTED EMBANKMENT: 144 SF 6 SF

37+00.00

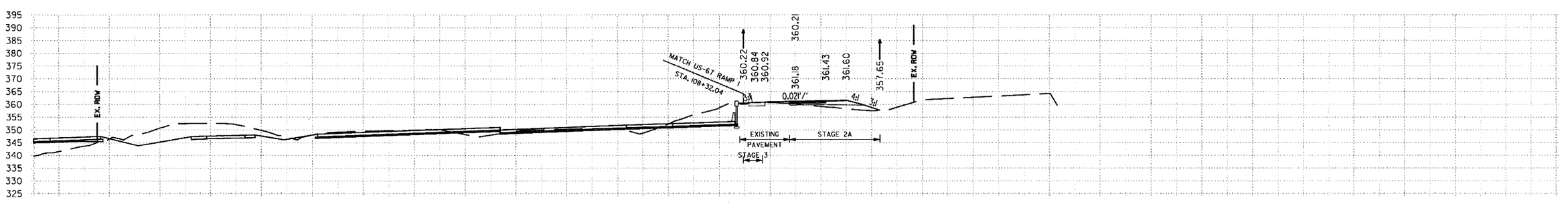
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 5 CUYD STAGE 3 13 CUYD
VOLUME COMPACTED EMBANKMENT: 219 CUYD 11 CUYD



36+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 2 SF STAGE 3 7 SF
36+50.00 AREA COMPACTED EMBANKMENT: 92 SF 5 SF

36+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 5 CUYD STAGE 3 13 CUYD
VOLUME COMPACTED EMBANKMENT: 117 CUYD 9 CUYD



36+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 3 SF STAGE 3 7 SF
36+00.00 AREA COMPACTED EMBANKMENT: 34 SF 4 SF

36+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 10 CUYD STAGE 3 13 CUYD
VOLUME COMPACTED EMBANKMENT: 37 CUYD 8 CUYD

STA. 36+00 TO STA. 37+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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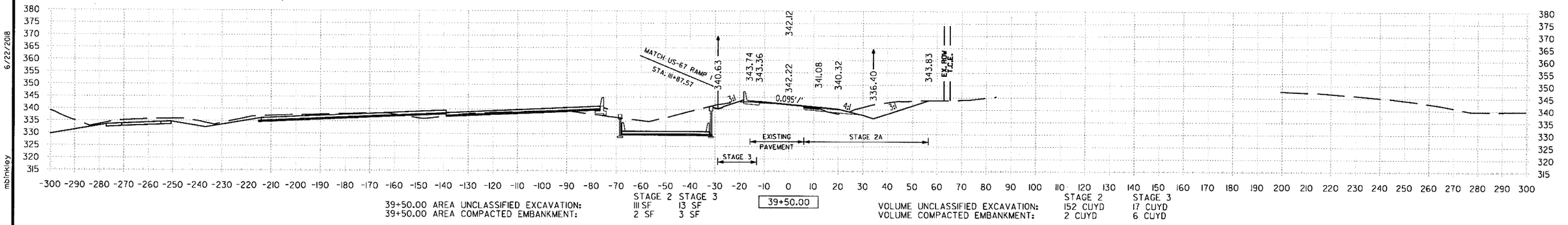
				JOB NO.		CA0601	1395	1465

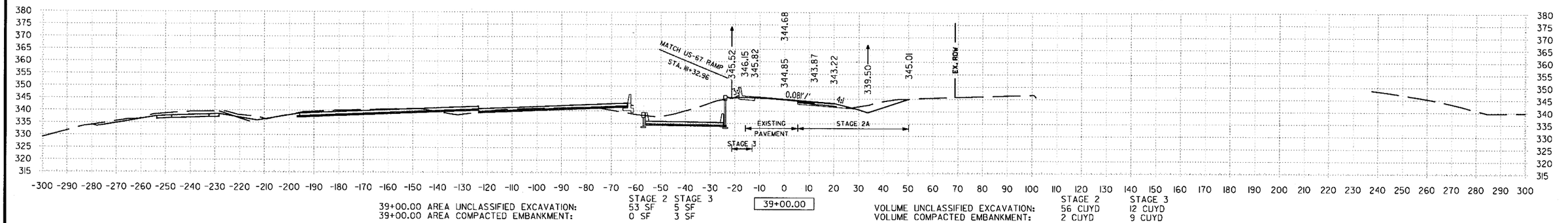
(2) FRONTAGE RD A CROSS SECTIONS



	STAGE 2	STAGE 3
39+50.00 AREA UNCLASSIFIED EXCAVATION:	111 SF	13 SF
39+50.00 AREA COMPACTED EMBANKMENT:	2 SF	3 SF

39+50.00

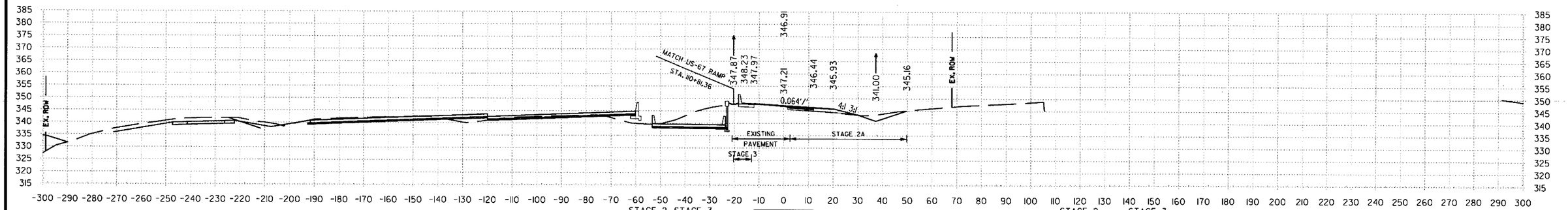
	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	152 CUYD	17 CUYD
VOLUME COMPACTED EMBANKMENT:	2 CUYD	6 CUYD



	STAGE 2	STAGE 3
39+00.00 AREA UNCLASSIFIED EXCAVATION:	53 SF	5 SF
39+00.00 AREA COMPACTED EMBANKMENT:	0 SF	3 SF

39+00.00

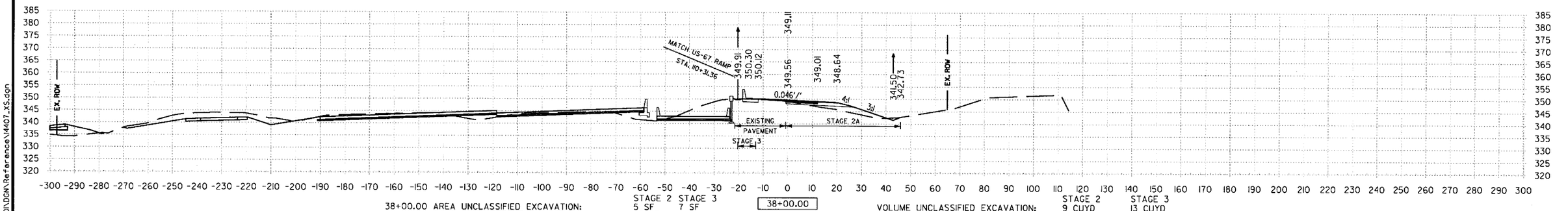
	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	56 CUYD	12 CUYD
VOLUME COMPACTED EMBANKMENT:	2 CUYD	9 CUYD



	STAGE 2	STAGE 3
38+50.00 AREA UNCLASSIFIED EXCAVATION:	7 SF	7 SF
38+50.00 AREA COMPACTED EMBANKMENT:	2 SF	6 SF

38+50.00

	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	12 CUYD	13 CUYD
VOLUME COMPACTED EMBANKMENT:	44 CUYD	12 CUYD



	STAGE 2	STAGE 3
38+00.00 AREA UNCLASSIFIED EXCAVATION:	5 SF	7 SF
38+00.00 AREA COMPACTED EMBANKMENT:	45 SF	6 SF

38+00.00

	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	9 CUYD	13 CUYD
VOLUME COMPACTED EMBANKMENT:	164 CUYD	11 CUYD

STA. 38+00 TO STA. 39+50

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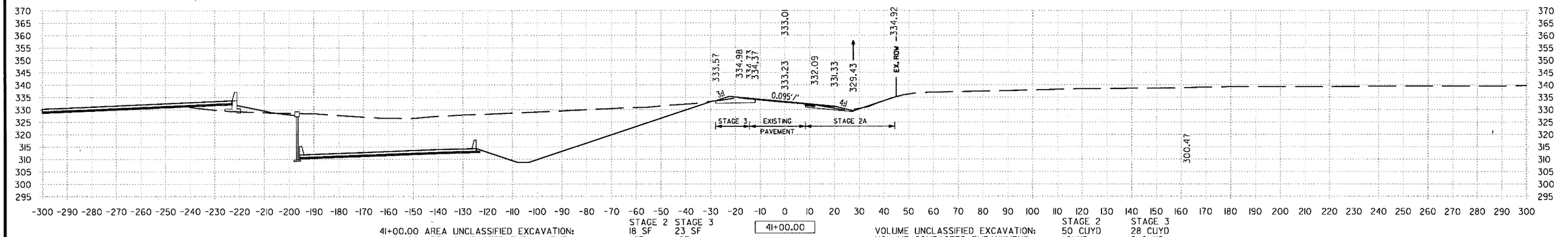
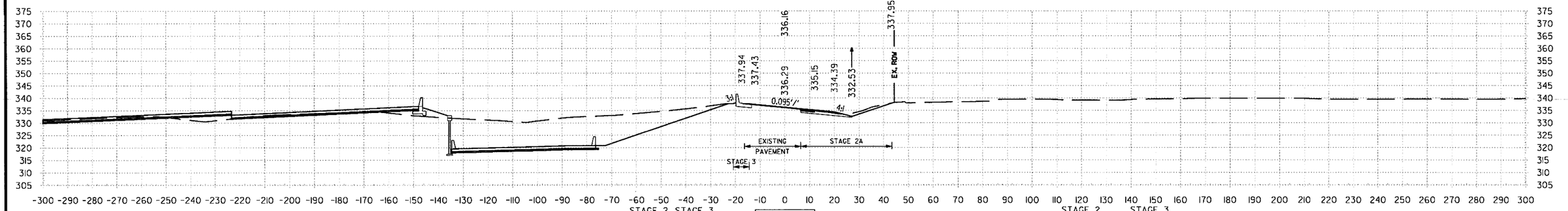
(2) FRONTAGE RD A CROSS SECTIONS



41+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 18 SF, STAGE 3 23 SF
41+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 1 SF, STAGE 3 1 SF

41+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 50 CUYD, STAGE 3 28 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 1 CUYD, STAGE 3 2 CUYD



40+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 35 SF, STAGE 3 7 SF
40+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 0 SF, STAGE 3 1 SF

40+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 92 CUYD, STAGE 3 84 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 0 CUYD, STAGE 3 3 CUYD

40+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 64 SF, STAGE 3 83 SF
40+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 0 SF, STAGE 3 2 SF

40+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 163 CUYD, STAGE 3 89 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 2 CUYD, STAGE 3 5 CUYD

STA. 40+00 TO STA. 41+00

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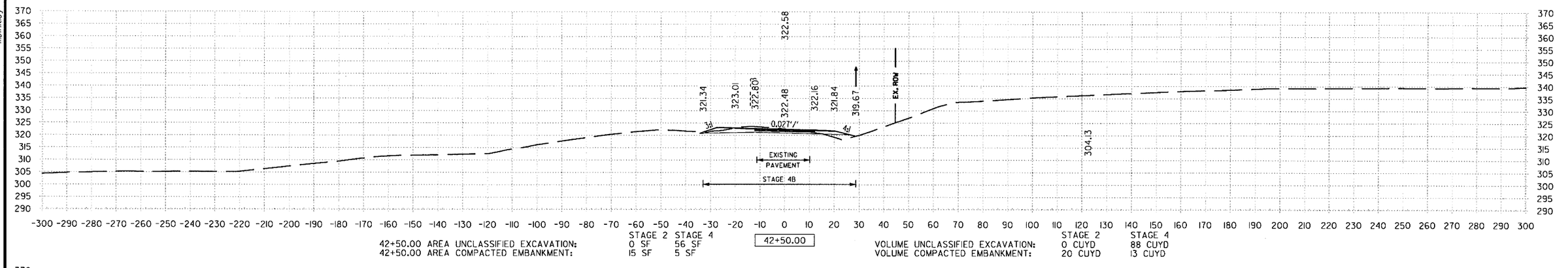
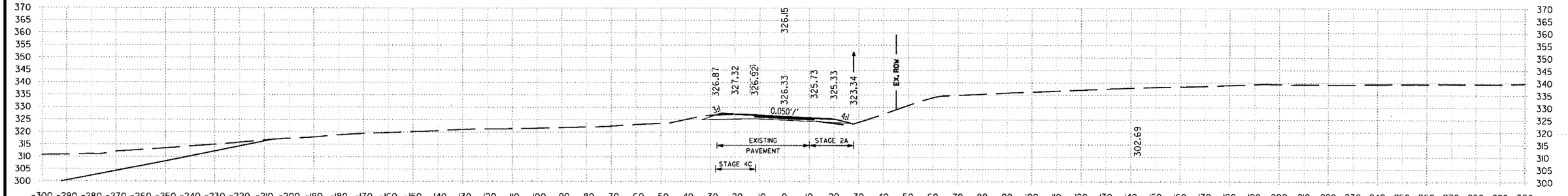


42+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 0 SF, STAGE 4: 56 SF
42+50.00 AREA COMPACTED EMBANKMENT: STAGE 2: 15 SF, STAGE 4: 5 SF

42+50.00

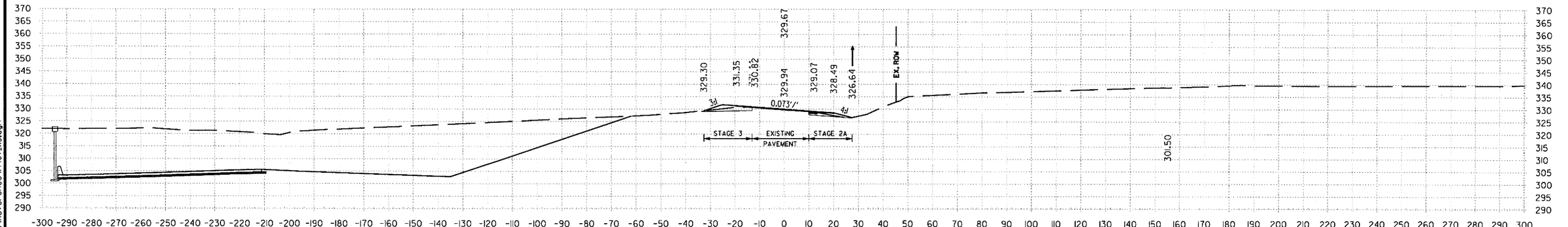
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD, STAGE 4: 88 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 20 CUYD, STAGE 4: 13 CUYD



42+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 0 SF, STAGE 4: 39 SF
42+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 6 SF, STAGE 4: 8 SF

42+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 11 CUYD, STAGE 3: 20 CUYD, STAGE 4: 37 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 6 CUYD, STAGE 3: 0 CUYD, STAGE 4: 8 CUYD



41+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 11 SF, STAGE 3: 21 SF
41+50.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF, STAGE 3: 0 SF

41+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 27 CUYD, STAGE 3: 41 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 1 CUYD, STAGE 3: 1 CUYD

STA. 41+50 TO STA. 42+50

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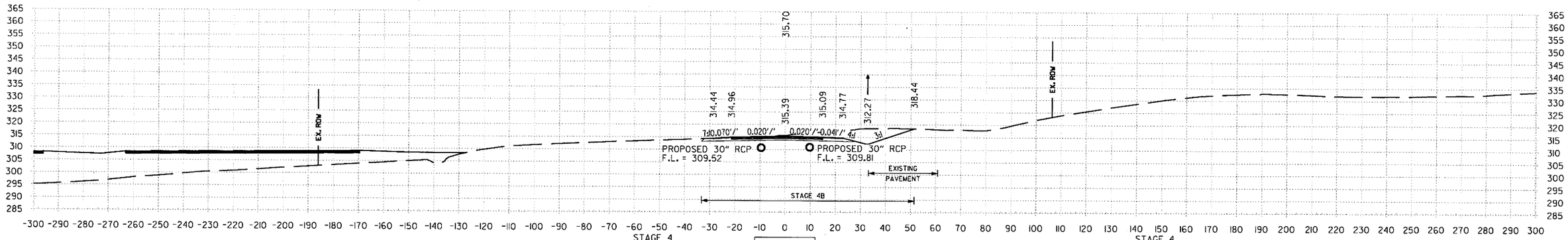
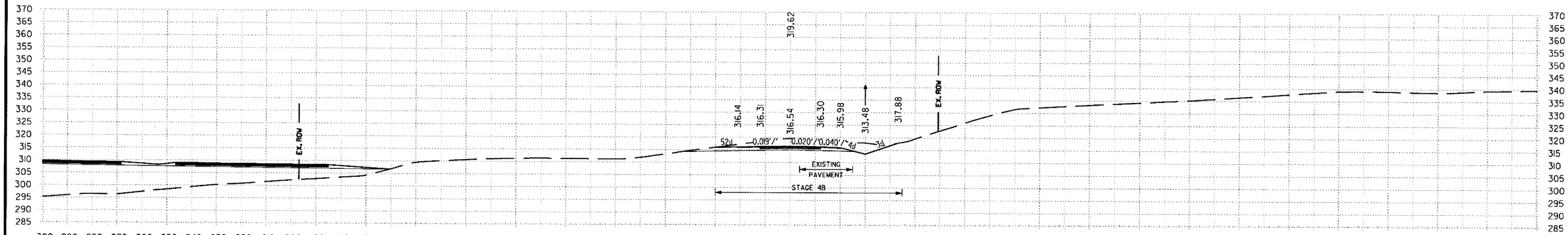
(2) FRONTAGE RD A CROSS SECTIONS



44+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 221 SF
44+00.00 AREA COMPACTED EMBANKMENT: 19 SF

44+00.00

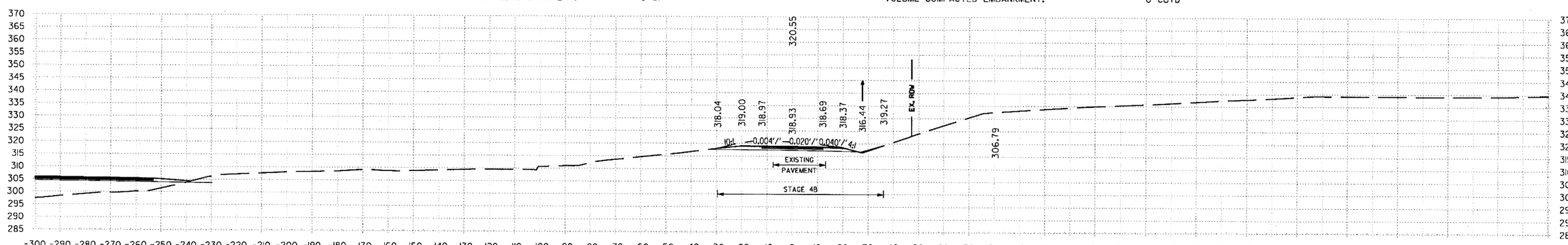
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 427 CUYD
VOLUME COMPACTED EMBANKMENT: 18 CUYD



43+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 240 SF
43+50.00 AREA COMPACTED EMBANKMENT: 0 SF

43+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 334 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



43+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 120 SF
43+00.00 AREA COMPACTED EMBANKMENT: 0 SF

43+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD STAGE 4 163 CUYD
VOLUME COMPACTED EMBANKMENT: 14 CUYD 5 CUYD

STA. 43+00 TO STA. 44+00

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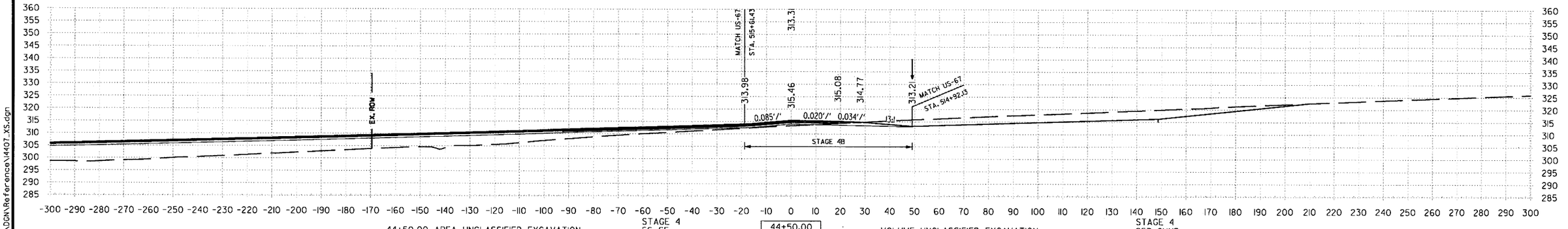

44+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 56 SF
44+50.00 AREA COMPACTED EMBANKMENT: 13 SF

44+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 257 CUYD
VOLUME COMPACTED EMBANKMENT: 30 CUYD

STA. 44+50 TO STA. 44+59

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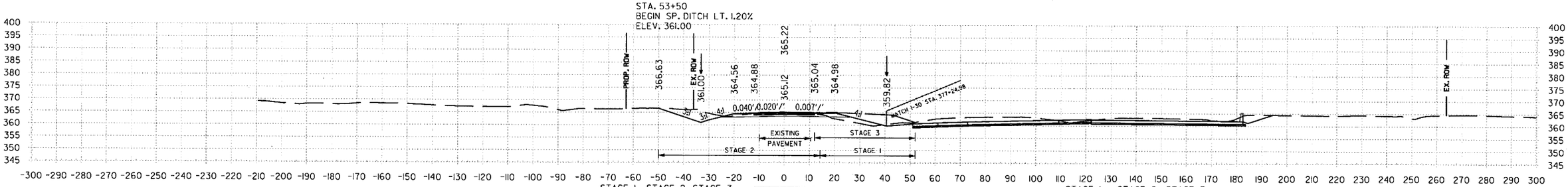
				JOB NO.		CA0601	1400	1465

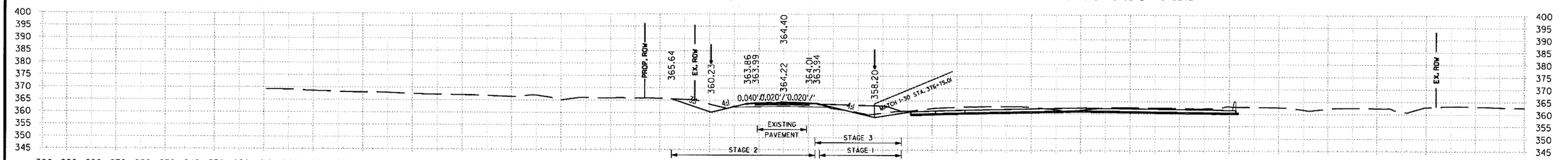
(2) FRONTAGE RD B CROSS SECTIONS



	STAGE 1	STAGE 2	STAGE 3
53+50.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	91 SF	65 SF
53+50.00 AREA COMPACTED EMBANKMENT:	55 SF	2 SF	0 SF

53+50.00

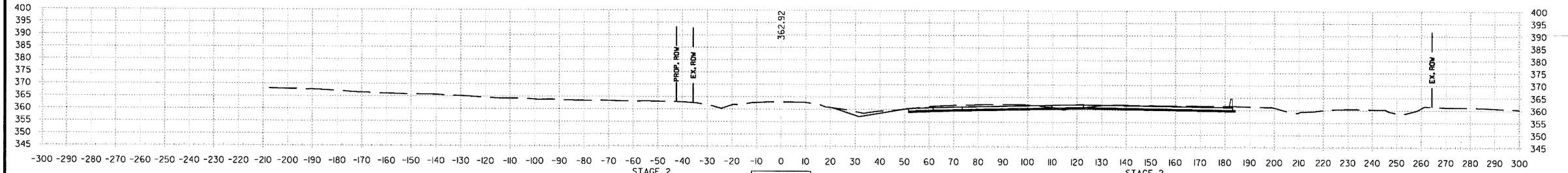
	STAGE 1	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	25 CUYD	153 CUYD	111 CUYD
VOLUME COMPACTED EMBANKMENT:	52 CUYD	9 CUYD	0 CUYD



	STAGE 1	STAGE 2	STAGE 3
53+00.00 AREA UNCLASSIFIED EXCAVATION:	26 SF	74 SF	54 SF
53+00.00 AREA COMPACTED EMBANKMENT:	1 SF	7 SF	0 SF

53+00.00

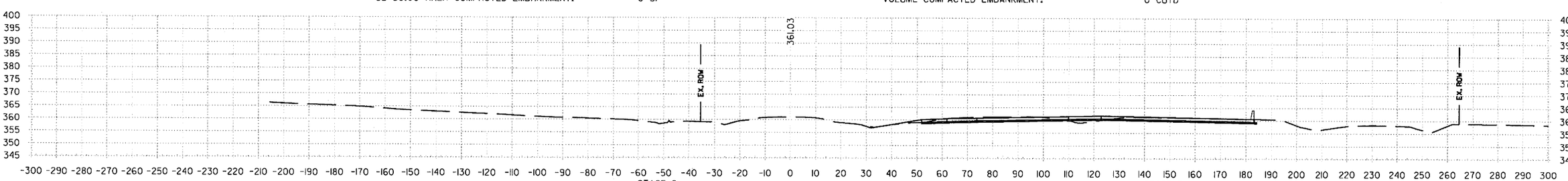
	STAGE 1	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	25 CUYD	69 CUYD	50 CUYD
VOLUME COMPACTED EMBANKMENT:	1 CUYD	7 CUYD	0 CUYD



	STAGE 2
52+50.00 AREA UNCLASSIFIED EXCAVATION:	0 SF
52+50.00 AREA COMPACTED EMBANKMENT:	0 SF

52+50.00

	STAGE 2
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD



	STAGE 2
52+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF
52+00.00 AREA COMPACTED EMBANKMENT:	0 SF

52+00.00

	STAGE 2
VOLUME UNCLASSIFIED EXCAVATION:	0 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD

STA. 52+00 TO STA. 53+50

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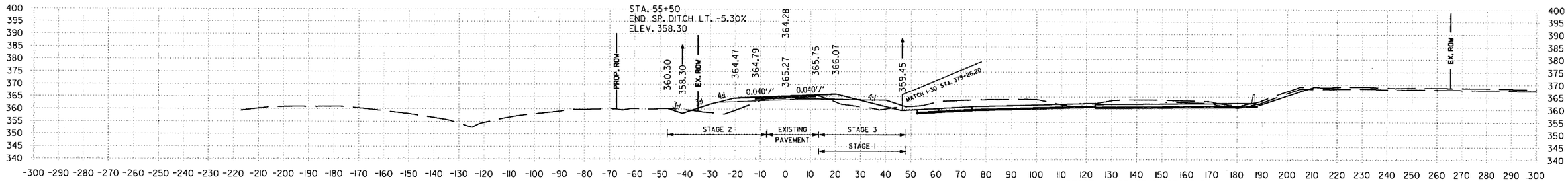
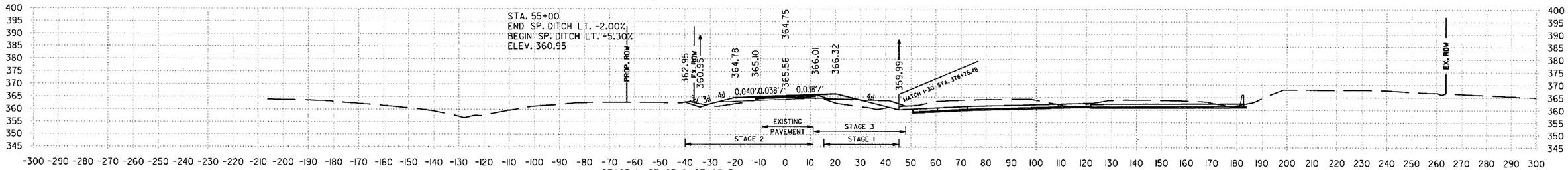
(2) FRONTAGE RD B CROSS SECTIONS



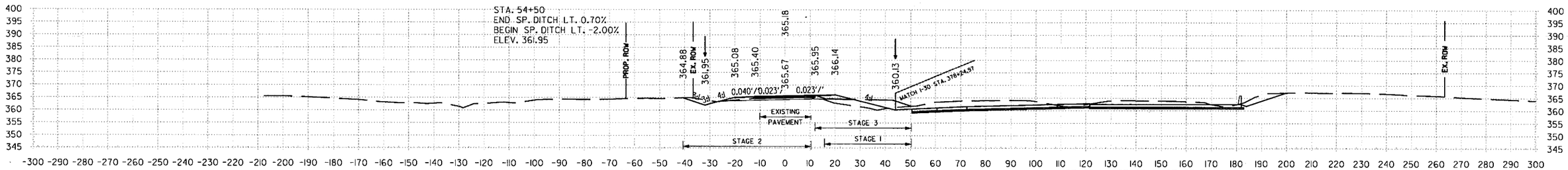
55+50.00	STAGE 1	STAGE 2	STAGE 3
AREA UNCLASSIFIED EXCAVATION:	7 SF	9 SF	57 SF
AREA COMPACTED EMBANKMENT:	42 SF	102 SF	24 SF

	STAGE 1	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	10 CUYD	30 CUYD	101 CUYD
VOLUME COMPACTED EMBANKMENT:	71 CUYD	139 CUYD	48 CUYD



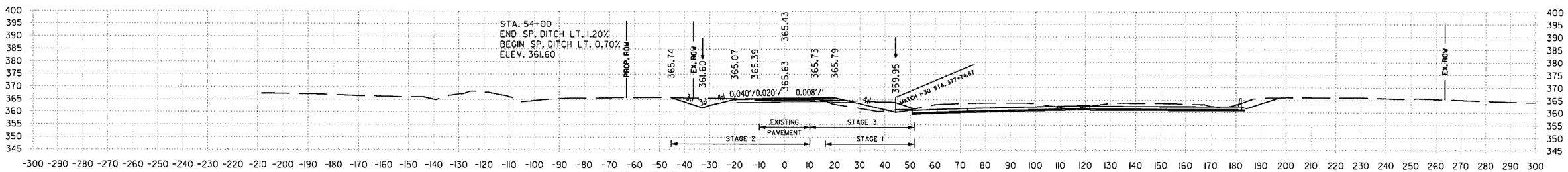
55+00.00	STAGE 1	STAGE 2	STAGE 3
AREA UNCLASSIFIED EXCAVATION:	3 SF	23 SF	52 SF
AREA COMPACTED EMBANKMENT:	34 SF	48 SF	27 SF

	STAGE 1	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	4 CUYD	57 CUYD	98 CUYD
VOLUME COMPACTED EMBANKMENT:	71 CUYD	61 CUYD	39 CUYD



54+50.00	STAGE 1	STAGE 2	STAGE 3
AREA UNCLASSIFIED EXCAVATION:	1 SF	38 SF	53 SF
AREA COMPACTED EMBANKMENT:	42 SF	17 SF	15 SF

	STAGE 1	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	2 CUYD	119 CUYD	128 CUYD
VOLUME COMPACTED EMBANKMENT:	79 CUYD	23 CUYD	14 CUYD



54+00.00	STAGE 1	STAGE 2	STAGE 3
AREA UNCLASSIFIED EXCAVATION:	1 SF	90 SF	85 SF
AREA COMPACTED EMBANKMENT:	43 SF	7 SF	0 SF

	STAGE 1	STAGE 2	STAGE 3
VOLUME UNCLASSIFIED EXCAVATION:	1 CUYD	168 CUYD	139 CUYD
VOLUME COMPACTED EMBANKMENT:	91 CUYD	9 CUYD	0 CUYD

STA. 54+00 TO STA. 55+50

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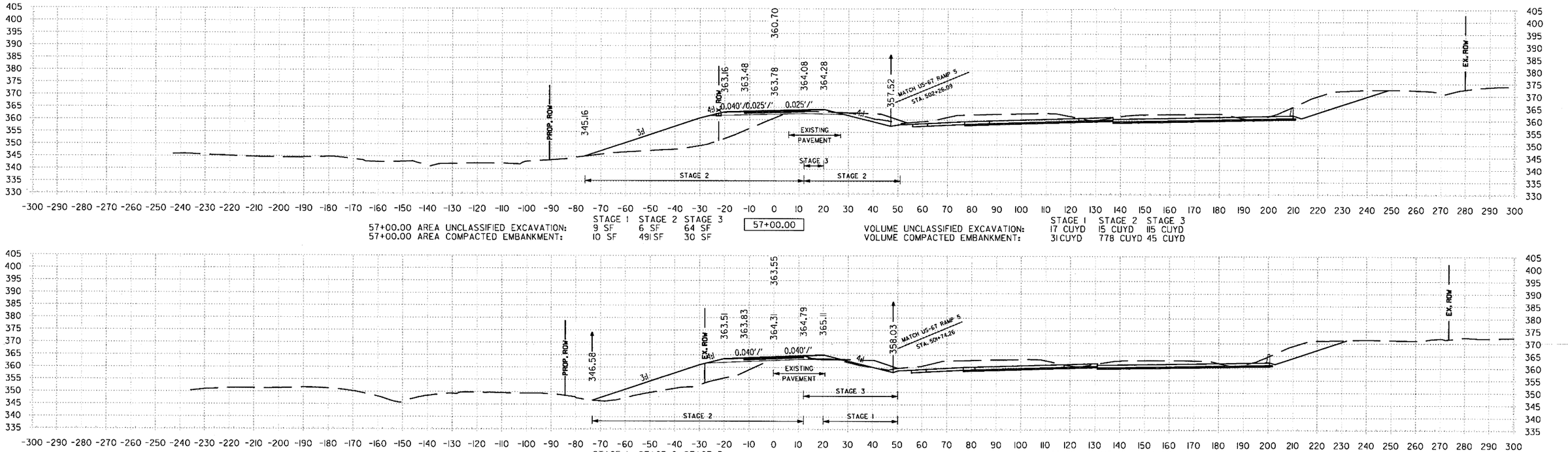
(2) **FRONTAGE RD B CROSS SECTIONS**



57+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 9 SF, STAGE 2 6 SF, STAGE 3 64 SF
57+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 10 SF, STAGE 2 491 SF, STAGE 3 30 SF

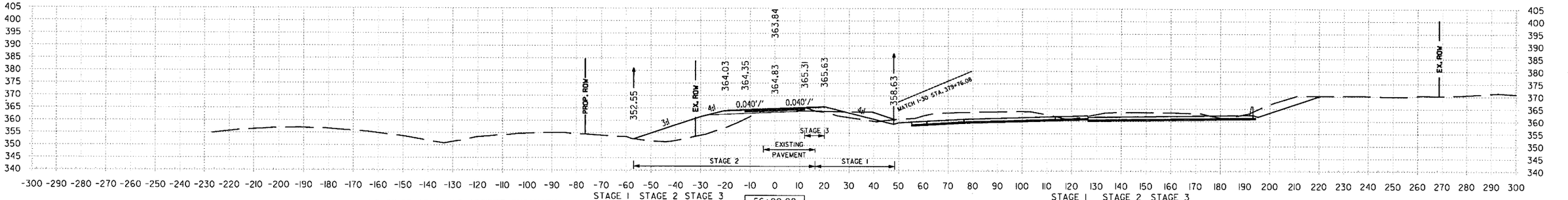
57+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 15 CUYD, STAGE 3 115 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 31 CUYD, STAGE 2 778 CUYD, STAGE 3 45 CUYD

56+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 9 SF, STAGE 2 10 SF, STAGE 3 60 SF
56+50.00 AREA COMPACTED EMBANKMENT: STAGE 1 23 SF, STAGE 2 349 SF, STAGE 3 18 SF

56+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 14 CUYD, STAGE 2 23 CUYD, STAGE 3 124 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 54 CUYD, STAGE 2 377 CUYD, STAGE 3 45 CUYD



56+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF, STAGE 2 14 SF, STAGE 3 73 SF
56+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 35 SF, STAGE 2 258 SF, STAGE 3 30 SF

56+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD, STAGE 2 22 CUYD, STAGE 3 121 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 72 CUYD, STAGE 2 149 CUYD, STAGE 3 50 CUYD

STA. 56+00 TO STA. 57+00

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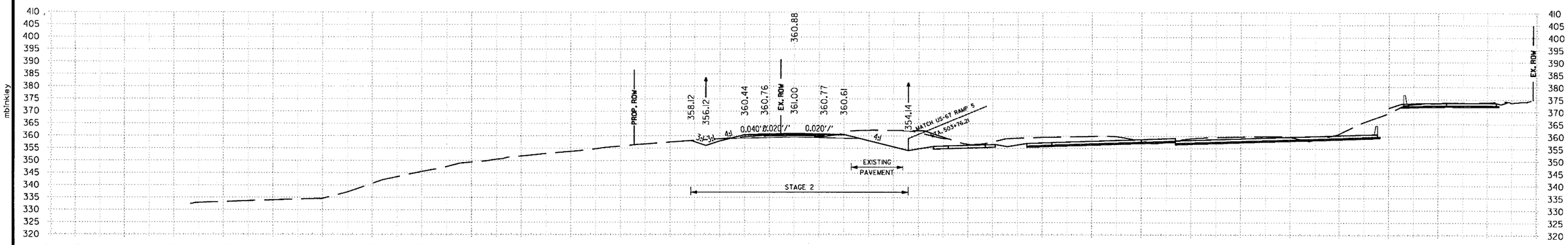
JOB NO.		CA0601	1403	1465

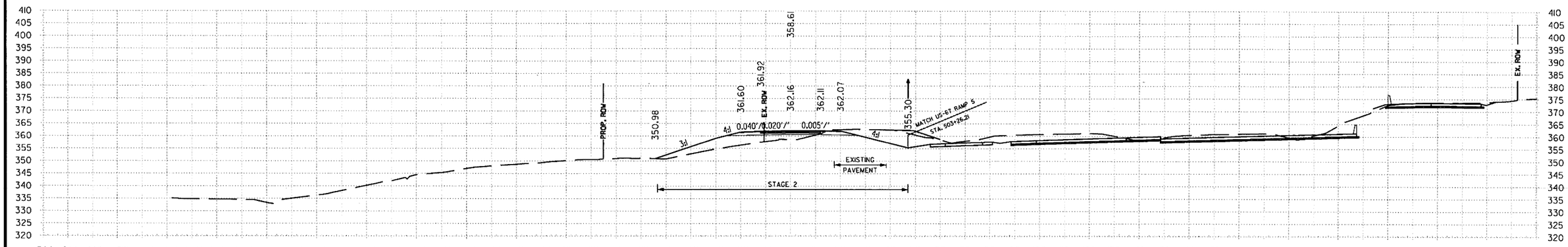
(2) FRONTAGE RD B CROSS SECTIONS



58+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 3 SF, STAGE 2 168 SF, STAGE 3 5 SF
58+50.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF

58+50.00

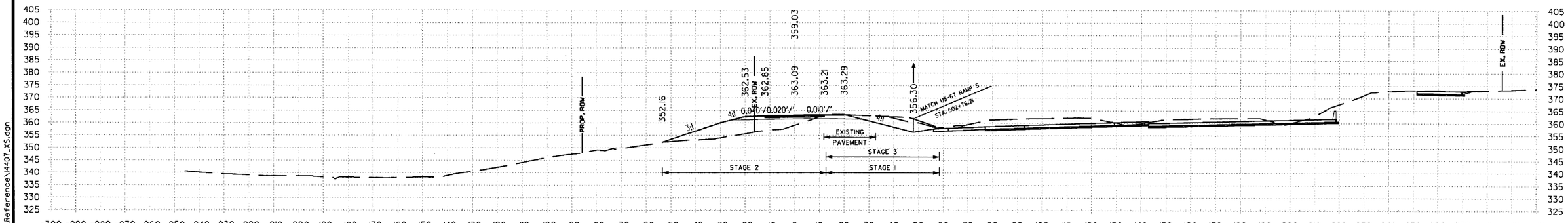
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 11 CUYD, STAGE 2 156 CUYD, STAGE 3 104 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 163 CUYD, STAGE 3 0 CUYD



58+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 8 SF, STAGE 2 0 SF, STAGE 3 107 SF
58+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 175 SF, STAGE 3 0 SF

58+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 17 CUYD, STAGE 2 3 CUYD, STAGE 3 175 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 375 CUYD, STAGE 3 2 CUYD



57+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 3 SF, STAGE 3 82 SF
57+50.00 AREA COMPACTED EMBANKMENT: STAGE 1 2 SF, STAGE 2 230 SF, STAGE 3 2 SF

57+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 18 CUYD, STAGE 2 9 CUYD, STAGE 3 136 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 12 CUYD, STAGE 2 688 CUYD, STAGE 3 30 CUYD

STA. 57+50 TO STA. 58+50

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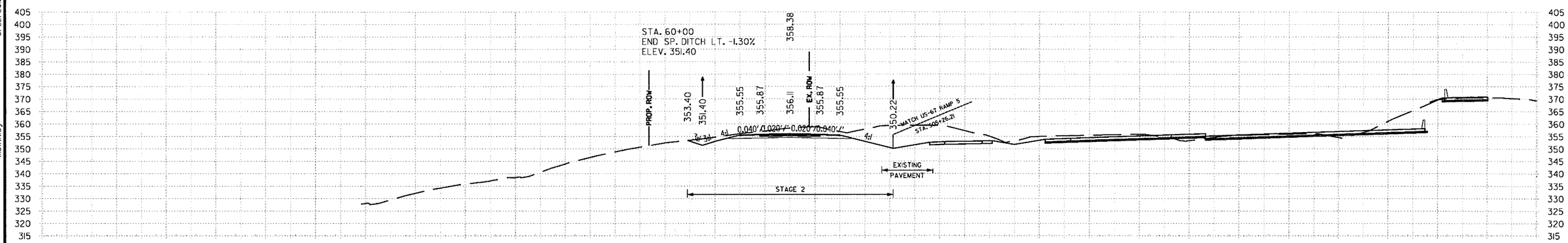
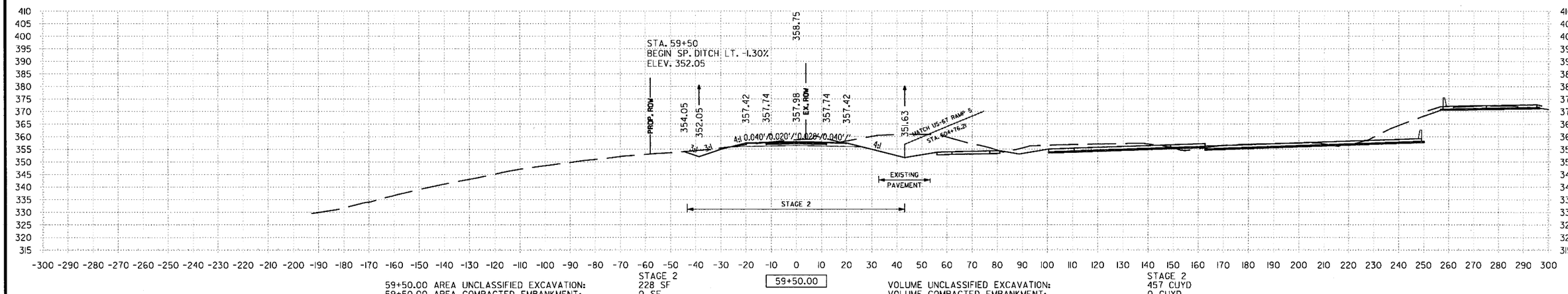
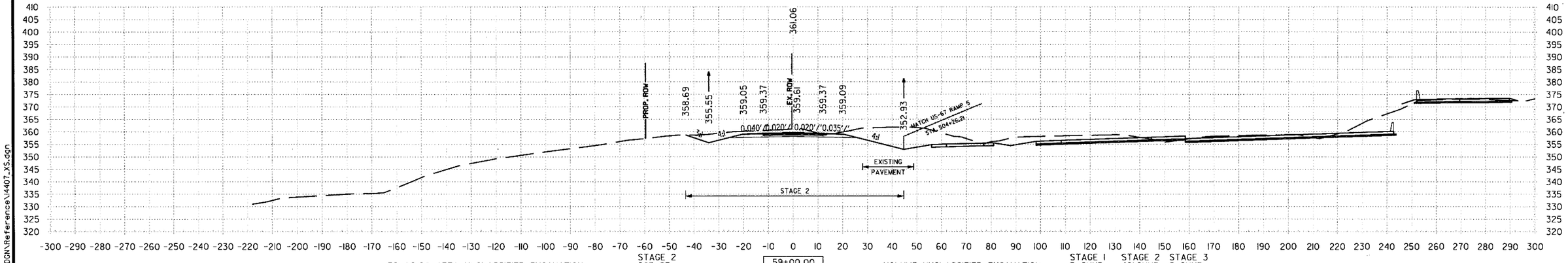
(2) FRONTAGE RD B CROSS SECTIONS







STA. 59+00 TO STA. 60+00

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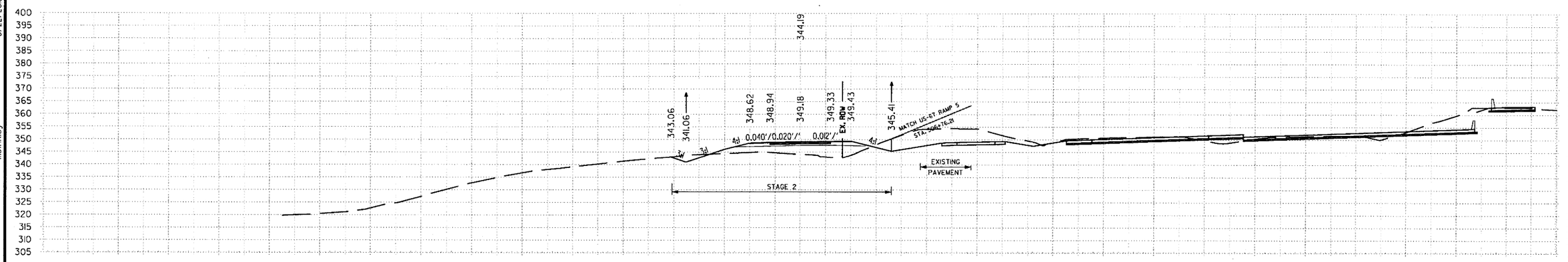
				JOB NO.		CA0601	1405	1465

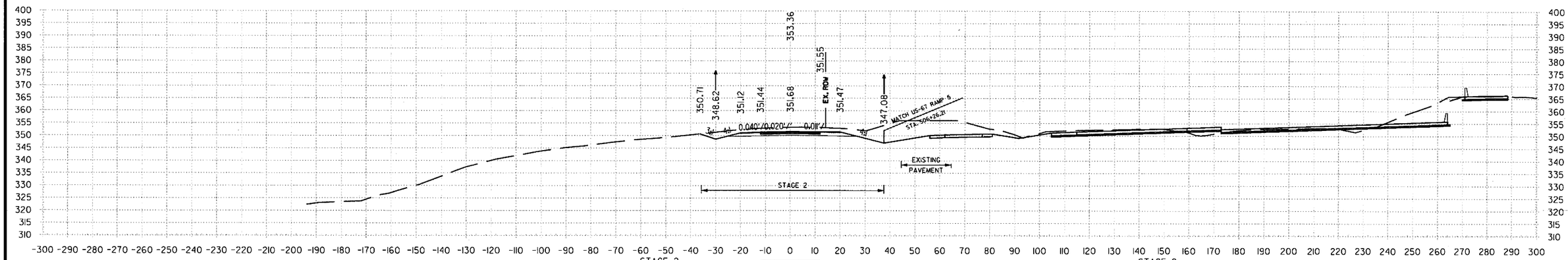
(2) FRONTAGE RD B CROSS SECTIONS



61+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 41 SF
61+50.00 AREA COMPACTED EMBANKMENT: 188 SF

61+50.00

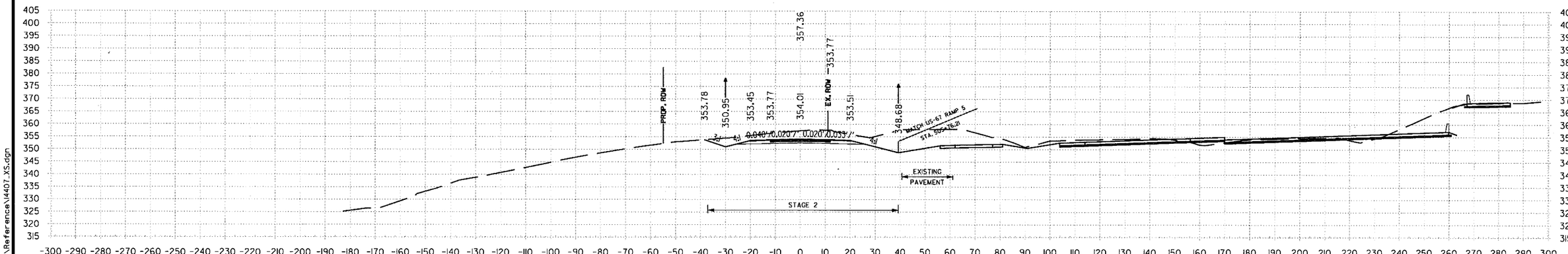
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 247 CUYD
VOLUME COMPACTED EMBANKMENT: 175 CUYD



61+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 225 SF
61+00.00 AREA COMPACTED EMBANKMENT: 0 SF

61+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 505 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



60+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 320 SF
60+50.00 AREA COMPACTED EMBANKMENT: 0 SF

60+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 555 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 60+50 TO STA. 61+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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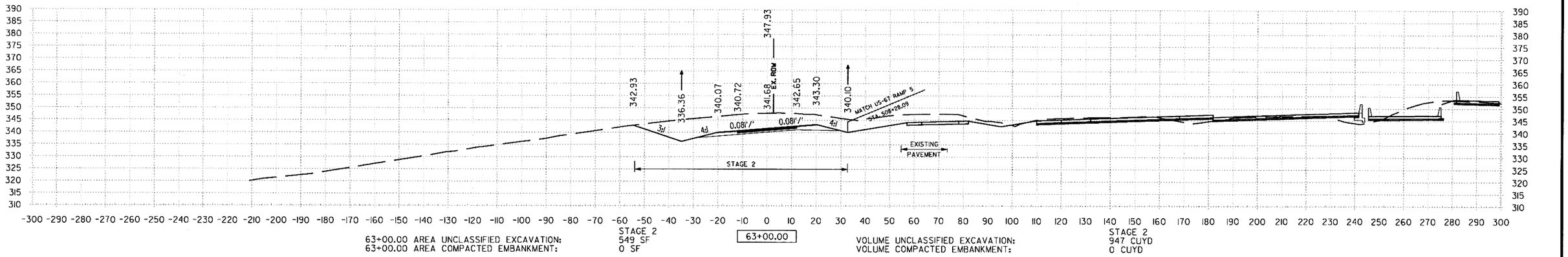
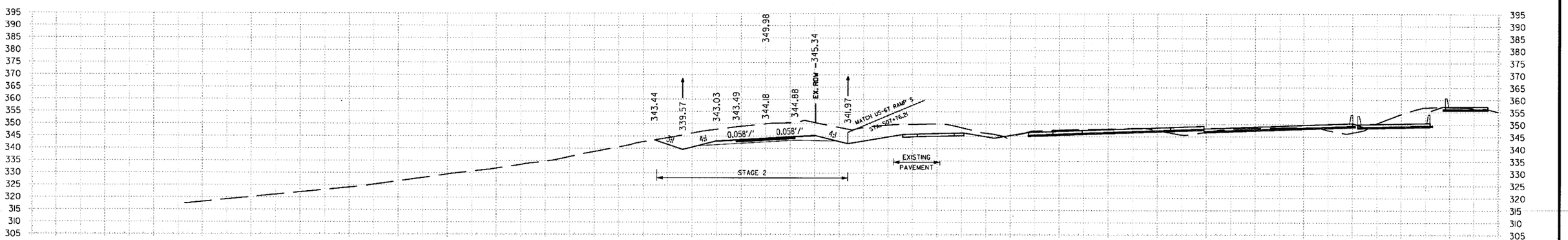
(2) FRONTAGE RD B CROSS SECTIONS



63+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 549 SF
63+00.00 AREA COMPACTED EMBANKMENT: 0 SF

63+00.00

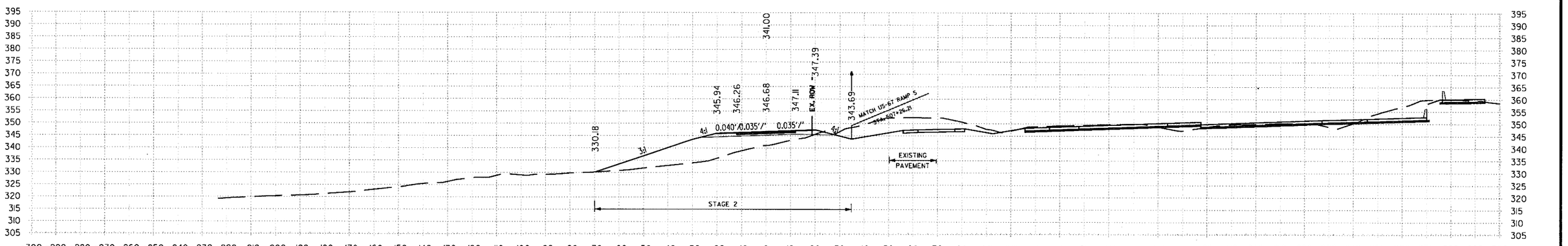
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 947 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



62+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 473 SF
62+50.00 AREA COMPACTED EMBANKMENT: 0 SF

62+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 464 CUYD
VOLUME COMPACTED EMBANKMENT: 428 CUYD



62+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 28 SF
62+00.00 AREA COMPACTED EMBANKMENT: 462 SF

62+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 64 CUYD
VOLUME COMPACTED EMBANKMENT: 602 CUYD

STA. 62+00 TO STA. 63+00

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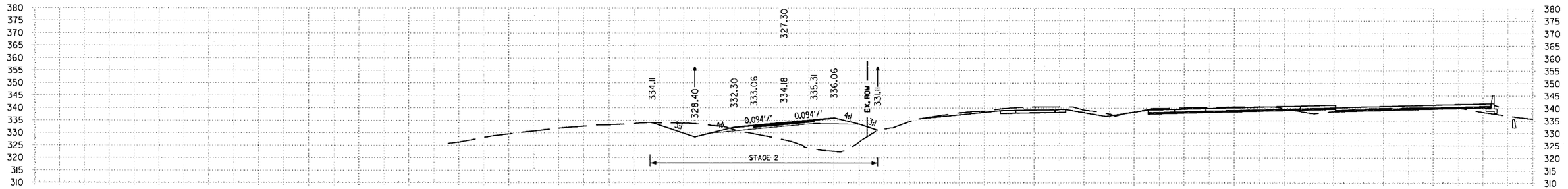
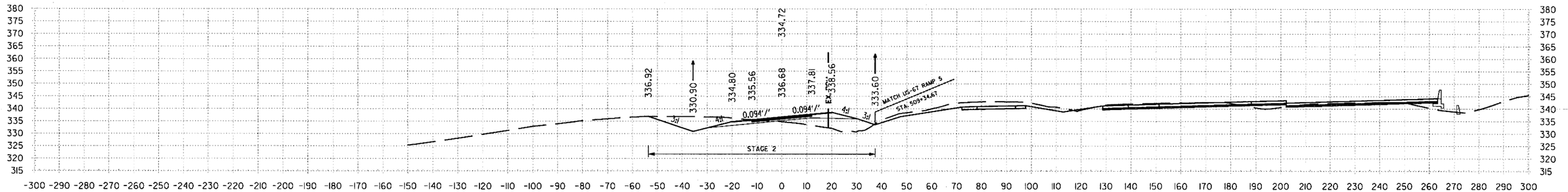
(2) FRONTAGE RD B CROSS SECTIONS



64+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 62 SF
64+50.00 AREA COMPACTED EMBANKMENT: 355 SF

64+50.00

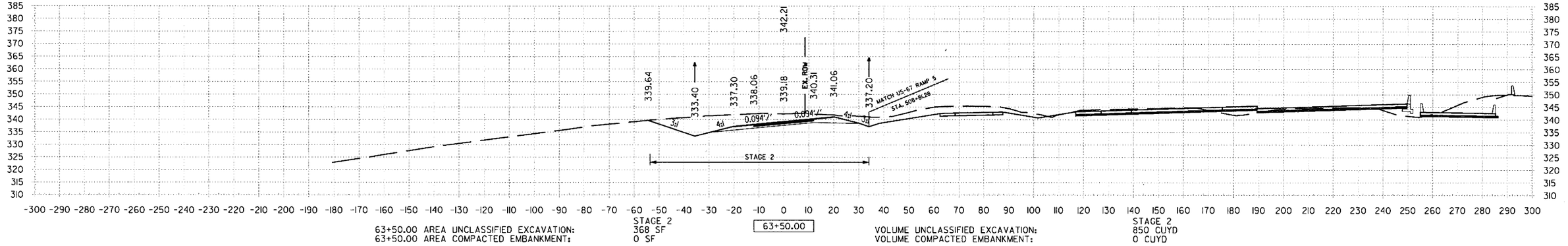
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 162 CUYD
VOLUME COMPACTED EMBANKMENT: 440 CUYD



64+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 112 SF
64+00.00 AREA COMPACTED EMBANKMENT: 120 SF

64+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 445 CUYD
VOLUME COMPACTED EMBANKMENT: 112 CUYD



63+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 368 SF
63+50.00 AREA COMPACTED EMBANKMENT: 0 SF

63+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 850 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 63+50 TO STA. 64+50

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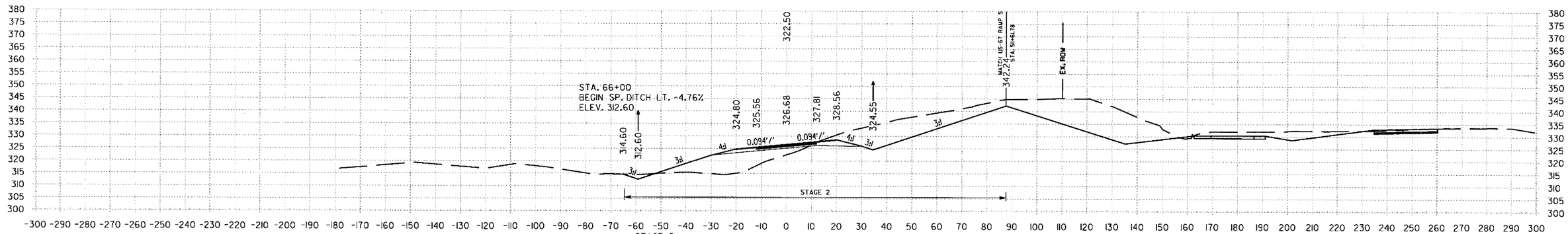
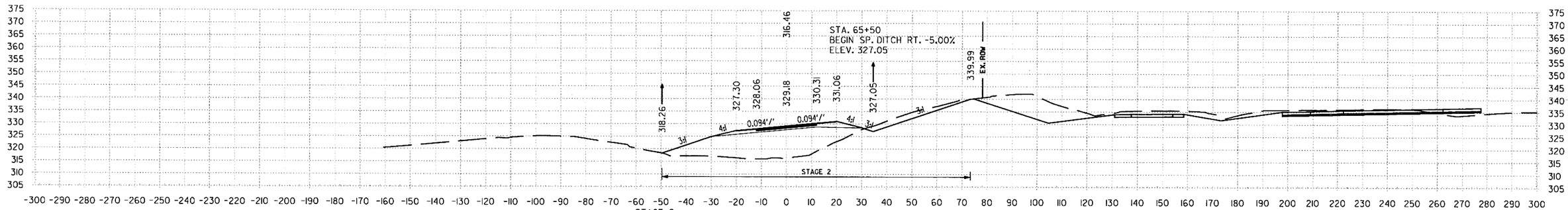
(2) FRONTAGE RD B CROSS SECTIONS



66+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 463 SF
66+00.00 AREA COMPACTED EMBANKMENT: 279 SF

66+00.00

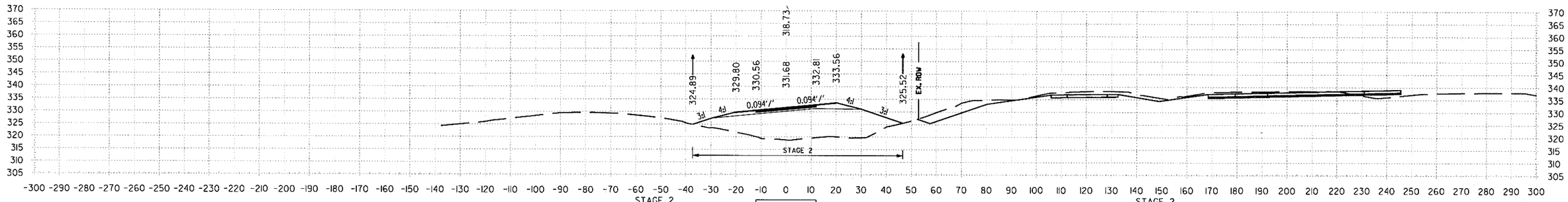
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 497 CUYD
VOLUME COMPACTED EMBANKMENT: 821 CUYD



65+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 73 SF
65+50.00 AREA COMPACTED EMBANKMENT: 607 SF

65+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 68 CUYD
VOLUME COMPACTED EMBANKMENT: 1200 CUYD



65+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
65+00.00 AREA COMPACTED EMBANKMENT: 688 SF

65+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 58 CUYD
VOLUME COMPACTED EMBANKMENT: 966 CUYD

STA. 65+00 TO STA. 66+00

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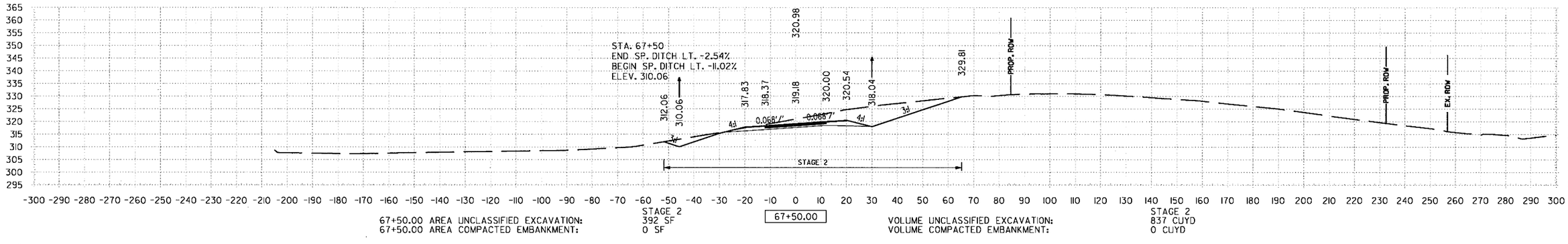

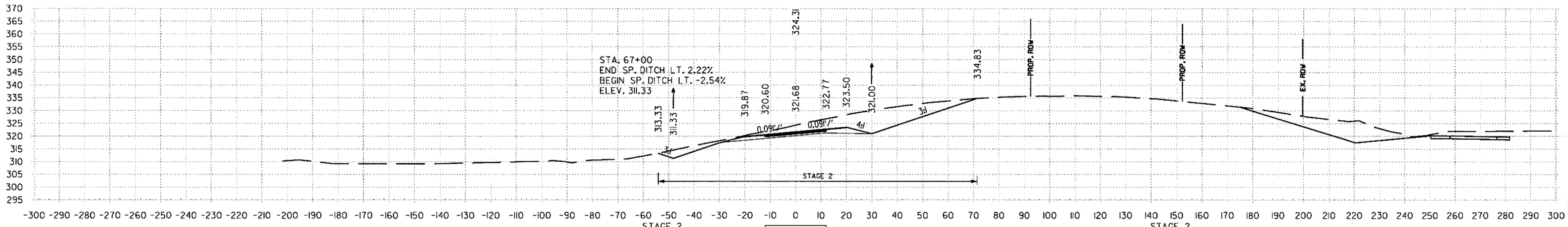

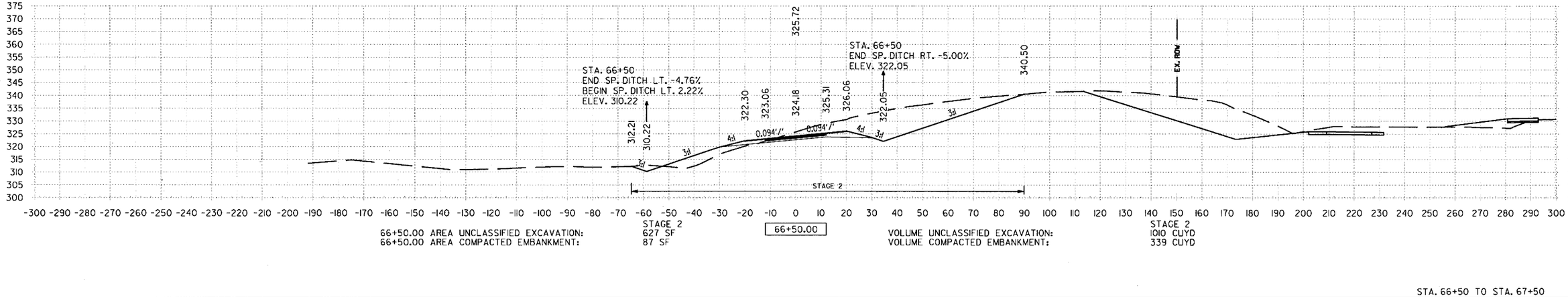

STA. 66+50 TO STA. 67+50

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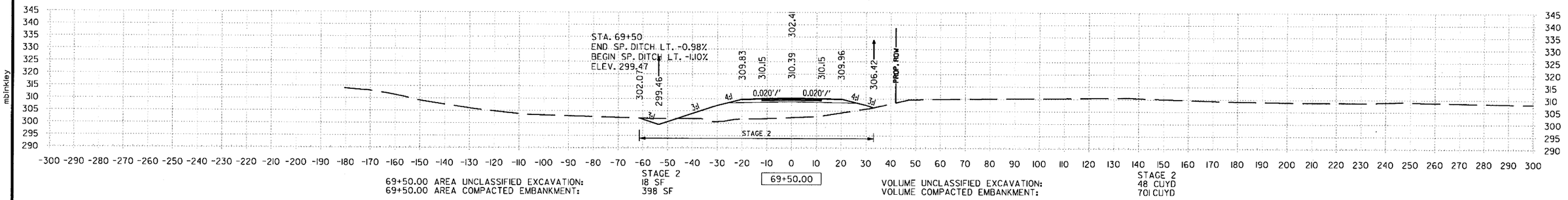
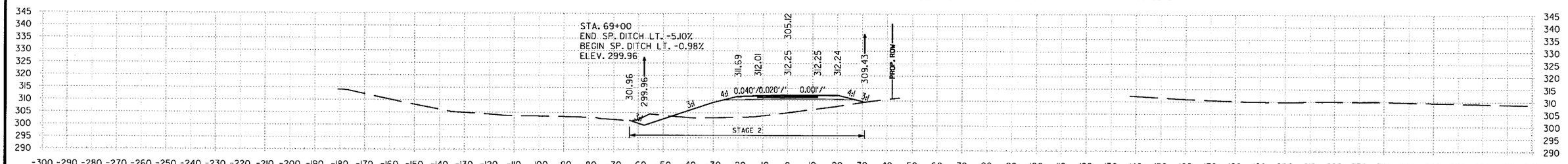


69+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 18 SF
69+50.00 AREA COMPACTED EMBANKMENT: 398 SF

69+50.00

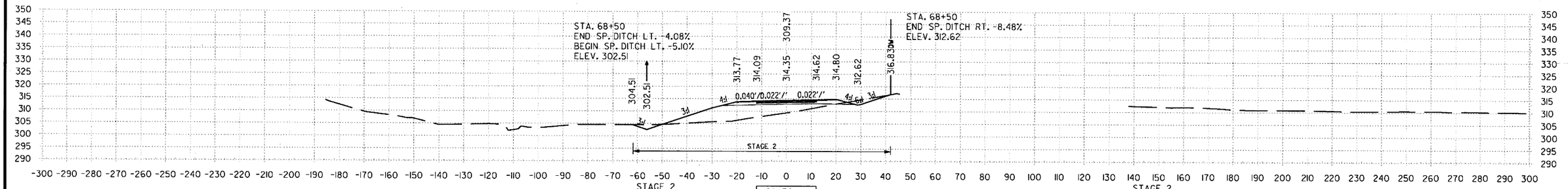
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 48 CUYD
VOLUME COMPACTED EMBANKMENT: 701 CUYD



69+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 33 SF
69+00.00 AREA COMPACTED EMBANKMENT: 359 SF

69+00.00

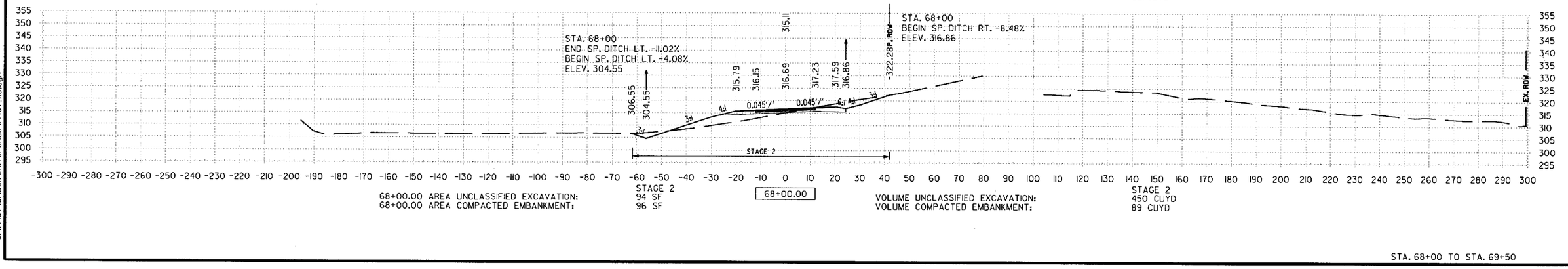
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 60 CUYD
VOLUME COMPACTED EMBANKMENT: 564 CUYD



68+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 31 SF
68+50.00 AREA COMPACTED EMBANKMENT: 250 SF

68+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 116 CUYD
VOLUME COMPACTED EMBANKMENT: 321 CUYD



68+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 94 SF
68+00.00 AREA COMPACTED EMBANKMENT: 96 SF

68+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 450 CUYD
VOLUME COMPACTED EMBANKMENT: 89 CUYD

STA. 68+00 TO STA. 69+50

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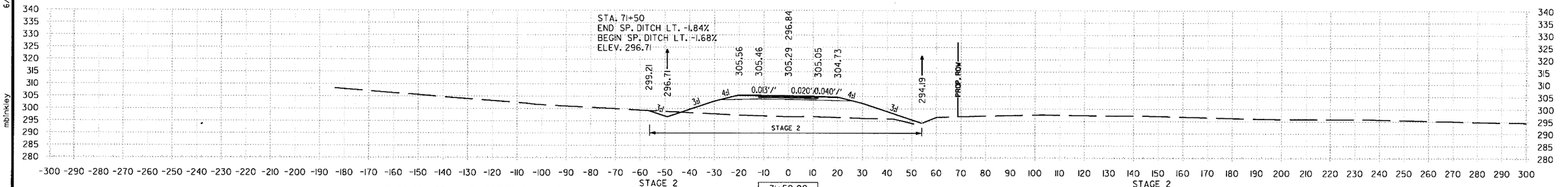
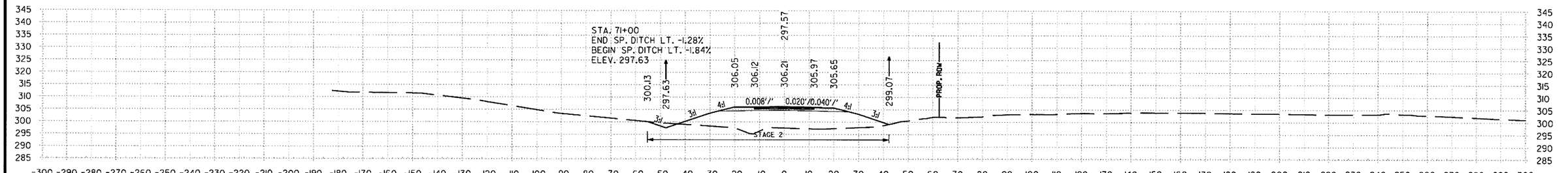


71+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 14 SF
71+00.00 AREA COMPACTED EMBANKMENT: 503 SF

71+50.00

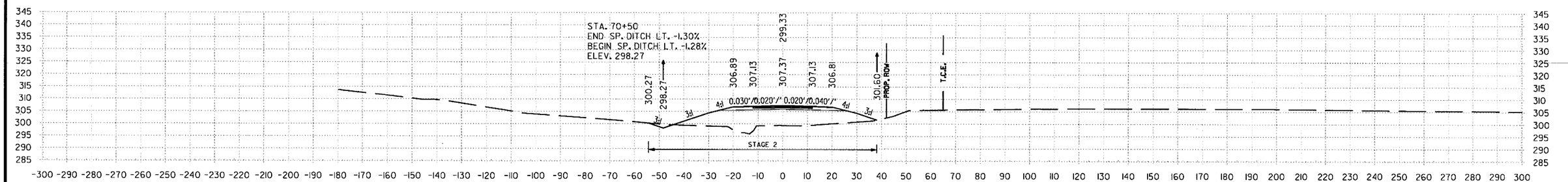
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 24 CUYD
VOLUME COMPACTED EMBANKMENT: 926 CUYD



71+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 11 SF
71+00.00 AREA COMPACTED EMBANKMENT: 497 SF

71+00.00

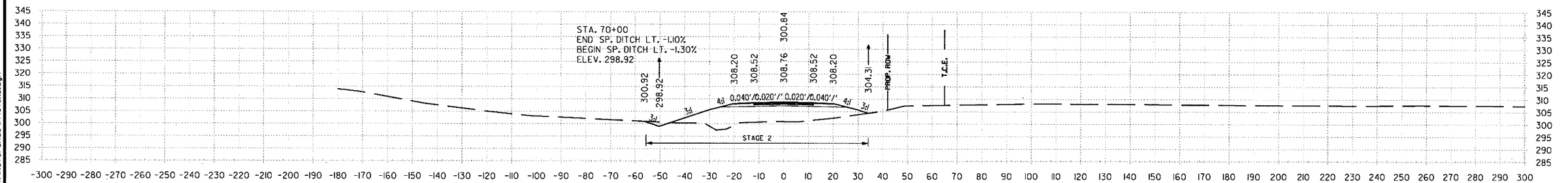
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 17 CUYD
VOLUME COMPACTED EMBANKMENT: 869 CUYD



70+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 7 SF
70+50.00 AREA COMPACTED EMBANKMENT: 441 SF

70+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 15 CUYD
VOLUME COMPACTED EMBANKMENT: 791 CUYD



70+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 9 SF
70+00.00 AREA COMPACTED EMBANKMENT: 413 SF

70+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 25 CUYD
VOLUME COMPACTED EMBANKMENT: 751 CUYD

STA. 70+00 TO STA. 71+50

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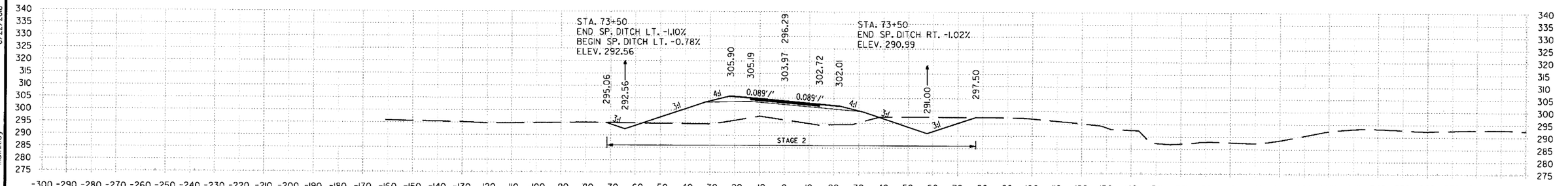
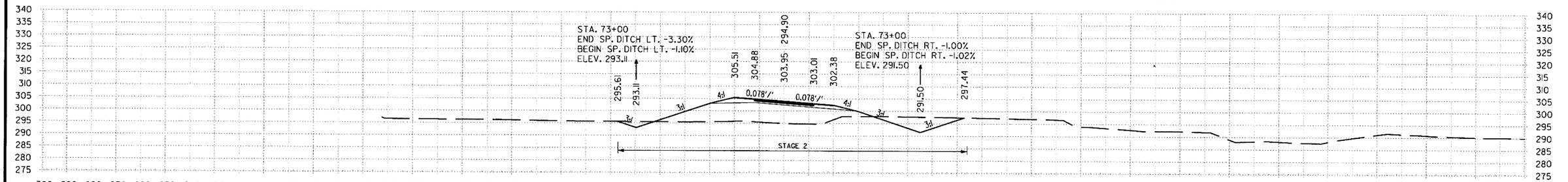


73+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 144 SF
73+50.00 AREA COMPACTED EMBANKMENT: 545 SF

73+50.00

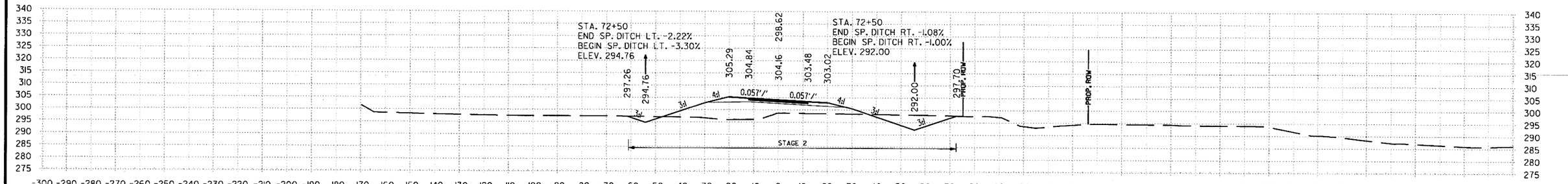
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 78 CUYD
VOLUME COMPACTED EMBANKMENT: 1064 CUYD



73+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 133 SF
73+00.00 AREA COMPACTED EMBANKMENT: 479 SF

73+00.00

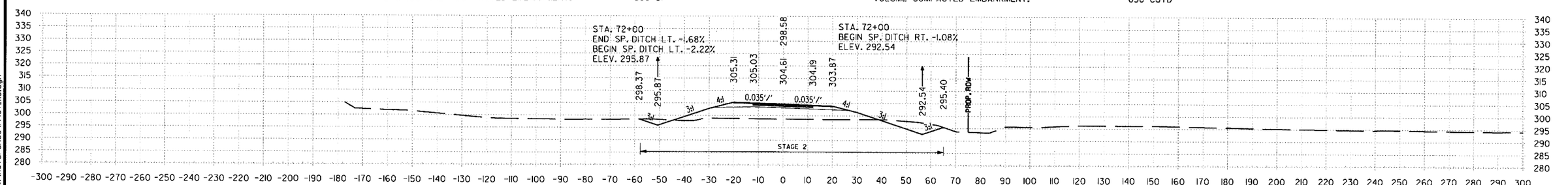
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 72 CUYD
VOLUME COMPACTED EMBANKMENT: 962 CUYD



72+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 126 SF
72+50.00 AREA COMPACTED EMBANKMENT: 355 SF

72+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 64 CUYD
VOLUME COMPACTED EMBANKMENT: 838 CUYD



72+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 81 SF
72+00.00 AREA COMPACTED EMBANKMENT: 308 SF

72+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 44 CUYD
VOLUME COMPACTED EMBANKMENT: 850 CUYD

STA. 72+00 TO STA. 73+50

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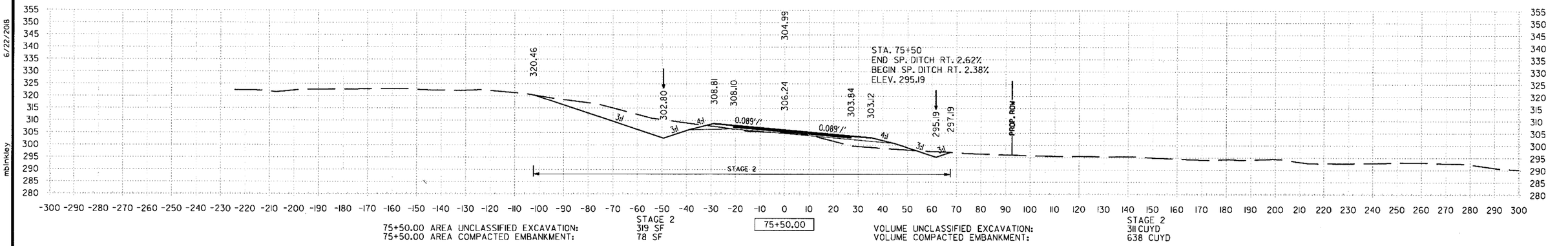
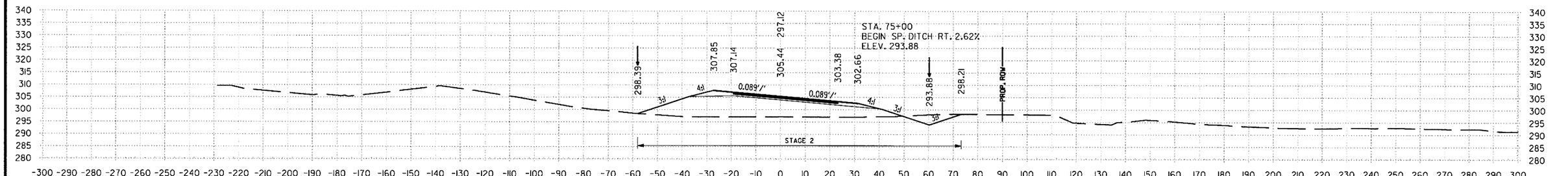


75+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 319 SF
75+50.00 AREA COMPACTED EMBANKMENT: 78 SF

75+50.00

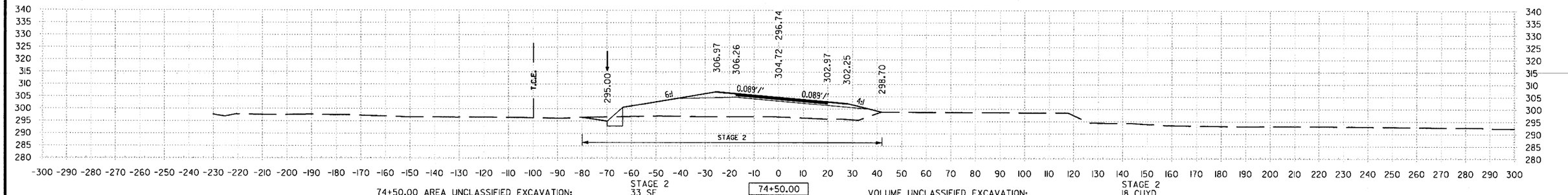
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 311 CUYD
VOLUME COMPACTED EMBANKMENT: 638 CUYD



75+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 50 SF
75+00.00 AREA COMPACTED EMBANKMENT: 606 SF

75+00.00

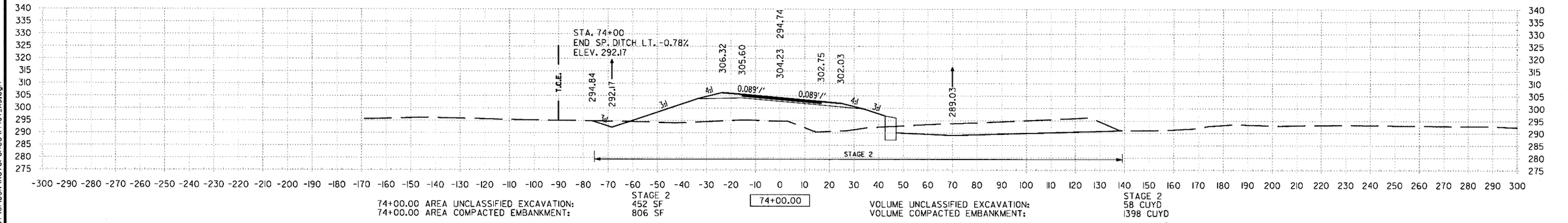
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 15 CUYD
VOLUME COMPACTED EMBANKMENT: 1118 CUYD



74+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 33 SF
74+50.00 AREA COMPACTED EMBANKMENT: 636 SF

74+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 18 CUYD
VOLUME COMPACTED EMBANKMENT: 1393 CUYD



74+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 452 SF
74+00.00 AREA COMPACTED EMBANKMENT: 806 SF

74+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 58 CUYD
VOLUME COMPACTED EMBANKMENT: 1398 CUYD

STA. 74+00 TO STA. 75+50

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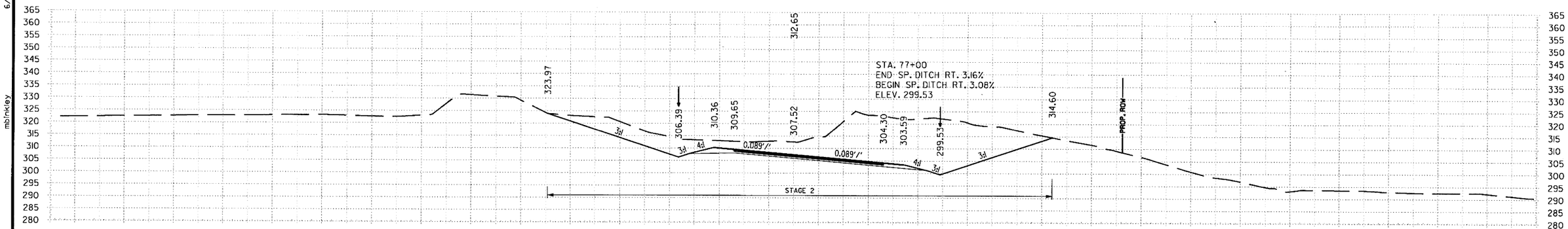
				JOB NO.		CA0601	1414	1465

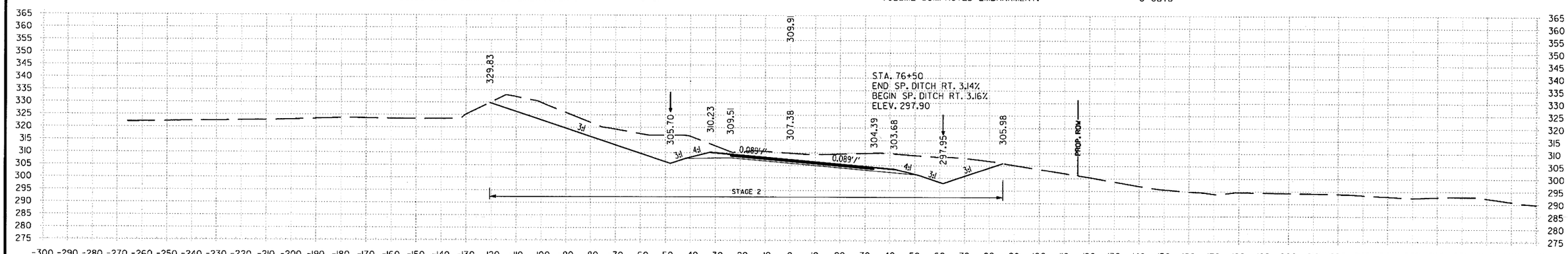
(2) FRONTAGE RD B CROSS SECTIONS



77+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 2045 SF
77+00.00 AREA COMPACTED EMBANKMENT: 0 SF

77+00.00

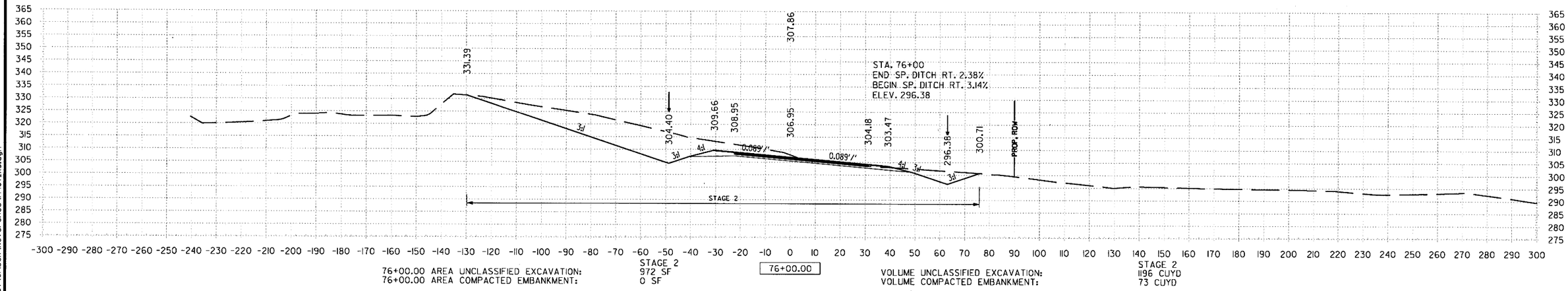
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 3058 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



76+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 1257 SF
76+50.00 AREA COMPACTED EMBANKMENT: 0 SF

76+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 2064 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



76+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 972 SF
76+00.00 AREA COMPACTED EMBANKMENT: 0 SF

76+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 1196 CUYD
VOLUME COMPACTED EMBANKMENT: 73 CUYD

STA. 76+00 TO STA. 77+00

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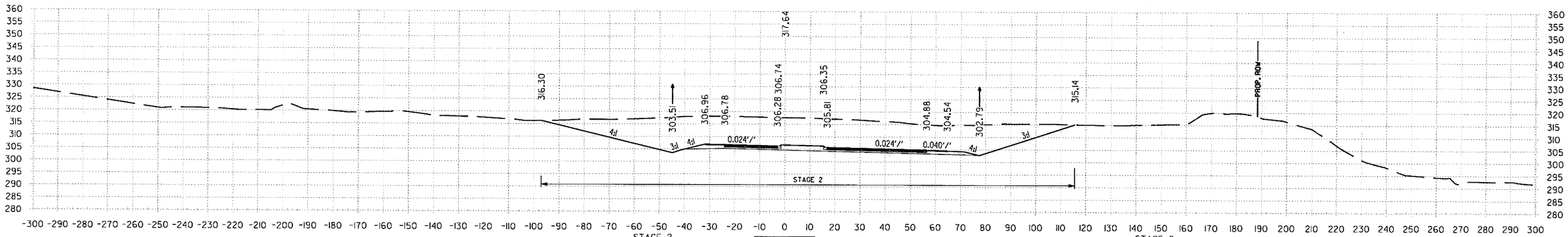
				JOB NO.		CA0601	1415	1465

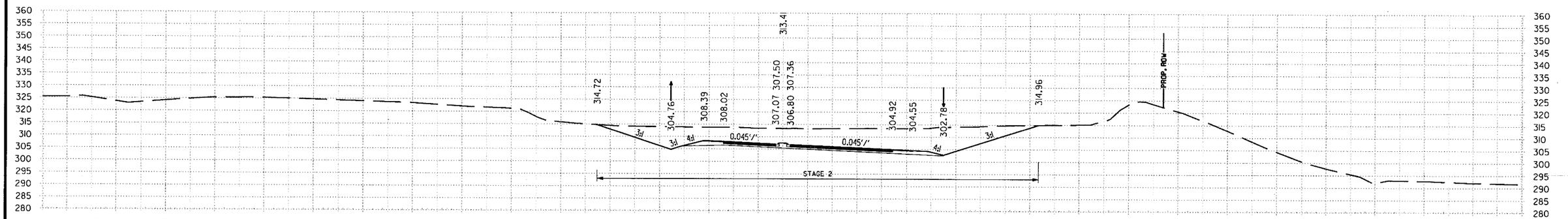
(2) FRONTAGE RD B CROSS SECTIONS



78+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 2147 SF
78+50.00 AREA COMPACTED EMBANKMENT: 0 SF

78+50.00

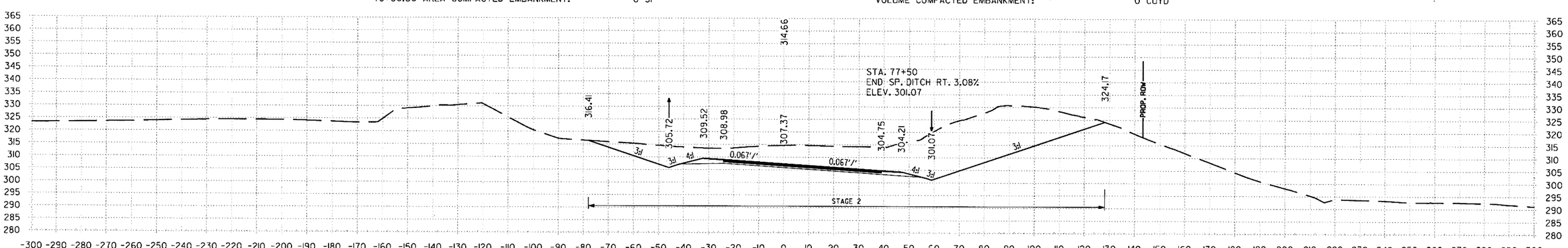
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 3238 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



78+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 1350 SF
78+00.00 AREA COMPACTED EMBANKMENT: 0 SF

78+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 3216 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



77+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 2123 SF
77+50.00 AREA COMPACTED EMBANKMENT: 0 SF

77+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 3860 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 77+50 TO STA. 78+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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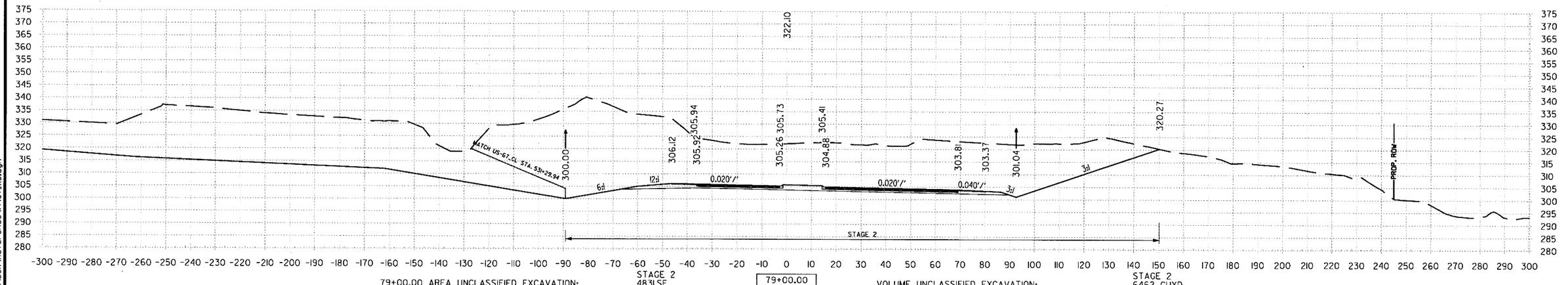
(2) FRONTAGE RD B CROSS SECTIONS



79+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 4831 SF
79+00.00 AREA COMPACTED EMBANKMENT: 0 SF

79+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 6462 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 79+00 TO STA. 80+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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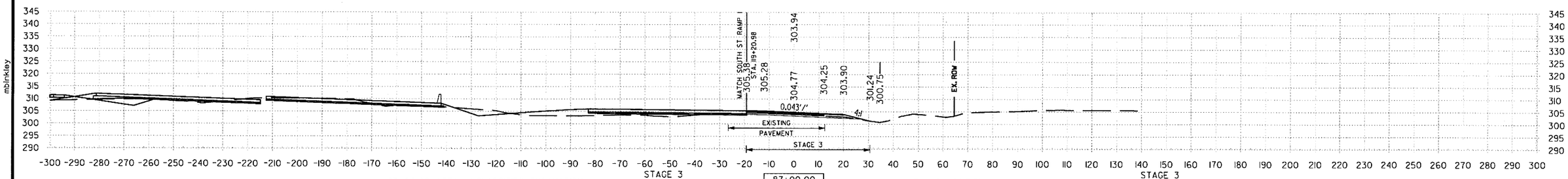
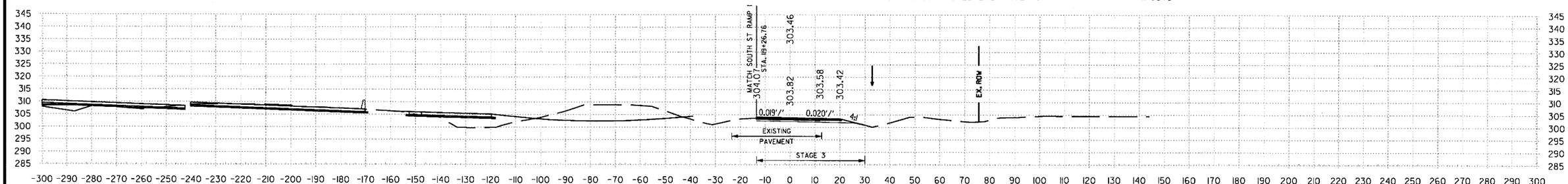
(2) FRONTAGE RD C CROSS SECTIONS



87+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 30 SF
87+00.00 AREA COMPACTED EMBANKMENT: 31 SF

87+00.00

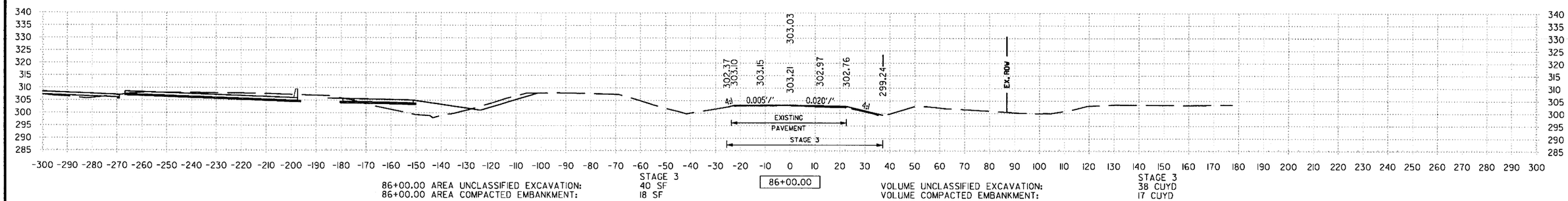
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 55 CUYD
VOLUME COMPACTED EMBANKMENT: 41 CUYD



86+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 29 SF
86+50.00 AREA COMPACTED EMBANKMENT: 13 SF

86+50.00

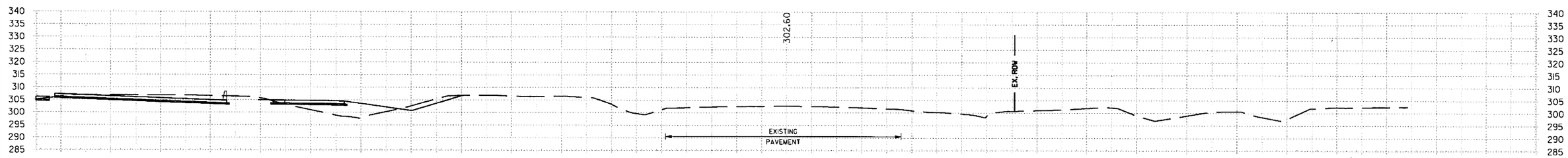
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 64 CUYD
VOLUME COMPACTED EMBANKMENT: 29 CUYD



86+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 40 SF
86+00.00 AREA COMPACTED EMBANKMENT: 18 SF

86+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 38 CUYD
VOLUME COMPACTED EMBANKMENT: 17 CUYD



85+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
85+50.00 AREA COMPACTED EMBANKMENT: 0 SF

85+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 85+50 TO STA. 87+00

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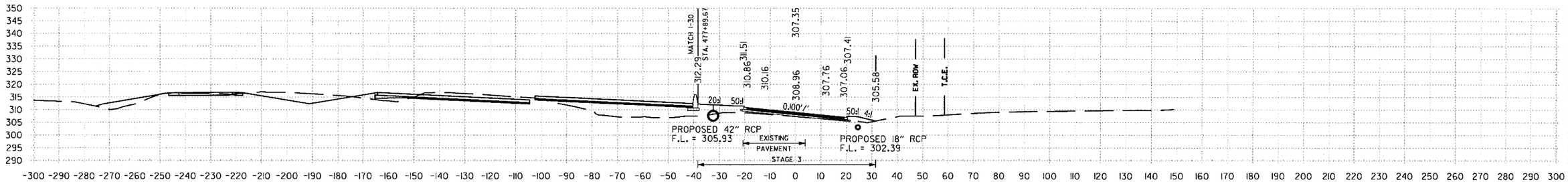
				JOB NO.		CA0601	1418	1465

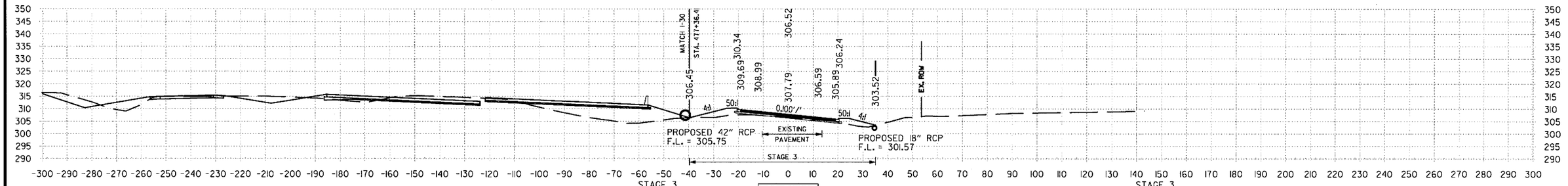
(2) FRONTAGE RD C CROSS SECTIONS



89+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 21 SF
89+00.00 AREA COMPACTED EMBANKMENT: 118 SF

89+00.00

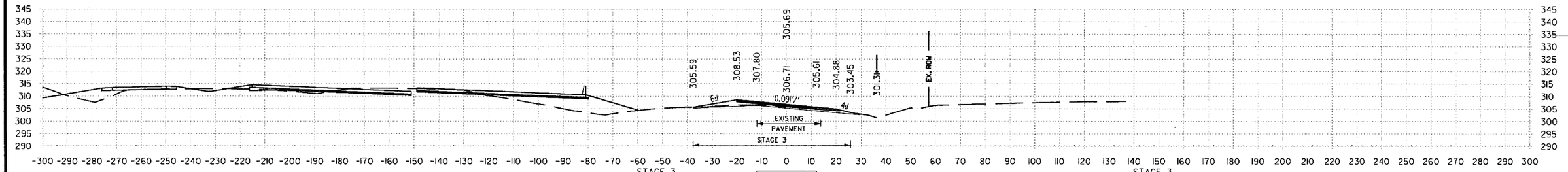
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 40 CUYD
VOLUME COMPACTED EMBANKMENT: 199 CUYD



88+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 22 SF
88+50.00 AREA COMPACTED EMBANKMENT: 96 SF

88+50.00

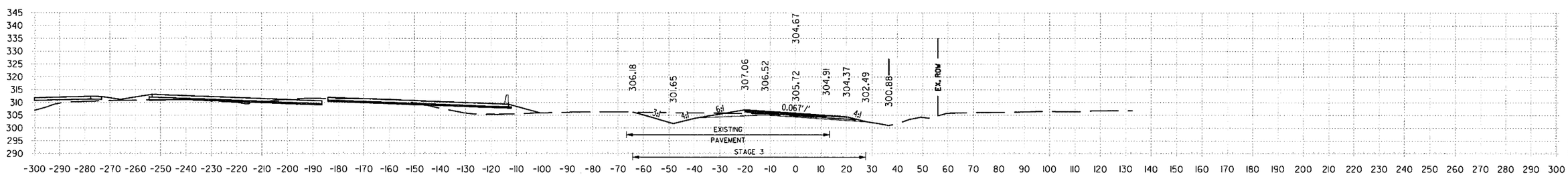
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 57 CUYD
VOLUME COMPACTED EMBANKMENT: 115 CUYD



88+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 39 SF
88+00.00 AREA COMPACTED EMBANKMENT: 28 SF

88+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 125 CUYD
VOLUME COMPACTED EMBANKMENT: 61 CUYD



87+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 95 SF
87+50.00 AREA COMPACTED EMBANKMENT: 38 SF

87+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 116 CUYD
VOLUME COMPACTED EMBANKMENT: 64 CUYD

STA. 87+50 TO STA. 89+00

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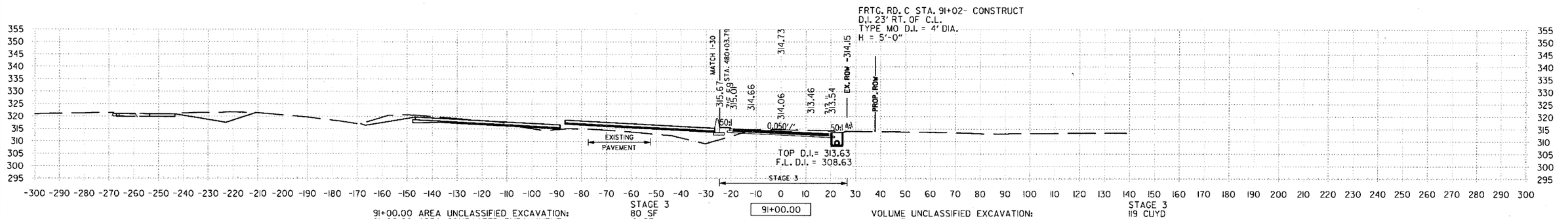
				JOB NO.		CA0601	1419	1465

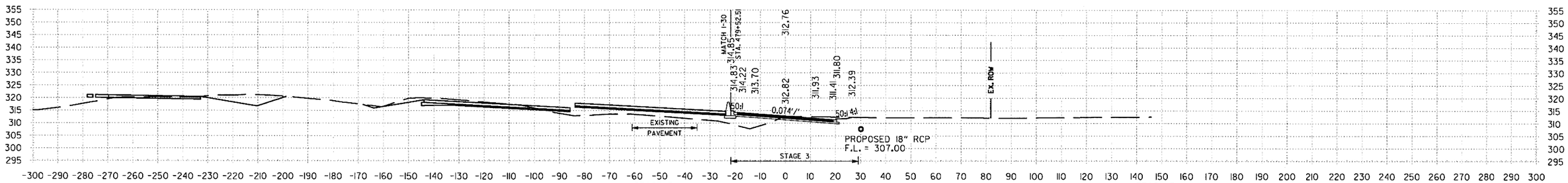
(2) FRONTAGE RD C CROSS SECTIONS



STAGE 3
91+00.00 AREA UNCLASSIFIED EXCAVATION: 80 SF
91+00.00 AREA COMPACTED EMBANKMENT: 19 SF

91+00.00

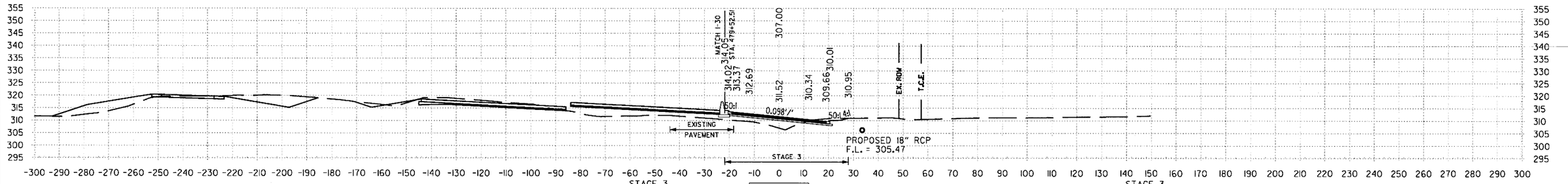
STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 119 CUYD
VOLUME COMPACTED EMBANKMENT: 70 CUYD



STAGE 3
90+50.00 AREA UNCLASSIFIED EXCAVATION: 48 SF
90+50.00 AREA COMPACTED EMBANKMENT: 56 SF

90+50.00

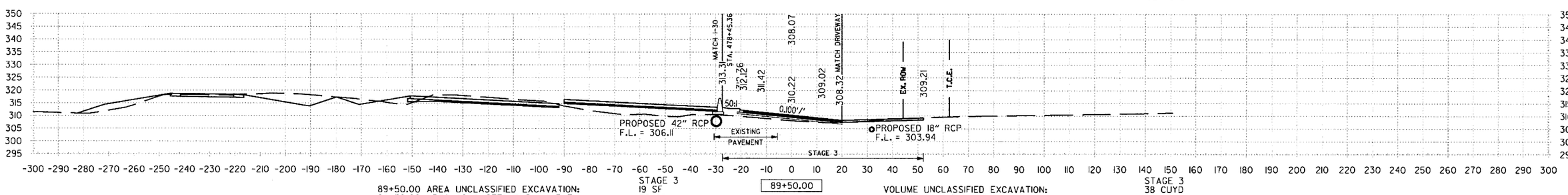
STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 70 CUYD
VOLUME COMPACTED EMBANKMENT: 114 CUYD



STAGE 3
90+00.00 AREA UNCLASSIFIED EXCAVATION: 27 SF
90+00.00 AREA COMPACTED EMBANKMENT: 67 SF

90+00.00

STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 43 CUYD
VOLUME COMPACTED EMBANKMENT: 132 CUYD



STAGE 3
89+50.00 AREA UNCLASSIFIED EXCAVATION: 19 SF
89+50.00 AREA COMPACTED EMBANKMENT: 75 SF

89+50.00

STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 38 CUYD
VOLUME COMPACTED EMBANKMENT: 179 CUYD

STA. 89+50 TO STA. 91+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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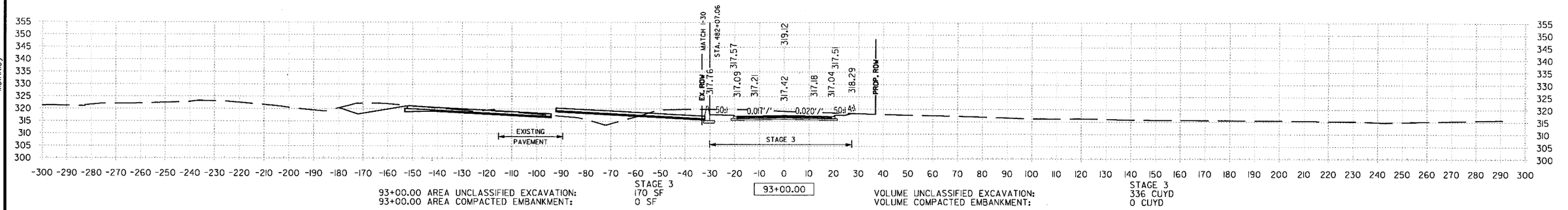
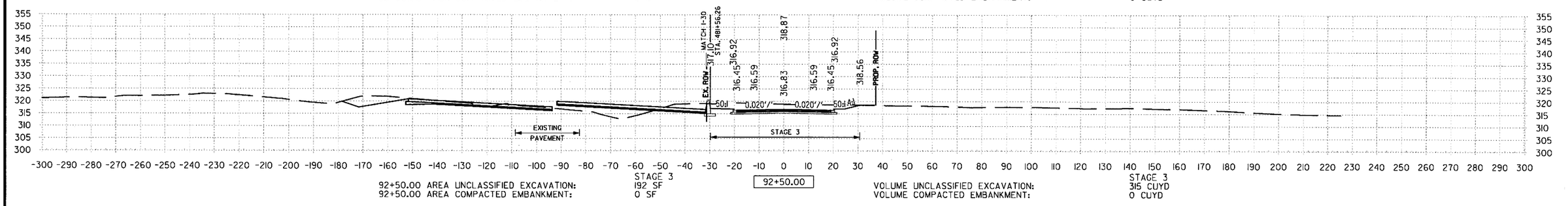
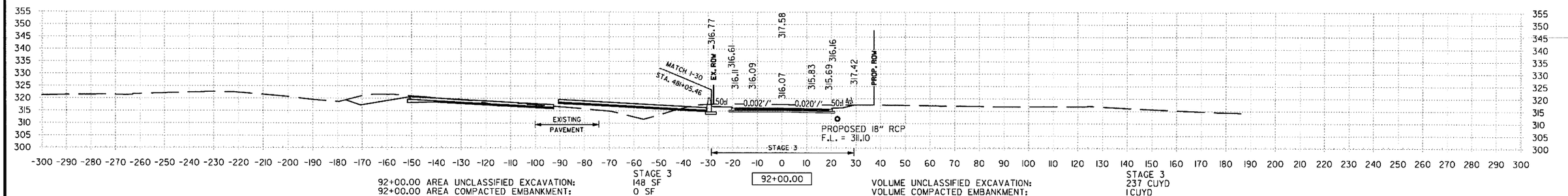
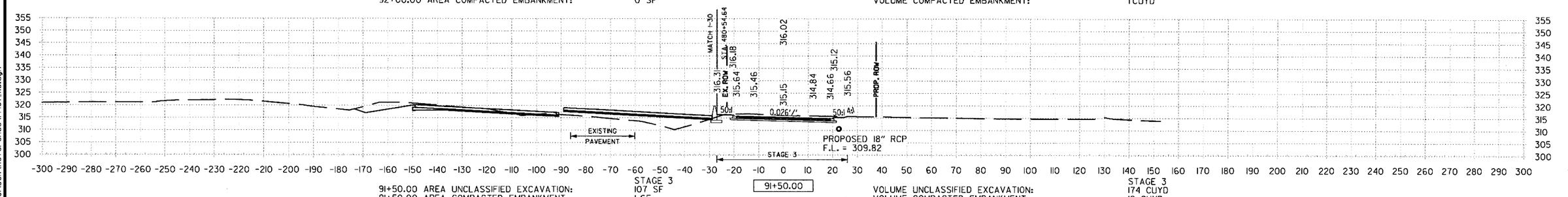
				JOB NO.		CA0601	1420	1465

(2) **FRONTAGE RD C CROSS SECTIONS**









STA. 91+50 TO STA. 93+00

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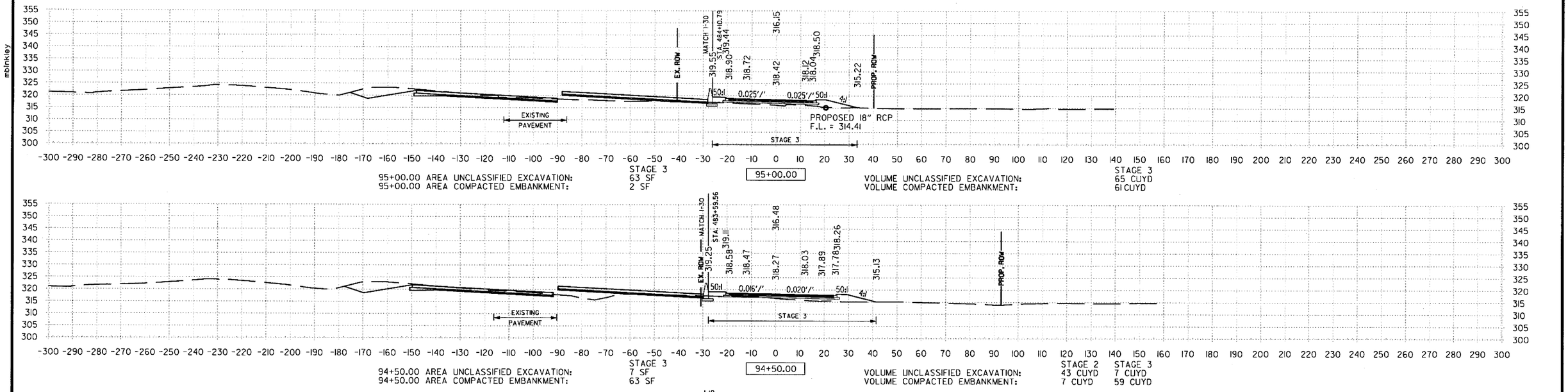
				(2)	FRONTAGE RD C CROSS SECTIONS			



95+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 63 SF
95+00.00 AREA COMPACTED EMBANKMENT: 2 SF

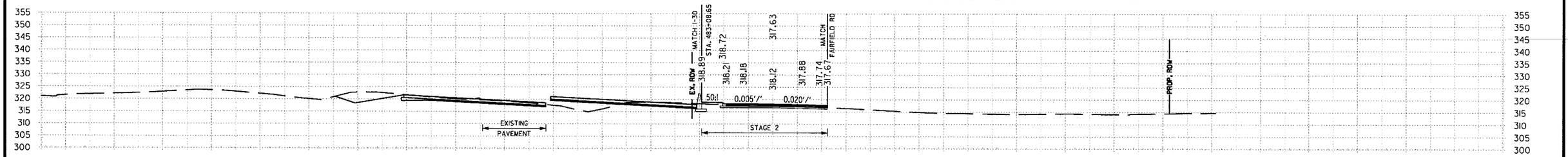
95+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 65 CUYD
VOLUME COMPACTED EMBANKMENT: 61 CUYD

94+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 7 SF
94+50.00 AREA COMPACTED EMBANKMENT: 7 SF

94+50.00

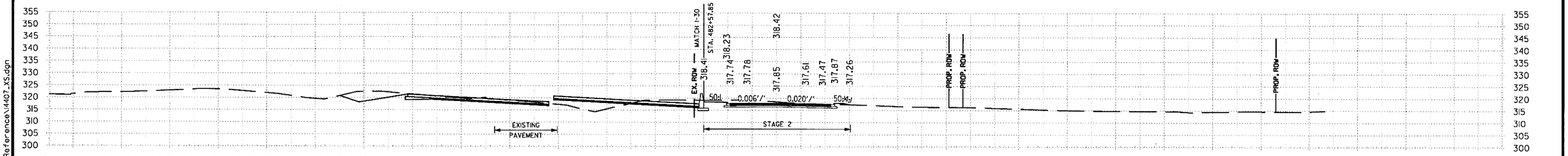
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 43 CUYD STAGE 3 7 CUYD
VOLUME COMPACTED EMBANKMENT: 7 CUYD 59 CUYD



94+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 46 SF
94+00.00 AREA COMPACTED EMBANKMENT: 7 SF

94+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 133 CUYD
VOLUME COMPACTED EMBANKMENT: 7 CUYD



93+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 97 SF
93+50.00 AREA COMPACTED EMBANKMENT: 0 SF

93+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 90 CUYD STAGE 3 158 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD 0 CUYD

STA. 93+50 TO STA. 95+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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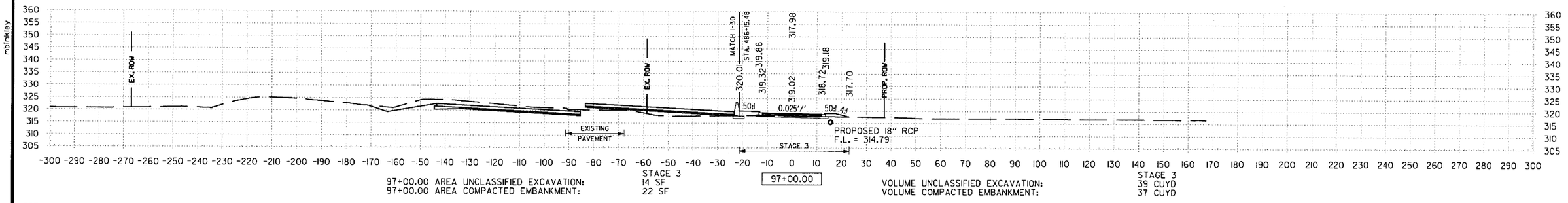
				JOB NO.		CA0601	1422	1465

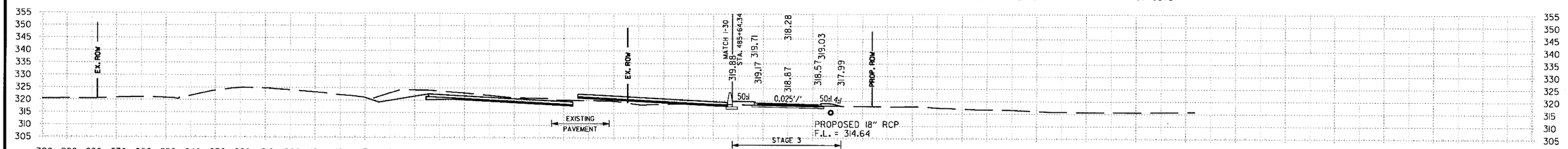
(2) FRONTAGE RD C CROSS SECTIONS



97+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 14 SF
97+00.00 AREA COMPACTED EMBANKMENT: 22 SF

97+00.00

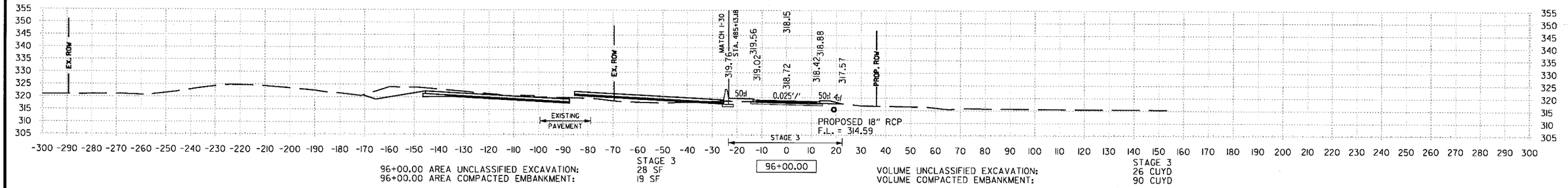
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 39 CUYD
VOLUME COMPACTED EMBANKMENT: 37 CUYD



96+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 28 SF
96+50.00 AREA COMPACTED EMBANKMENT: 17 SF

96+50.00

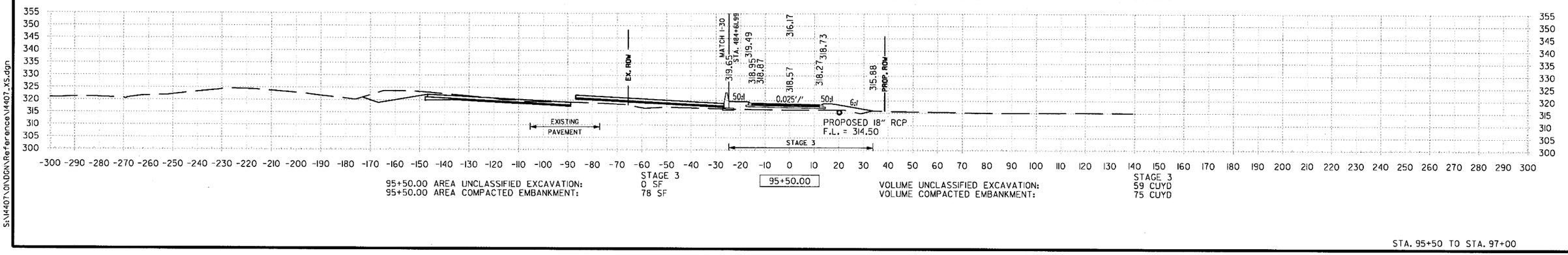
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 52 CUYD
VOLUME COMPACTED EMBANKMENT: 34 CUYD



96+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 28 SF
96+00.00 AREA COMPACTED EMBANKMENT: 19 SF

96+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 26 CUYD
VOLUME COMPACTED EMBANKMENT: 90 CUYD



95+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 0 SF
95+50.00 AREA COMPACTED EMBANKMENT: 78 SF

95+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 59 CUYD
VOLUME COMPACTED EMBANKMENT: 75 CUYD

STA. 95+50 TO STA. 97+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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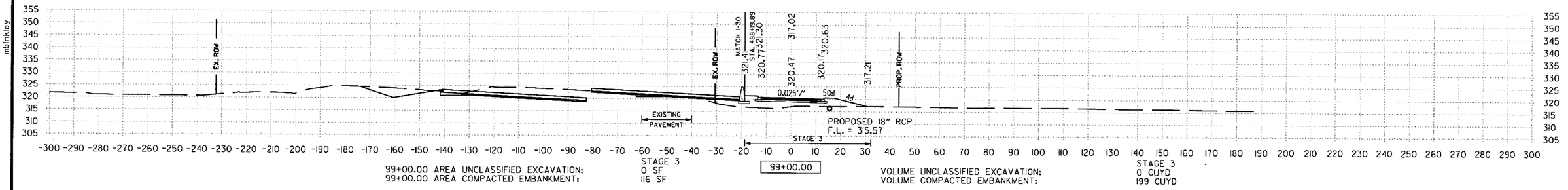
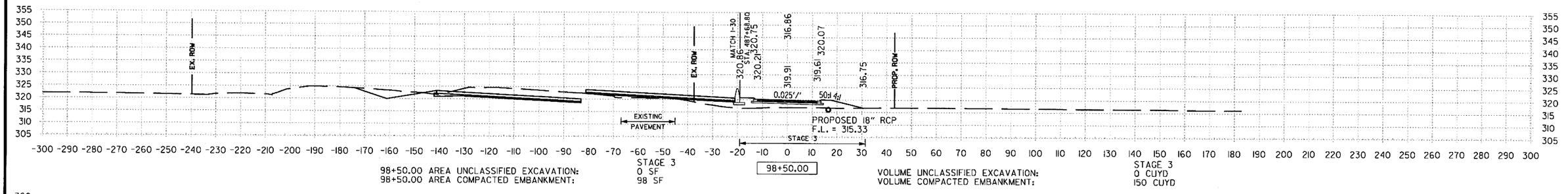
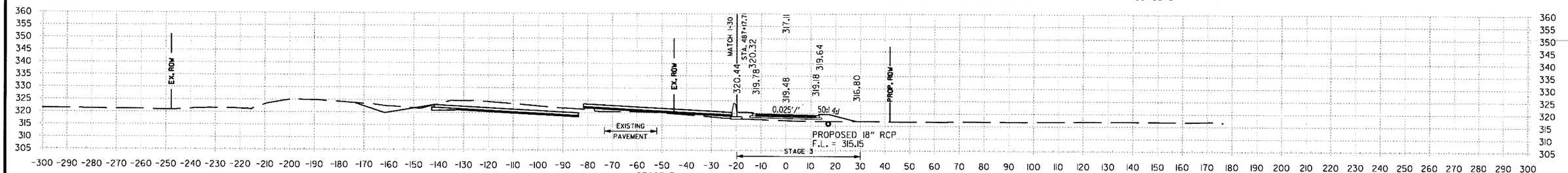
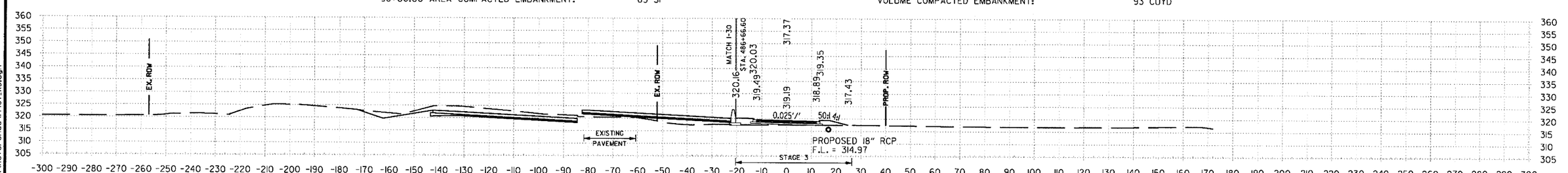
(2) FRONTAGE RD C CROSS SECTIONS









STA. 97+50 TO STA. 99+00

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1424	1465

(2) FRONTAGE RD C CROSS SECTIONS

STA. 99+50 TO STA. 101+00

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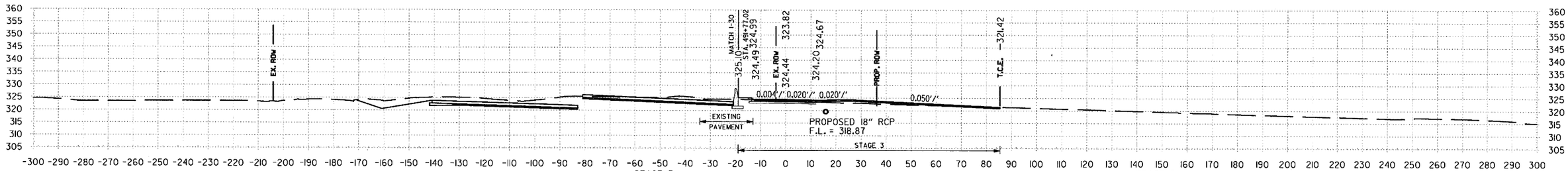
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1425	1465

(2) FRONTAGE RD C CROSS SECTIONS



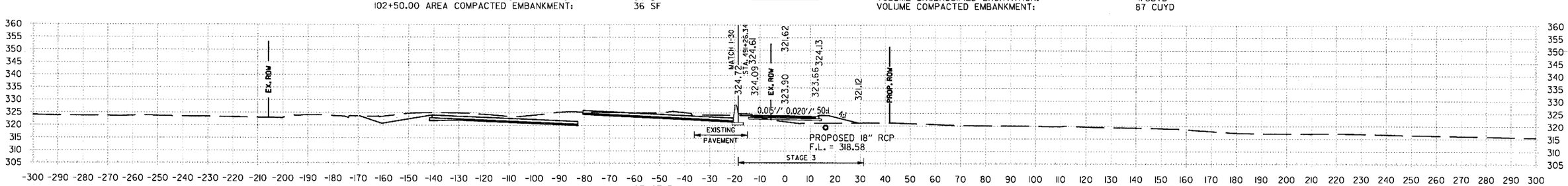
103+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 33 SF
103+00.00 AREA COMPACTED EMBANKMENT: 35 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 63 CUYD
VOLUME COMPACTED EMBANKMENT: 66 CUYD



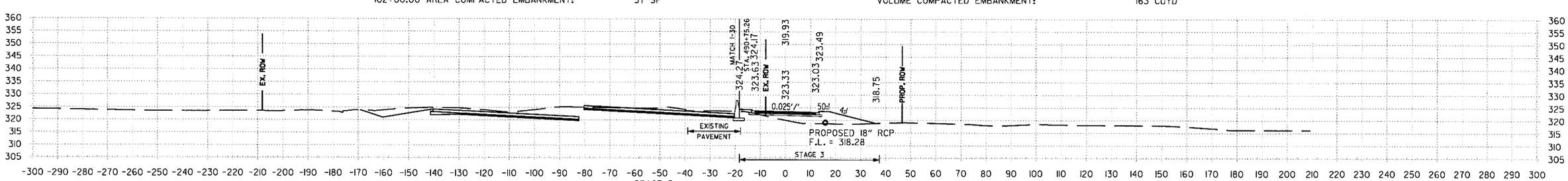
102+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 34 SF
102+50.00 AREA COMPACTED EMBANKMENT: 36 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 41 CUYD
VOLUME COMPACTED EMBANKMENT: 87 CUYD



102+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 10 SF
102+00.00 AREA COMPACTED EMBANKMENT: 57 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 14 CUYD
VOLUME COMPACTED EMBANKMENT: 163 CUYD



101+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 5 SF
101+50.00 AREA COMPACTED EMBANKMENT: 118 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 17 CUYD
VOLUME COMPACTED EMBANKMENT: 158 CUYD

STA. 101+50 TO STA. 103+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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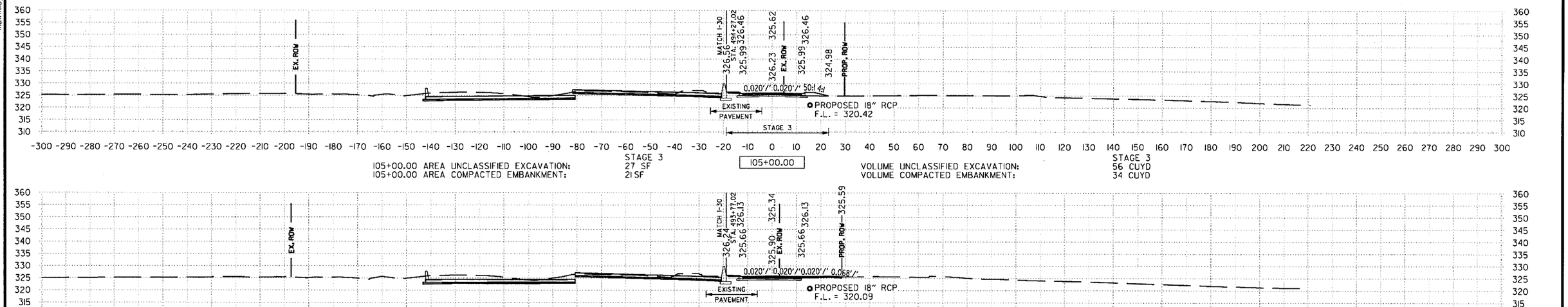
				JOB NO.		CA0601	1426	1465

(2) **FRONTAGE RD C CROSS SECTIONS**



STA. 103+50 TO STA. 105+00

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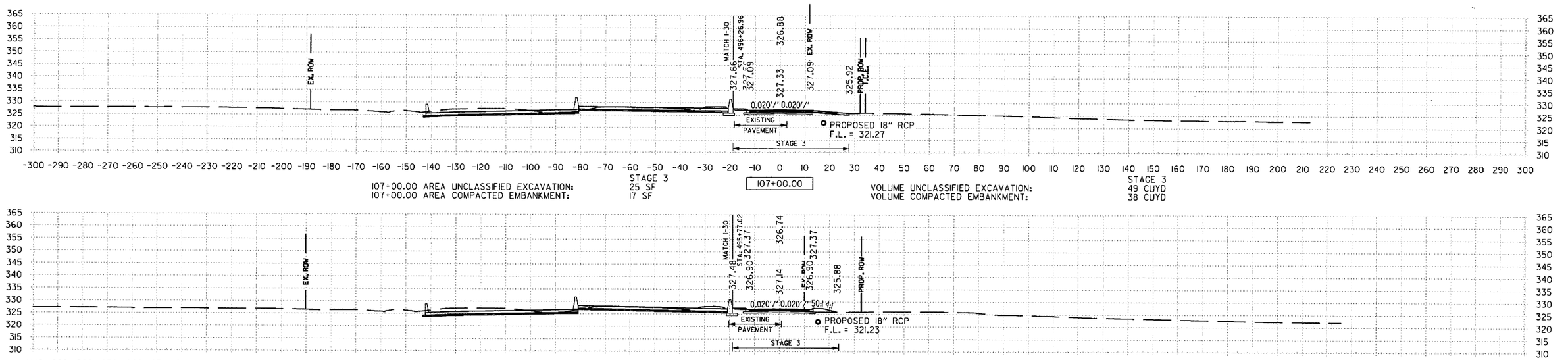
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1427	1465

(2) FRONTAGE RD C CROSS SECTIONS



107+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 — 25 SF
107+00.00 AREA COMPACTED EMBANKMENT: 17 SF

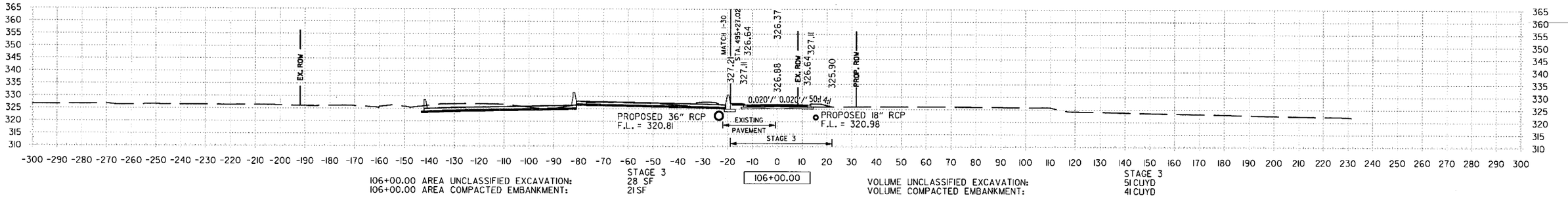
107+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 — 49 CUYD
VOLUME COMPACTED EMBANKMENT: 38 CUYD

106+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 — 27 SF
106+50.00 AREA COMPACTED EMBANKMENT: 23 SF

106+50.00

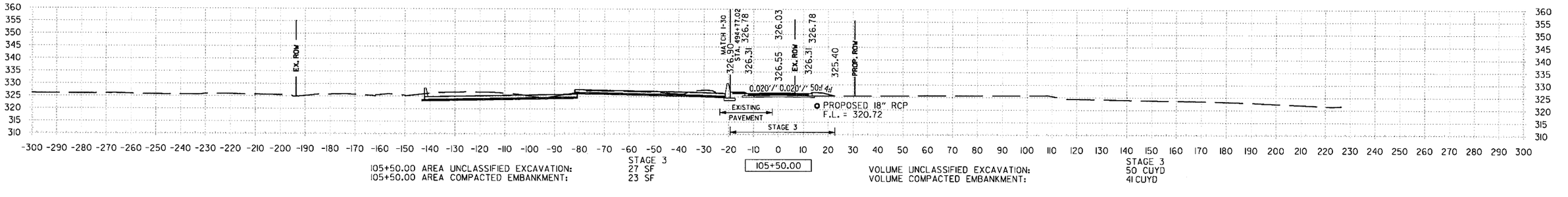
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 — 51 CUYD
VOLUME COMPACTED EMBANKMENT: 41 CUYD



106+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 — 28 SF
106+00.00 AREA COMPACTED EMBANKMENT: 21 SF

106+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 — 51 CUYD
VOLUME COMPACTED EMBANKMENT: 41 CUYD



105+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 — 27 SF
105+50.00 AREA COMPACTED EMBANKMENT: 23 SF

105+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 — 50 CUYD
VOLUME COMPACTED EMBANKMENT: 41 CUYD

STA. 105+50 TO STA. 107+00

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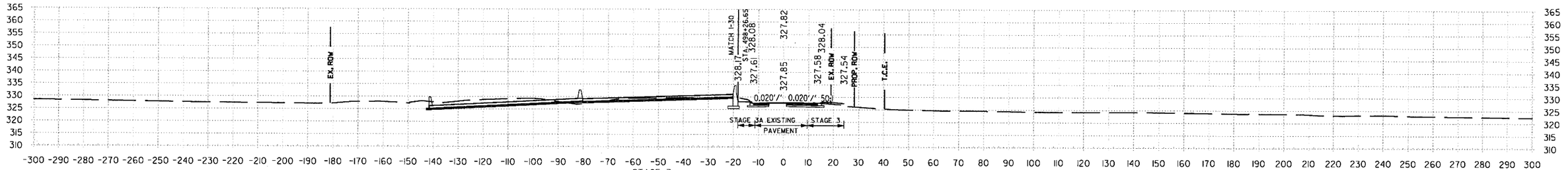
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1428	1465

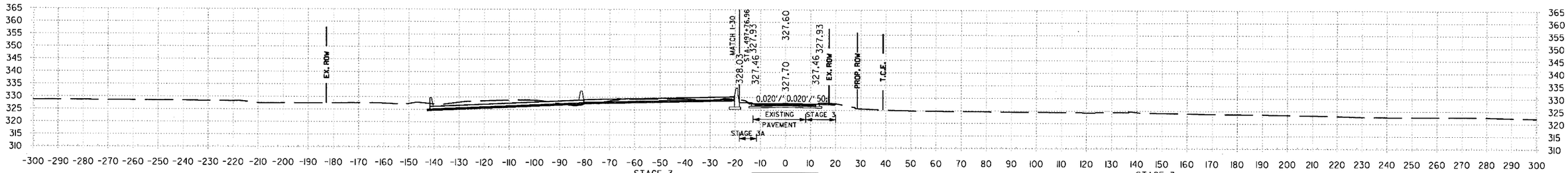
(2) FRONTAGE RD C CROSS SECTIONS



109+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 36 SF
109+00.00 AREA COMPACTED EMBANKMENT: 7 SF

109+00.00

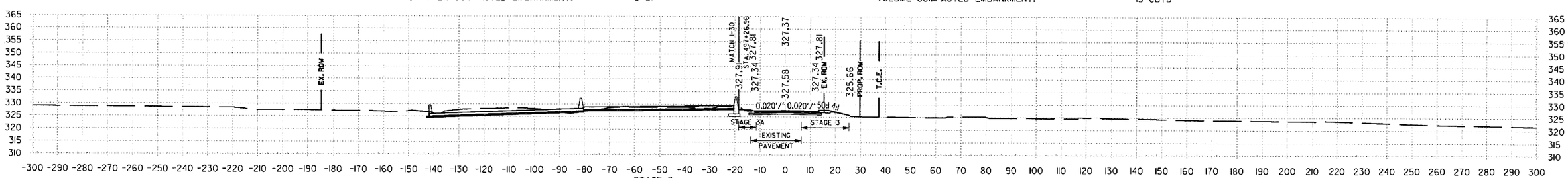
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 62 CUYD
VOLUME COMPACTED EMBANKMENT: 13 CUYD



108+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 30 SF
108+50.00 AREA COMPACTED EMBANKMENT: 6 SF

108+50.00

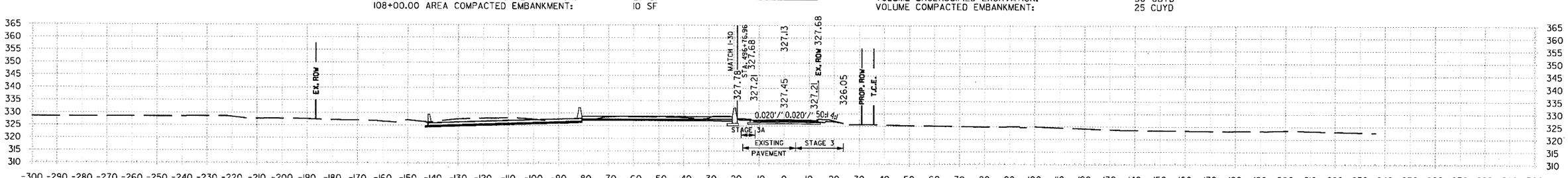
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 53 CUYD
VOLUME COMPACTED EMBANKMENT: 15 CUYD



108+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 27 SF
108+00.00 AREA COMPACTED EMBANKMENT: 10 SF

108+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 50 CUYD
VOLUME COMPACTED EMBANKMENT: 25 CUYD



107+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 27 SF
107+50.00 AREA COMPACTED EMBANKMENT: 16 SF

107+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 49 CUYD
VOLUME COMPACTED EMBANKMENT: 31 CUYD

STA. 107+50 TO STA. 109+00

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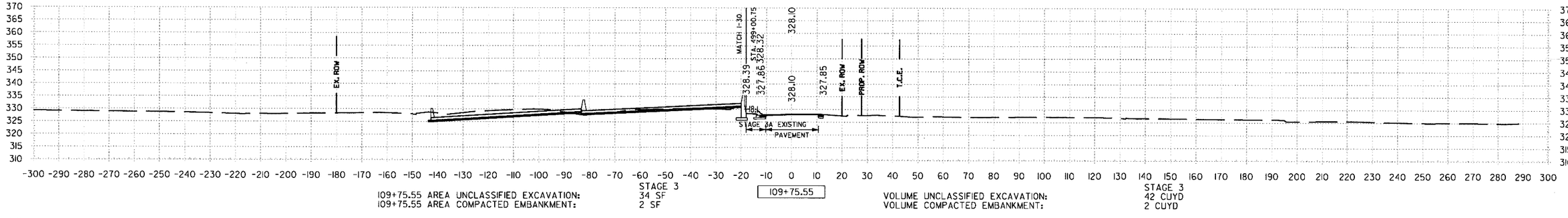
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1429	1465

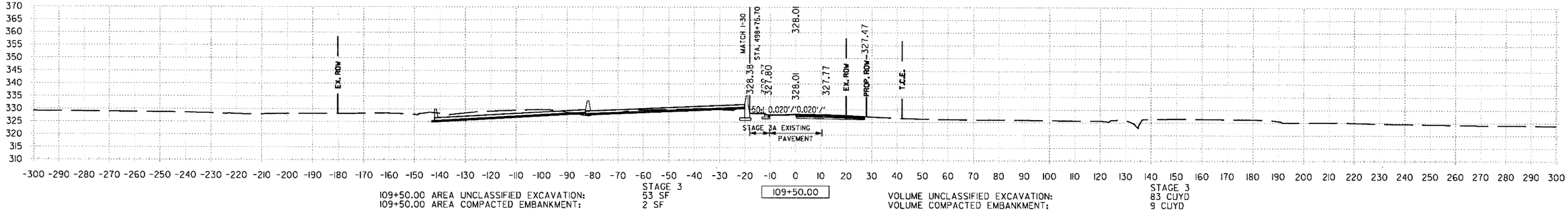
(2) FRONTAGE RD C CROSS SECTIONS



STAGE 3
109+75.55 AREA UNCLASSIFIED EXCAVATION: 34 SF
109+75.55 AREA COMPACTED EMBANKMENT: 2 SF

109+75.55

STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 42 CUYD
VOLUME COMPACTED EMBANKMENT: 2 CUYD



STAGE 3
109+50.00 AREA UNCLASSIFIED EXCAVATION: 53 SF
109+50.00 AREA COMPACTED EMBANKMENT: 2 SF

109+50.00

STAGE 3
VOLUME UNCLASSIFIED EXCAVATION: 83 CUYD
VOLUME COMPACTED EMBANKMENT: 9 CUYD

STA. 109+50 TO STA. 109+76

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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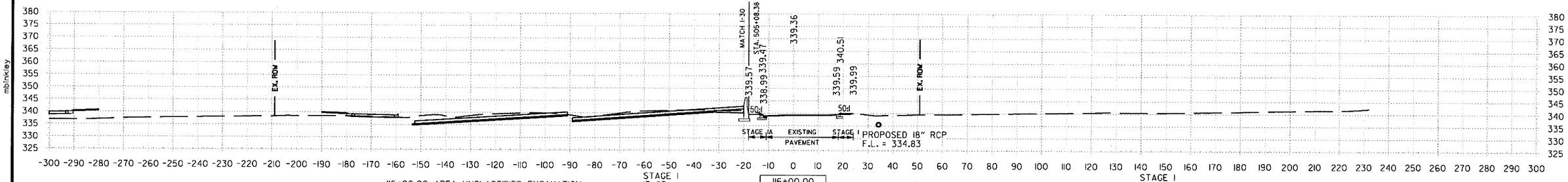
				JOB NO.		CA0601	1430	1465

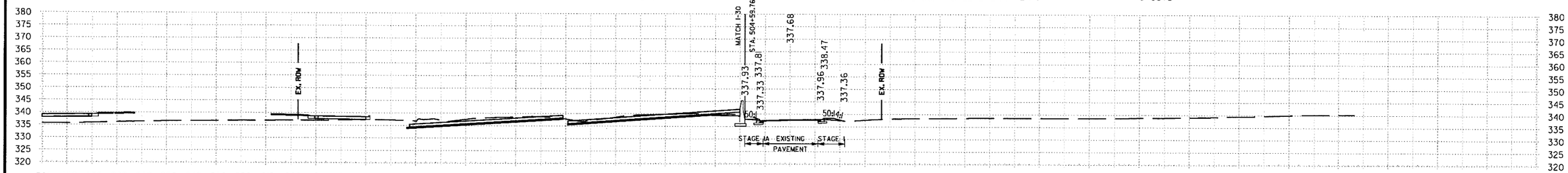
(2) FRONTAGE RD C CROSS SECTIONS



116+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 13 SF
116+00.00 AREA COMPACTED EMBANKMENT: 2 SF

116+00.00

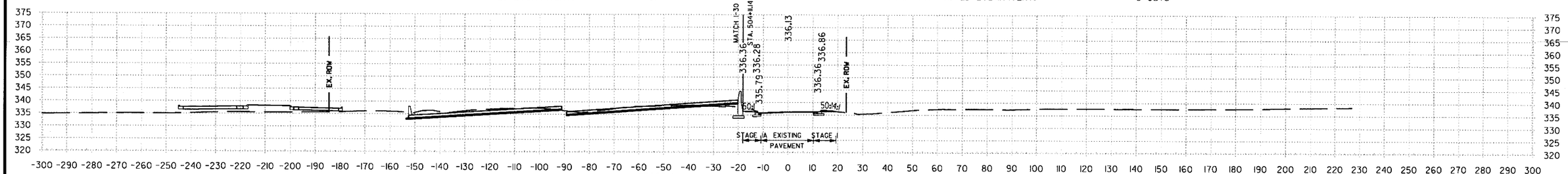
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 27 CUYD
VOLUME COMPACTED EMBANKMENT: 6 CUYD



115+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 16 SF
115+50.00 AREA COMPACTED EMBANKMENT: 4 SF

115+50.00

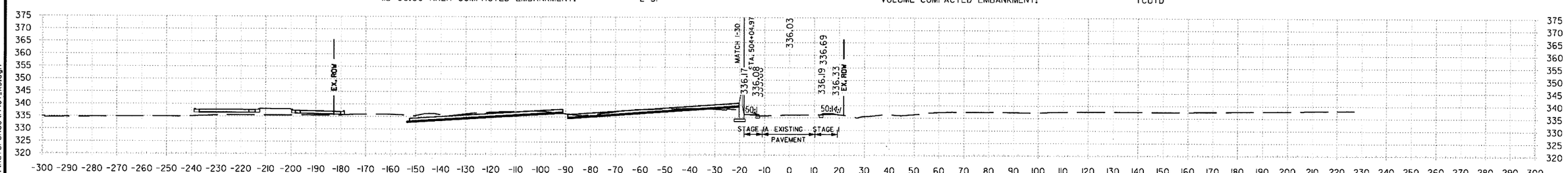
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 31 CUYD
VOLUME COMPACTED EMBANKMENT: 6 CUYD



115+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 17 SF
115+00.00 AREA COMPACTED EMBANKMENT: 2 SF

115+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 4 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD



114+93.66 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF
114+93.66 AREA COMPACTED EMBANKMENT: 1 SF

114+93.66

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 114+94 TO STA. 116+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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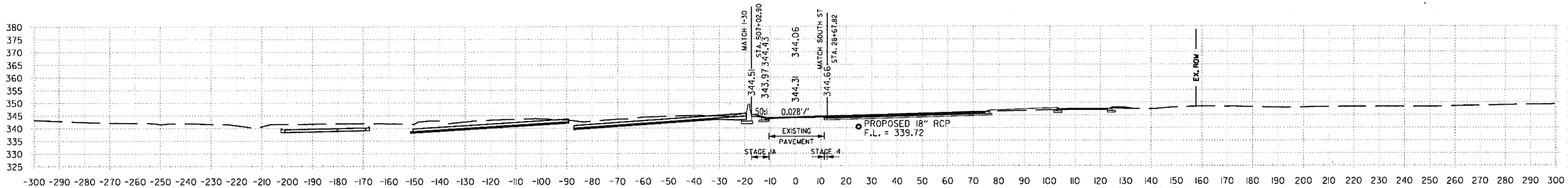
				JOB NO.		CA0601	1431	1465

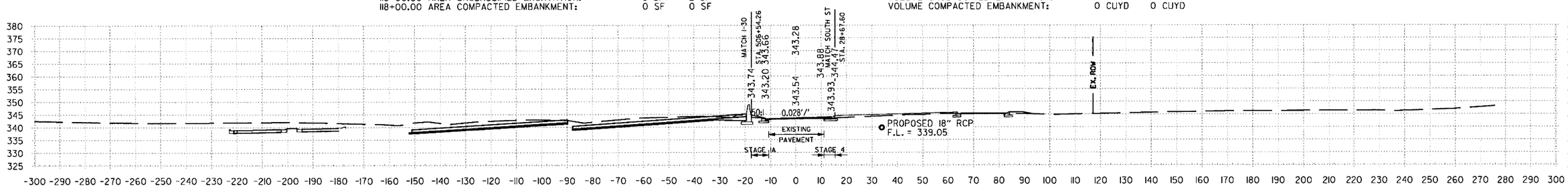
(2) FRONTAGE RD C CROSS SECTIONS



118+00.00

	STAGE 1	STAGE 4
118+00.00 AREA UNCLASSIFIED EXCAVATION:	9 SF	2 SF
118+00.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF

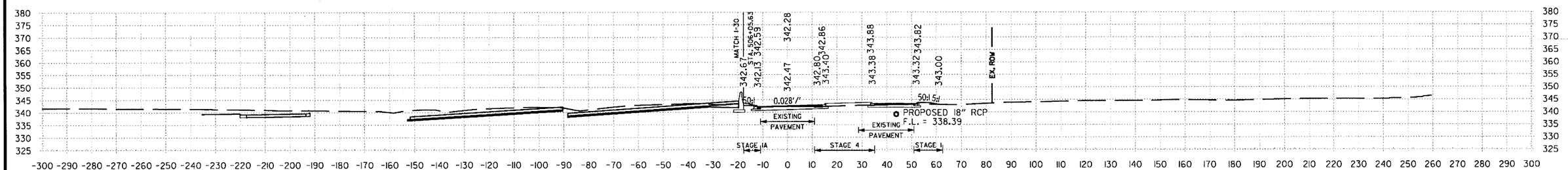
	STAGE 1	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	16 CUYD	7 CUYD
VOLUME COMPACTED EMBANKMENT:	0 CUYD	0 CUYD



117+50.00

	STAGE 1	STAGE 4
117+50.00 AREA UNCLASSIFIED EXCAVATION:	8 SF	5 SF
117+50.00 AREA COMPACTED EMBANKMENT:	0 SF	0 SF

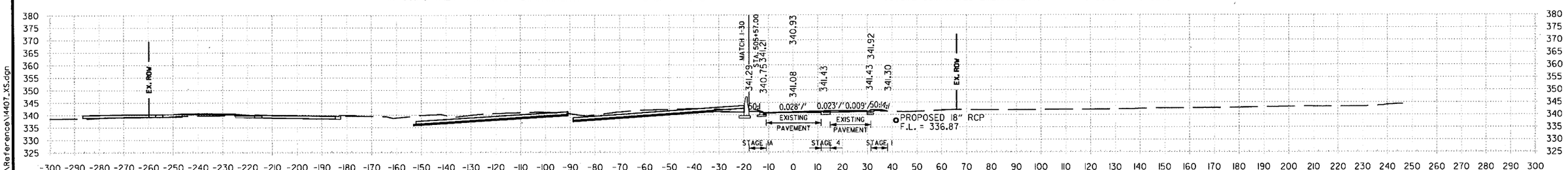
	STAGE 1	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	19 CUYD	14 CUYD
VOLUME COMPACTED EMBANKMENT:	5 CUYD	5 CUYD



117+00.00

	STAGE 1	STAGE 4
117+00.00 AREA UNCLASSIFIED EXCAVATION:	12 SF	10 SF
117+00.00 AREA COMPACTED EMBANKMENT:	5 SF	5 SF

	STAGE 1	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	22 CUYD	13 CUYD
VOLUME COMPACTED EMBANKMENT:	8 CUYD	5 CUYD



116+50.00

	STAGE 1	STAGE 4
116+50.00 AREA UNCLASSIFIED EXCAVATION:	11 SF	4 SF
116+50.00 AREA COMPACTED EMBANKMENT:	3 SF	0 SF

	STAGE 1	STAGE 4
VOLUME UNCLASSIFIED EXCAVATION:	23 CUYD	4 CUYD
VOLUME COMPACTED EMBANKMENT:	5 CUYD	0 CUYD

STA. 116+50 TO STA. 118+00

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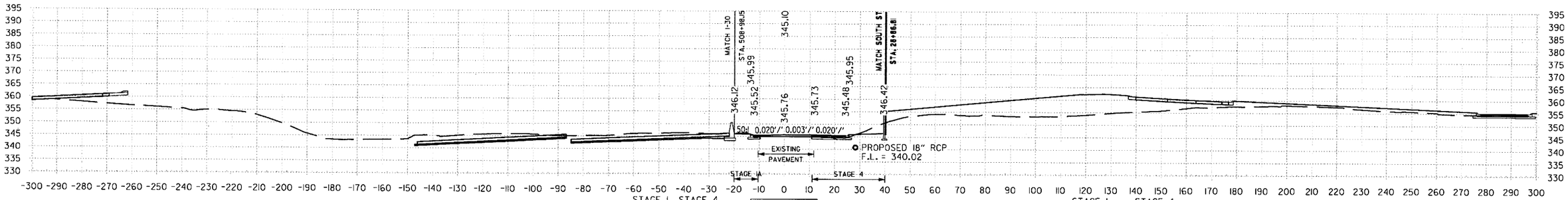
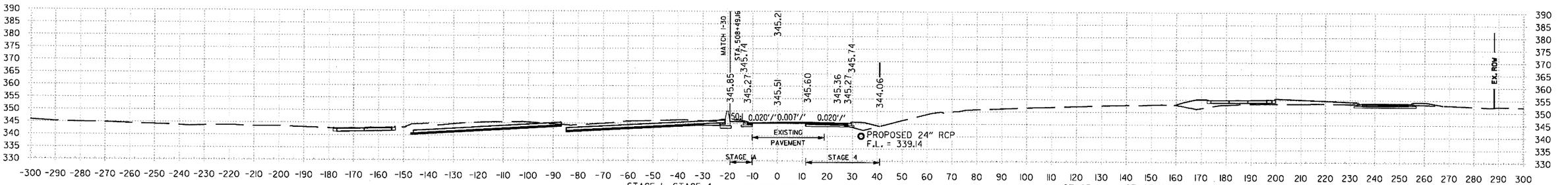
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.		CA0601	1432	1465

(2) FRONTAGE RD C CROSS SECTIONS



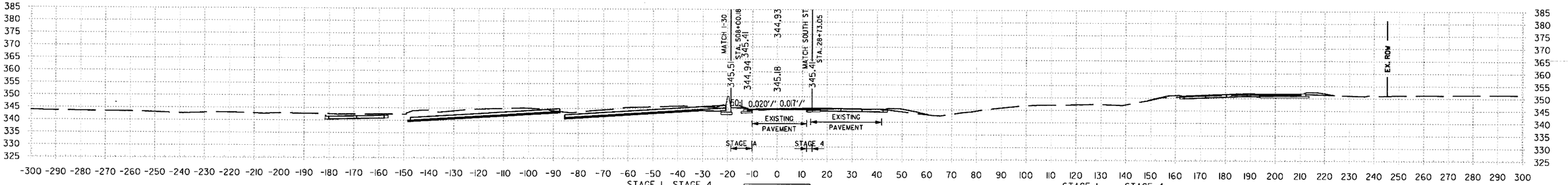
120+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 8 SF, STAGE 4 130 SF
120+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 1 SF, STAGE 4 3 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 18 CUYD, STAGE 4 133 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 1 CUYD, STAGE 4 6 CUYD



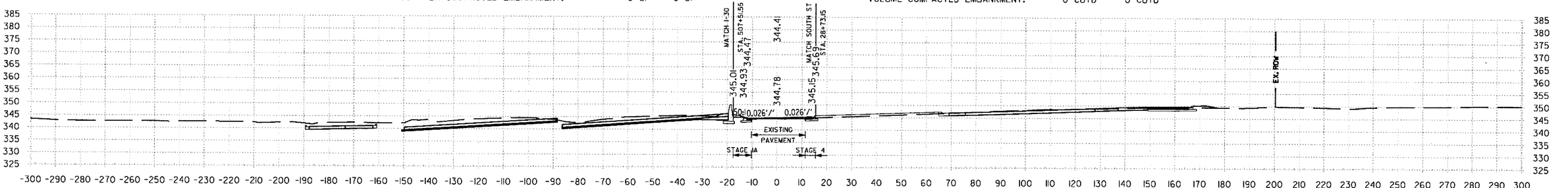
119+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 11 SF, STAGE 4 13 SF
119+50.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 4 3 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 22 CUYD, STAGE 4 15 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 4 3 CUYD



119+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 12 SF, STAGE 4 3 SF
119+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 21 CUYD, STAGE 4 8 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 4 0 CUYD



118+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 4 5 SF
118+50.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 4 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 18 CUYD, STAGE 4 7 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 4 0 CUYD

STA. 118+50 TO STA. 120+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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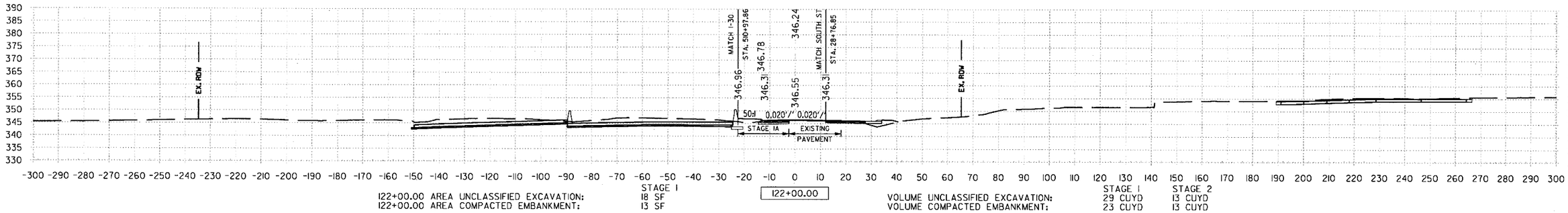
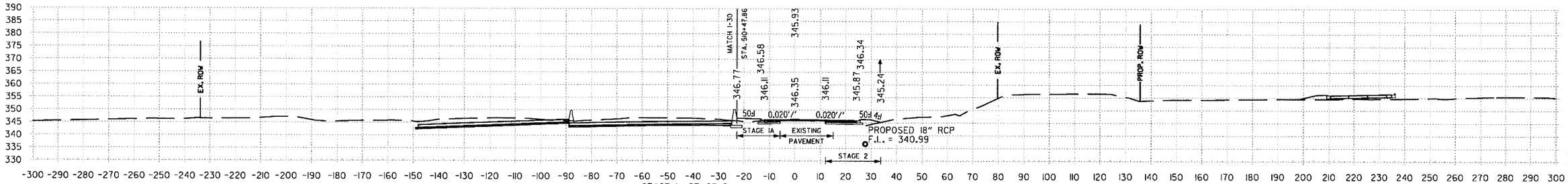
② FRONTAGE RD C CROSS SECTIONS



122+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 18 SF
122+00.00 AREA COMPACTED EMBANKMENT: 13 SF

122+00.00

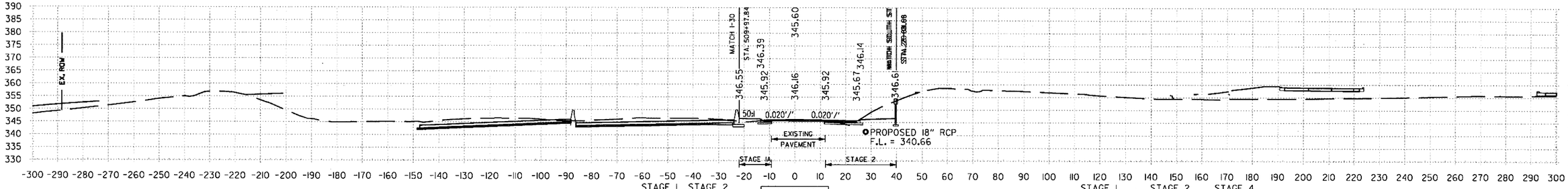
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 29 CUYD STAGE 2 13 CUYD
VOLUME COMPACTED EMBANKMENT: 23 CUYD 13 CUYD



121+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 13 SF STAGE 2 14 SF
121+50.00 AREA COMPACTED EMBANKMENT: 11 SF 13 SF

121+50.00

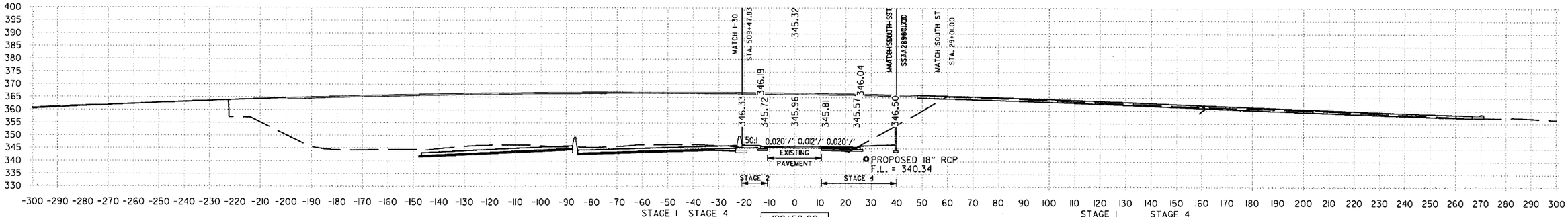
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 20 CUYD STAGE 2 71 CUYD
VOLUME COMPACTED EMBANKMENT: 20 CUYD 13 CUYD



121+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 8 SF STAGE 2 62 SF
121+00.00 AREA COMPACTED EMBANKMENT: 10 SF 0 SF

121+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD STAGE 2 58 CUYD STAGE 4 205 CUYD
VOLUME COMPACTED EMBANKMENT: 16 CUYD 0 CUYD 1 CUYD



120+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF STAGE 4 221 SF
120+50.00 AREA COMPACTED EMBANKMENT: 7 SF 1 SF

120+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 13 CUYD STAGE 4 325 CUYD
VOLUME COMPACTED EMBANKMENT: 8 CUYD 4 CUYD

STA. 120+50 TO STA. 122+00

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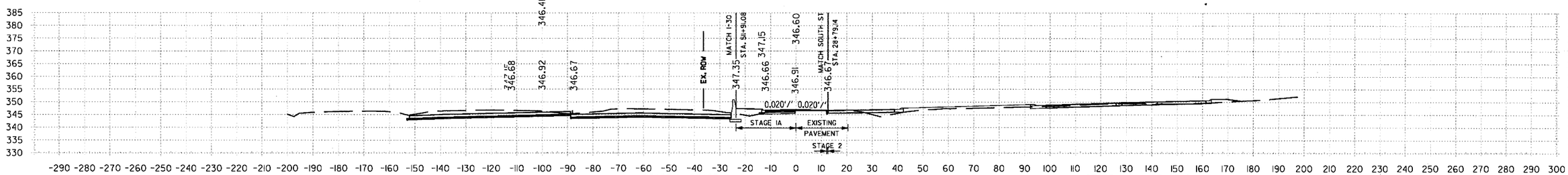
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1434	1465

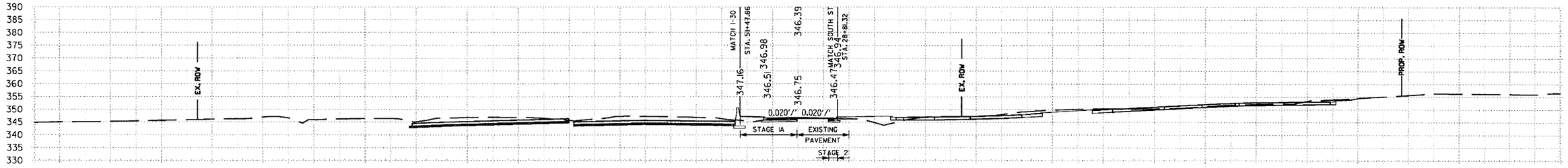
(2) FRONTAGE RD C CROSS SECTIONS



122+93.21

	STAGE 1	STAGE 2
122+93.21 AREA UNCLASSIFIED EXCAVATION:	15 SF	1 SF
122+93.21 AREA COMPACTED EMBANKMENT:	23 SF	1 SF

	STAGE 1	STAGE 2
VOLUME UNCLASSIFIED EXCAVATION:	26 CUYD	4 CUYD
VOLUME COMPACTED EMBANKMENT:	32 CUYD	2 CUYD



122+50.00

	STAGE 1	STAGE 2
122+50.00 AREA UNCLASSIFIED EXCAVATION:	17 SF	3 SF
122+50.00 AREA COMPACTED EMBANKMENT:	16 SF	1 SF

	STAGE 1	STAGE 2
VOLUME UNCLASSIFIED EXCAVATION:	33 CUYD	3 CUYD
VOLUME COMPACTED EMBANKMENT:	27 CUYD	1 CUYD

STA. 122+50 TO STA. 122+93

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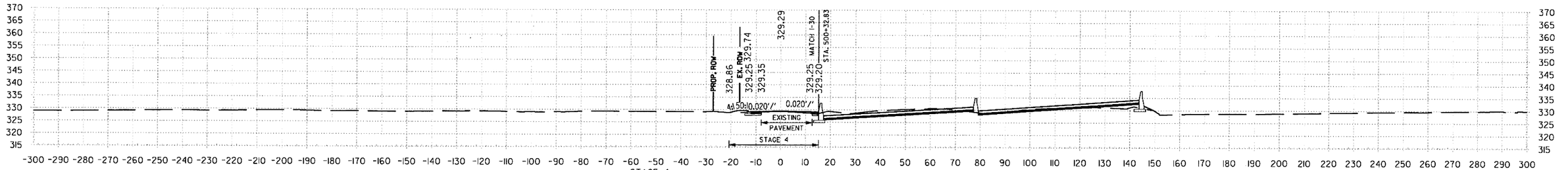
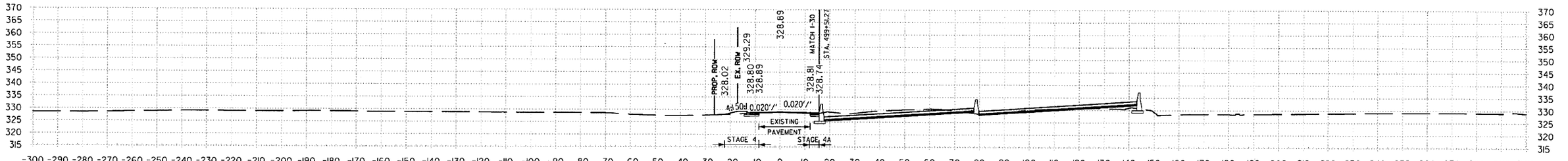
				6	ARK.			
				JOB NO.		CA0601	1435	1465

(2) FRONTAGE RD D CROSS SECTIONS



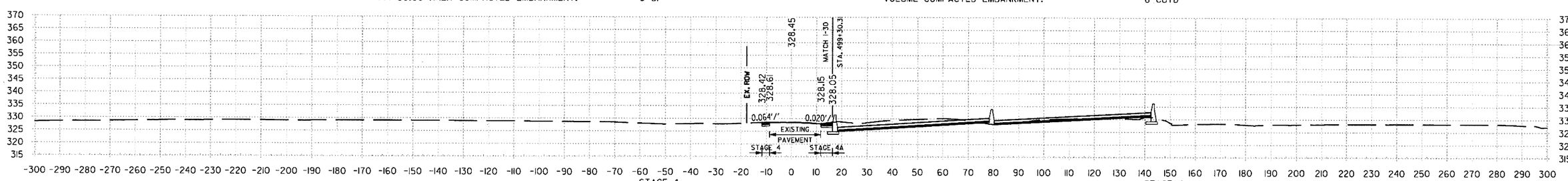
145+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 11 SF
145+00.00 AREA COMPACTED EMBANKMENT: 5 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 21 CUYD
VOLUME COMPACTED EMBANKMENT: 11 CUYD



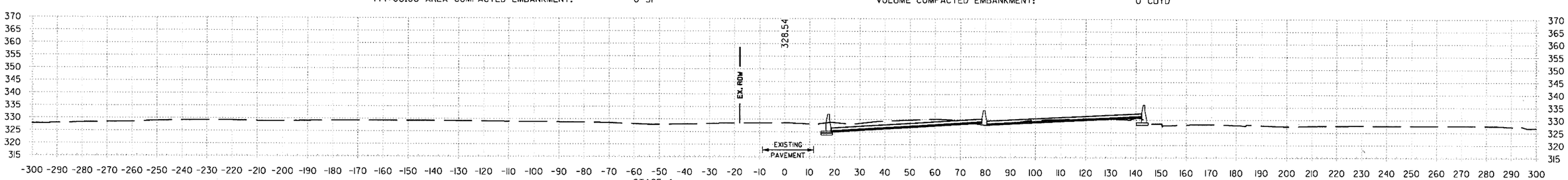
144+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 11 SF
144+50.00 AREA COMPACTED EMBANKMENT: 6 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 22 CUYD
VOLUME COMPACTED EMBANKMENT: 6 CUYD



144+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 12 SF
144+00.00 AREA COMPACTED EMBANKMENT: 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 4 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



143+85.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4 0 SF
143+85.00 AREA COMPACTED EMBANKMENT: 0 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 143+85 TO STA. 145+00

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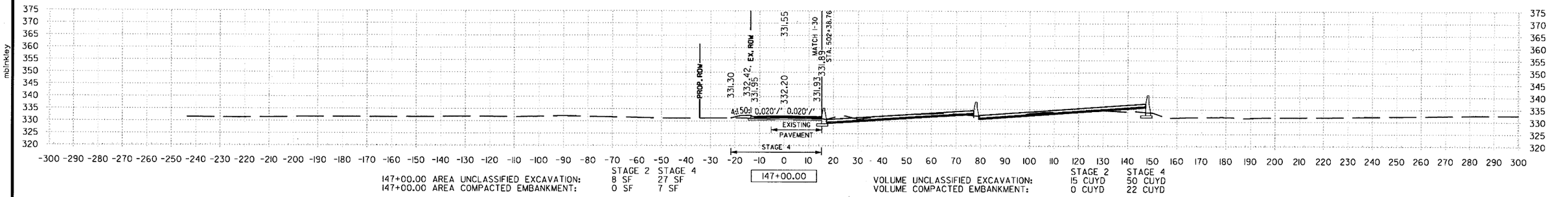
				JOB NO.		CA0601	1436	1465

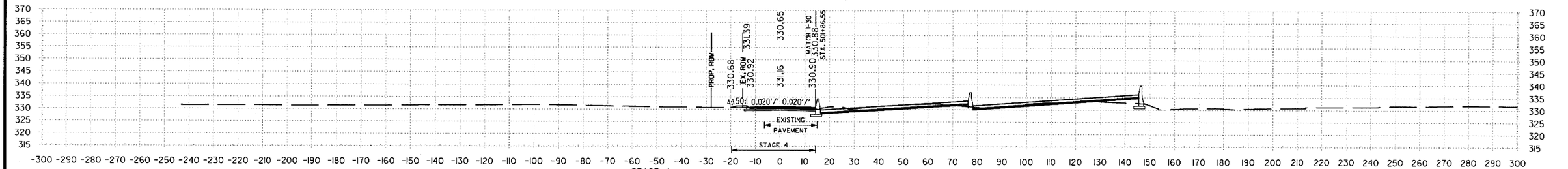
(2) FRONTAGE RD D CROSS SECTIONS



147+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 8 SF, STAGE 4: 27 SF
147+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF, STAGE 4: 7 SF

147+00.00

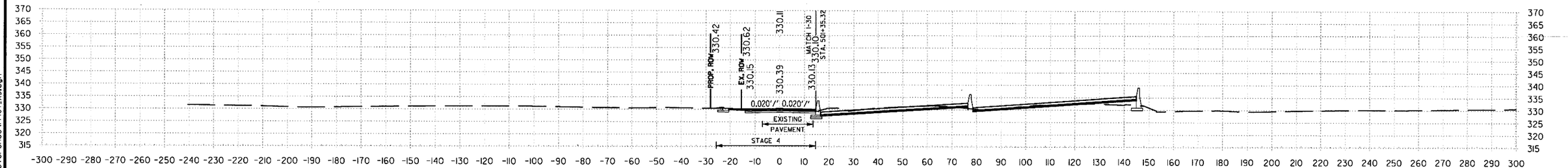
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 15 CUYD, STAGE 4: 50 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD, STAGE 4: 22 CUYD



146+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4: 27 SF
146+50.00 AREA COMPACTED EMBANKMENT: STAGE 4: 16 SF

146+50.00

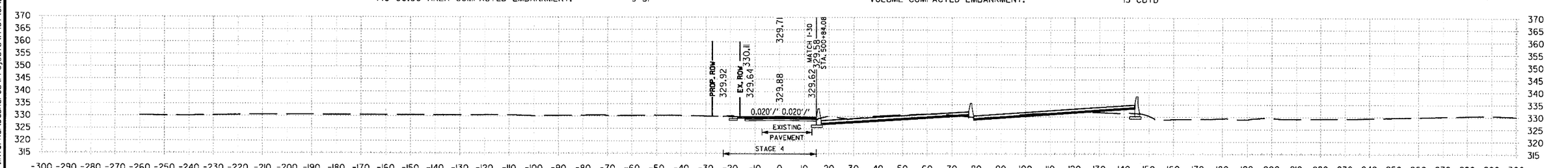
VOLUME UNCLASSIFIED EXCAVATION: STAGE 4: 60 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4: 24 CUYD



146+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4: 37 SF
146+00.00 AREA COMPACTED EMBANKMENT: STAGE 4: 9 SF

146+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4: 75 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4: 15 CUYD



145+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4: 44 SF
145+50.00 AREA COMPACTED EMBANKMENT: STAGE 4: 7 SF

145+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 4: 51 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 4: 12 CUYD

STA. 145+50 TO STA. 147+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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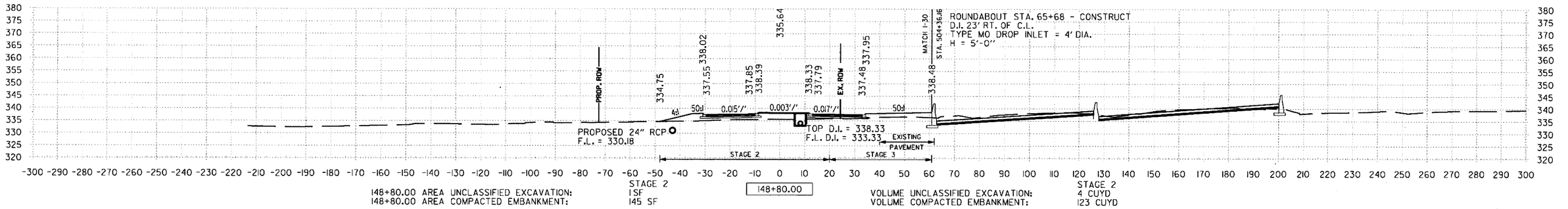
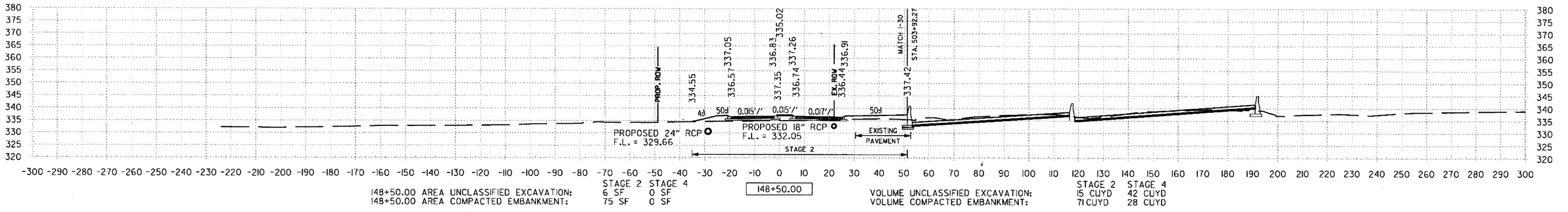
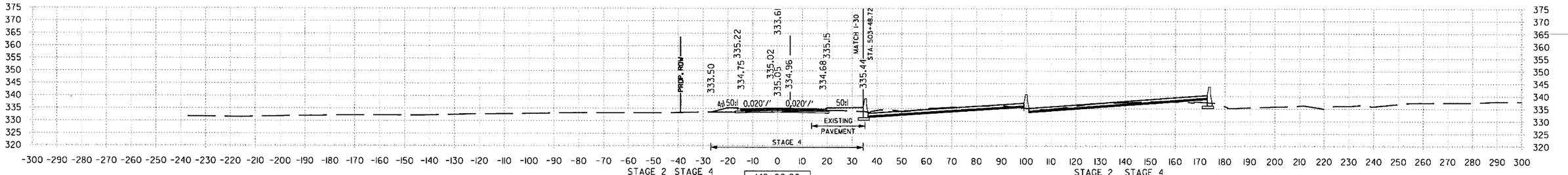
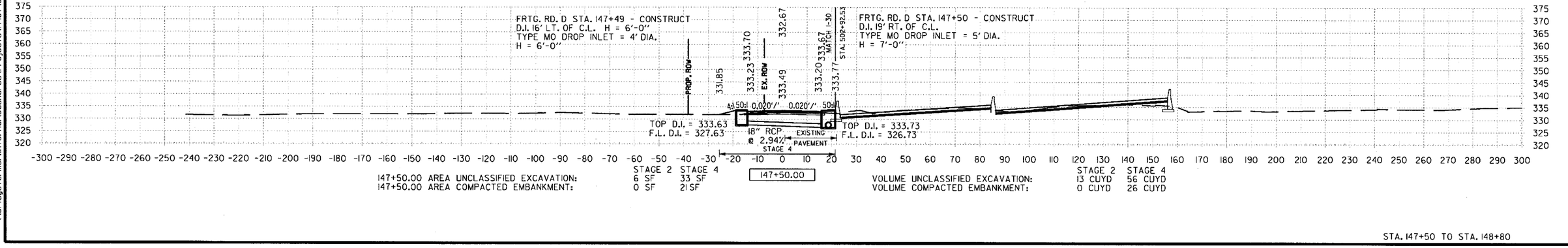
(2) FRONTAGE RD D CROSS SECTIONS









STA. 147+50 TO STA. 148+80

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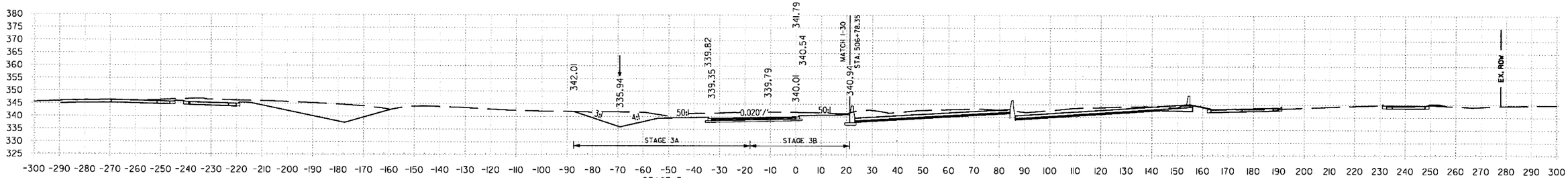
				JOB NO.		CA0601	1438	1465

(2) **FRONTAGE RD D CROSS SECTIONS**



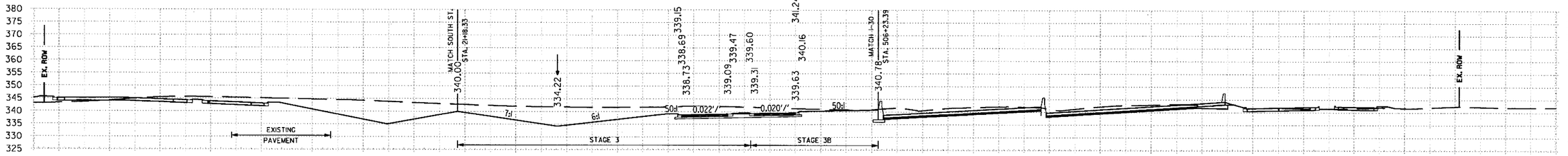
151+50.00 AREA UNCLASSIFIED EXCAVATION: 285 SF
151+50.00 AREA COMPACTED EMBANKMENT: 0 SF

STAGE 3

151+50.00

VOLUME UNCLASSIFIED EXCAVATION: 863 CUYD
VOLUME COMPACTED EMBANKMENT: 1 CUYD

STAGE 3



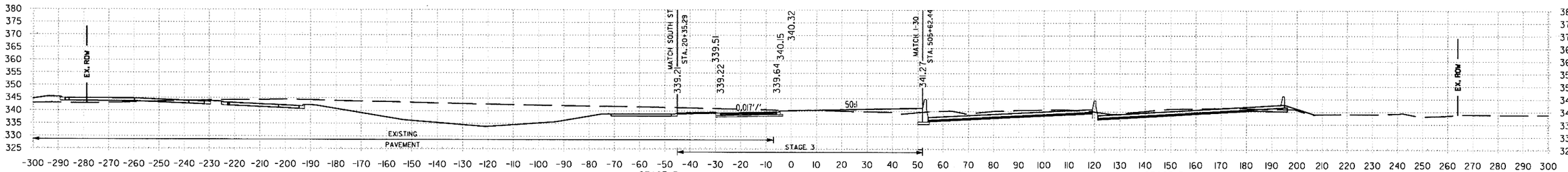
151+00.00 AREA UNCLASSIFIED EXCAVATION: 647 SF
151+00.00 AREA COMPACTED EMBANKMENT: 1 SF

STAGE 3

151+00.00

VOLUME UNCLASSIFIED EXCAVATION: 671 CUYD
VOLUME COMPACTED EMBANKMENT: 44 CUYD

STAGE 3



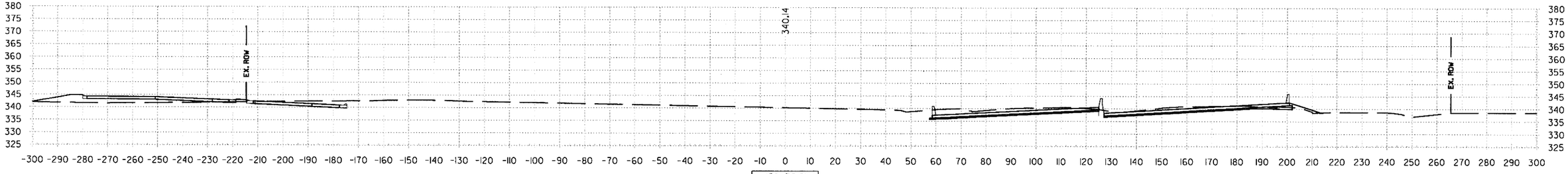
150+50.00 AREA UNCLASSIFIED EXCAVATION: 77 SF
150+50.00 AREA COMPACTED EMBANKMENT: 46 SF

STAGE 3

150+50.00

VOLUME UNCLASSIFIED EXCAVATION: 20 CUYD
VOLUME COMPACTED EMBANKMENT: 12 CUYD

STAGE 3



150+36.21 AREA UNCLASSIFIED EXCAVATION: 0 SF
150+36.21 AREA COMPACTED EMBANKMENT: 0 SF

150+36.21

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 150+36 TO STA. 151+50

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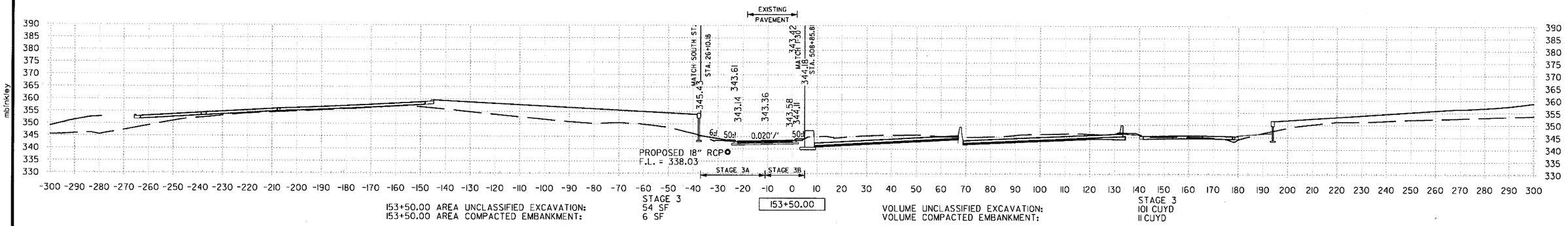
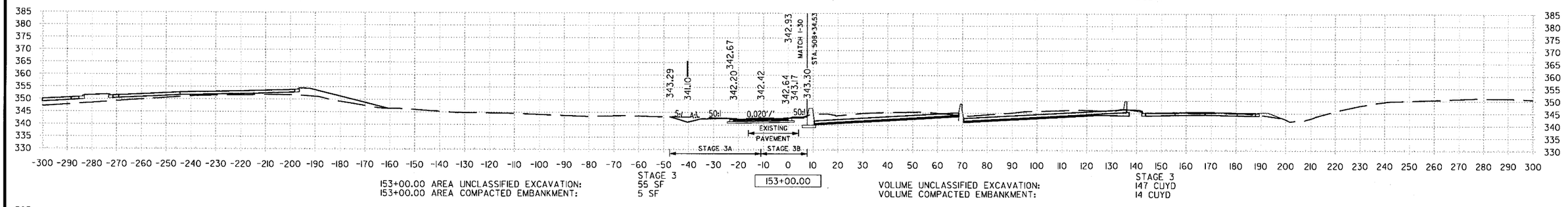
② FRONTAGE RD D CROSS SECTIONS



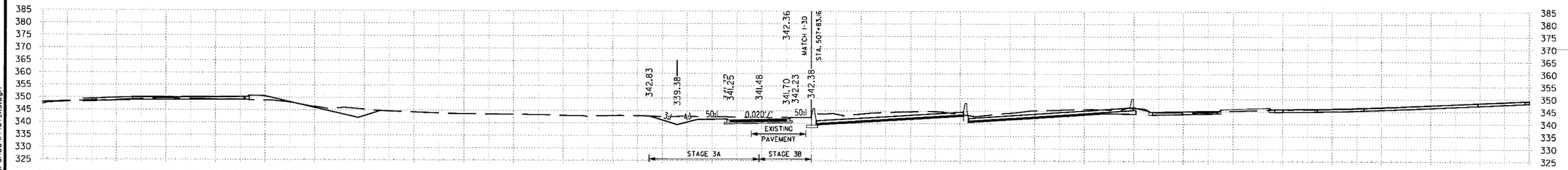
153+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 54 SF
153+50.00 AREA COMPACTED EMBANKMENT: 6 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 101 CUYD
VOLUME COMPACTED EMBANKMENT: 11 CUYD



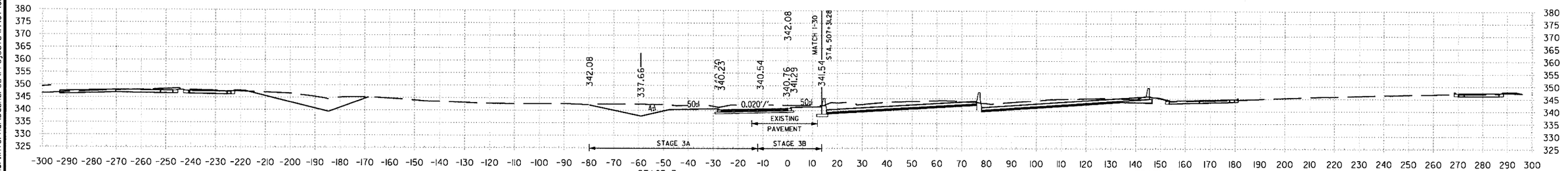
153+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 55 SF
153+00.00 AREA COMPACTED EMBANKMENT: 5 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 147 CUYD
VOLUME COMPACTED EMBANKMENT: 14 CUYD



152+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 103 SF
152+50.00 AREA COMPACTED EMBANKMENT: 10 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 291 CUYD
VOLUME COMPACTED EMBANKMENT: 19 CUYD



152+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 211 SF
152+00.00 AREA COMPACTED EMBANKMENT: 10 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 460 CUYD
VOLUME COMPACTED EMBANKMENT: 10 CUYD

STA. 152+00 TO STA. 153+50

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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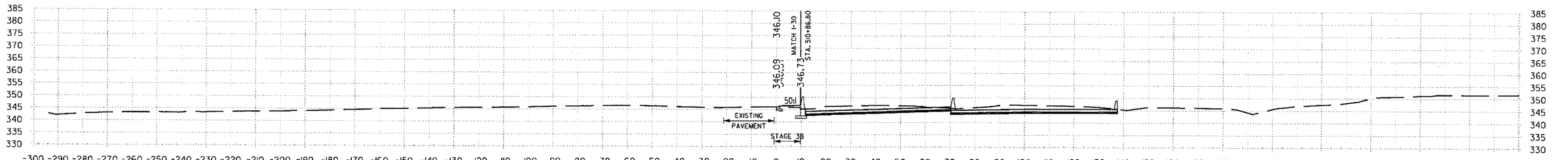
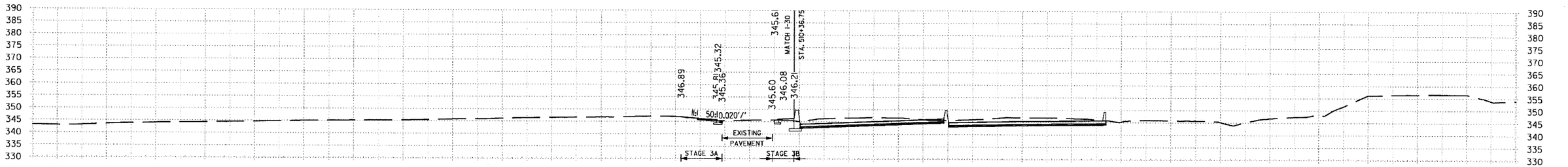
				JOB NO.		CA0601	1440	1465

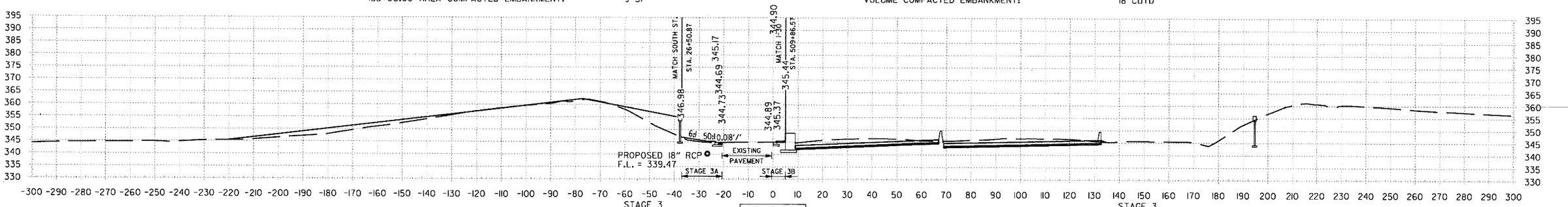
(2) FRONTAGE RD D CROSS SECTIONS



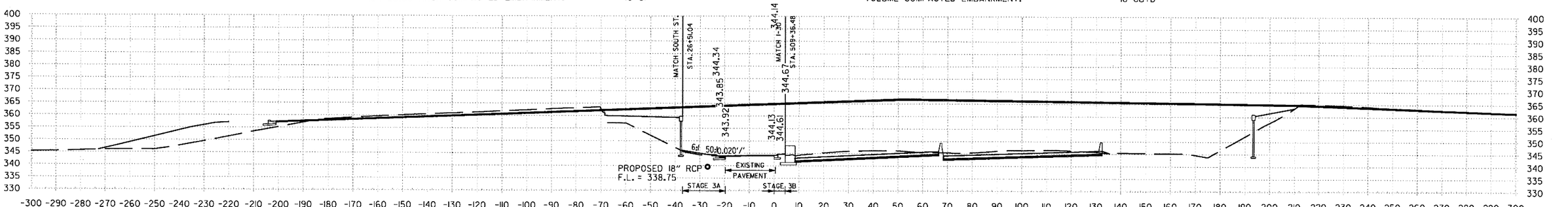
155+50.00 AREA UNCLASSIFIED EXCAVATION: 5 SF
155+50.00 AREA COMPACTED EMBANKMENT: 6 SF
STAGE 3
155+50.00
VOLUME UNCLASSIFIED EXCAVATION: 13 CUYD
VOLUME COMPACTED EMBANKMENT: 14 CUYD
STAGE 3



155+00.00 AREA UNCLASSIFIED EXCAVATION: 9 SF
155+00.00 AREA COMPACTED EMBANKMENT: 9 SF
STAGE 3
155+00.00
VOLUME UNCLASSIFIED EXCAVATION: 50 CUYD
VOLUME COMPACTED EMBANKMENT: 18 CUYD
STAGE 3



154+50.00 AREA UNCLASSIFIED EXCAVATION: 44 SF
154+50.00 AREA COMPACTED EMBANKMENT: 10 SF
STAGE 3
154+50.00
VOLUME UNCLASSIFIED EXCAVATION: 101 CUYD
VOLUME COMPACTED EMBANKMENT: 18 CUYD
STAGE 3



154+00.00 AREA UNCLASSIFIED EXCAVATION: 65 SF
154+00.00 AREA COMPACTED EMBANKMENT: 9 SF
STAGE 3
154+00.00
VOLUME UNCLASSIFIED EXCAVATION: 111 CUYD
VOLUME COMPACTED EMBANKMENT: 14 CUYD
STAGE 3

STA. 154+00 TO STA. 155+50

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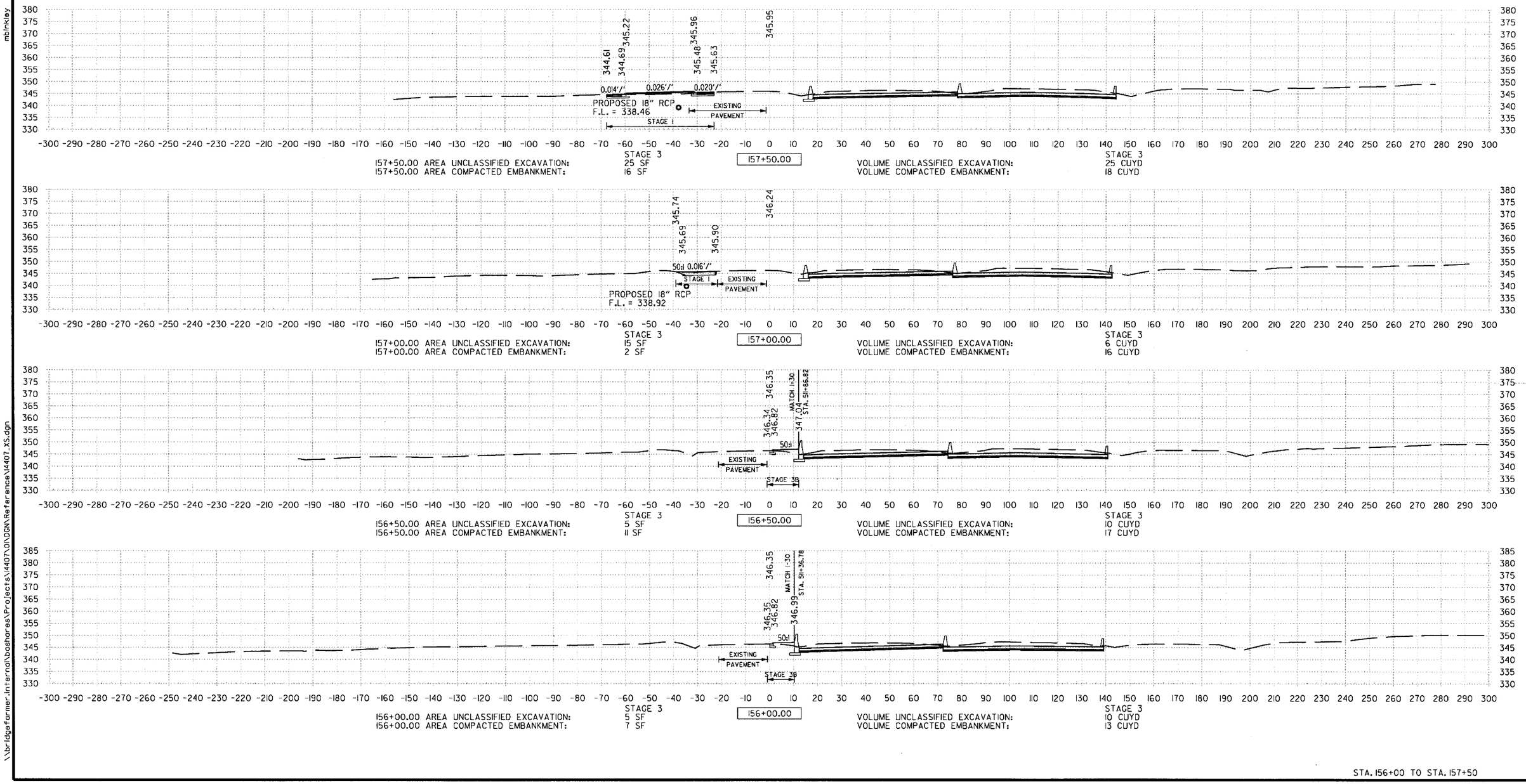
				JOB NO.		CA0601	1441	1465

(2) FRONTAGE RD D CROSS SECTIONS



STA. 156+00 TO STA. 157+50

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FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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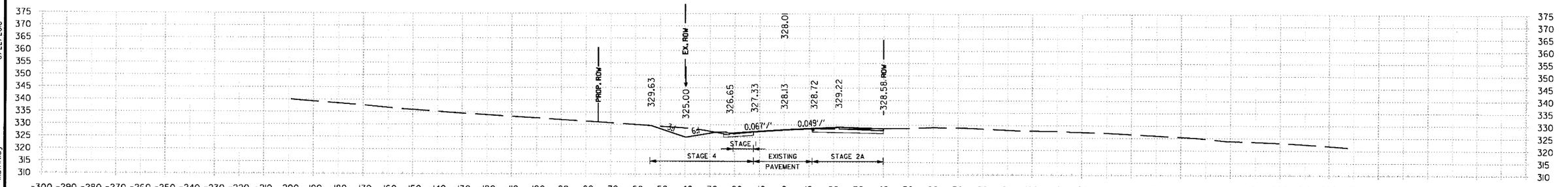
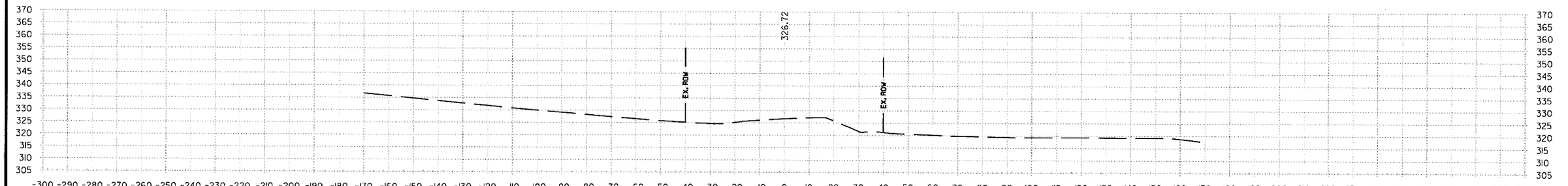
(2) **US-67 CROSS SECTIONS**



507+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 6 SF, STAGE 2: 45 SF, STAGE 4: 65 SF
507+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 0 SF, STAGE 4: 2 SF

507+00.00

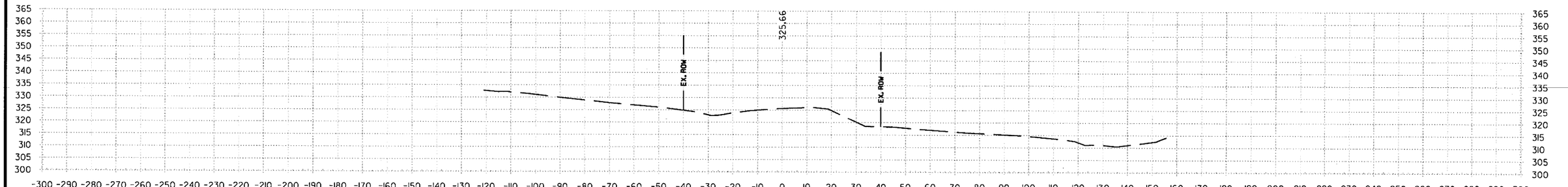
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 6 CUYD, STAGE 2: 46 CUYD, STAGE 4: 64 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 0 CUYD, STAGE 4: 0 CUYD



506+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 0 SF
506+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF

506+00.00

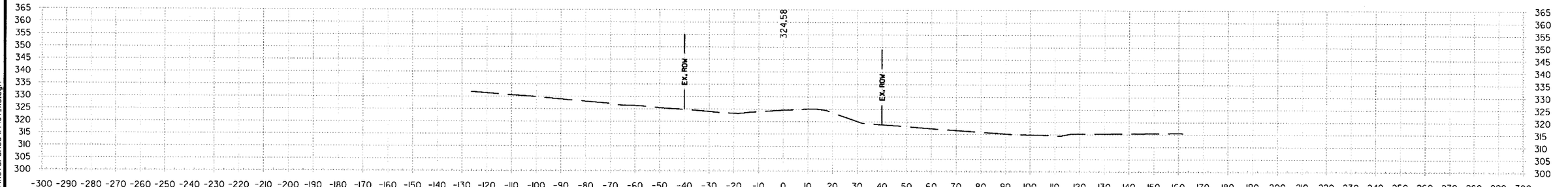
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD



505+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 0 SF
505+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF

505+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD



504+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 0 SF
504+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 0 SF

504+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD

STA. 504+00 TO STA. 507+00

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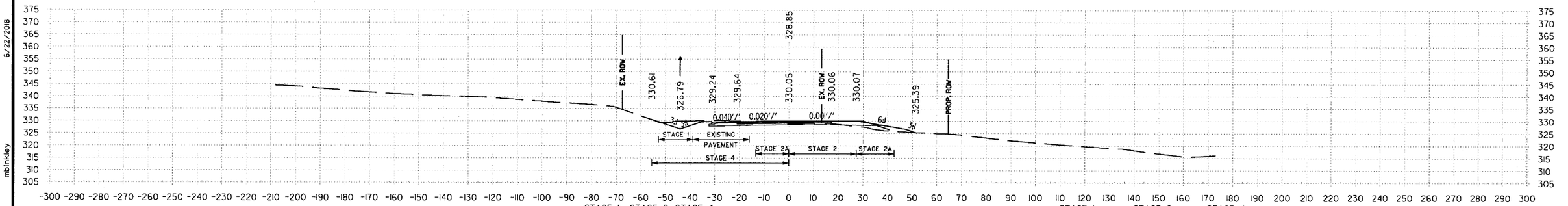
				JOB NO.		CA0601	1443	1465

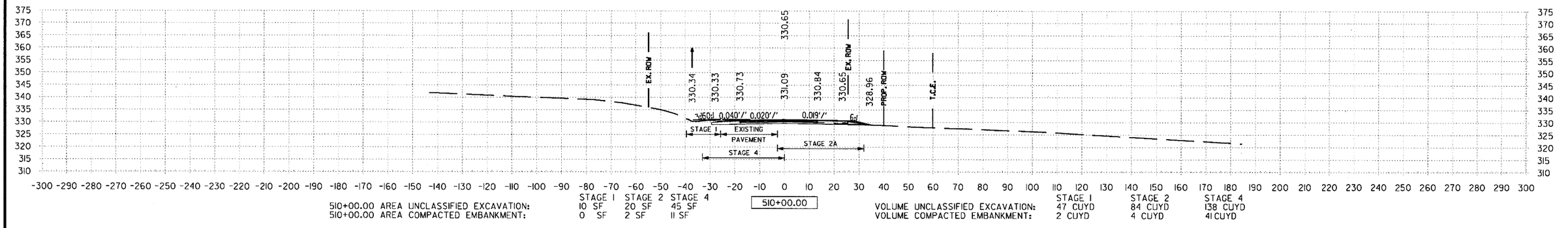
② US-67 CROSS SECTIONS



511+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 9 SF, STAGE 2 16 SF, STAGE 4 84 SF
511+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 16 SF, STAGE 4 22 SF

511+00.00

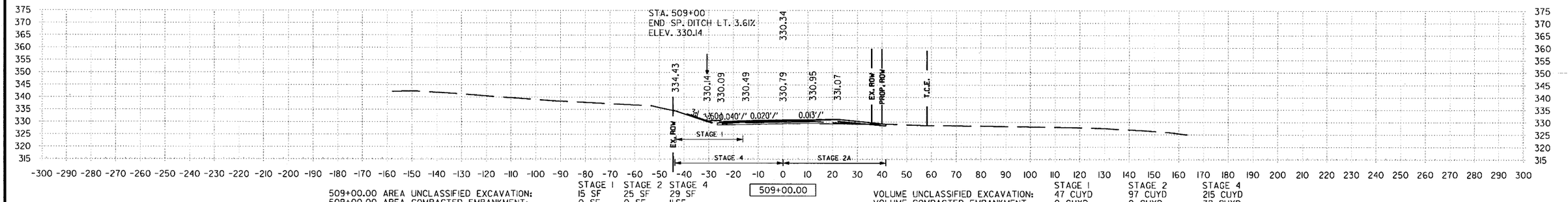
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 36 CUYD, STAGE 2 67 CUYD, STAGE 4 239 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 63 CUYD, STAGE 4 62 CUYD



510+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 20 SF, STAGE 4 45 SF
510+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2 SF, STAGE 4 11 SF

510+00.00

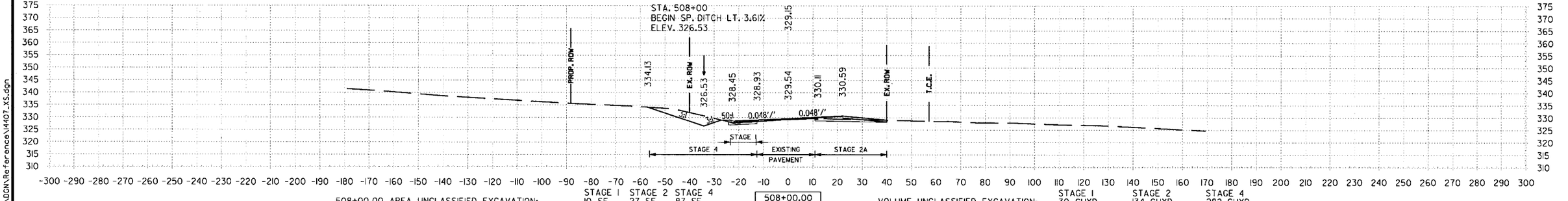
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 47 CUYD, STAGE 2 84 CUYD, STAGE 4 138 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 2 CUYD, STAGE 2 4 CUYD, STAGE 4 41 CUYD



509+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF, STAGE 2 25 SF, STAGE 4 29 SF
509+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 4 11 SF

509+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 47 CUYD, STAGE 2 97 CUYD, STAGE 4 215 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 4 32 CUYD



508+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 27 SF, STAGE 4 87 SF
508+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 4 6 SF

508+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 30 CUYD, STAGE 2 134 CUYD, STAGE 4 282 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 4 15 CUYD

STA. 508+00 TO STA. 511+00

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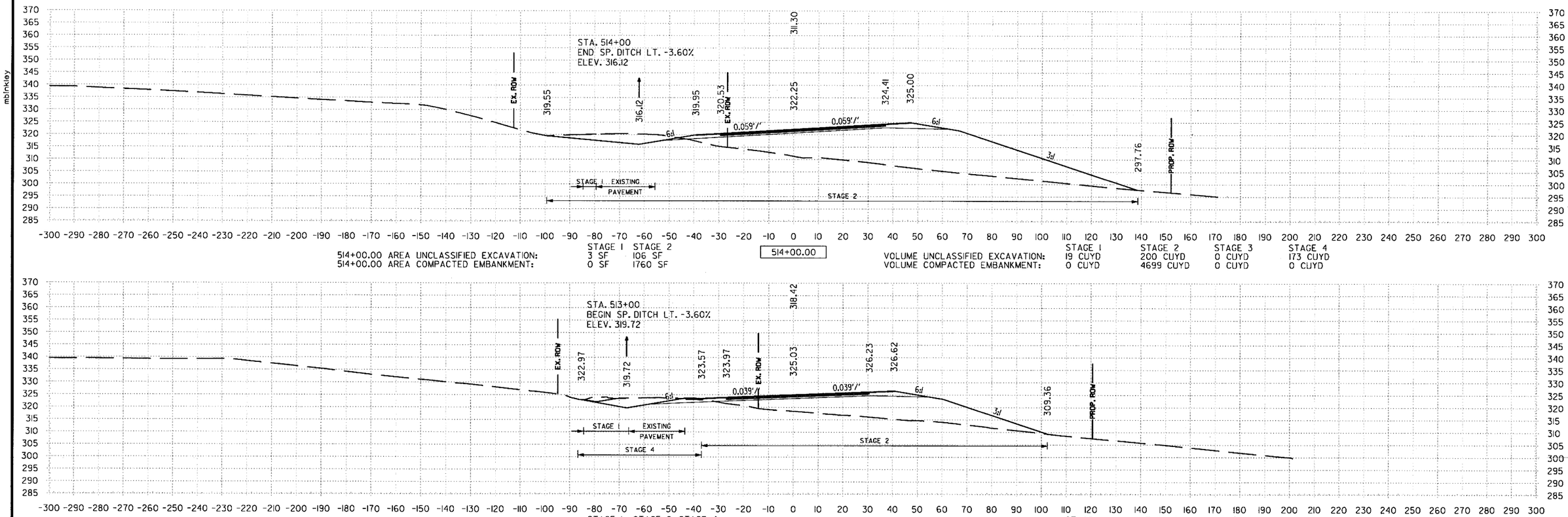
				JOB NO.		CA0601	1444	1465

(2) US-67 CROSS SECTIONS



514+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 3 SF, STAGE 2: 106 SF
514+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 1760 SF

514+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 19 CUYD, STAGE 2: 200 CUYD, STAGE 3: 0 CUYD, STAGE 4: 173 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 4699 CUYD, STAGE 3: 0 CUYD, STAGE 4: 0 CUYD

513+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 7 SF, STAGE 2: 3 SF, STAGE 4: 93 SF
513+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 777 S F, STAGE 4: 0 SF

513+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 28 CUYD, STAGE 2: 13 CUYD, STAGE 3: 0 CUYD, STAGE 4: 282 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 1932 CUYD, STAGE 3: 0 CUYD, STAGE 4: 19 CUYD

512+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 8 SF, STAGE 2: 4 SF, STAGE 4: 59 SF
512+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 266 SF, STAGE 4: 10 SF

512+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 32 CUYD, STAGE 2: 38 CUYD, STAGE 3: 0 CUYD, STAGE 4: 265 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 552 CUYD, STAGE 3: 0 CUYD, STAGE 4: 60 CUYD

STA. 512+00 TO STA. 514+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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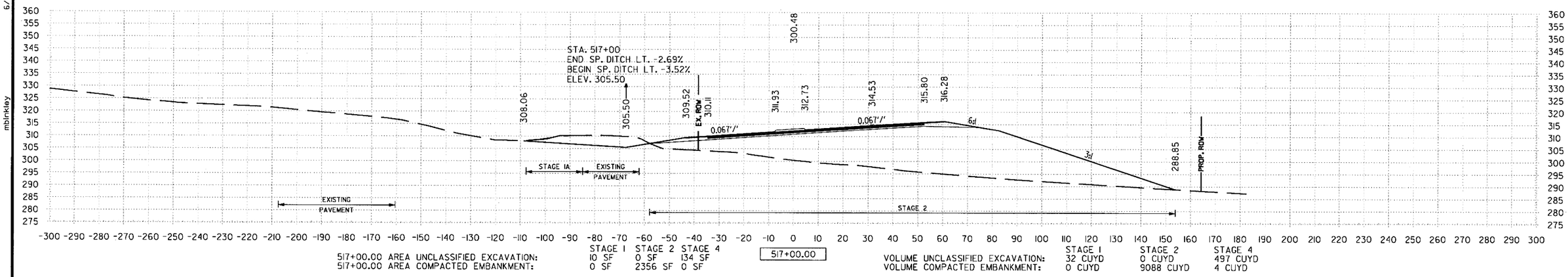
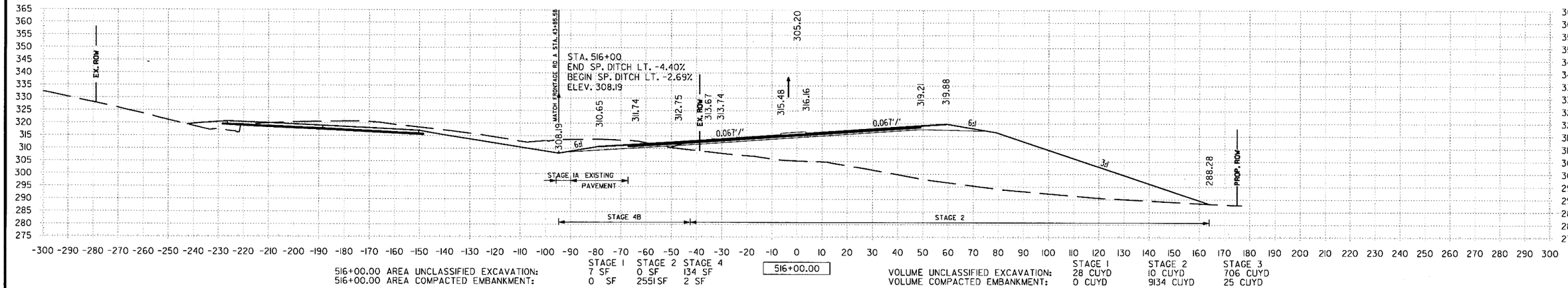
				②	US-67 CROSS SECTIONS			



517+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 0 SF, STAGE 4 134 SF
517+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2356 SF, STAGE 4 0 SF

517+00.00

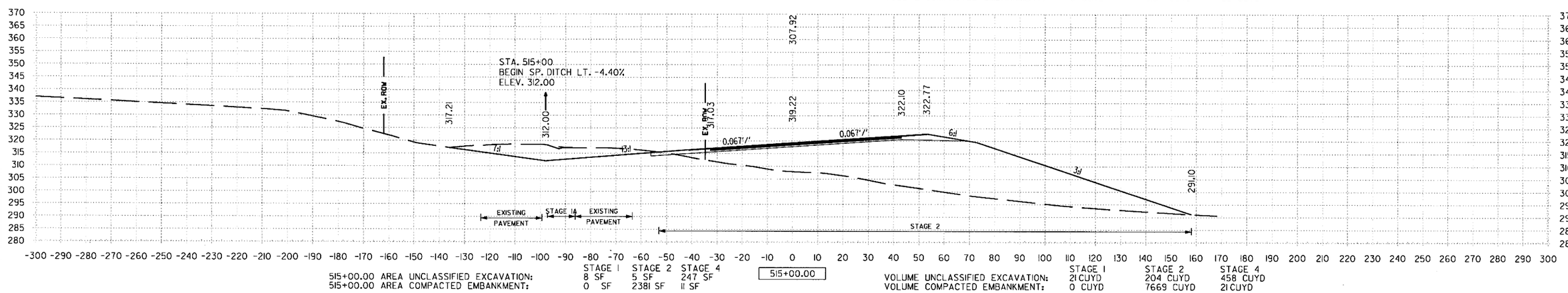
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 32 CUYD, STAGE 2 0 CUYD, STAGE 4 497 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 9088 CUYD, STAGE 4 4 CUYD



516+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 7 SF, STAGE 2 0 SF, STAGE 4 134 SF
516+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2551 SF, STAGE 4 2 SF

516+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 28 CUYD, STAGE 2 10 CUYD, STAGE 3 706 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 9134 CUYD, STAGE 3 25 CUYD



515+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 8 SF, STAGE 2 5 SF, STAGE 4 247 SF
515+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 2381 SF, STAGE 4 11 SF

515+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 21 CUYD, STAGE 2 204 CUYD, STAGE 4 458 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 7669 CUYD, STAGE 4 21 CUYD

STA. 515+00 TO STA. 517+00

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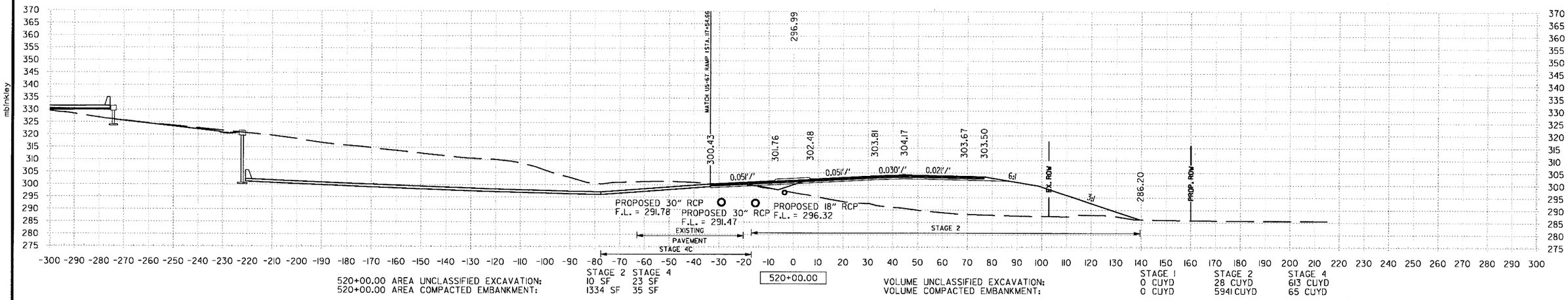
				JOB NO.		CA0601	1446	1465

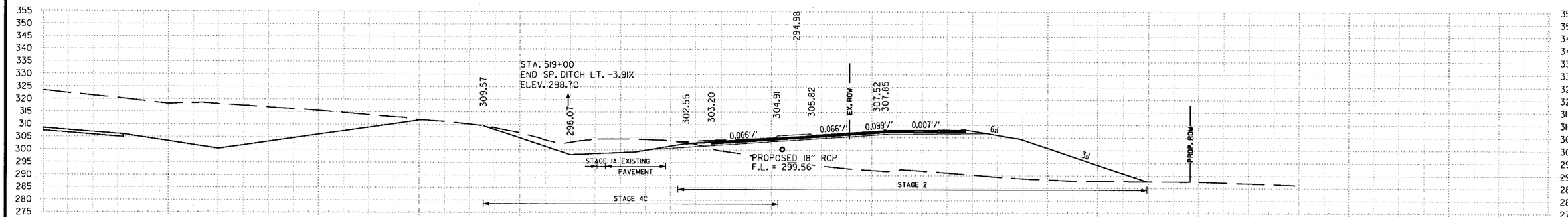
(2) **US-67 CROSS SECTIONS**



520+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 10 SF, STAGE 4: 23 SF
520+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 1334 SF, STAGE 4: 35 SF

520+00.00

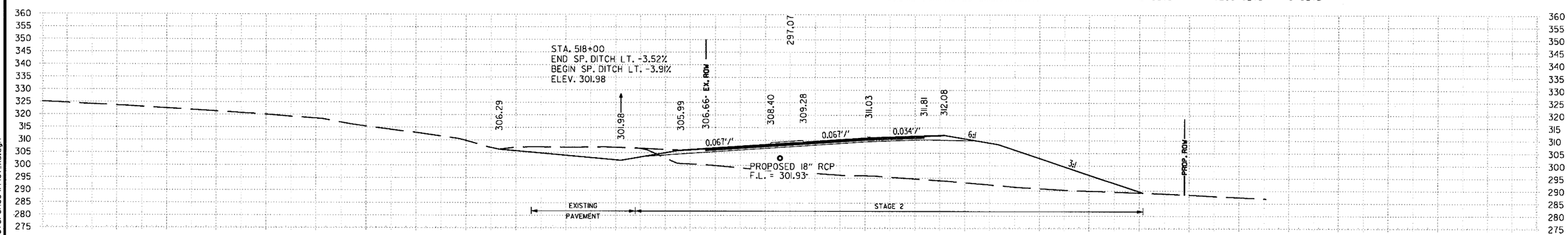
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 0 CUYD, STAGE 2: 28 CUYD, STAGE 4: 613 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 5941 CUYD, STAGE 4: 65 CUYD



519+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 5 SF, STAGE 4: 308 SF
519+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 1874 SF, STAGE 4: 0 SF

519+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 0 CUYD, STAGE 2: 21 CUYD, STAGE 4: 925 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 7208 CUYD, STAGE 4: 0 CUYD



518+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2: 6 SF, STAGE 4: 191 SF
518+00.00 AREA COMPACTED EMBANKMENT: STAGE 2: 2018 SF, STAGE 4: 0 SF

518+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 19 CUYD, STAGE 2: 12 CUYD, STAGE 4: 602 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 8100 CUYD, STAGE 4: 0 CUYD

STA. 518+00 TO STA. 520+00

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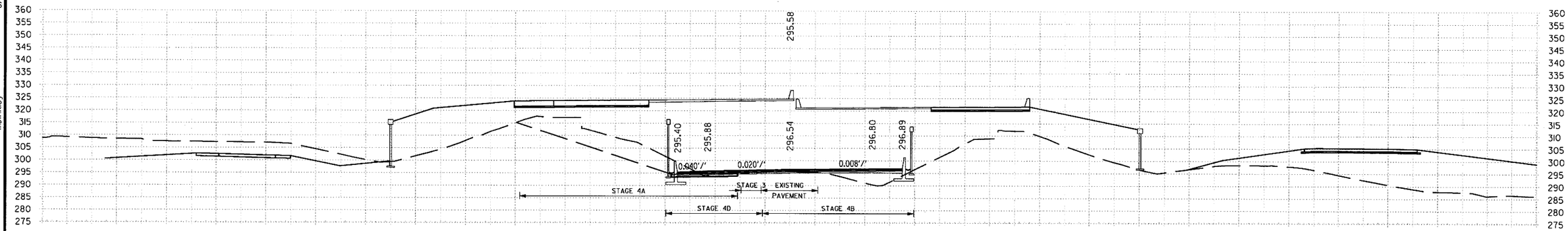
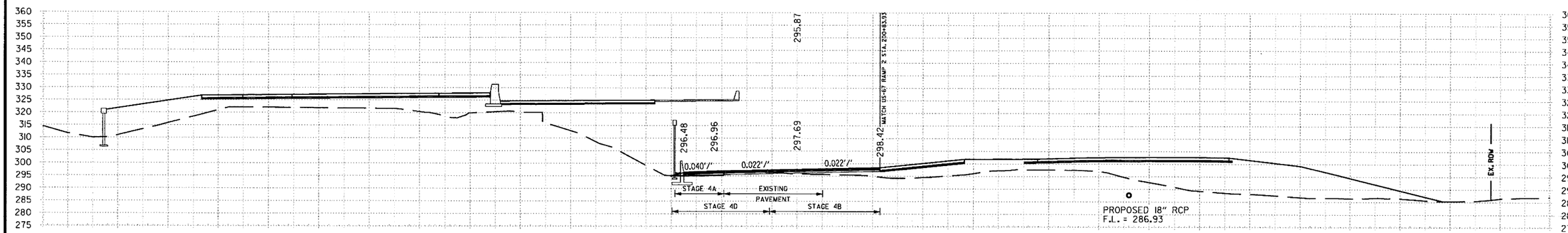
② US-67 CROSS SECTIONS



523+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 9 SF, STAGE 4A 480 SF, STAGE 4B 232 SF, STAGE 4D 154 SF
523+00.00 AREA COMPACTED EMBANKMENT: STAGE 3 0 SF, STAGE 4A 0 SF, STAGE 4B 122 SF, STAGE 4D 309 SF

523+00.00

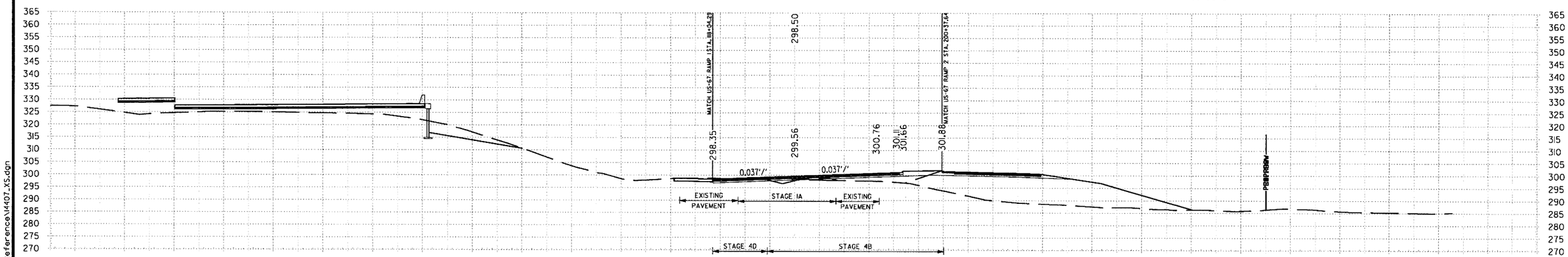
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 17 CUYD, STAGE 4 1858 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 3 0 CUYD, STAGE 4 954 CUYD



522+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 4A 17 SF, STAGE 4B 15 SF, STAGE 4D 105 SF
522+00.00 AREA COMPACTED EMBANKMENT: STAGE 4A 0 SF, STAGE 4B 70 SF, STAGE 4D 14 SF

522+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 123 CUYD, STAGE 2 0 CUYD, STAGE 4 363 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 108 CUYD, STAGE 4 391 CUYD



521+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 66 SF, STAGE 2 0 SF, STAGE 4 59 SF
521+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 58 SF, STAGE 4 127 SF

521+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 123 CUYD, STAGE 2 19 CUYD, STAGE 4 152 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 2578 CUYD, STAGE 4 300 CUYD

STA. 521+00 TO STA. 523+00

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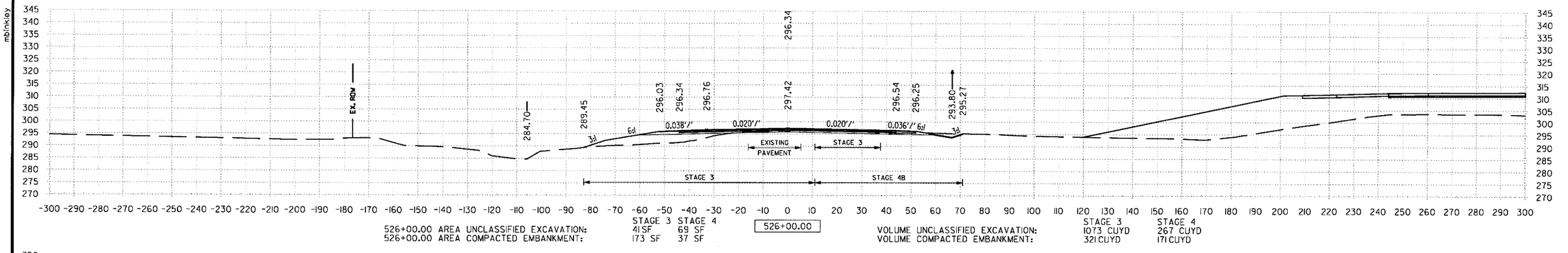
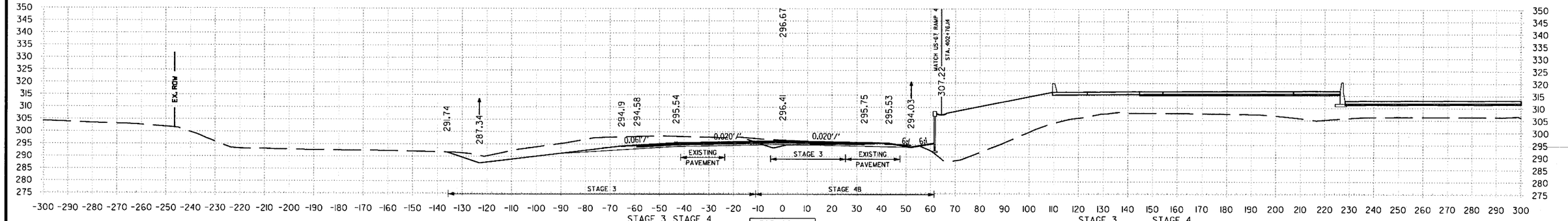
② US-67 CROSS SECTIONS



526+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 41 SF, STAGE 4 69 SF
526+00.00 AREA COMPACTED EMBANKMENT: STAGE 3 173 SF, STAGE 4 37 SF

526+00.00

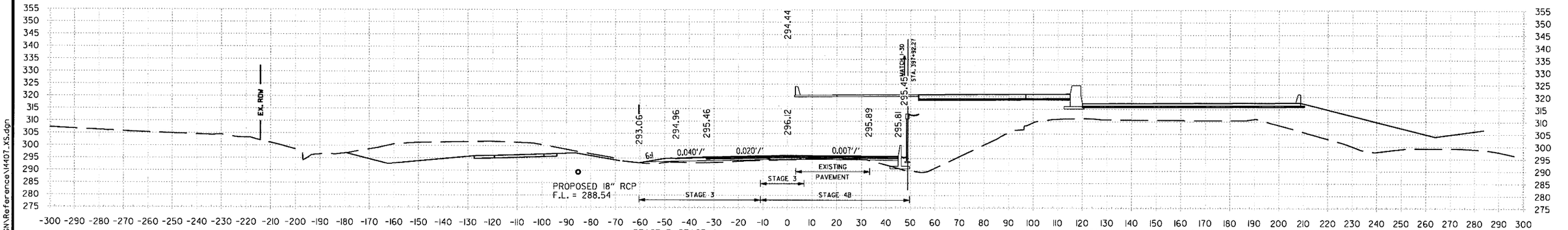
VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1073 CUYD, STAGE 4 267 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 3 321 CUYD, STAGE 4 171 CUYD



525+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 538 SF, STAGE 4 75 SF
525+00.00 AREA COMPACTED EMBANKMENT: STAGE 3 0 SF, STAGE 4 55 SF

525+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 1025 CUYD, STAGE 4 380 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 3 62 CUYD, STAGE 4 226 CUYD



524+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3 15 SF, STAGE 4 130 SF
524+00.00 AREA COMPACTED EMBANKMENT: STAGE 3 33 SF, STAGE 4 67 SF

524+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 3 45 CUYD, STAGE 4 1845 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 3 62 CUYD, STAGE 4 923 CUYD

STA. 524+00 TO STA. 526+00

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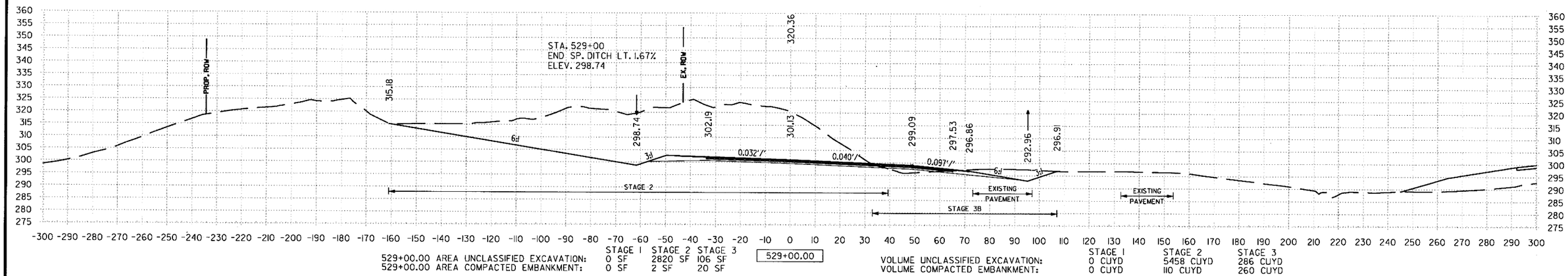
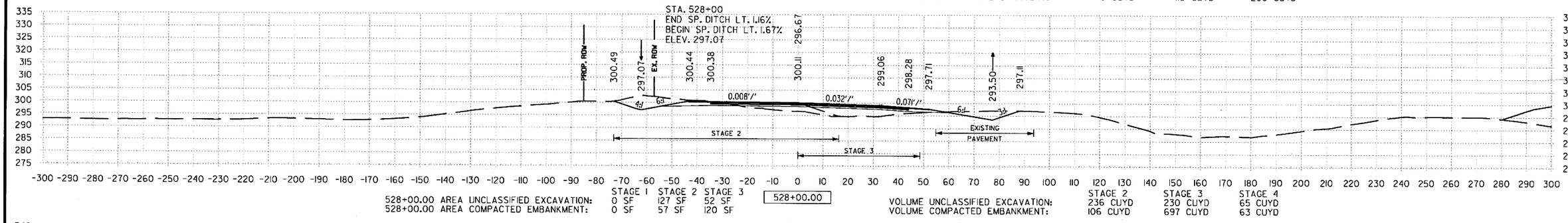
② US-67 CROSS SECTIONS



529+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 0 SF, STAGE 2: 2820 SF, STAGE 3: 106 SF
529+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 2 SF, STAGE 3: 20 SF

529+00.00

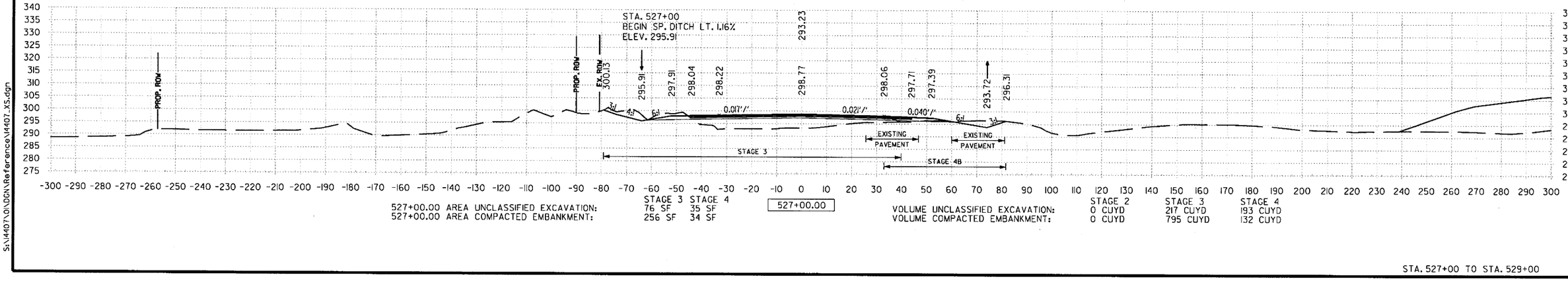
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 0 CUYD, STAGE 2: 5458 CUYD, STAGE 3: 286 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 0 CUYD, STAGE 2: 110 CUYD, STAGE 3: 260 CUYD



528+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 0 SF, STAGE 2: 127 SF, STAGE 3: 52 SF
528+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 57 SF, STAGE 3: 120 SF

528+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 236 CUYD, STAGE 3: 230 CUYD, STAGE 4: 65 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 106 CUYD, STAGE 3: 697 CUYD, STAGE 4: 63 CUYD



527+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 3: 76 SF, STAGE 4: 35 SF
527+00.00 AREA COMPACTED EMBANKMENT: STAGE 3: 256 SF, STAGE 4: 34 SF

527+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2: 0 CUYD, STAGE 3: 217 CUYD, STAGE 4: 193 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2: 0 CUYD, STAGE 3: 795 CUYD, STAGE 4: 132 CUYD

STA. 527+00 TO STA. 529+00

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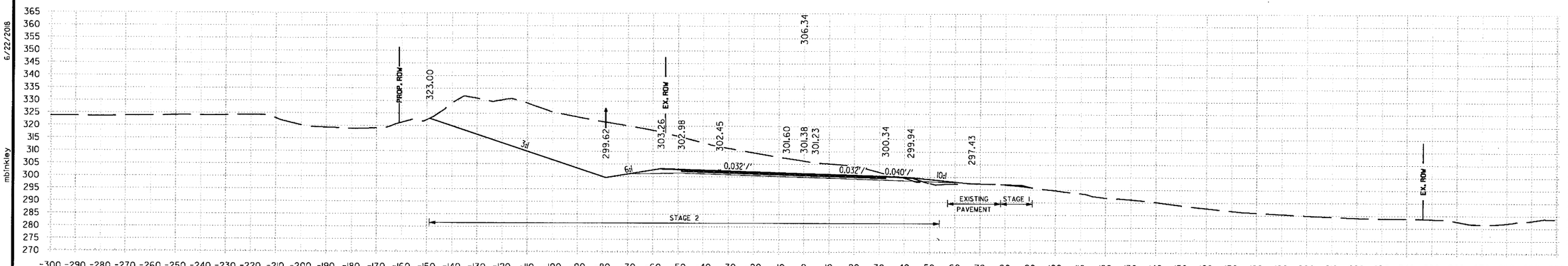
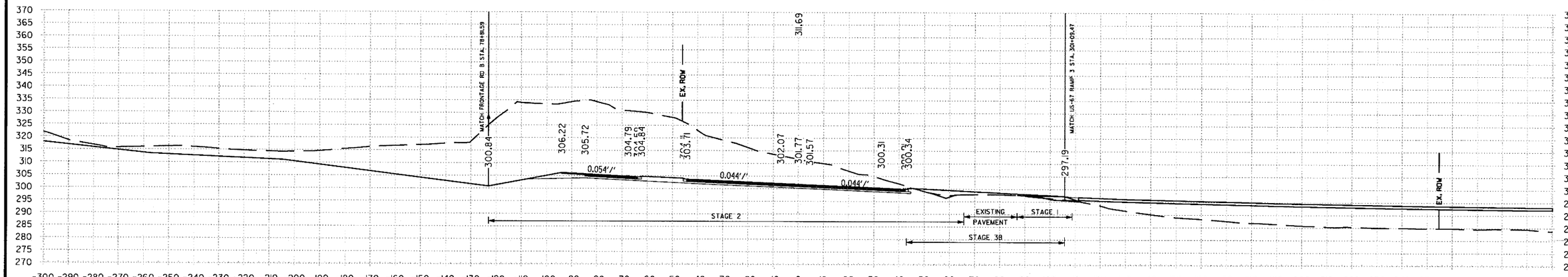
(2) US-67 CROSS SECTIONS



532+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 2327 SF, STAGE 4 34 SF
532+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 3 SF, STAGE 4 57 SF

532+00.00

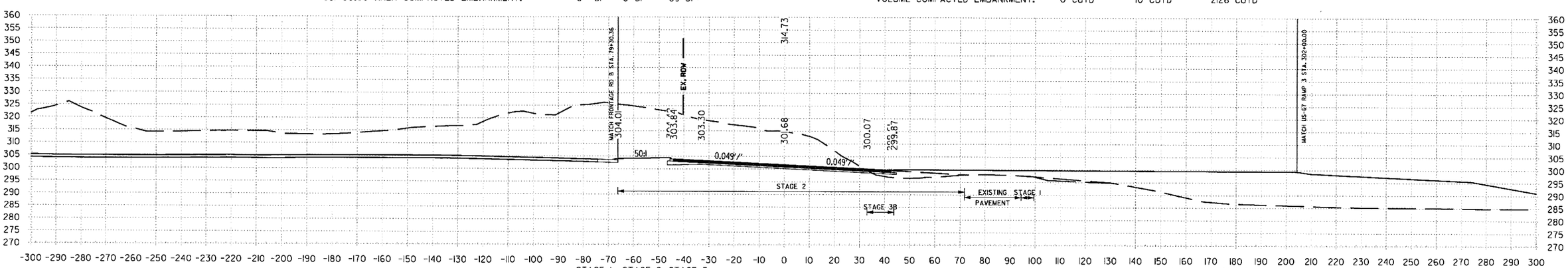
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 43 CUYD, STAGE 2 10426 CUYD, STAGE 3 43 CUYD, STAGE 4 63 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 6 CUYD, STAGE 3 128 CUYD, STAGE 4 106 CUYD



531+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 13 SF, STAGE 2 3303 SF, STAGE 3 23 SF
531+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 89 SF

531+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 65 CUYD, STAGE 2 8893 CUYD, STAGE 3 175 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 10 CUYD, STAGE 3 2126 CUYD



530+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 22 SF, STAGE 2 1499 SF, STAGE 3 71 SF
530+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 31 SF, STAGE 3 1079 SF

530+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 41 CUYD, STAGE 2 7999 CUYD, STAGE 3 328 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 13 CUYD, STAGE 3 2036 CUYD

STA. 530+00 TO STA. 532+00

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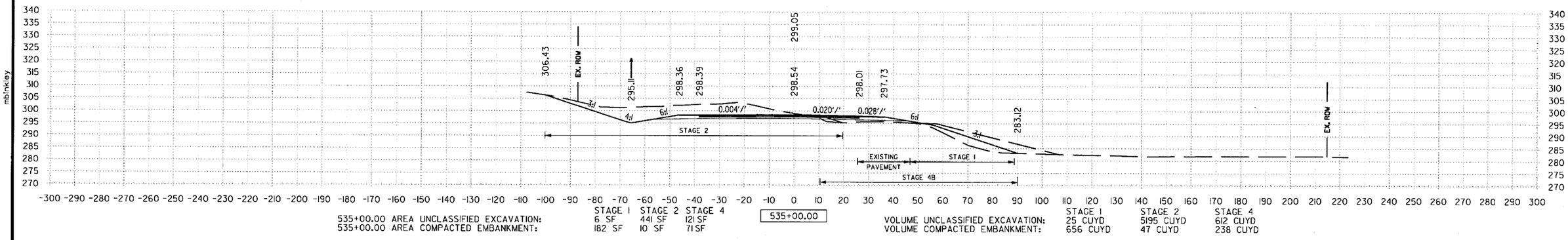
				JOB NO.		CA0601	1451	1465

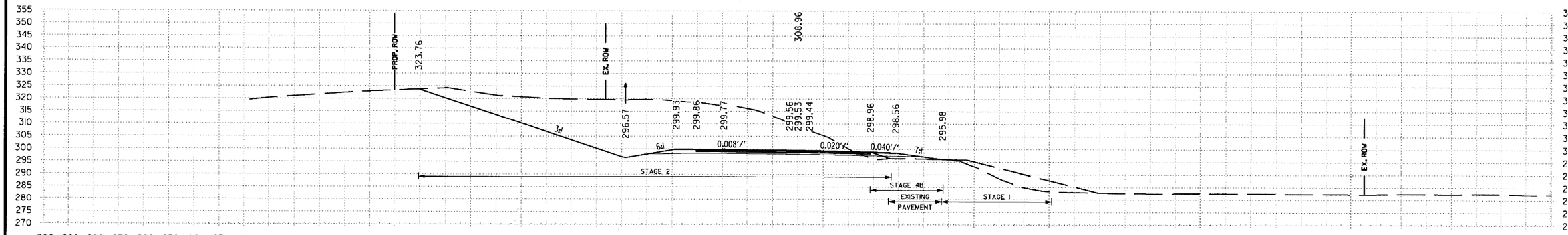
② US-67 CROSS SECTIONS



535+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 6 SF, STAGE 2 441 SF, STAGE 4 121 SF
535+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 182 SF, STAGE 2 10 SF, STAGE 4 71 SF

535+00.00

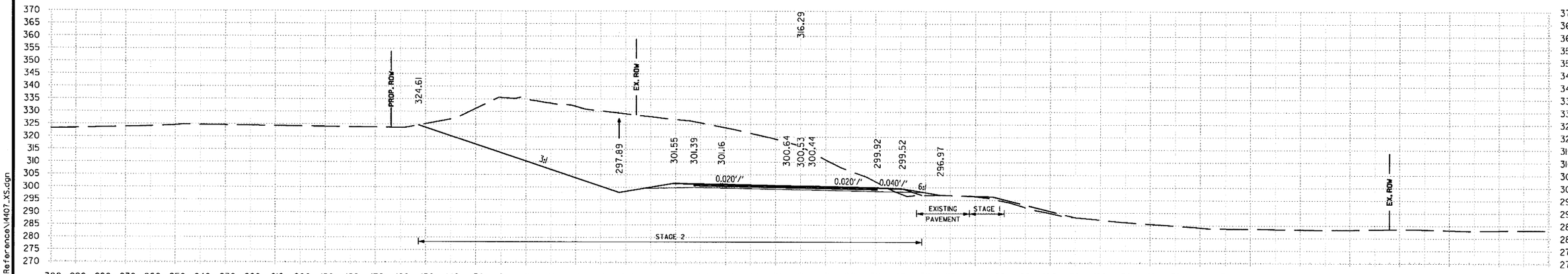
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 25 CUYD, STAGE 2 5195 CUYD, STAGE 4 612 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 656 CUYD, STAGE 2 47 CUYD, STAGE 4 238 CUYD



534+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 7 SF, STAGE 2 2364 SF, STAGE 4 209 SF
534+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 172 SF, STAGE 2 15 SF, STAGE 4 57 SF

534+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 28 CUYD, STAGE 2 1269 CUYD, STAGE 4 486 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 360 CUYD, STAGE 2 47 CUYD, STAGE 4 199 CUYD



533+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 8 SF, STAGE 2 3721 SF, STAGE 4 53 SF
533+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 22 SF, STAGE 2 10 SF, STAGE 4 50 SF

533+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 34 CUYD, STAGE 2 1200 CUYD, STAGE 4 162 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 41 CUYD, STAGE 2 25 CUYD, STAGE 4 199 CUYD

STA. 533+00 TO STA. 535+00

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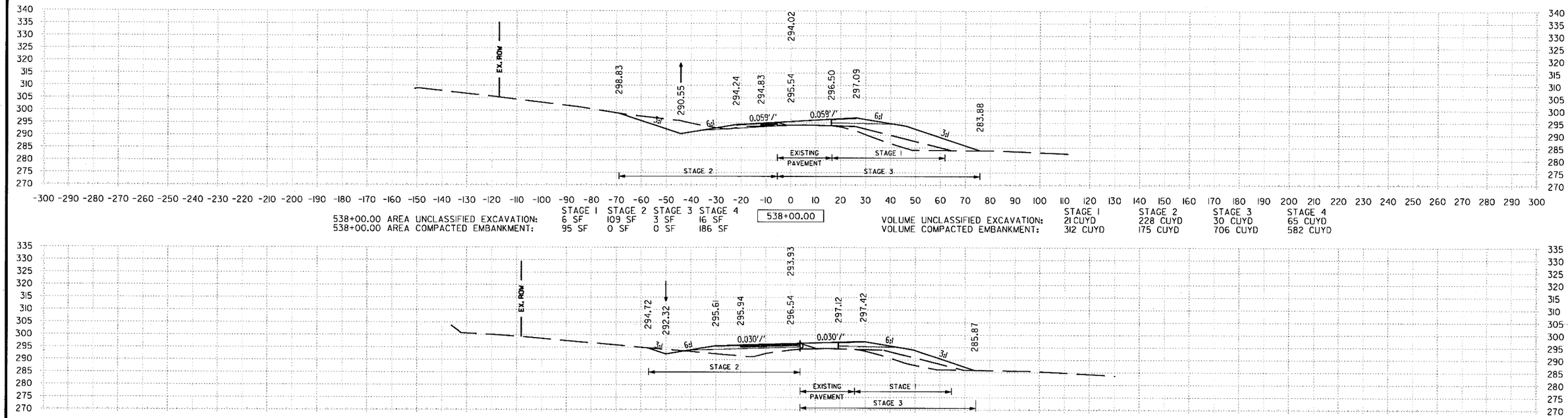
(2) US-67 CROSS SECTIONS



538+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	6 SF	109 SF	3 SF	16 SF
538+00.00 AREA COMPACTED EMBANKMENT:	95 SF	0 SF	0 SF	186 SF

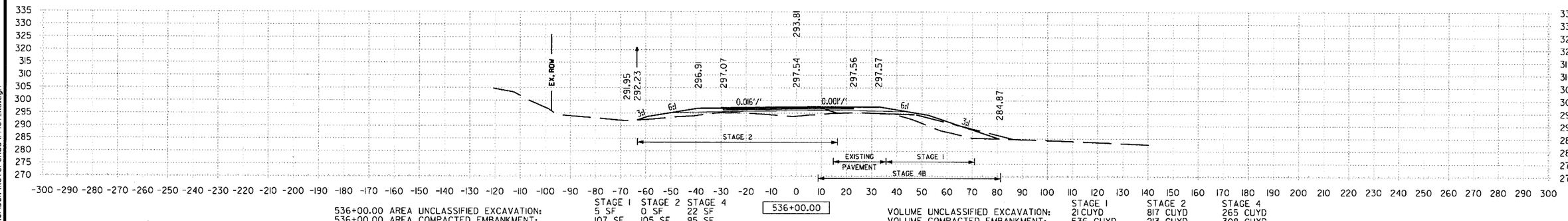
538+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	21 CUYD	228 CUYD	30 CUYD	65 CUYD
VOLUME COMPACTED EMBANKMENT:	312 CUYD	175 CUYD	706 CUYD	582 CUYD

537+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	5 SF	14 SF	13 SF	19 SF
537+00.00 AREA COMPACTED EMBANKMENT:	73 SF	94 SF	0 SF	128 SF

537+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 3	STAGE 4
	19 CUYD	26 CUYD	25 CUYD	76 CUYD
VOLUME COMPACTED EMBANKMENT:	334 CUYD	369 CUYD	0 CUYD	413 CUYD



536+00.00 AREA UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 4
	5 SF	0 SF	22 SF
536+00.00 AREA COMPACTED EMBANKMENT:	107 SF	105 SF	95 SF

536+00.00

VOLUME UNCLASSIFIED EXCAVATION:	STAGE 1	STAGE 2	STAGE 4
	21 CUYD	817 CUYD	265 CUYD
VOLUME COMPACTED EMBANKMENT:	536 CUYD	213 CUYD	308 CUYD

STA. 538+00 TO STA. 538+00

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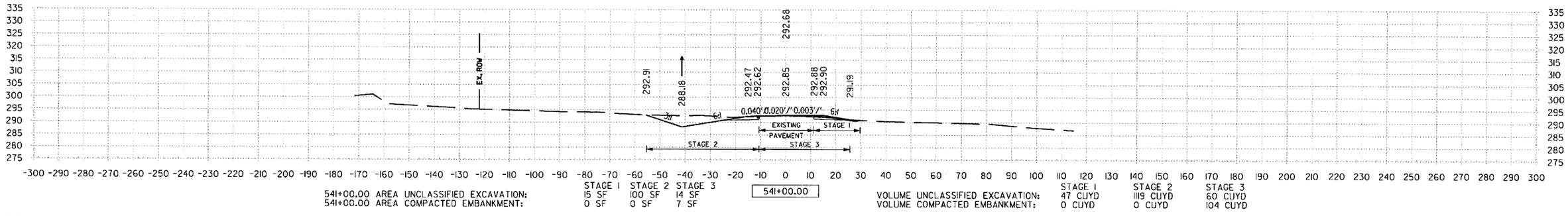
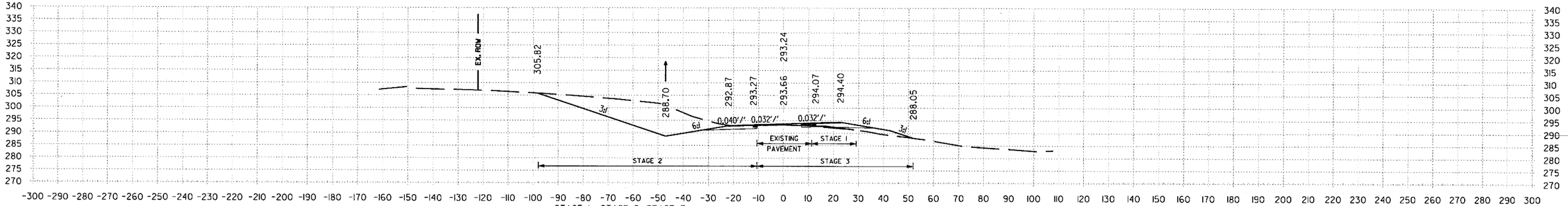
(2) US-67 CROSS SECTIONS



541+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF, STAGE 2 100 SF, STAGE 3 14 SF
541+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 7 SF

541+00.00

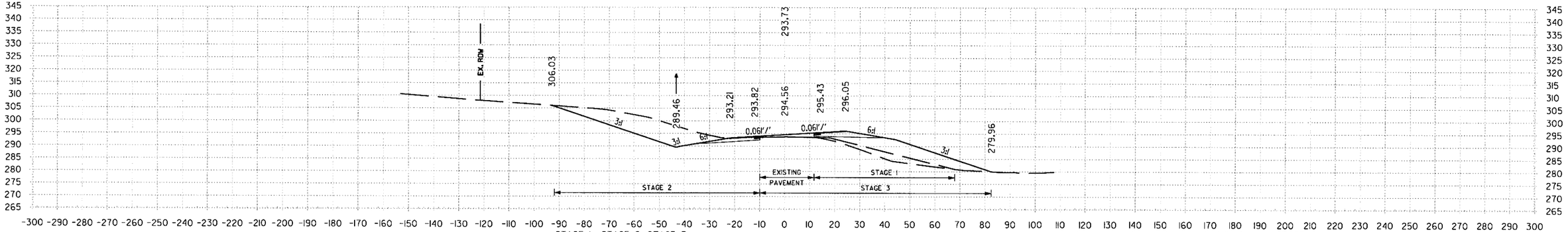
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 47 CUYD, STAGE 2 119 CUYD, STAGE 3 60 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 104 CUYD



540+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 504 SF, STAGE 3 18 SF
540+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 49 SF

540+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 28 CUYD, STAGE 2 1628 CUYD, STAGE 3 56 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 149 CUYD, STAGE 2 2 CUYD, STAGE 3 556 CUYD



539+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 5 SF, STAGE 2 375 SF, STAGE 3 12 SF
539+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 80 SF, STAGE 2 1 SF, STAGE 3 251 SF

539+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 21 CUYD, STAGE 2 897 CUYD, STAGE 3 28 CUYD, STAGE 4 30 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 325 CUYD, STAGE 2 2 CUYD, STAGE 3 465 CUYD, STAGE 4 345 CUYD

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SSTAA.5539+00 TO SSTAA.5541+00

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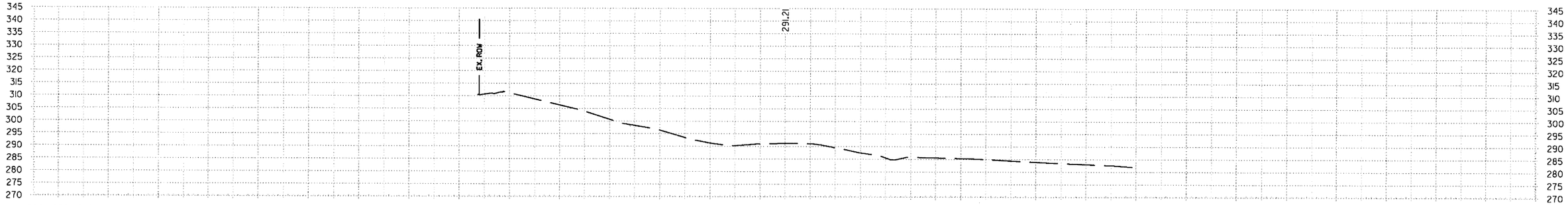
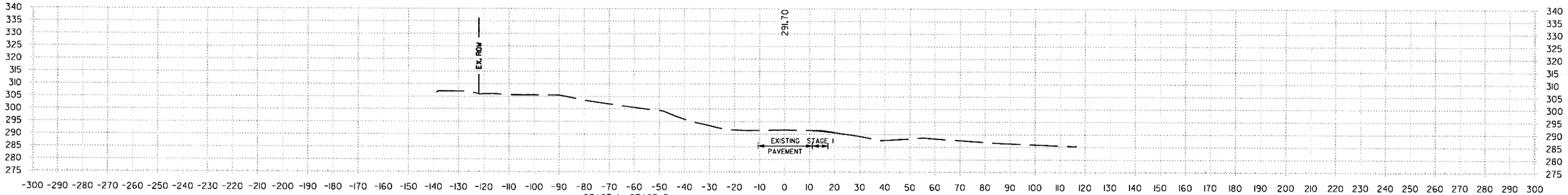
(2) **US-67 CROSS SECTIONS**



544+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
544+00.00 AREA COMPACTED EMBANKMENT: 0 SF

544+00.00

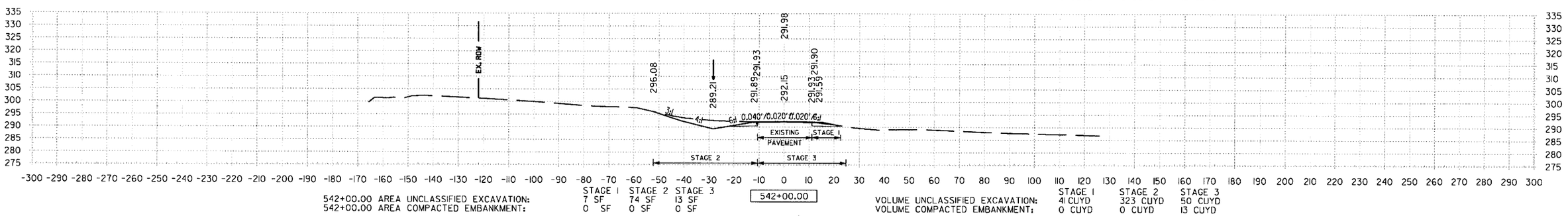
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 19 CUYD, STAGE 2 21 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 19 CUYD



543+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 3 11 SF
543+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 3 10 SF

543+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 32 CUYD, STAGE 2 138 CUYD, STAGE 3 45 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 19 CUYD



542+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 7 SF, STAGE 2 74 SF, STAGE 3 13 SF
542+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 0 SF, STAGE 3 0 SF

542+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 41 CUYD, STAGE 2 323 CUYD, STAGE 3 50 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 0 CUYD, STAGE 2 0 CUYD, STAGE 3 13 CUYD

STA. 542+00 TO STA. 588+00

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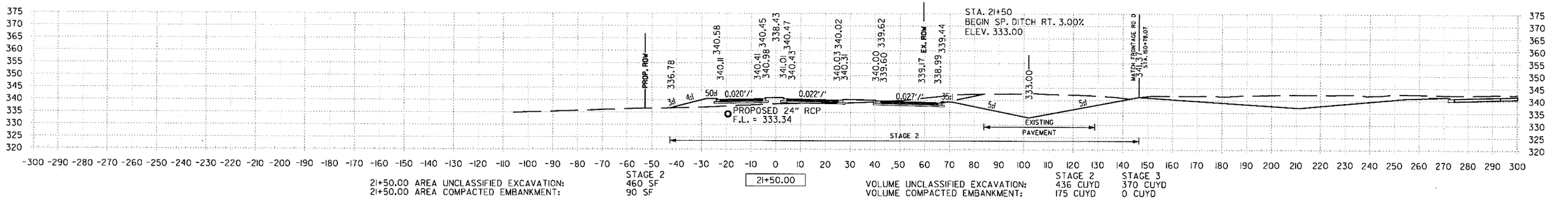
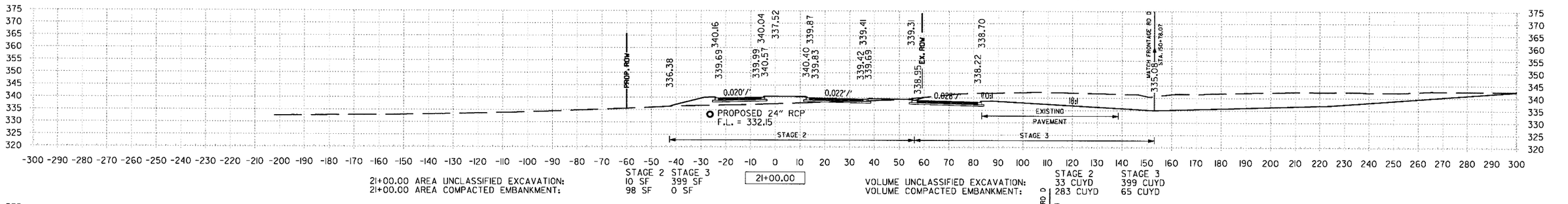
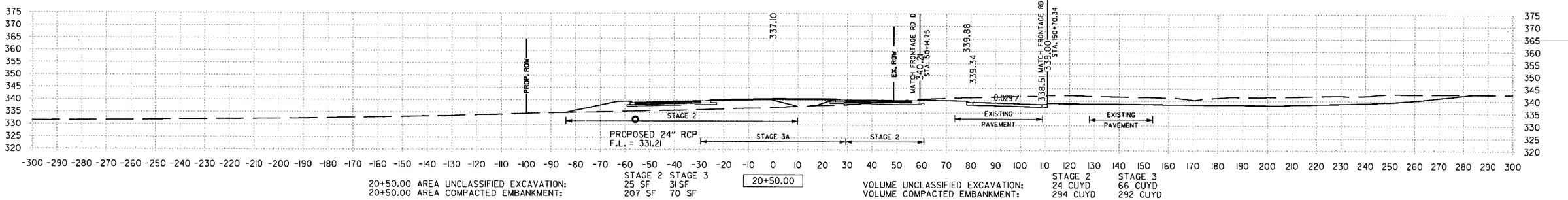
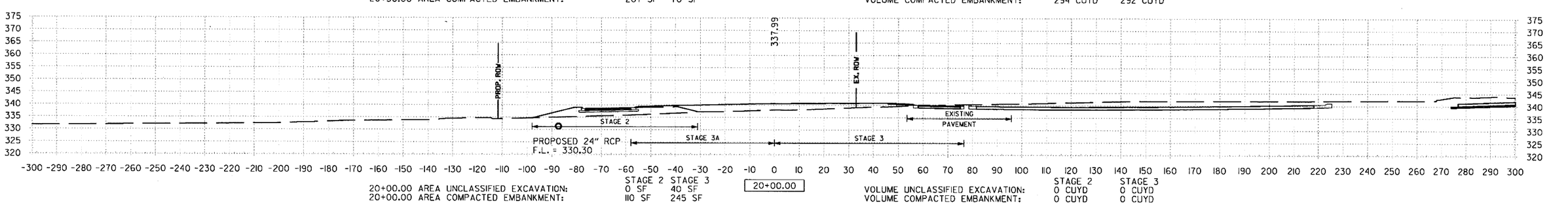
JOB NO.		CA0601	1455	1465

(2) SOUTH ST. CROSS SECTIONS









STA. 20+00 TO STA. 21+50

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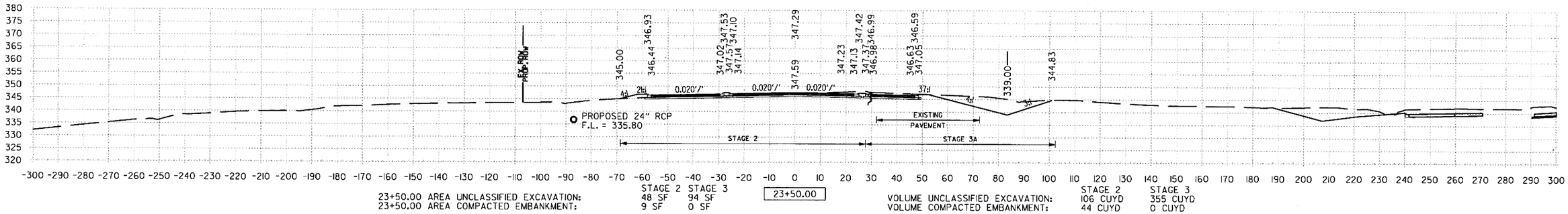
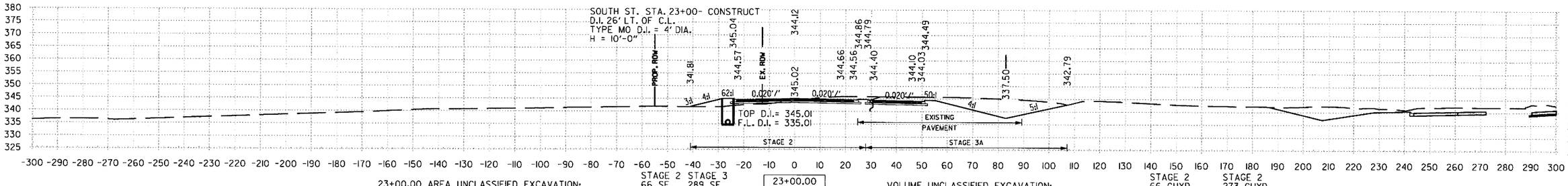


23+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 48 SF, STAGE 3 94 SF
23+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 9 SF, STAGE 3 0 SF

23+50.00

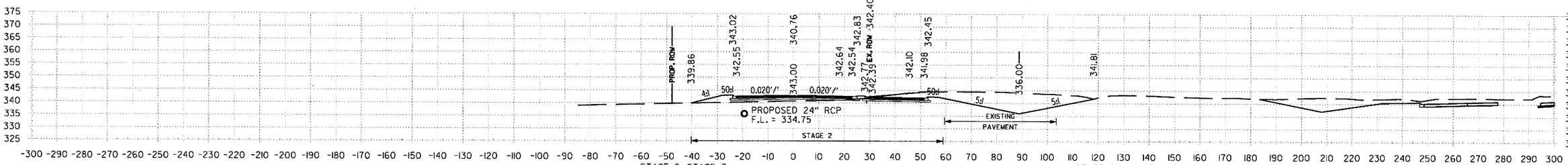
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 106 CUYD, STAGE 3 355 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 44 CUYD, STAGE 3 0 CUYD



23+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 66 SF, STAGE 3 289 SF
23+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 39 SF, STAGE 3 0 SF

23+00.00

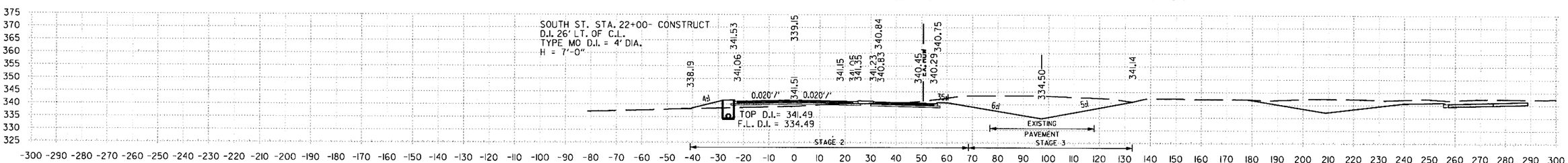
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 66 CUYD, STAGE 2 273 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 87 CUYD, STAGE 3 341 CUYD



22+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 5 SF, STAGE 3 5 SF
22+50.00 AREA COMPACTED EMBANKMENT: STAGE 2 54 SF, STAGE 3 368 SF

22+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 382 CUYD, STAGE 3 5 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 110 CUYD, STAGE 3 341 CUYD



22+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 407 SF
22+00.00 AREA COMPACTED EMBANKMENT: STAGE 2 64 SF

22+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 803 CUYD, STAGE 3 0 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 2 143 CUYD, STAGE 3 0 CUYD

STA. 22+00 TO STA. 23+50

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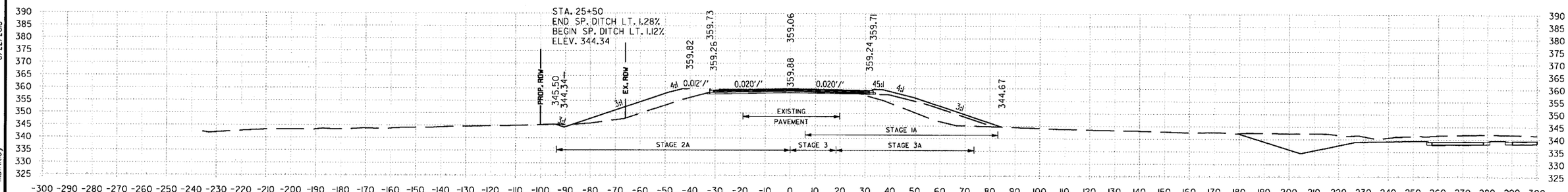
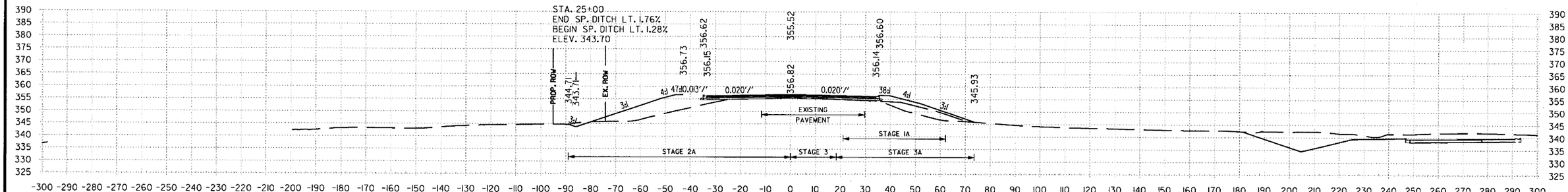
(2) SOUTH ST. CROSS SECTIONS



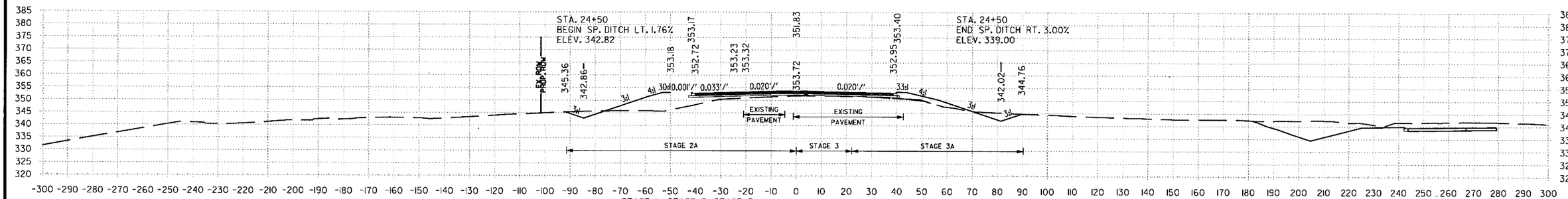
25+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 30 SF, STAGE 2 50 SF, STAGE 3 51 SF — 25+50.00
25+50.00 AREA COMPACTED EMBANKMENT: 160 SF, 191 SF, 96 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 49 CUYD, STAGE 2 60 CUYD, STAGE 3 83 CUYD
VOLUME COMPACTED EMBANKMENT: 211 CUYD, 379 CUYD, 166 CUYD



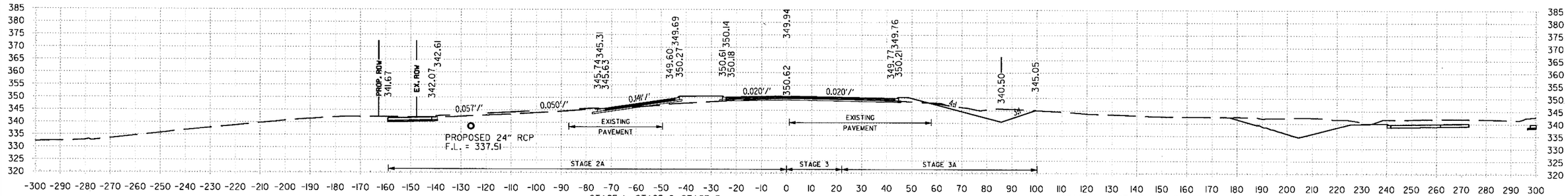
25+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 22 SF, STAGE 2 14 SF, STAGE 3 38 SF — 25+00.00
25+00.00 AREA COMPACTED EMBANKMENT: 67 SF, 218 SF, 83 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 35 CUYD, STAGE 2 34 CUYD, STAGE 3 83 CUYD
VOLUME COMPACTED EMBANKMENT: 63 CUYD, 399 CUYD, 145 CUYD



24+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 15 SF, STAGE 2 22 SF, STAGE 3 51 SF — 24+50.00
24+50.00 AREA COMPACTED EMBANKMENT: 0 SF, 212 SF, 73 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 25 CUYD, STAGE 2 48 CUYD, STAGE 3 171 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD, 239 CUYD, 80 CUYD



24+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 11 SF, STAGE 2 29 SF, STAGE 3 133 SF — 24+00.00
24+00.00 AREA COMPACTED EMBANKMENT: 0 SF, 46 SF, 13 SF

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 11 CUYD, STAGE 2 72 CUYD, STAGE 3 211 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD, 51 CUYD, 13 CUYD

STA. 24+00 TO STA. 25+50

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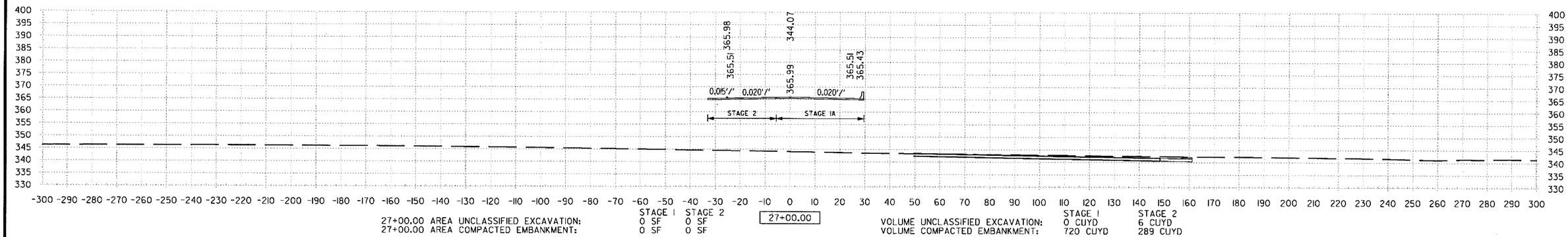
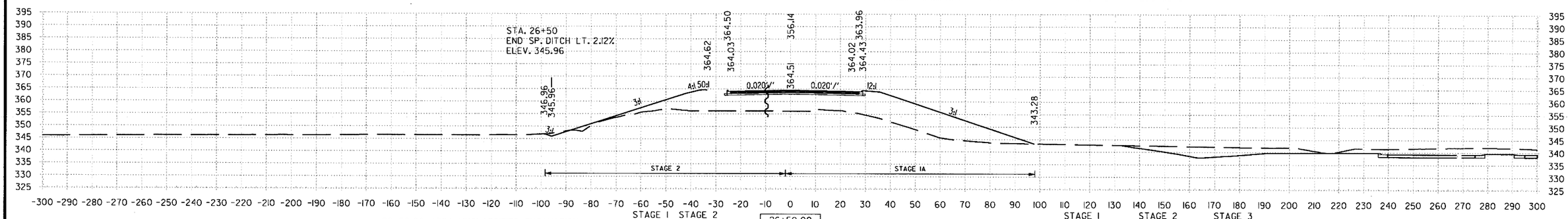


27+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 0 SF, STAGE 2: 0 SF
27+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 0 SF, STAGE 2: 0 SF

27+00.00

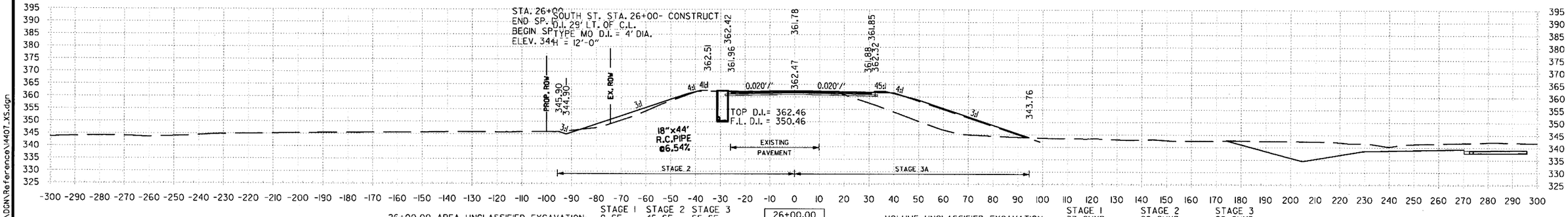
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 0 CUYD, STAGE 2: 6 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 720 CUYD, STAGE 2: 289 CUYD



26+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 0 SF, STAGE 2: 6 SF
26+50.00 AREA COMPACTED EMBANKMENT: STAGE 1: 777 SF, STAGE 2: 312 SF

26+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 9 CUYD, STAGE 2: 48 CUYD, STAGE 3: 51 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 1072 CUYD, STAGE 2: 331 CUYD, STAGE 3: 17 CUYD



26+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1: 9 SF, STAGE 2: 45 SF, STAGE 3: 55 SF
26+00.00 AREA COMPACTED EMBANKMENT: STAGE 1: 380 SF, STAGE 2: 55 SF, STAGE 3: 18 SF

26+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1: 37 CUYD, STAGE 2: 88 CUYD, STAGE 3: 99 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1: 500 CUYD, STAGE 2: 219 CUYD, STAGE 3: 106 CUYD

STA. 26+00 TO STA. 27+00

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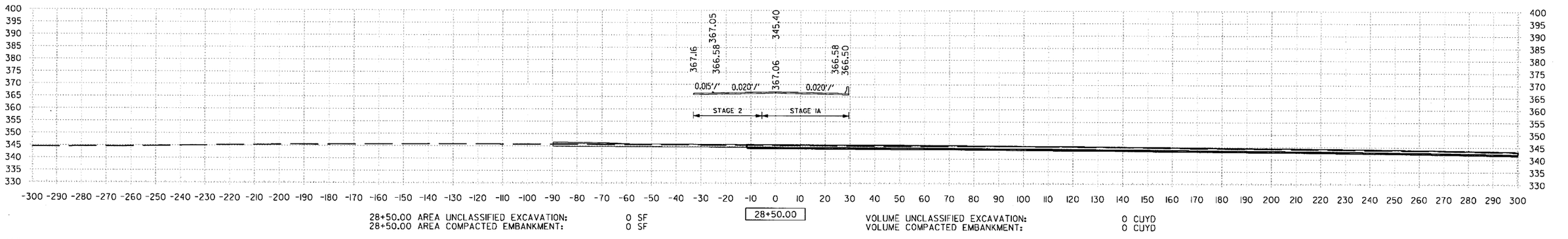
FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.		CA0601	1459	1465

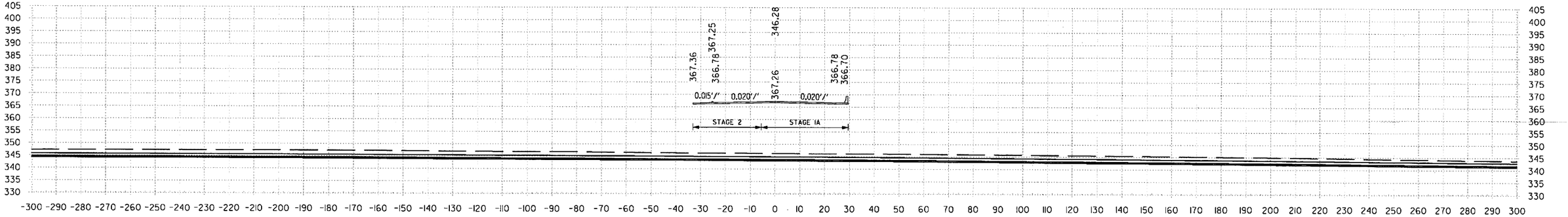
(2) SOUTH ST. CROSS SECTIONS



28+50.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
28+50.00 AREA COMPACTED EMBANKMENT: 0 SF

28+50.00

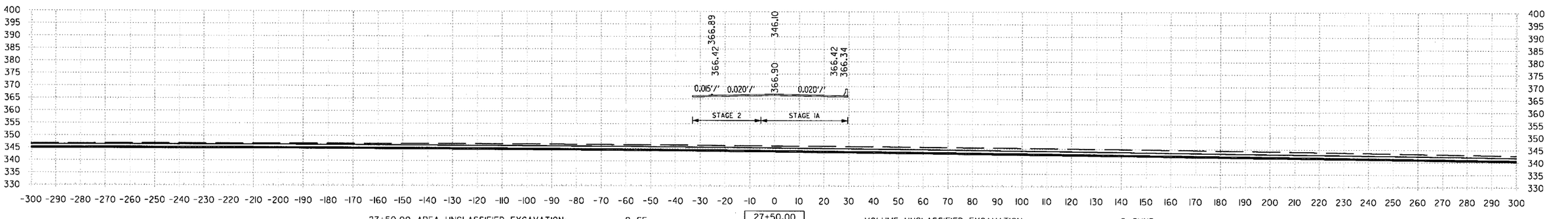
VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



28+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
28+00.00 AREA COMPACTED EMBANKMENT: 0 SF

28+00.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD



27+50.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
27+50.00 AREA COMPACTED EMBANKMENT: 0 SF

27+50.00

VOLUME UNCLASSIFIED EXCAVATION: 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 27+50 TO STA. 28+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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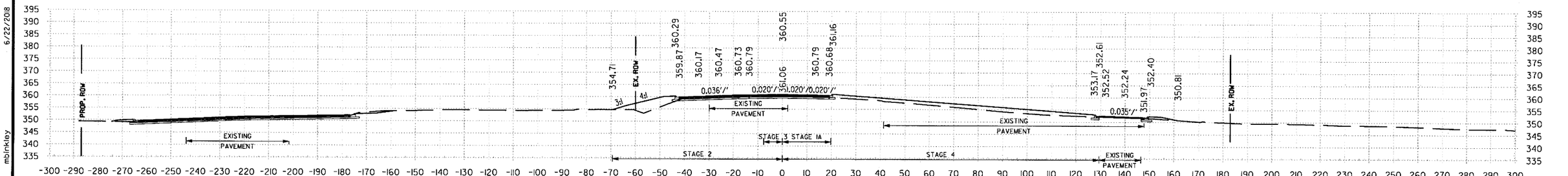
				JOB NO.		CA0601	1460	1465

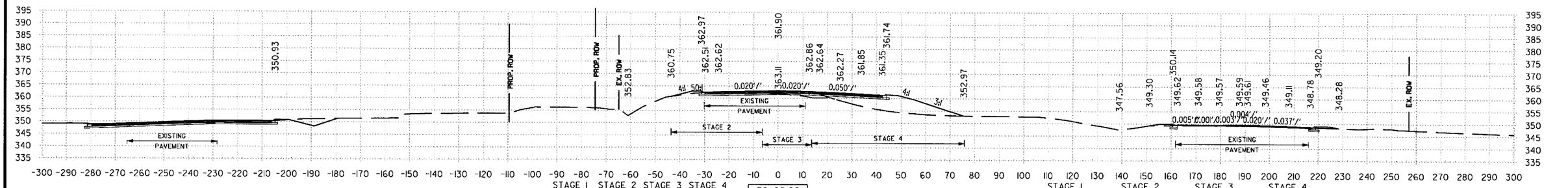
(2) SOUTH ST. CROSS SECTIONS



30+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 18 SF, STAGE 2 41 SF, STAGE 4 94 SF
30+50.00 AREA COMPACTED EMBANKMENT: 152 SF, 74 SF, 288 SF

30+50.00

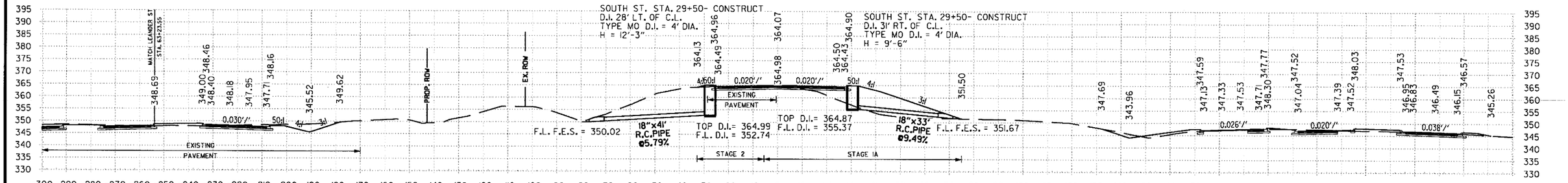
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 36 CUYD, STAGE 2 58 CUYD, STAGE 3 36 CUYD, STAGE 4 88 CUYD
VOLUME COMPACTED EMBANKMENT: 141 CUYD, 83 CUYD, 1 CUYD, 445 CUYD



30+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 20 SF, STAGE 2 21 SF, STAGE 3 38 SF, STAGE 4 0 SF
30+00.00 AREA COMPACTED EMBANKMENT: 0 SF, 15 SF, 1 SF, 203 SF

30+00.00

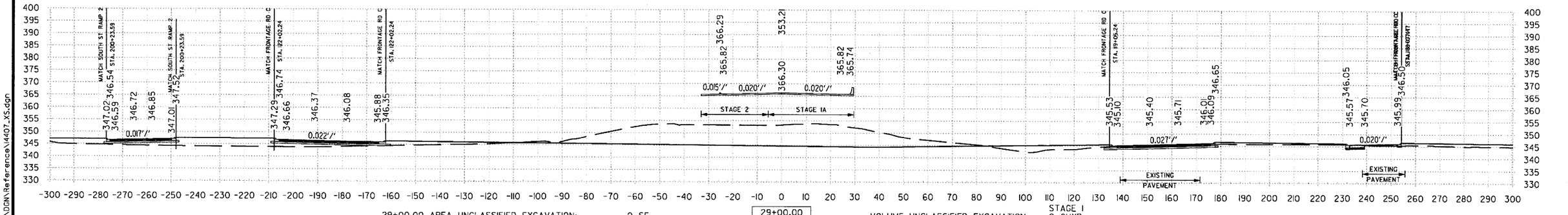
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 19 CUYD, STAGE 2 321 CUYD, STAGE 3 46 CUYD, STAGE 4 0 CUYD
VOLUME COMPACTED EMBANKMENT: 10 CUYD, 29 CUYD, 1 CUYD, 188 CUYD



29+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 10 SF, STAGE 2 16 SF
29+50.00 AREA COMPACTED EMBANKMENT: 325 SF, 11 SF

29+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD, STAGE 2 301 CUYD, STAGE 4 11 CUYD
VOLUME COMPACTED EMBANKMENT: 10 CUYD, 15 CUYD, 0 CUYD



29+00.00 AREA UNCLASSIFIED EXCAVATION: 0 SF
29+00.00 AREA COMPACTED EMBANKMENT: 0 SF

29+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 29+00 TO STA. 30+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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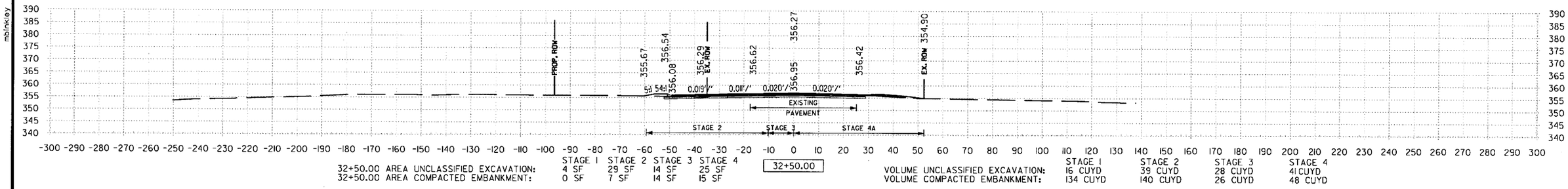
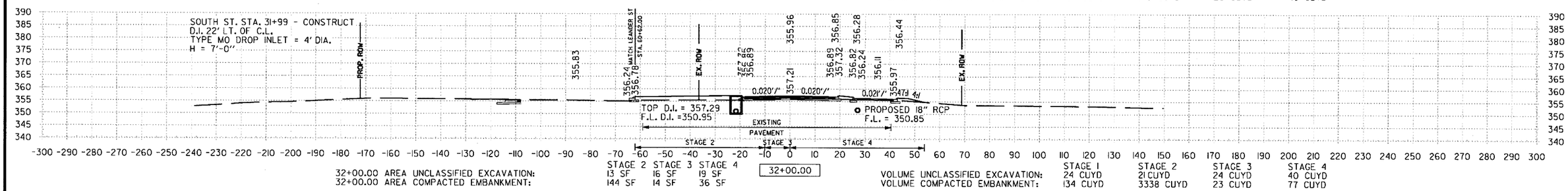
				JOB NO.		CA0601	1461	1465
				②	SOUTH ST. CROSS SECTIONS			



32+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 4 SF, STAGE 2 29 SF, STAGE 3 14 SF, STAGE 4 25 SF
32+50.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 7 SF, STAGE 3 14 SF, STAGE 4 15 SF

32+50.00

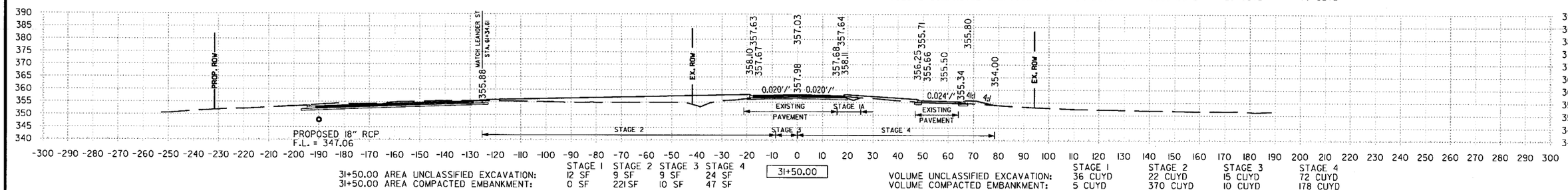
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 16 CUYD, STAGE 2 39 CUYD, STAGE 3 28 CUYD, STAGE 4 41 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 134 CUYD, STAGE 2 140 CUYD, STAGE 3 26 CUYD, STAGE 4 48 CUYD



32+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 13 SF, STAGE 2 16 SF, STAGE 3 19 SF, STAGE 4
32+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 144 SF, STAGE 2 14 SF, STAGE 3 36 SF, STAGE 4

32+00.00

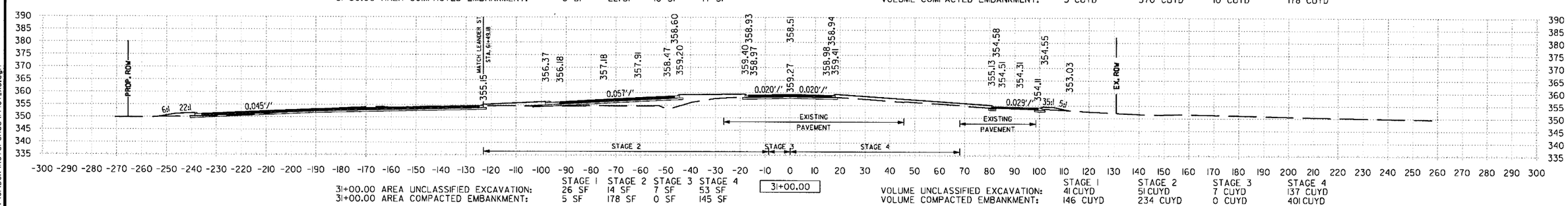
VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 24 CUYD, STAGE 2 21 CUYD, STAGE 3 24 CUYD, STAGE 4 40 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 134 CUYD, STAGE 2 3338 CUYD, STAGE 3 23 CUYD, STAGE 4 77 CUYD



31+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 12 SF, STAGE 2 9 SF, STAGE 3 9 SF, STAGE 4 24 SF
31+50.00 AREA COMPACTED EMBANKMENT: STAGE 1 0 SF, STAGE 2 221 SF, STAGE 3 10 SF, STAGE 4 47 SF

31+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 36 CUYD, STAGE 2 22 CUYD, STAGE 3 15 CUYD, STAGE 4 72 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 5 CUYD, STAGE 2 370 CUYD, STAGE 3 10 CUYD, STAGE 4 178 CUYD



31+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 1 26 SF, STAGE 2 14 SF, STAGE 3 7 SF, STAGE 4 53 SF
31+00.00 AREA COMPACTED EMBANKMENT: STAGE 1 5 SF, STAGE 2 178 SF, STAGE 3 0 SF, STAGE 4 145 SF

31+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 1 41 CUYD, STAGE 2 51 CUYD, STAGE 3 7 CUYD, STAGE 4 137 CUYD
VOLUME COMPACTED EMBANKMENT: STAGE 1 146 CUYD, STAGE 2 234 CUYD, STAGE 3 0 CUYD, STAGE 4 401 CUYD

STA. 31+00 TO STA. 32+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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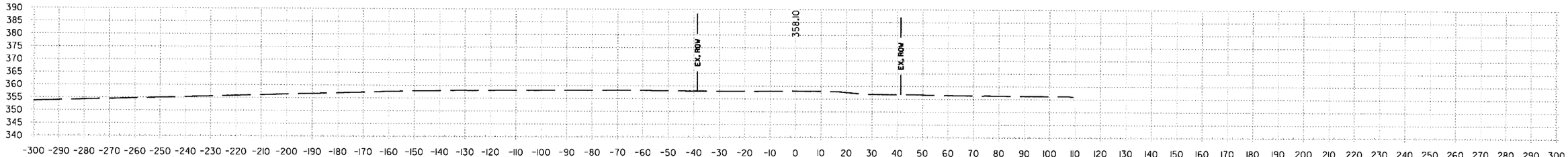
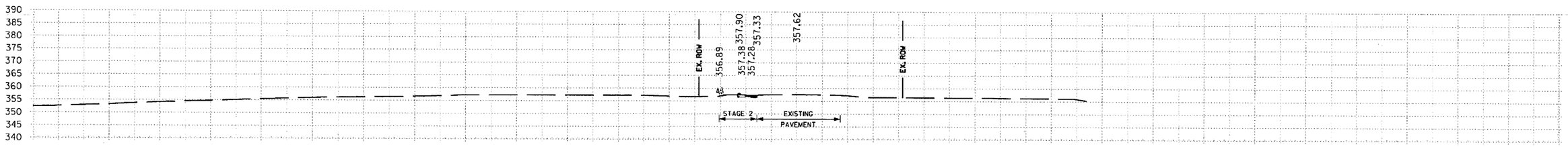
				JOB NO.		CA0601	1462	1465

(2) SOUTH ST. CROSS SECTIONS



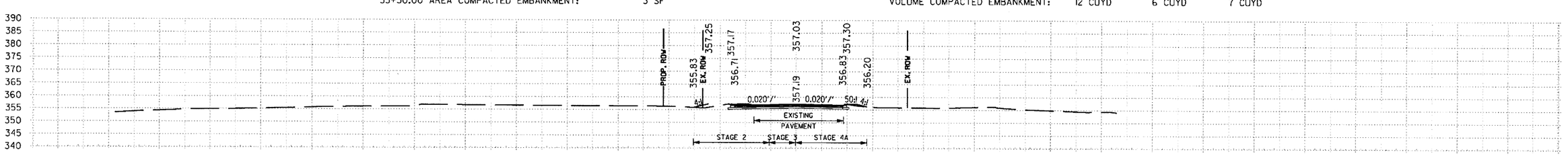
	STAGE 2		STAGE 2
34+00.00 AREA UNCLASSIFIED EXCAVATION:	0 SF	VOLUME UNCLASSIFIED EXCAVATION:	6 CUYD
34+00.00 AREA COMPACTED EMBANKMENT:	0 SF	VOLUME COMPACTED EMBANKMENT:	3 CUYD

34+00.00



	STAGE 2		STAGE 1	STAGE 2	STAGE 4
33+50.00 AREA UNCLASSIFIED EXCAVATION:	6 SF	VOLUME UNCLASSIFIED EXCAVATION:	22 CUYD	13 CUYD	16 CUYD
33+50.00 AREA COMPACTED EMBANKMENT:	3 SF	VOLUME COMPACTED EMBANKMENT:	12 CUYD	6 CUYD	7 CUYD

33+50.00



	STAGE 2	STAGE 3	STAGE 4		STAGE 1	STAGE 2	STAGE 3	STAGE 4
33+00.00 AREA UNCLASSIFIED EXCAVATION:	23 SF	8 SF	17 SF	VOLUME UNCLASSIFIED EXCAVATION:	25 CUYD	35 CUYD	13 CUYD	39 CUYD
33+00.00 AREA COMPACTED EMBANKMENT:	12 SF	3 SF	7 SF	VOLUME COMPACTED EMBANKMENT:	12 CUYD	10 CUYD	13 CUYD	21 CUYD

33+00.00

STA. 33+00 TO STA. 35+00

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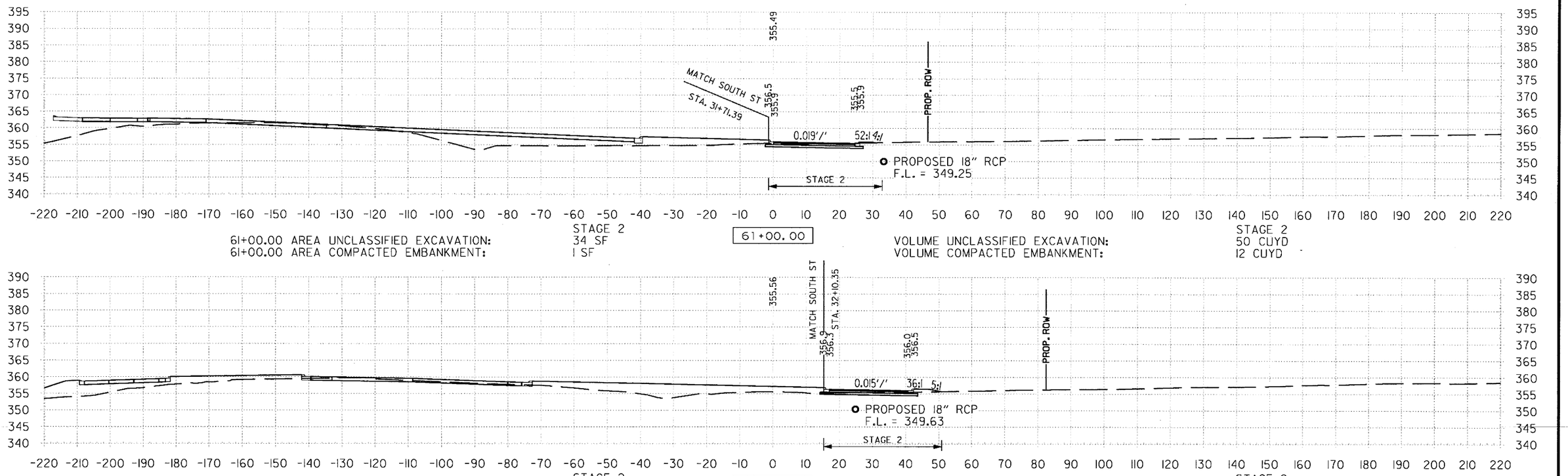
				JOB NO.		CA0601	1463	1465

(2) LEANDER ST. CROSS SECTIONS



61+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 34 SF
61+00.00 AREA COMPACTED EMBANKMENT: 1 SF
61+00.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 50 CUYD
VOLUME COMPACTED EMBANKMENT: 12 CUYD

60+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 20 SF
60+50.00 AREA COMPACTED EMBANKMENT: 6 SF
60+50.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 9 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD

60+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
60+00.00 AREA COMPACTED EMBANKMENT: 0 SF
60+00.00
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 0 CUYD
VOLUME COMPACTED EMBANKMENT: 0 CUYD

STA. 60+00 TO STA. 61+00

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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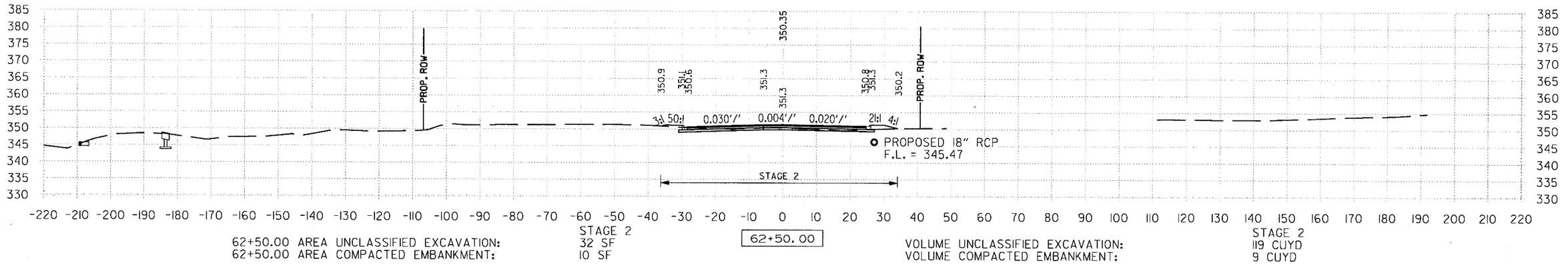
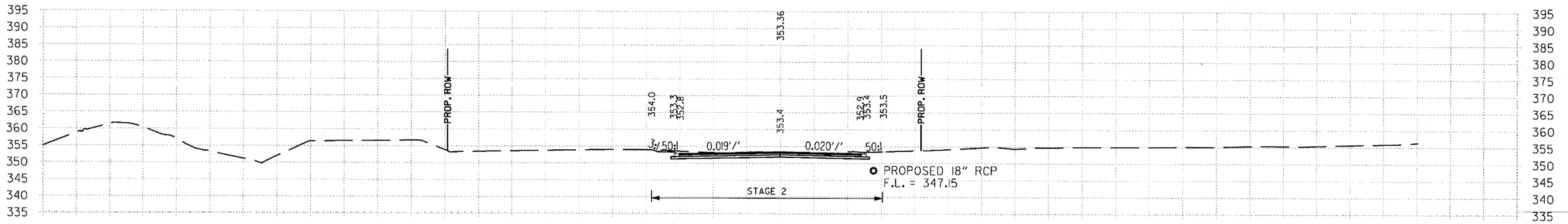
				JOB NO.		CA0601	1464	1465
				②	LEANDER ST. CROSS SECTIONS			



62+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 32 SF
62+50.00 AREA COMPACTED EMBANKMENT: 10 SF

62+50.00

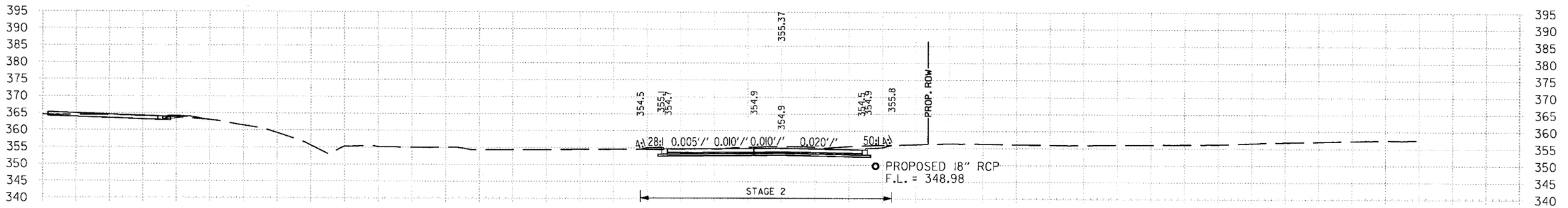
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 119 CUYD
VOLUME COMPACTED EMBANKMENT: 9 CUYD



62+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 97 SF
62+00.00 AREA COMPACTED EMBANKMENT: 0 SF

62+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 231 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD



61+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 152 SF
61+50.00 AREA COMPACTED EMBANKMENT: 3 SF

61+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 172 CUYD
VOLUME COMPACTED EMBANKMENT: 9 CUYD

STA. 61+50 TO STA. 62+50

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DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED.RD. DIST.NO.	STATE	FED.AID PROJ.NO.	SHEET NO.	TOTAL SHEETS
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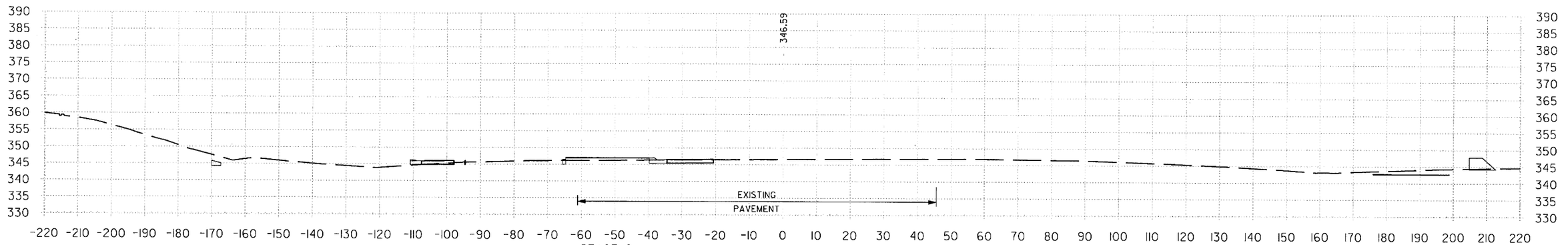
				JOB NO.		CA0601	1465	1465

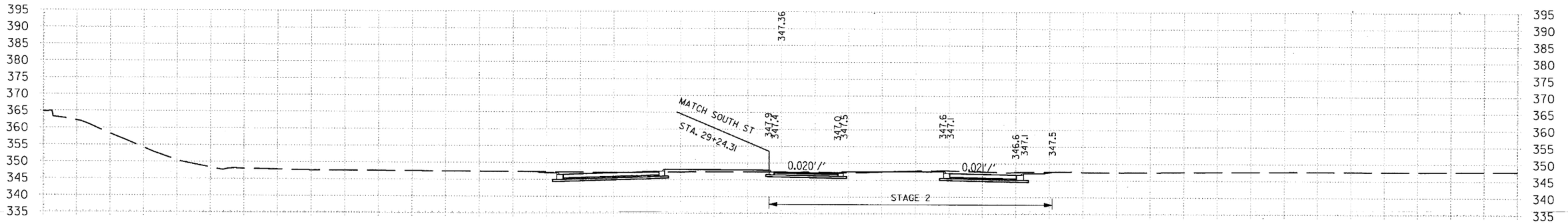
(2) LEANDER ST. CROSS SECTIONS



64+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 0 SF
64+00.00 AREA COMPACTED EMBANKMENT: 0 SF

64+00.00

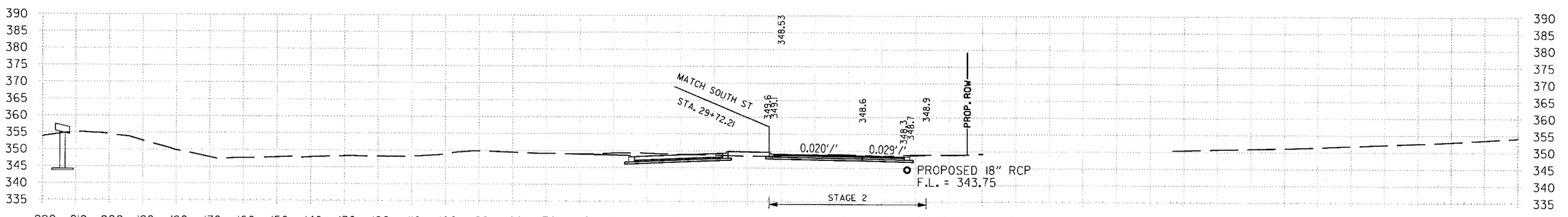
VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 100 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD



63+50.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 108 SF
63+50.00 AREA COMPACTED EMBANKMENT: 3 SF

63+50.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 158 CUYD
VOLUME COMPACTED EMBANKMENT: 3 CUYD



63+00.00 AREA UNCLASSIFIED EXCAVATION: STAGE 2 63 SF
63+00.00 AREA COMPACTED EMBANKMENT: 0 SF

63+00.00

VOLUME UNCLASSIFIED EXCAVATION: STAGE 2 88 CUYD
VOLUME COMPACTED EMBANKMENT: 10 CUYD

STA. 63+00 TO STA. 64+00

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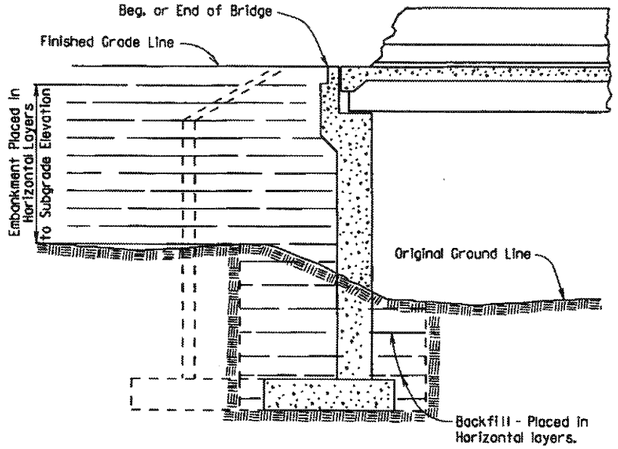
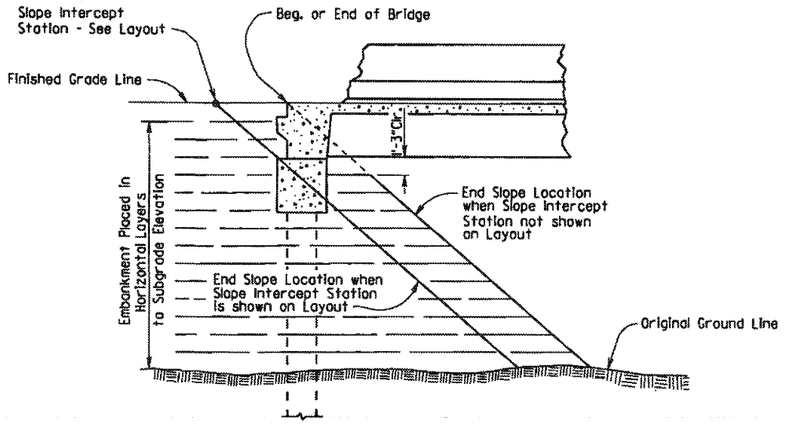
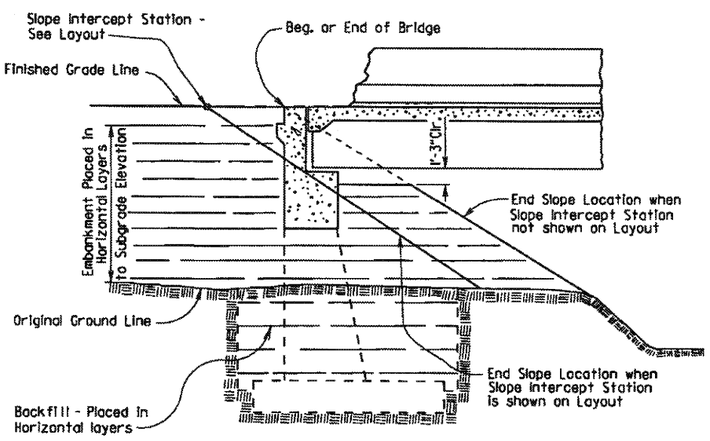
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	EMBANKMENT & BACKFILL	55000		



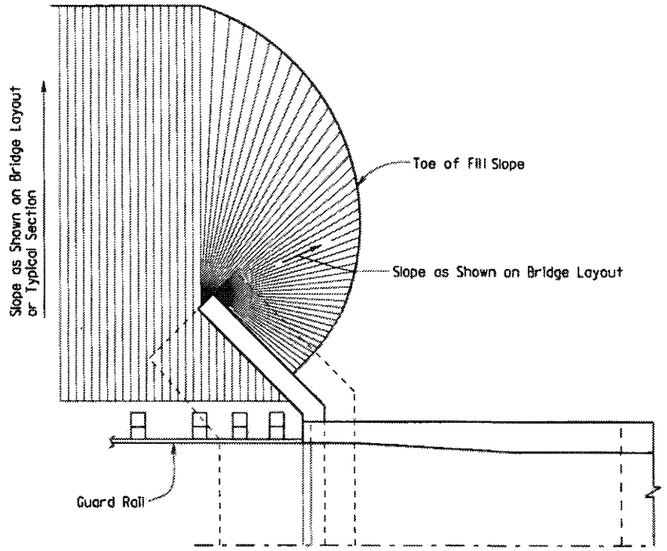
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT VERTICAL WALL ABUTMENTS



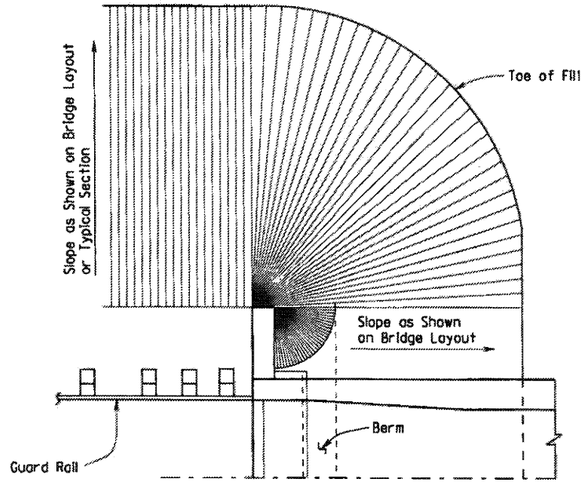
EMBANKMENT CONSTRUCTION AT SPILL-THROUGH PILE END BENTS



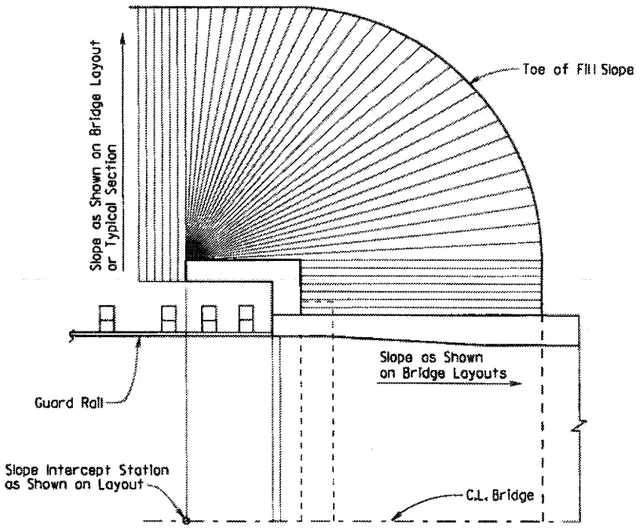
EMBANKMENT CONSTRUCTION AND FOOTING BACKFILL AT SPILL-THROUGH END BENTS



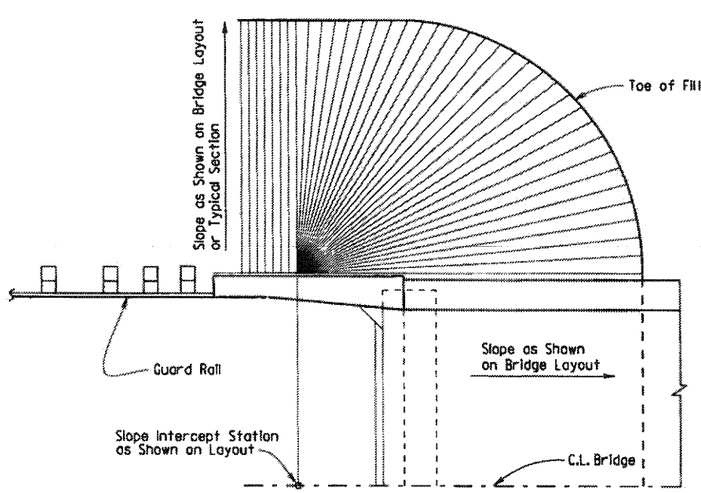
VERTICAL WALL ABUTMENTS



SPILL-THROUGH END BENTS WITH STUB WING



SPILL-THROUGH END BENTS WITH TURNBACK WING



SPILL-THROUGH END BENTS WITH TRANSITION WING

METHOD OF DETERMINING FILL SLOPE LOCATION AT BRIDGE ENDS

GENERAL NOTES

The Bridge End Embankment shall be defined as a section of embankment, not less than 20 feet long adjacent to the bridge end, together with the side slopes and slopes under the bridge end including around the end of wingwalls. Embankment adjacent to structures shall be constructed in 6 inch horizontal layers (loose measure) and compacted by the use of mechanical equipment to the satisfaction of the Engineer. Refer to Subsections 210.09, 210.10 and 801.08 for construction requirements.

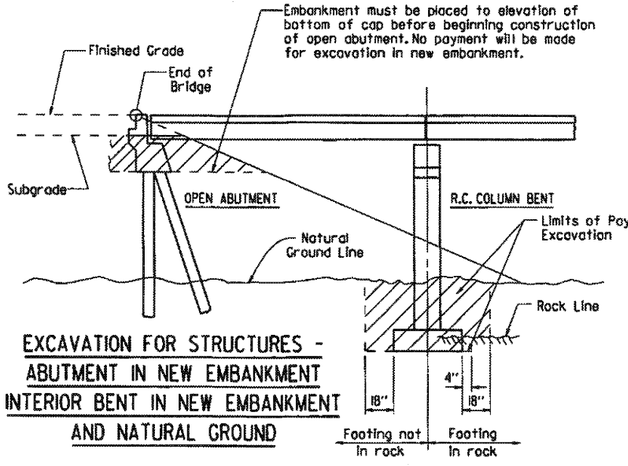
STANDARD DETAILS FOR EMBANKMENT CONSTRUCTION AND BACKFILL AT BRIDGE ENDS

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

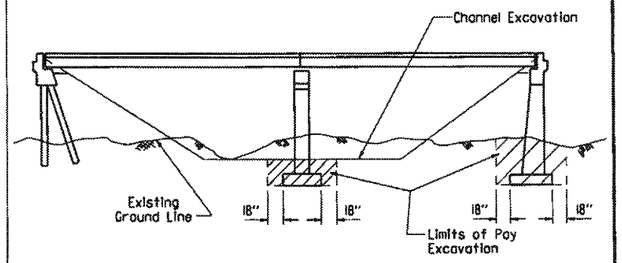
DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55000.dgn
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: -

DRAWING NO. 55000

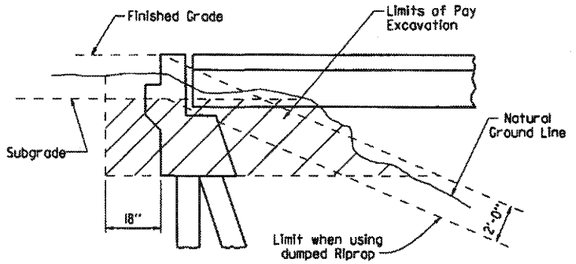
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	RIPRAP & EXCAV. 55001			



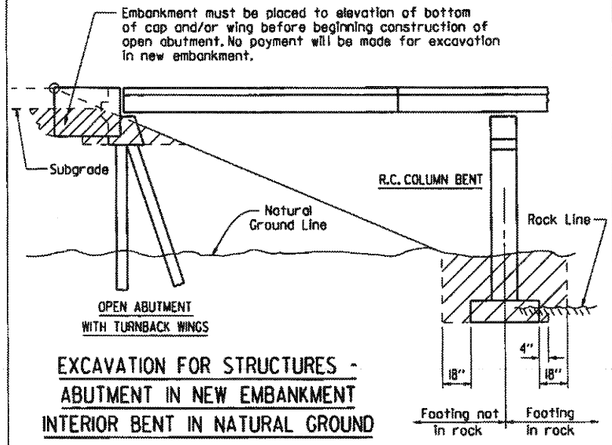
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NEW EMBANKMENT AND NATURAL GROUND



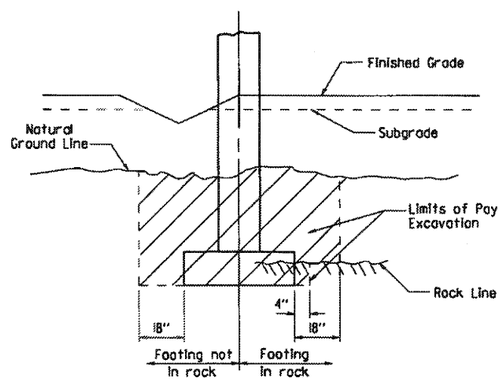
EXCAVATION FOR STRUCTURES - BRIDGE LOCATION WITH DESIGNATED CHANNEL CHANGE



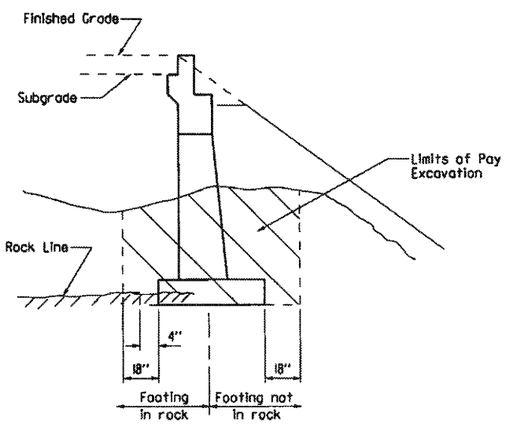
EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND



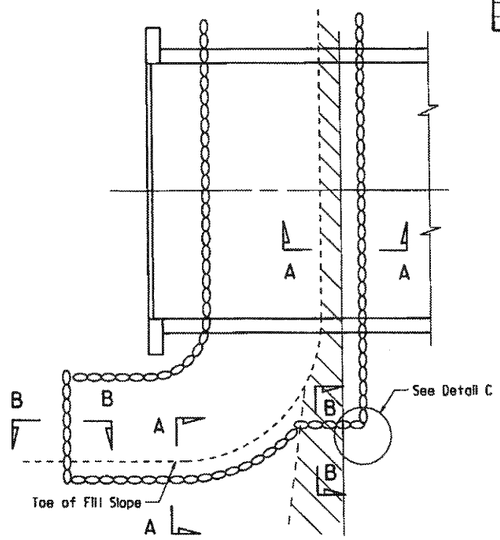
EXCAVATION FOR STRUCTURES - ABUTMENT IN NEW EMBANKMENT INTERIOR BENT IN NATURAL GROUND



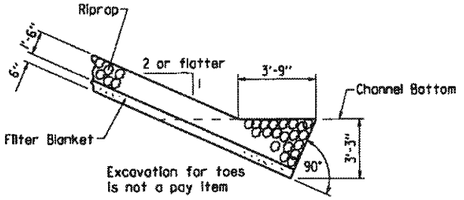
EXCAVATION FOR STRUCTURES - BENT IN ROADWAY FILL SECTION AND NATURAL GROUND



EXCAVATION FOR STRUCTURES - ABUTMENT IN NATURAL GROUND AND NEW EMBANKMENT

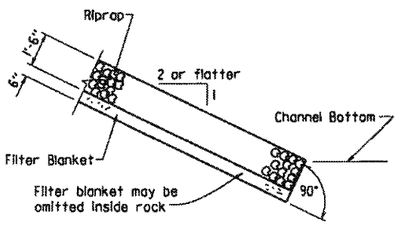


PLAN OF DUMPED RIPRAP



SECTION A-A

(Toe Excavation in Soil)



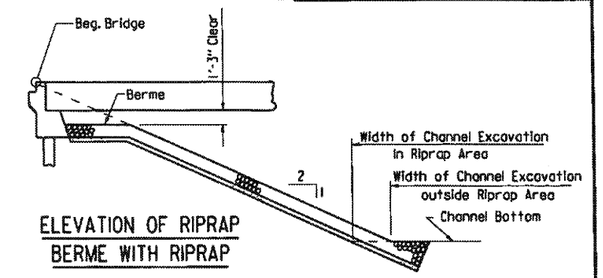
SECTION A-A

(Toe Excavation in Rock)

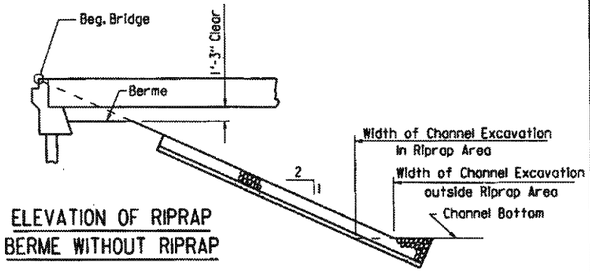
Note : Use this type of toe when rock is encountered which is in a stable condition.

Note : In lieu of an aggregate filter blanket, a synthetic fiber geotextile fabric complying with the requirements of Subsection 816.02(e) may be used.

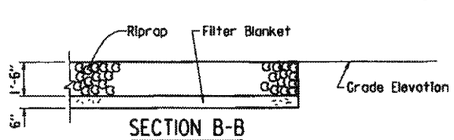
Note : Details for computing excavation for structures are included for information as to how plan quantities were calculated and for use when adjusting quantities when changing footing elevation.



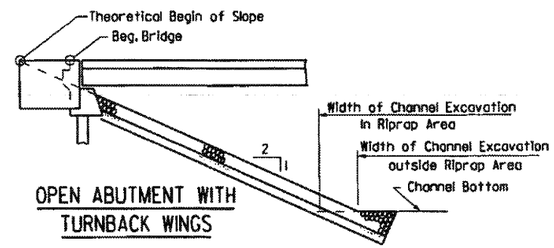
ELEVATION OF RIPRAP BERME WITH RIPRAP



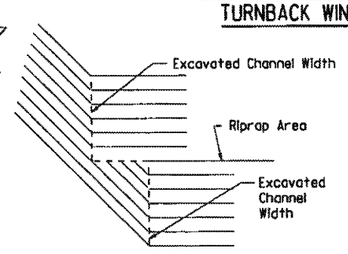
ELEVATION OF RIPRAP BERME WITHOUT RIPRAP



SECTION B-B



OPEN ABUTMENT WITH TURNBACK WINGS



DETAIL C

STANDARD DETAILS FOR DUMPED RIPRAP AND FILTER BLANKET AND COMPUTING EXCAVATION FOR STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55001.dgn

CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE

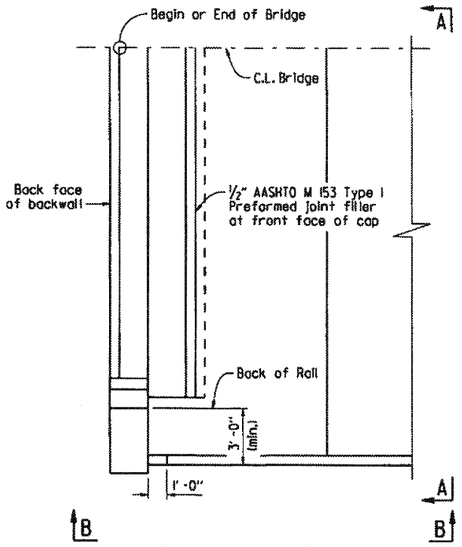
DESIGNED BY: STD. DATE:

DRAWING NO. 55001

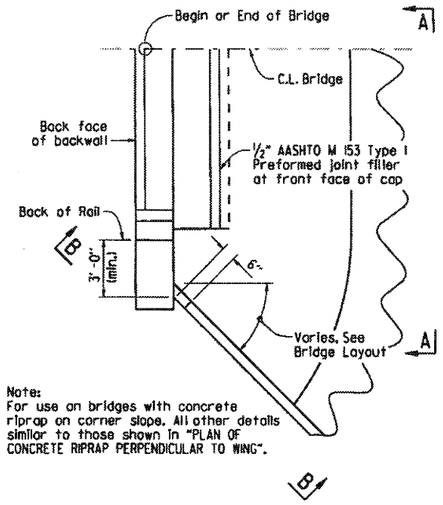
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

① CONCRETE RIPRAP 55002

Note:
Sloped surfaces of concrete riprap to be marked off into blocks (construction joints optional) with an approved grooving tool, spacing the grooved lines about 5' apart.



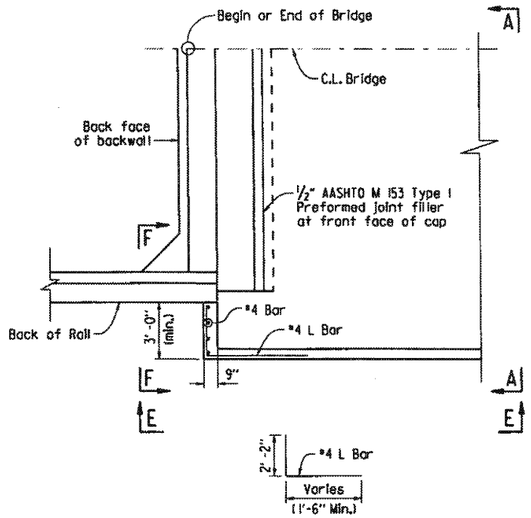
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO WING
¼" = 1'-0"



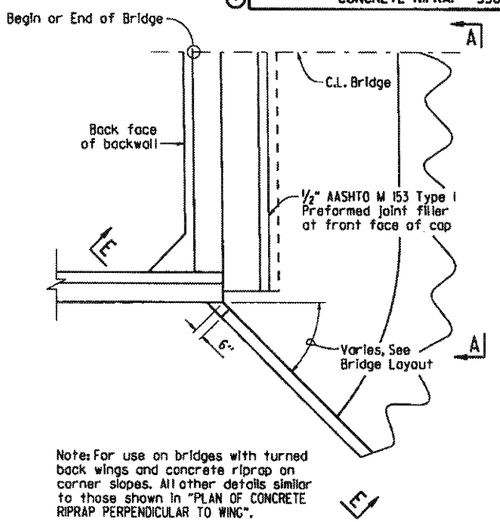
Note:
For use on bridges with concrete riprap on corner slope. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

PLAN OF CONCRETE RIPRAP
AT ANGLE TO WING
¼" = 1'-0"

Note:
For use on bridges with turned back wings. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".



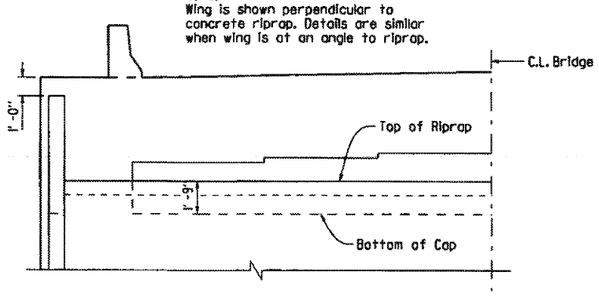
PLAN OF CONCRETE RIPRAP
PERPENDICULAR TO TURNED BACK WING
¼" = 1'-0"



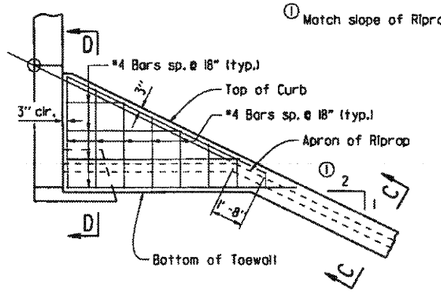
Note: For use on bridges with turned back wings and concrete riprap on corner slopes. All other details similar to those shown in "PLAN OF CONCRETE RIPRAP PERPENDICULAR TO WING".

PLAN OF CONCRETE RIPRAP
AT ANGLE FROM TURNED BACK WING
¼" = 1'-0"

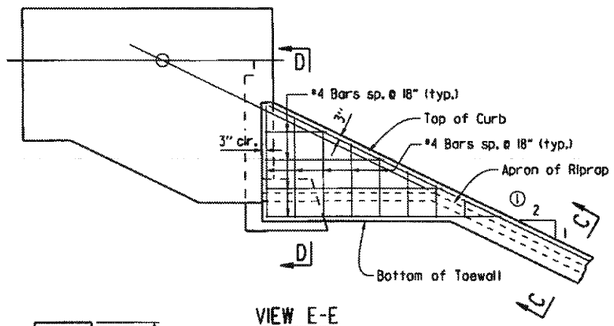
Note:
Wing is shown perpendicular to concrete riprap. Details are similar when wing is at an angle to riprap.



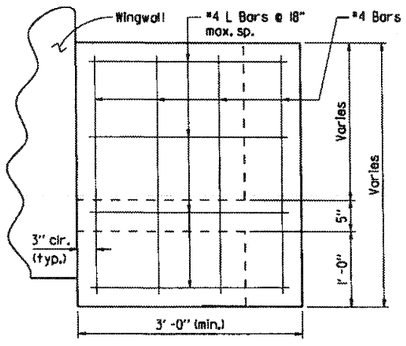
VIEW A-A
¼" = 1'-0"



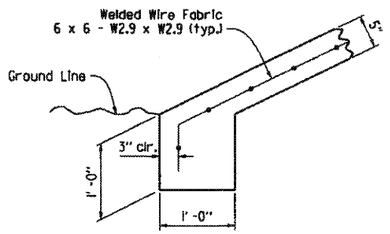
VIEW B-B
¼" = 1'-0"



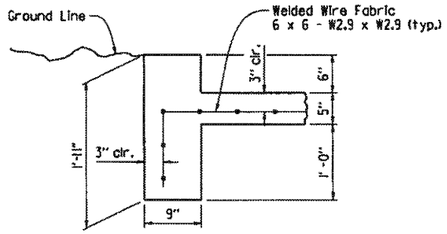
VIEW E-E
¼" = 1'-0"



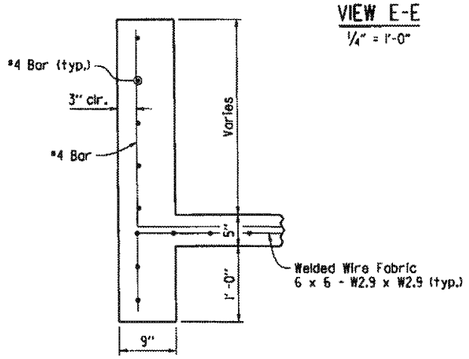
VIEW F-F
1" = 1'-0"



TOE OF CONCRETE RIPRAP
1" = 1'-0"



SECTION C-C
1" = 1'-0"



SECTION D-D
1" = 1'-0"

GENERAL NOTES

All concrete shall be Class A with a minimum compressive strength, f'c = 2,100 psi.

Welded wire fabric shall conform to AASHTO M55 or M221.

STANDARD DETAILS FOR CONCRETE RIPRAP

ARKANSAS STATE HIGHWAY COMMISSION

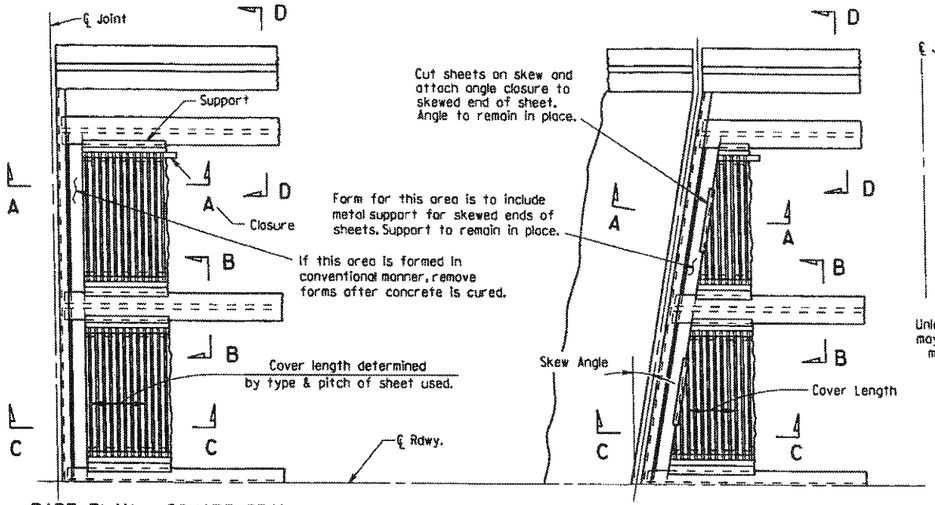
LITTLE ROCK, ARK.

DRAWN BY: ACP DATE: 2/27/2014 FILENAME: b55002.dgn
CHECKED BY: BEF DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: Std. DATE: ---

DRAWING NO. 55002

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				

BRIDGE DECK FORMS 55005

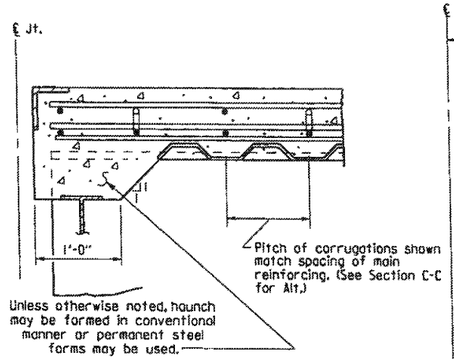


PART PLAN - SQUARE SPAN

3/8" = 1'-0"

PART PLAN - SKEWED SPAN

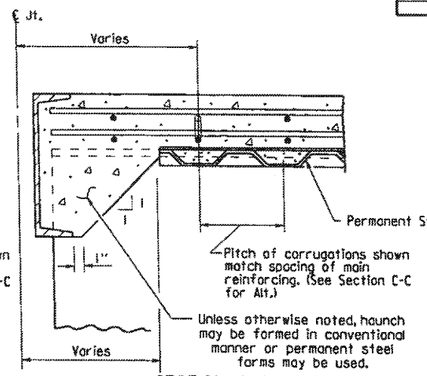
3/8" = 1'-0"



SECTION A-A

N.T.S.

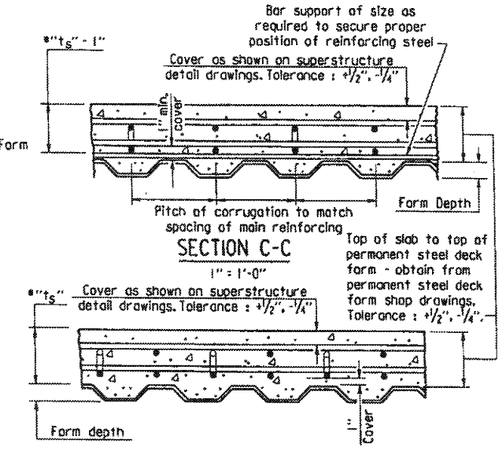
(Angle at end of span)



SECTION A-A

N.T.S.

(Channel at end of span)



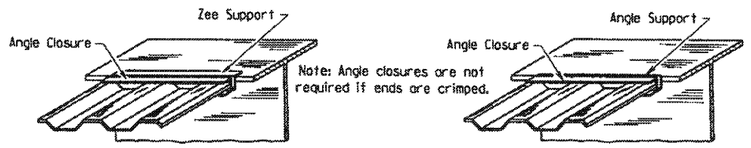
SECTION C-C

1" = 1'-0"

SECTION C-C - ALTERNATE

1" = 1'-0"

(Applicable when corrugations do not match spacing of main reinforcement)



SKETCH OF PERMISSIBLE SUPPORTS

N.T.S.

*t_s = slab thickness as shown on superstructure detail drawings.

GENERAL NOTES

Permanent steel deck forms may be used at the Contractor's option and shall be at no additional cost to the Department. Such use may result in changes to the dead load deflection of the girder. Any cost for adjustments due to a change in the dead load deflection will be borne by the Contractor. Payment for deck concrete and structural steel will not be increased due to use of permanent steel deck forms.

Permanent steel deck forms shall conform to Subsection 802.14(b). Detailed plans, including detailed calculations and manufacturer's technical brochure, shall be submitted to and approved by the Engineer before work of forming the bridge deck is started.

Welding of form supports to the tension flange of steel girders will be permitted only in areas where shear connectors are used. When welding is not allowed, the method of fastening Z or ∠ supports to the flange must be approved by the Engineer.

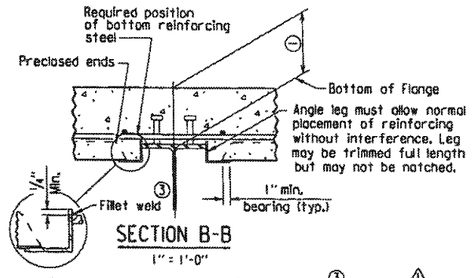
Form sheets shall be fastened to supporting members and to each other with galvanized metal screws sufficient in size and number to provide a secure attachment. Alternate methods of attachment must be approved by the Engineer.

When the pitch of form corrugations match the reinforcing spacing, transversely align form sheets across the bridge to maintain the correct orientation of continuous reinforcing bars in the corrugations.

Bar support rods, when used, shall be sized and spaced to adequately support the bottom reinforcing mat at the required position.

High chairs shall be sized to support the top mat of reinforcing at the proper position. High chairs shall be placed at locations shown on the detail drawings.

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction (2014 Edition), with applicable Supplemental Specifications and Special Provisions.

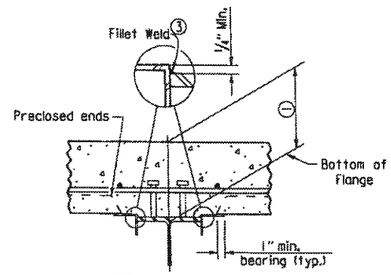


SECTION B-B

1" = 1'-0"

(Showing permissible support for tension flange where shear connectors are used, and for all compression flanges)

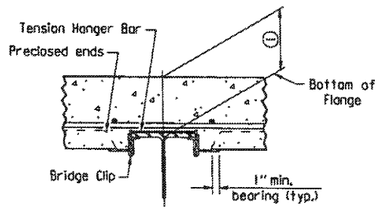
③ ⚠ Minimum weld: 1/8" x 1" @ 18". More weld may be required; maximum length per weld = 1 1/2" (typ.)



SECTION B-B

1" = 1'-0"

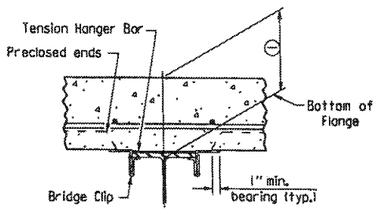
(Showing permissible support for tension flange where shear connectors are used and for all compression flanges)



SECTION B-B

1" = 1'-0"

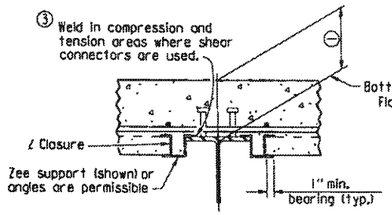
(Showing permissible support for tension flange where shear connectors are not used)



SECTION B-B

1" = 1'-0"

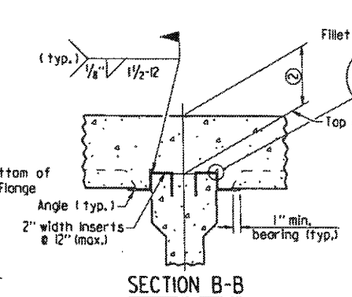
(Showing permissible support for tension flange where shear connectors are not used)



SECTION B-B

1" = 1'-0"

(Showing ∠ Closure)

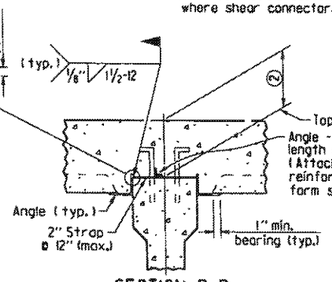


SECTION B-B

(FOR CONCRETE GIRDERS)

1" = 1'-0"

(Showing support by insert cast in girder)



SECTION B-B

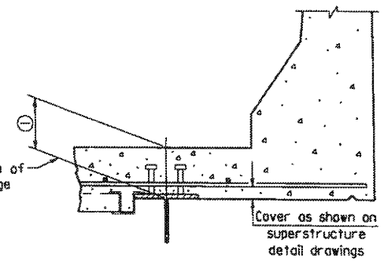
(FOR CONCRETE GIRDERS)

1" = 1'-0"

(Showing support by Strap)

① Distance from top of slab to bottom of top flange as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances: Minimum - occurs when either the top flange or the support angle leg contacts the bottom reinforcing steel; Maximum = t_s + 1 3/4" + flange thickness. See Section C-C for slab thickness tolerance between adjacent girder flanges.

② Distance from top of slab to top of girder as measured at centerline girder and as shown on superstructure detail drawings. This dimension may vary within the following limits to maintain the grade and slab thickness tolerances: Minimum - occurs when either the top of girder or the support angle leg contacts the bottom reinforcing steel; Maximum - value shown on the superstructure detail drawings when removable forms are used. See Section C-C for slab thickness tolerance between adjacent girder flanges.



SECTION D-D

1" = 1'-0"

Note: Only Bottom Reinforcing is shown.

⚠ Revised weld dimension by KWY, Ck'd. by BEF, 3/24/16.

STANDARD DETAILS FOR PERMANENT STEEL BRIDGE DECK FORMS FOR STEEL & CONCRETE GIRDER SPANS

ARKANSAS STATE HIGHWAY COMMISSION

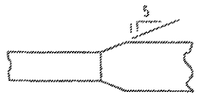
LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55005.dgn

CHECKED BY: BEF DATE: 2-27-2014 SCALE: NONE

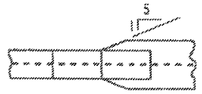
DESIGNED BY: STD. DATE: —

DRAWING NO. 55005

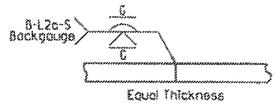


Plan-Unequal Width (Fig.)

FLANGE SPLICE

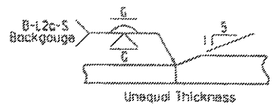


FLANGE SPLICE AT UNEQUAL BOTTOM FLANGE WIDTHS



Equal Thickness

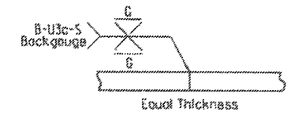
WEB & FLANGE SPLICE



Unequal Thickness

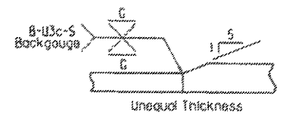
FLANGE SPLICE

(Use when Base Metal Thickness is Equal to or Less than 2")



Equal Thickness

WEB & FLANGE SPLICE

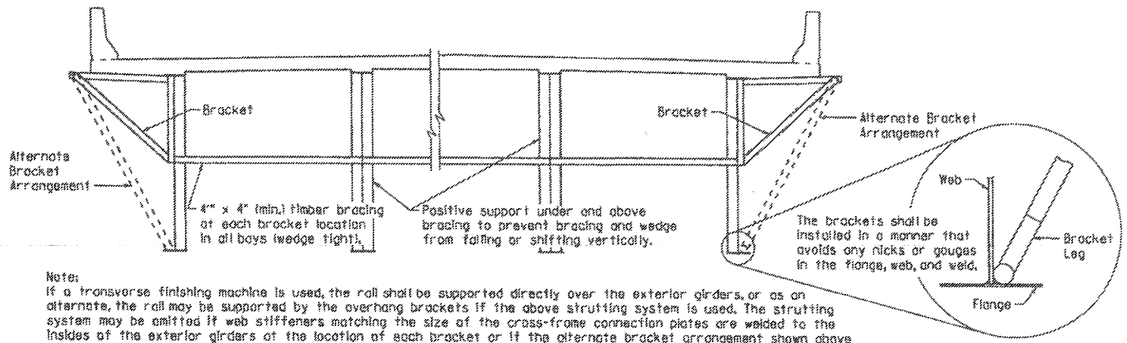


Unequal Thickness

FLANGE SPLICE

(Use when Base Metal Thickness is Greater than 2")

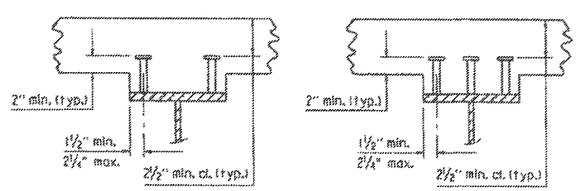
DETAILS OF WELDED SPLICES FOR PLATE GIRDERS



Note:
If a transverse finishing machine is used, the rail shall be supported directly over the exterior girders, or as an alternate, the rail may be supported by the overhang brackets if the above strutting system is used. The strutting system may be omitted if web stiffeners matching the size of the cross-frame connection plates are welded to the insides of the exterior girders at the location of each bracket or if the alternate bracket arrangement shown above is used. The Alternate Bracket arrangement shall extend down to the junction of the web and bottom flange. The stiffener shall conform to the details for cross frame connection plates shown on the plans. No direct payment will be made for brackets, timber bracing, supports, or welded stiffeners. Payment shall be subsidiary to "Structural Steel in Plate Girder Spans (____)".

SCREED RAIL SUPPORT FOR PLATE GIRDERS

(USE WHEN WEB DEPTHS ARE 48" OR GREATER)



2 STUDS PER ROW

3 STUDS PER ROW

Stud Shear Connectors shall be automatically end welded to the beam or girder flange in accordance with the recommendations of the Manufacturer. See plan details for number and size.

SHEAR CONNECTOR DETAIL



Use Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint Sealer shall be measured and paid for as Class SIAE) Concrete-Bridge. Slab joints shall extend to the outside edge of the deck slab and shall align with open joints at the front face of the parapet. Slab joints shall be installed before the parapet railing is poured. If slab joints are to be sawed, they shall be sawed as soon as the concrete has sufficiently set to allow sawing of the joint without damage to the slab. Slab joints shall be placed at all pouring sequence construction joints and required slab joint locations. The joint sealer shall extend across the deck from gutterline to gutterline.

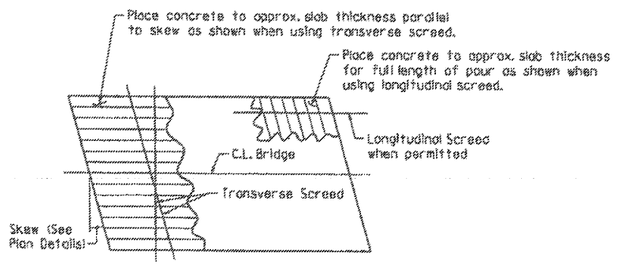
ADDITIONAL NOTES IF SIDEWALKS OR RAISED MEDIANS ARE REQUIRED:
Slab joints shall be installed before the sidewalk or raised median is poured. After installation of the joint in the sidewalk or raised median and prior to pouring the parapet rail, the joint sealer shall be placed extending across the deck slab from gutterline to gutterline and across the top of the sidewalk or raised median to the edge of the slab. No joint sealer shall be placed on the deck slab under the sidewalk or raised median.

TRANSVERSE SLAB JOINT DETAIL



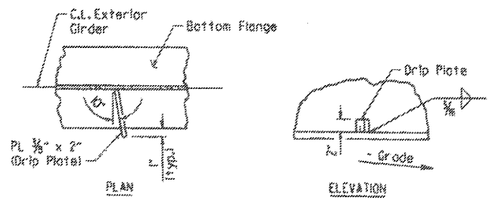
Use ½" x 1" Type 3 or 4 Joint Sealer. See Subsections 501.02(h) and 501.05(j). Backer Rod filler will not be required. Joint sealer shall be measured and paid for as Class SIAE) Concrete-Bridge. This joint shall be formed. Seal color shall be gray or other color similar to concrete.

LONGITUDINAL CONSTRUCTION JOINT



Note: At the Contractor's option, the transverse screed may be placed parallel to the skew or perpendicular to C.L. Bridge.

CONCRETE PLACEMENT PROCEDURE FOR BRIDGES WITH SKEW



Drip Plate to be welded to the outer side of the bottom flange of the exterior girders.

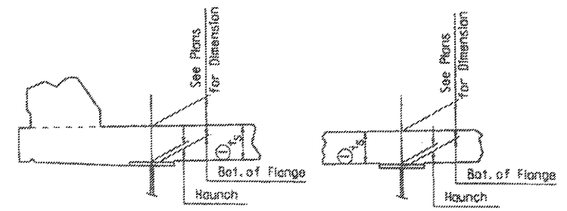
Locate drip plate 5'-0" from C.L. Bearing on high side of each Bent, unless otherwise noted in the plans.

BOTTOM FLANGE DRIP PLATE

(USE WHEN WEB DEPTHS ARE 54" OR GREATER AND UNIT OR SPAN IS NOT IN LEVEL GRADE)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	STEEL BRIDGE STRUCTURES 55007			

t_s = slab thickness. See "Typical Roadway Section" in the plans.



EXTERIOR BEAM OR GIRDER

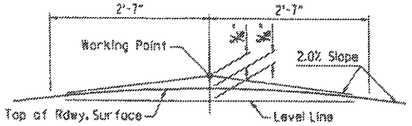
INTERIOR BEAM OR GIRDER

① tolerance when removable deck forming is used is + ½", - ¼". Haunch forming is required and shall be adjusted to maintain slab thickness tolerance.

NOTES:
Haunch dimension may vary within the following limits to maintain the grade and slab thickness tolerance: Minimum occurs when top flange contacts bottom reinforcing steel; Maximum = top flange thickness plus 1¾" unless otherwise noted in the plans. No increase in concrete and structural steel quantities will be made to maintain tolerances.

Tolerances shown are applicable only when removable deck forming is used. See Std. Dwg. No. 55005 for tolerances when permanent steel deck forms are used. Payment for concrete shall be based on removable deck forming.

ADJUSTMENT FOR SLAB THICKNESS TOLERANCE



NOTE: Working Point matches Theoretical Roadway Grade.

ROUNDING DETAIL

BRIDGES IN NORMAL CROWN

WELD TABLE

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)	Single Pass Weld Must Be Used
To ¾" Inclusive	¼"	
Over ¾"	⅜"	

NOTE: When a fillet weld size, as shown on the plans, is larger than the minimum, the first pass shall be that specified for minimum size of fillet weld.

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR STEEL BRIDGE STRUCTURES

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

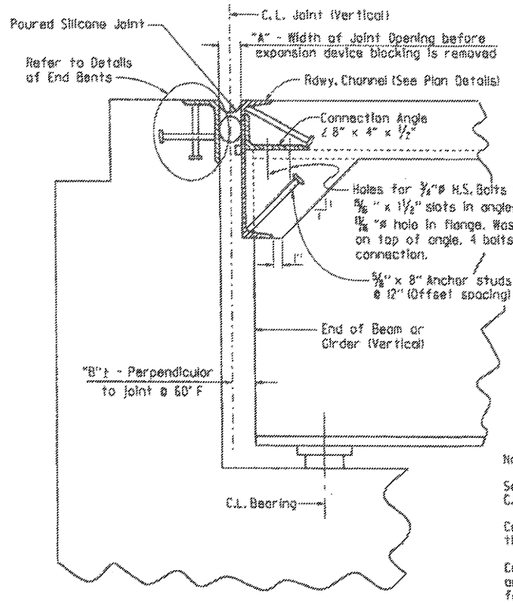
DRAWN BY: JYP DATE: 2/11/2016 FILENAME: b55007.dgn

CHECKED BY: AMS DATE: 2/11/2016 SCALE: No Scale

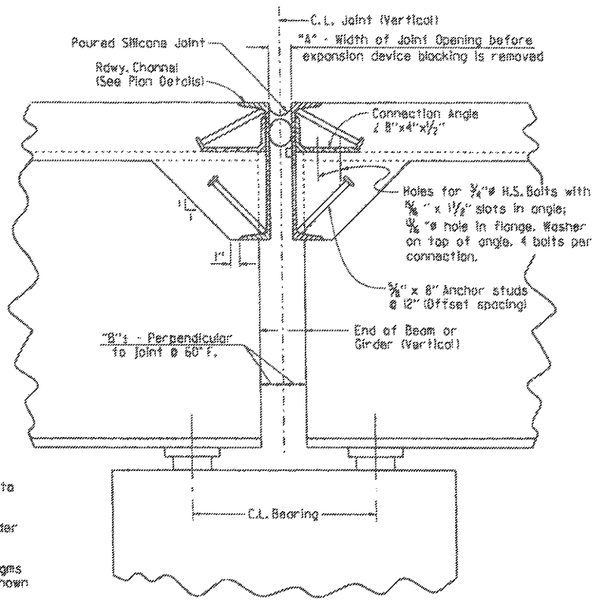
DESIGNED BY: STD. DATE: —

DRAWING NO. 55007

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				POURED SILICONE JOINT				55008



SECTION THRU JOINT AT END BENT



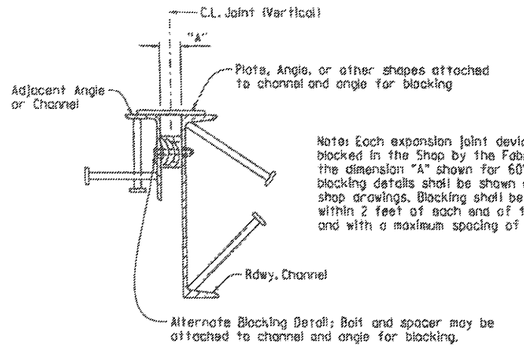
SECTION THRU JOINT AT INTERMEDIATE BENT

Notes:

Sections are taken perpendicular to C.L. Joint.

Concrete shall be hand packed under the joint armor.

Concrete diaphragms, steel diaphragms and bearing stiffeners are not shown for clarity. See plans for details.



Note: Each expansion joint device shall be blocked in the Shop by the Fabricator to the dimension "A" shown for 60° F and the blocking details shall be shown on the shop drawings. Blocking shall be placed within 2 feet of each end of the device and with a maximum spacing of 8 feet.

DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

EXPANSION DEVICE INSTALLATION AT END BENTS:

The Contractor may elect to install the expansion device using one of the following two alternatives:

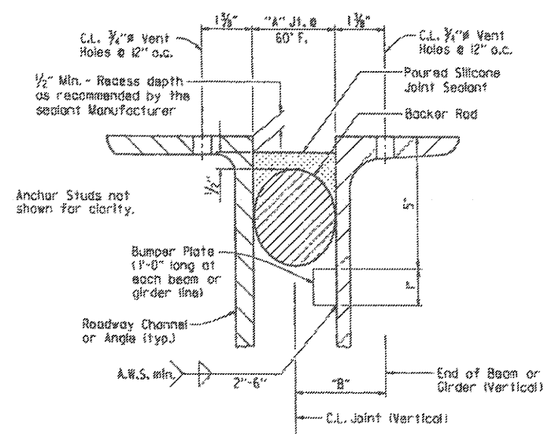
1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the beams or girders erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent, immediately prior to pouring the backwall concrete, the blocking shall be removed, and the opening adjusted for temperature and grade.

2) The backwall shall be poured to the optional construction joint after beams or girders are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent, immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature and grade.

EXPANSION DEVICE INSTALLATION AT INTERMEDIATE BENTS:

After all beams or girders on each side of the joint are erected the blocked expansion device shall be installed and adjusted for grade. Deck concrete shall be placed for the entire unit or span on one side of the joint before deck concrete on the other side is placed. Connection bolts for the first side to have deck concrete placed shall be completely bolted. Bolts on the other side shall be loosely installed so that thermal and rotational movements will not be restricted during concrete placement on the first side.

Connection bolts on the second side shall remain loose until the concrete pour adjacent to the joint is to be placed, immediately prior to pouring the span concrete on the second side, the blocking shall be removed, the joint adjusted for temperature and grade, and the connection bolts tightened.



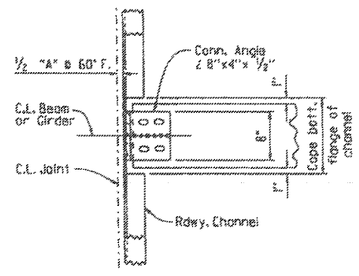
DETAIL OF POURED SILICONE JOINT

Silicone joint material and installation shall conform to Section 809. The temperature limitations recommended by the sealant Manufacturer shall be observed. The sealant shall be installed only when the average 24 hour air temperature is between 40° and 80° F.

Use an appropriately sized backer rod at the depth shown in the Manufacturer's literature based on the joint width at the time of sealing. Unless otherwise noted, do not install more backer rod than can be sealed in the same day.

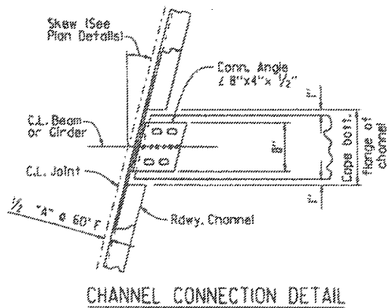
The Contractor shall verify separation of the backer rod from the joint material after the joint material has set.

When bridge deck is constructed in stages, backer rods shall be extended beyond length of poured joint in initial construction stage so that the two pieces can be properly spliced together prior to installing sealant in subsequent stages. Manufacturer's recommendations shall be followed to prevent sealant from "running out of joint" during stage construction.



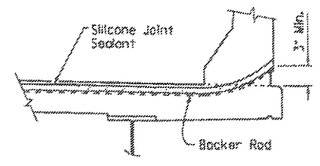
CHANNEL CONNECTION DETAIL

BENTS WITHOUT SKEW

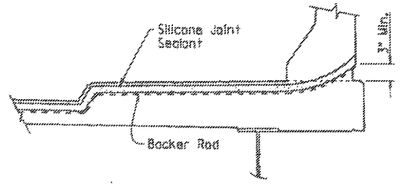


CHANNEL CONNECTION DETAIL

BENTS WITH SKEW



JOINT SEAL PLACEMENT AT RAIL



JOINT SEAL PLACEMENT AT SIDEWALK

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS. SEE "TABLE OF SILICONE JOINT DATA" IN PLAN DETAILS FOR VARIABLES "A" AND "B", AND BUMPER PLATE SIZE.

STANDARD DETAILS FOR POURED SILICONE JOINTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.C.P. DATE: 2/11/2016 FILENAME: 55008.dgn

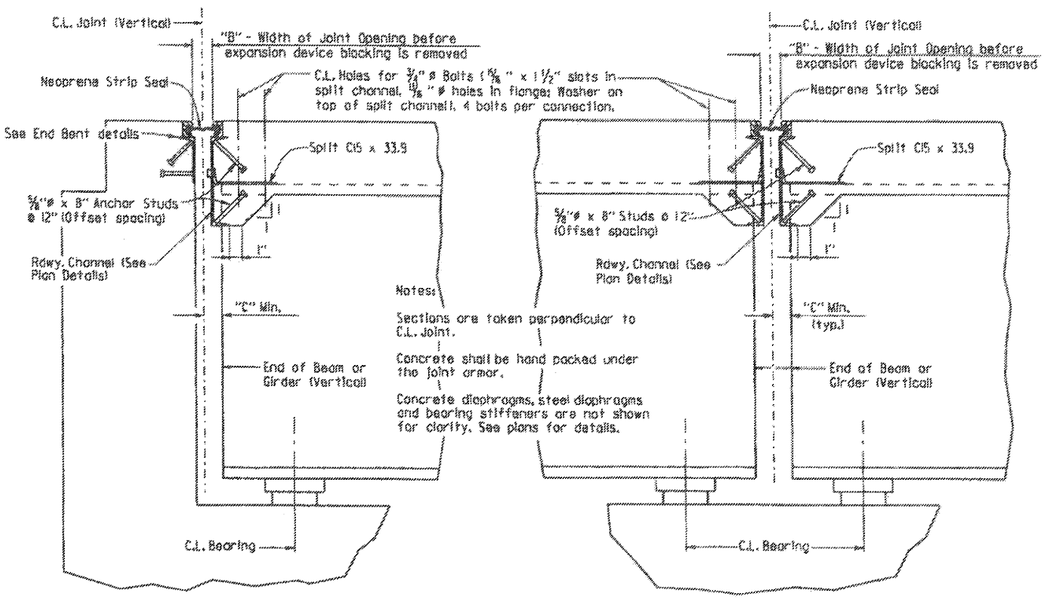
CHECKED BY: A.M.S. DATE: 2/11/2016 SCALE: No Scale

DESIGNED BY: STD. DATE: —

DRAWING NO. 55008

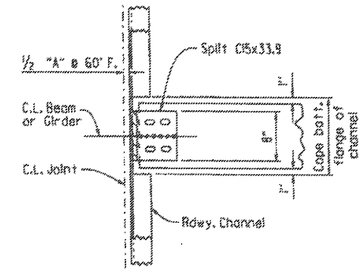
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

1 STRIP SEAL JOINT 55009



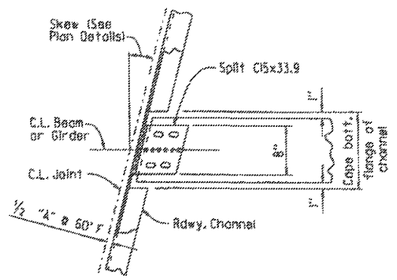
SECTION THRU JOINT AT END BENT

SECTION THRU JOINT AT INTERMEDIATE BENT



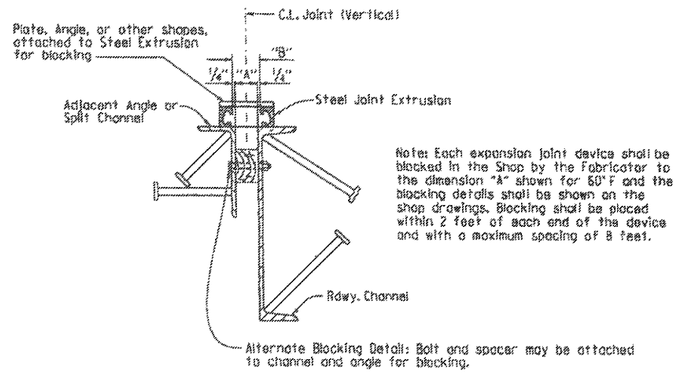
CHANNEL CONNECTION DETAIL

BENTS WITHOUT SKEW



CHANNEL CONNECTION DETAIL

BENTS WITH SKEW



Note: Each expansion joint device shall be blocked in the Shop by the Fabricator to the dimension "A" shown for 60°F and the blocking details shall be shown on the shop drawings. Blocking shall be placed within 2 feet of each end of the device and with a maximum spacing of 8 feet.

DETAILS FOR BLOCKING EXPANSION JOINT DEVICE

EXPANSION DEVICE INSTALLATION AT END BENTS:

The Contractor may elect to install the expansion device using one of the following two alternatives:

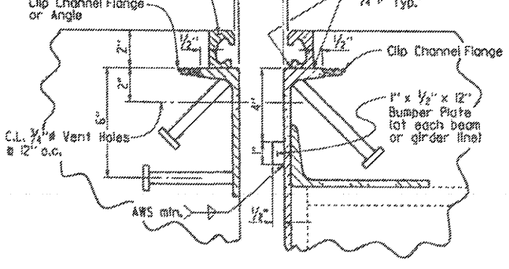
1) The concrete span pour adjacent to joint shall be placed before the end bent backwall is placed. After the end bent backwall forms are in place and the beams or girders erected, the blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the backwall concrete, the blocking shall be removed, and the opening adjusted for temperature and grade.

2) The backwall shall be poured to the optional construction joint after beams or girders are erected. The blocked expansion device shall be installed and adjusted for grade. All connection bolts shall be fully tightened prior to placing the deck concrete adjacent to the bent. Immediately prior to pouring the remainder of the backwall concrete, the blocking shall be removed and the opening adjusted for temperature and grade.

EXPANSION DEVICE INSTALLATION AT INTERMEDIATE BENTS:

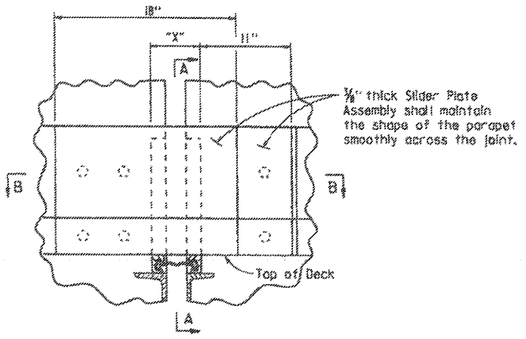
After all beams or girders on each side of the joint are erected the blocked expansion device shall be installed and adjusted for grade. Deck concrete shall be placed for the entire unit or span on one side of the joint before deck concrete on the other side is placed. Connection bolts for the first side to have deck concrete placed shall be completely bolted. Bolts on the other side shall be loosely installed so that thermal and rotational movements will not be restricted during concrete placement on the first side.

Connection bolts on the second side shall remain loose until the concrete pour adjacent to the joint is to be placed. Immediately prior to pouring the span concrete on the second side, the blocking shall be removed, the joint adjusted for temperature and grade, and the connection bolts tightened.



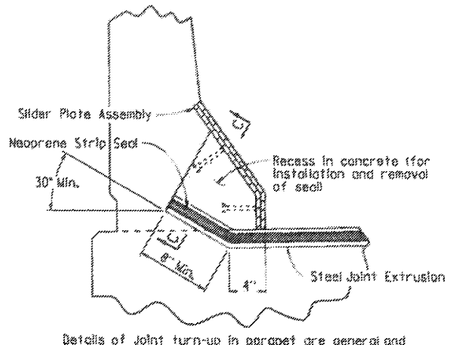
DETAIL OF STRIP SEAL JOINT

Detail shown at End Bent.
Details similar at Intermediate Bent



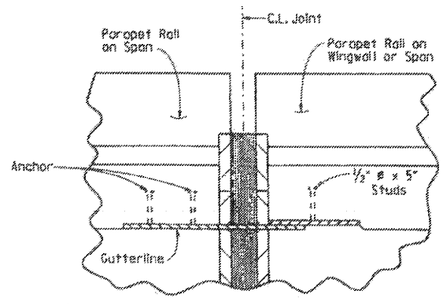
Dimension "X" equals the width of opening in parapet to allow for removal or repair of joint.

DETAIL OF PARAPET SLIDER PLATES



Details of Joint turn-up in parapet are general and show basic design controls only. See plan details for joint installation at sidewalks.

SECTION A-A

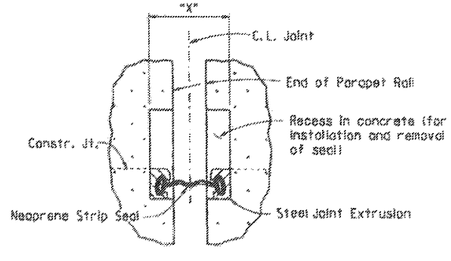


The method of attachment of the slider plate assembly shall allow for removal to provide for future replacement of the neoprene seal. Anchors shall not be paid for directly, but shall be considered subsidiary to the item "Armored Joint with Neoprene Strip Seal".

Method of installation and fabrication shall be determined by the Manufacturer.

SECTION B-B

BENTS WITHOUT SKEW SHOWN



SECTION C-C

GENERAL NOTES FOR NEOPRENE STRIP SEAL JOINTS:

The steel extrusion and neoprene strip seal material and installation shall be in accordance with Section 809.

The expansion device shall provide for the movement rating(s) shown in the "TABLE OF STRIP SEAL JOINT DATA" in the plan details. The expansion joint shall be capable of sealing the deck surface and parapet area to prevent moisture and other contaminants from descending through the joint.

Details of proposed slider plate assembly shall be submitted to the Engineer for approval prior to the fabrication of any structural steel at the expansion device.

All structural steel shall conform to AASHTO M 270, Grade 50W and all exposed surfaces shall be cleaned in accordance with Subsection 807.84(e). The parapet slider plates and structural steel completely embedded in concrete shall conform to AASHTO M 270, Grade 36, 50 or 50W steel. Unless otherwise noted in the plans, all exposed surfaces of the parapet slider plates shall be cleaned and painted in accordance with Section 638. Painting shall not be paid for directly and structural steel completely embedded in concrete need not be painted. Payment for structural steel shall be as specified in the plans.

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS. SEE "TABLE OF STRIP SEAL JOINT DATA" IN PLAN DETAILS FOR VARIABLES "A", "B", AND "C".

STANDARD DETAILS FOR NEOPRENE STRIP SEAL JOINTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: L.J.B. DATE: 2/11/2016 FILENAME: b55009.dgn
CHECKED BY: A.M.S. DATE: 2/11/2016 SCALE: No Scale
DESIGNED BY: STD. DATE: —

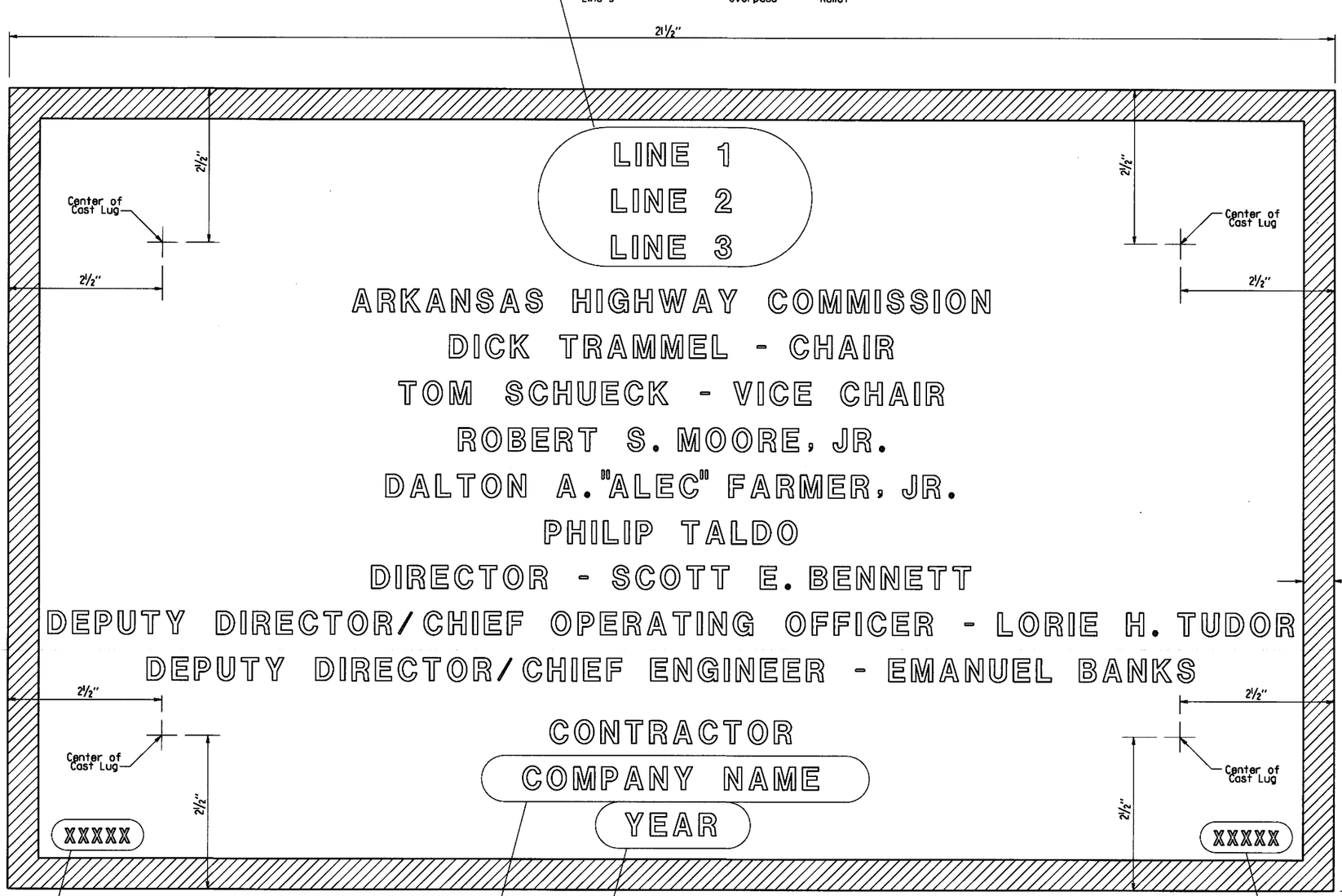
DRAWING NO. 55009

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
12-1-14				6	ARK.			
1-14-15				JOB NO.				
1-17-17								

① TYPE D NAME PLATE 55010

The name of the bridge as shown on the plans shall be placed on Lines 1 - 3 using 1/8" raised letters and numerals 5/8" high.

	Example 1	Example 2	Example 3	Example 4
Line 1	Red River	Southern	Saline	
Line 2	Relief	Railroad	River	Highway 5
Line 3		Overpass	Relief	



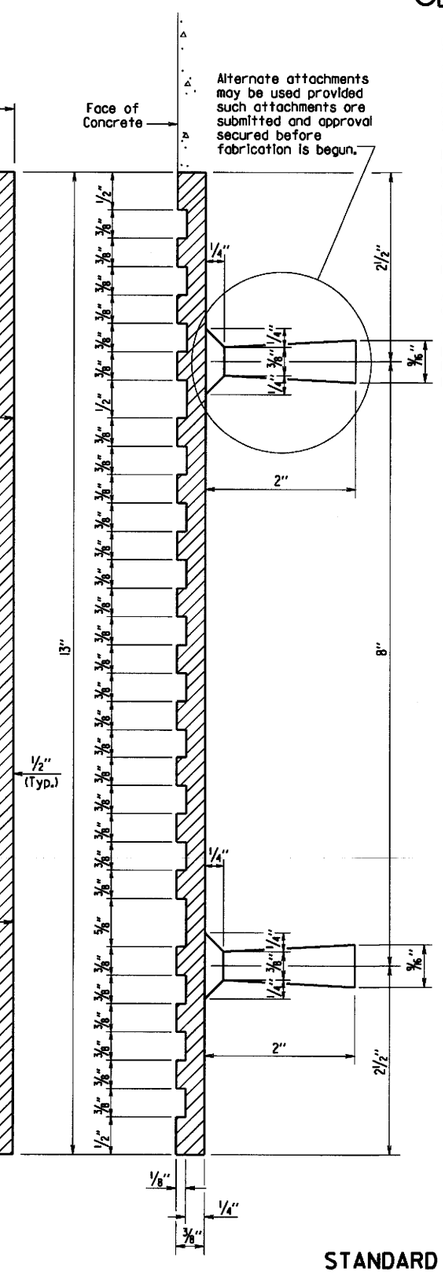
Place the design live loading here using 1/8" raised letters and numerals 1/4" high. Examples : HS 20
HL-93

Place the Year in which Contract was awarded here using 1/8" raised numerals 5/8" high. Example : 2001

Place the name of the company awarded the construction contract here using 1/8" raised letters and numerals 5/8" high. Example : ABCD CONSTRUCTION, INC.

Place the Bridge number here using 1/8" raised letters and numerals 1/4" high. Examples : A1234
05432

TYPICAL BRIDGE NAME PLATE



GENERAL NOTES

Specifications: Arkansas State Highway and Transportation Department Standard Specifications for Highway Construction, (2014 Edition) with applicable Supplemental Specifications and Special Provisions.

Name plates shall be cast bronze and shall meet the material requirements as specified in Section 812.

Body of plate shall be 1/4" thick and shall include four tapering cone lugs 5/8" to 7/8"x 2" long. The border and all lettering shall be raised 1/8" above the face of plate and shall be polished.

All lettering shall be plain gothic, square cut and not tapered.

The number of plates required and the location and name on the plate for each bridge shall be as designated on the plans.

③ Added New Commissioner
1-17-17 KDH Checked By: CRE

② Revised Chair and Vice Chair
Added New Commissioner
1-14-15 KDH Checked By: CRE

① Revised Deputy Director/
Chief Engineer
Added Deputy Director/
Chief Operating Officer
12-1-14 KDH Checked By: CRE

STANDARD DETAILS FOR TYPE D BRIDGE NAME PLATE

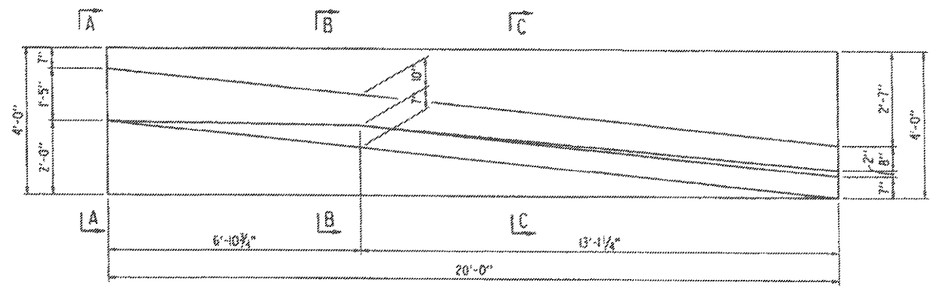
ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: KDH DATE: 2-27-2014 FILENAME: b55010.dgn
CHECKED BY: BEF DATE: 2-27-2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

DRAWING NO. 55010

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROADS DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				① TRANSITIONAL RAIL			55013	



PLAN OF TRANSITIONAL APPROACH RAILING

(RAILINGS ON EACH SIDE OF ROADWAY ARE OPPOSITE HAND TO EACH OTHER)

½" = 1'-0"

GENERAL NOTES

Transitional Approach Railing shall be placed at locations shown in the plans.

All concrete shall be Class "S" with a minimum 28 day compressive strength f'c = 3,500 psi and shall be poured in the dry. All exposed corners to be chamfered ¾" unless otherwise noted.

All reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Construction. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Construction.

Unless otherwise required in the plans, curing and finishing shall be in accordance with Subsection 806.05(c) and the surface finish type and areas of application shall match that used on the adjacent bridge railing or concrete barrier wall. See Subsection 802.19(3) for Class 3 Textured Coating Finish or Subsections 803.03(a) or 803.03(b) for Class 1 or 2 Protective Surface Treatment, respectively. Payment for surface finishes shall not be paid for directly, but shall be considered incidental to the unit price bid for "Transitional Approach Railing".

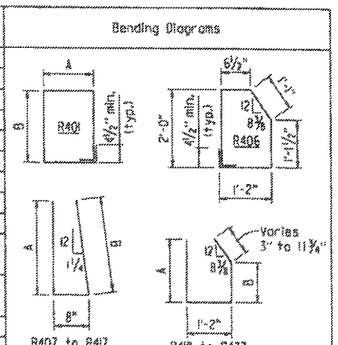
When alternate surface and/or architectural finishes are specified in the plans, no direct payment will be made, and the alternate finish shall be considered incidental to the unit price bid for "Transitional Approach Railing". See plan details for additional information when architectural finishes are specified.

Transitional Approach Railing shall be paid for at the contract unit price bid for "Transitional Approach Railing". See Section 806 for additional information.

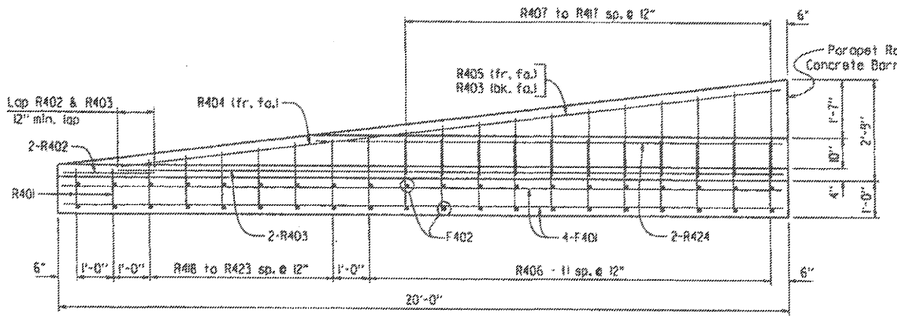
BAR LIST - ONE TRANSITIONAL RAIL

Mark	No. Req'd	Length	A	B	Pin Dia.	Bending Diagrams
F401	8	19'-8"			Str.	
F402	40	3'-8"			Str.	
R401	2	4'-10"	1'-2"	1'-1"	2"	
R402	2	3'-0"			Str.	
R403	3	17'-9"			Str.	
R404	1	5'-0"			Str.	
R405	1	12'-9"			Str.	
R406	12	6'-3"			2"	
R407 to R417	1 ea.	3'-0" to 5'-5"	1'-3" to 2'-5½"	1'-3" to 2'-5½"	2"	
R418 to R423	1 ea.	3'-9" to 5'-1"	1'-4" to 1'-11¼"	1'-1½"	2"	
R424	2	12'-8"			Str.	

Bending Diagrams



Dimensions are out to out of bars.



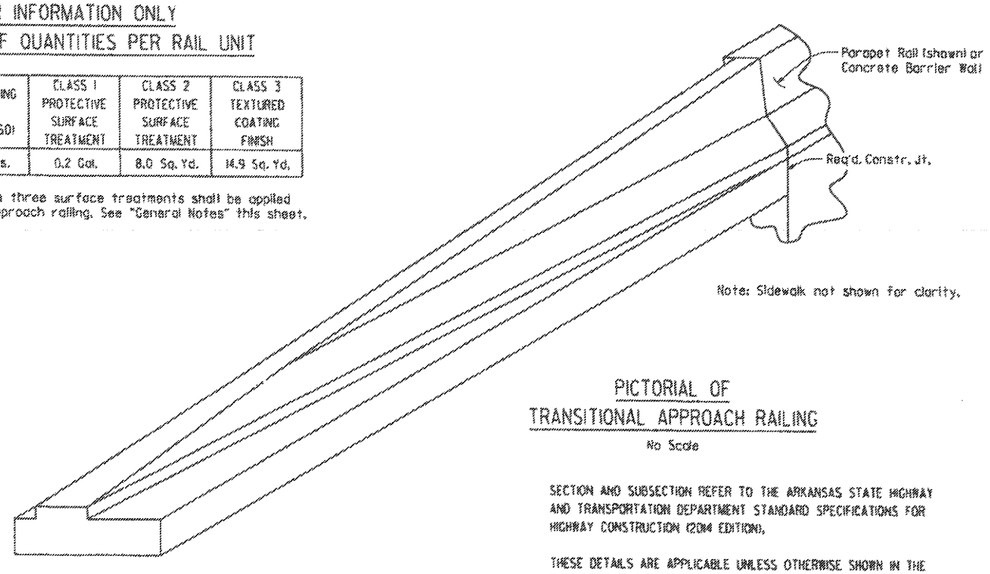
ELEVATION OF TRANSITIONAL APPROACH RAILING

½" = 1'-0"

FOR INFORMATION ONLY
SCHEDULE OF QUANTITIES PER RAIL UNIT

CLASS "S" CONCRETE	REINFORCING STEEL (GRADE 60)	CLASS 1 PROTECTIVE SURFACE TREATMENT	CLASS 2 PROTECTIVE SURFACE TREATMENT	CLASS 3 TEXTURED COATING FINISH
4.20 Cu. Yds.	376 Lbs.	0.2 Gal.	8.0 Sq. Yd.	14.9 Sq. Yd.

Only one of the above three surface treatments shall be applied to the transitional approach railing. See "General Notes" this sheet.



Note: Sidewalk not shown for clarity.

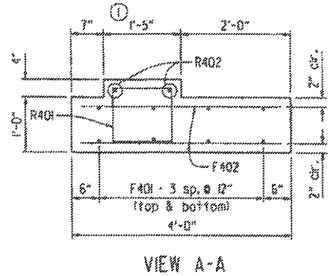
PICTORIAL OF TRANSITIONAL APPROACH RAILING

No Scale

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

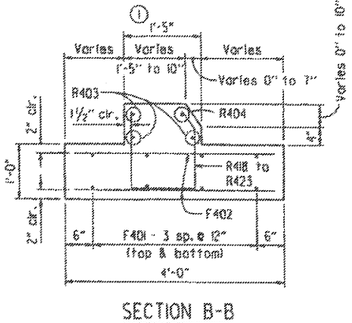
THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS, OR SUPPLEMENTAL SPECIFICATIONS.

① Dimension shall be increased to maintain 1½" clearance if architectural finish is specified.



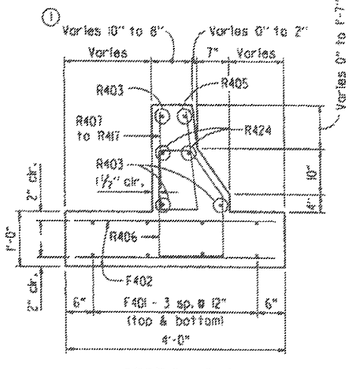
VIEW A-A

¾" = 1'-0"



SECTION B-B

¾" = 1'-0"



SECTION C-C

¾" = 1'-0"

STANDARD DETAILS FOR TRANSITIONAL APPROACH RAILING

ARKANSAS STATE HIGHWAY COMMISSION

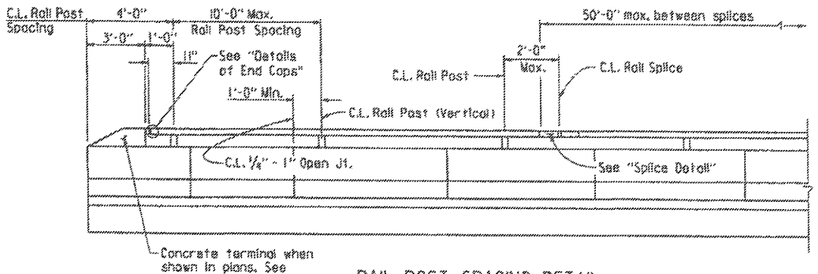
LITTLE ROCK, ARK.

DRAWN BY: JYP DATE: 2/11/2016 FILENAME: b55013.dgn

CHECKED BY: ANS DATE: 2/11/2016 SCALE: As Noted

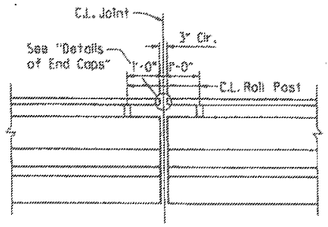
DESIGNED BY: STD. DATE: ---

DRAWING NO. 55013

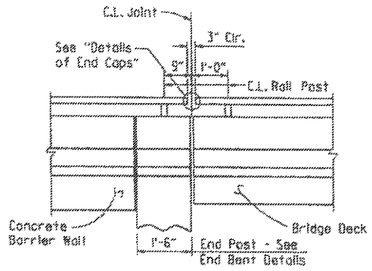


RAIL POST SPACING DETAIL

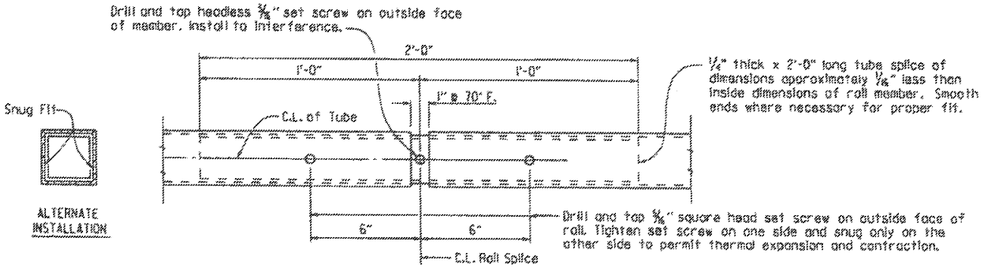
(Horizontal dimensions are along face of rail)



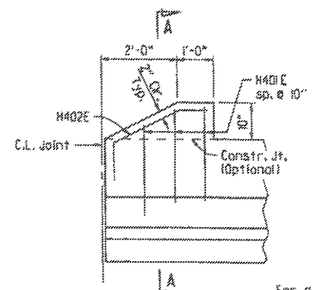
RAIL POST SPACING AT EXPANSION JOINTS



RAIL POST SPACING AT BRIDGE ENDS WITH CONCRETE BARRIER WALL

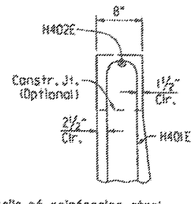


SPLICE DETAIL

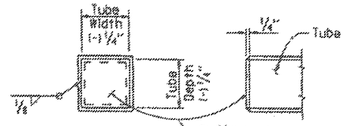


Bar details of reinforcing steel, See Plan Details.

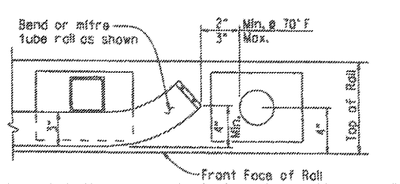
DETAIL X



SECTION A-A

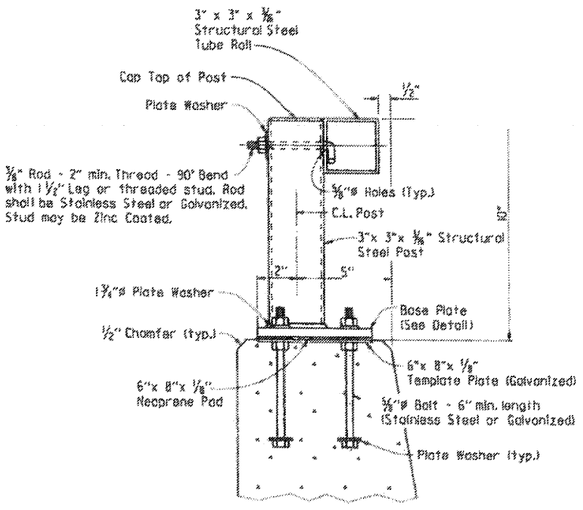


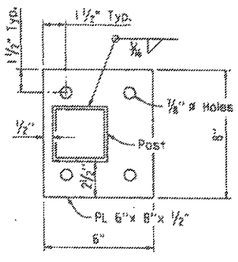
DETAILS OF END CAPS



DETAILS OF RAIL TERMINUS AT FENCE POST

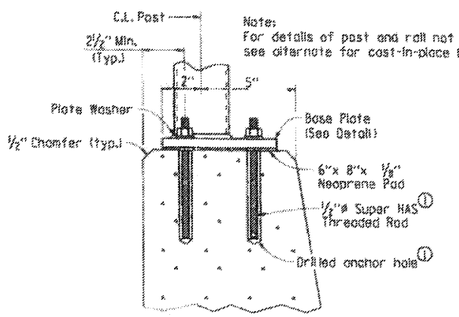
(When Chain Link Fence is required)

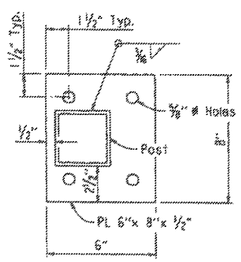




DETAILS OF POST ANCHOR SYSTEM

(CAST-IN-PLACE BOLTS)





① HILTI HIT RE 500 Epoxy Adhesive Anchor System with 4½" embedment or an approved equal.

The HILTI Epoxy Adhesive Anchor System (or approved equal) shall be installed in accordance with Manufacturer's recommendations.

DETAILS OF ALTERNATE POST ANCHOR SYSTEM

(EPOXY ADHESIVE ANCHORS)

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				

① TYPE H RAILING 55014

MATERIALS:

Rail tubing, posts, end caps, and base plates shall conform to AASHTO M 270, Gr. 36 or ASTM A 500-Grade B, and shall be galvanized after fabrication in accordance with Subsection 806.02(c). When required elsewhere in the plans, steel rail members shall receive a powder coating process after galvanizing. Galvanized surfaces shall be prepared in accordance with Subsection 807.87 and the manufacturer's recommendations prior to application of the powder coating process.

The powder coating process shall be a two coat system applied using electrostatic spray. The base coat shall be a thermosetting epoxy powder with a minimum thickness of 2 to 4 mils. The top coat shall be tough polyester powder with a minimum thickness of 2 to 4 mils. The color shall be as shown in the plans. Coated galvanized framework shall have a salt spray resistance of 3000 hours using ASTM B 117 without loss of adhesion. The powder coating process shall be in accordance with manufacturer's recommendations. Any damage to the powder coated finish shall be repaired with a compatible touch-up system in accordance with manufacturer's recommendations and to the satisfaction of the Engineer at the Contractor's expense.

Cast-in-place anchor bolts, nuts, washers, and set screws shall be galvanized high-strength steel or stainless steel. Mixing of galvanized fasteners and stainless steel will not be permitted.

High-Strength Steel:
Cast-in-place anchor bolts shall conform to ASTM A325, Type 1.
Nuts shall conform to ASTM A563, Grade DH or AASHTO M 292, Grade 2H.
Washers shall conform to ASTM F436.
Plate Washers shall conform to AASHTO M 270, Gr. 36.
Splice Set Screws shall conform to AASHTO M 270, Grade 36.
Anchor bolts, nuts, washers, plate washers, and set screws shall be galvanized in accordance with AASHTO M 232, Class C or ASTM B695, Class 50.

Stainless Steel:
Cast-in-place anchor bolts shall conform to ASTM A193 or A320-Grade B8 with a minimum yield strength of 80,000 psi.
Nuts shall conform to AASHTO M 292, Grade 8 or ASTM A563.
Washers shall conform to ASTM A240, Type 302.
Plate Washers shall conform to ASTM A240, Type 302.
Splice Set Screws shall conform to ASTM A193 or A320-Grade B8.

Threads on bolts, screws, and nuts shall conform to American Standard Coarse Series, Class 2 FIT, ASA Specification B1.1. Plate washers shall have dimensions meeting the requirements of ANSI/ASME B18.22.1, Type A plain washer (Wide Series). Neoprene pads shall conform to the requirements of Subsection 807.15(b).

GENERAL NOTES FOR BRIDGE RAILING:

Rail layout shall conform to vertical and horizontal alignment of bridge. All posts shall be vertical.

Maximum post spacing = 10'-0". Minimum distance from centerline post to centerline open or contraction joints in parapet rail = 1'-0".

Splices in rail tubing shall be at 50' maximum spacing. The centerline of splices shall be located a maximum of 2 feet from centerline of post. Rail sections shall be fabricated to attach to at least three posts.

Base plates shall not be placed upon areas that are improperly finished, deformed or irregular.

Bridge railing, including posts, template and base plates, fasteners, and neoprene pads shall be paid for at the contract unit price bid per linear foot for "Metal Bridge Railing (Type H)". When required elsewhere in the plans, powdered coating finish and repair of powdered coating finish shall be considered subsidiary to the item "Metal Bridge Railing (Type H)".

Shop drawings showing details of railing shall be submitted and approval secured prior to fabrication.

SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).

THESE DETAILS ARE APPLICABLE UNLESS OTHERWISE SHOWN IN THE PLAN DETAILS, SPECIAL PROVISIONS OR SUPPLEMENTAL SPECIFICATIONS.

STANDARD DETAILS FOR TYPE H RAILING

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.C.P. DATE: 2/11/2016 FILENAME: b55014.dgn
CHECKED BY: A.M.S. DATE: 2/11/2016 SCALE: No Scale
DESIGNED BY: S.T.O. DATE:
BRIDGE NO. DRAWING NO. 55014

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3/24/16				6	ARK.			
				JOB NO.				
				①		STEEL H-PILES		55020

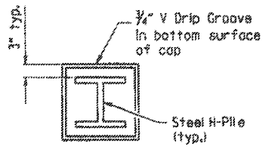
GENERAL NOTES FOR STEEL H-PILES:

Steel H-Piles shall conform to AASHTO M 270, Grade 36 or greater.

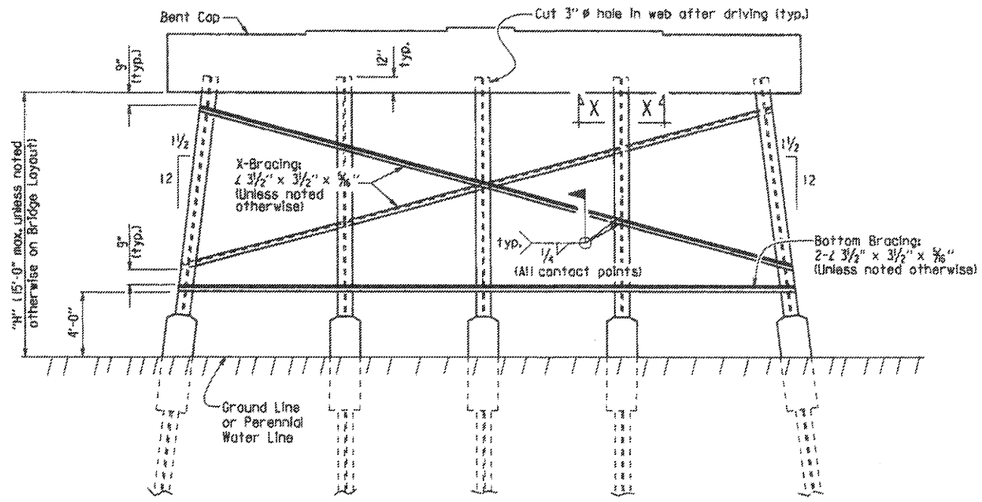
See Bridge Layout and Bent Details for pile size, estimated length, spacing, pile anchorage (if required) and for driving information.

Steel H-Piles that extend above the ground and are not protected by pile encasement shall be painted in accordance with Subsection 805.02.

Brackets, lugs, cap plates, pile tips, driving points, pile painting, splicing and welding shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



VIEW X-X



Notes:
All bracing shall be cut and welded in the field. Each brace shall be furnished in one piece. Payment shall be made under Item 807.

Unless noted otherwise, omit X-Bracing when "H" is less than 8 feet.

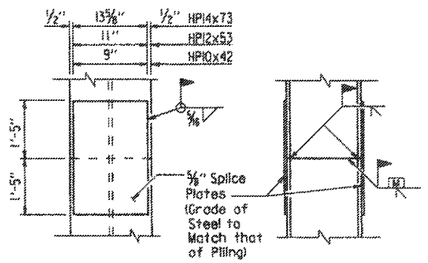
Omit X-Bracing and Bottom Bracing when "H" is 5 feet or less.

When required on the Bridge Layout sheet, pile encasements shall be constructed. See Notes and Details for H-Pile Encasements.

Omit all bracing (and V-groove in cap) when pile encasement is extended to bottom of bent cap.

TYPICAL DETAILS OF H-PILE TRESTLE INTERMEDIATE BENT

(Shown with Partial Height Encasement)



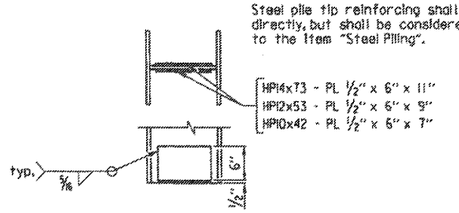
The Contractor may for his own convenience and at his own expense provide as many as three splices per pile. Minimum spacing between splices shall be 5 feet.

TYPICAL SPLICE DETAILS

⚠ H-pile splicers manufactured by Associated Pile and Fitting Corporation, LB Foster Piling, Skyline Steel or equivalent may be used in lieu of the "Typical Splice Details" shown. H-pile splicers shall match the same grade of steel specified for the piling and shall be welded to the pile with a 5/16" fillet weld around the entire perimeter of the splice. Flanges shall be welded with a complete penetration groove weld complying with AASHTO/AWS Joint Designation B-U4a or B-U4b. All welding shall conform to Subsection 807.26 of the AHTD Standard Specifications for Highway Construction (2014 Edition).

Notes:
Steel pile tip reinforcing not required when approved H-Pile driving points are used.

Steel pile tip reinforcing shall not be paid for directly, but shall be considered subsidiary to the item "Steel Piling".



REINFORCING DETAIL FOR STEEL H-PILE TIP

GENERAL NOTES FOR H-PILE ENCASEMENTS:

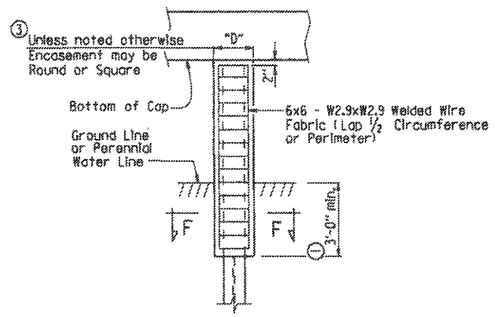
⚠ See Bridge Layout for additional notes, any pile encasement restrictions and required location of pile encasements.

All concrete shall be Class S with a minimum 28-day compressive strength, f'c = 3,500 psi. If concrete cannot be placed in the dry, Seal Concrete may be used from top to bottom of encasement.

Reinforcing steel shall be Grade 60 conforming to AASHTO M 31 or M 322, Type A.

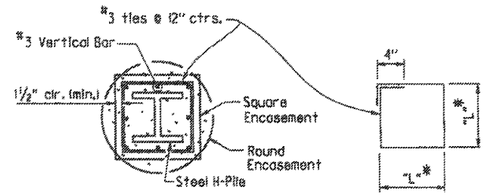
Welded Wire Fabric shall conform to AASHTO M 55 or M 221. Galvanized Corrugated Steel Pipe shall conform to AASHTO M 36 and M 218.

Concrete, welded wire fabric or reinforcing steel and galvanized pipe shall not be paid for directly, but shall be considered subsidiary to the item "Pile Encasement".



PILE ENCASEMENT DETAIL FOR STEEL H-PILES

④ (Shown with Encasement to Bottom of Cap)

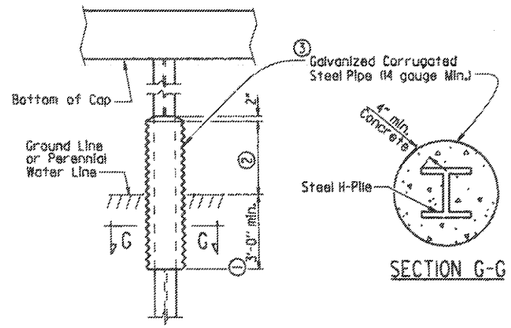


SECTION F-F

*Measured out-to-out of bar.

TABLE OF VARIABLES FOR PILE ENCASEMENT

Pile Size	"D" Square Encsmt.	"D" Round Encsmt.	"L"*
HP10x42	1'-7"	2'-0"	1'-4"
HP12x53	1'-8"	2'-2"	1'-5"
HP14x73	1'-11"	2'-6"	1'-8"



SECTION G-G

① Unless otherwise noted on Bridge Layout.

② 3'-0" minimum or as shown on Bridge Layout.

③ Encasement dimensions shall be sized to maintain a minimum concrete cover of 4" from the H-Pile. Reinforcement shall be sized to provide a minimum concrete cover of 1½" and a minimum clearance of 1¼" from the pile.

④ Alternate pile encasement, when not extended to bottom of cap, shall have 2" concrete taper for water runoff as shown in the Partial Height Encasement detail.

ALTERNATE PILE ENCASEMENT DETAIL FOR STEEL H-PILES

(Shown with Partial Height Encasement)

⚠ Added alternate method of splicing H-piles and revised pile encasement note.
3/24/2016 AMS

This document was originally issued and sealed by Charles R. Ellis, PE No. 9235, on March 24, 2016. This copy is not a signed and sealed document.

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 9235
CHARLES R. ELLIS

BRIDGE ENGINEER

STANDARD DETAILS FOR STEEL H-PILES AND PILE ENCASEMENTS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

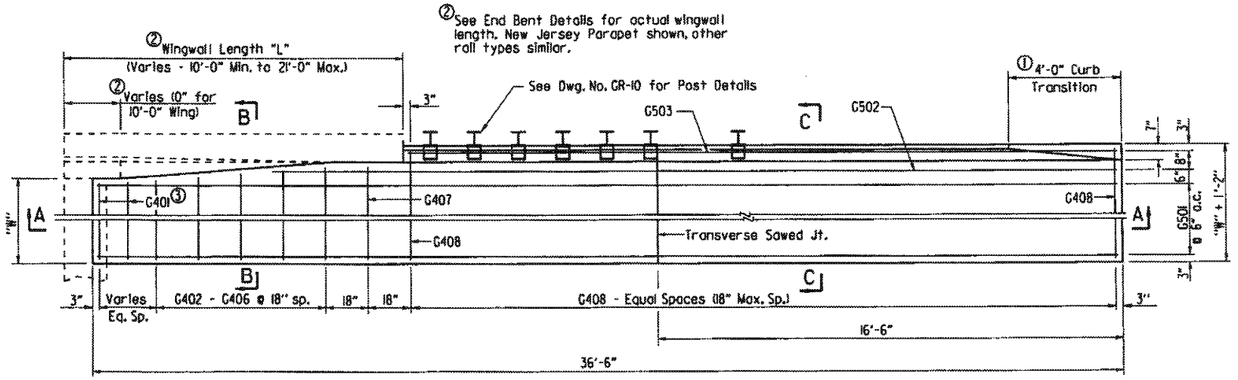
DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55020.dgn
CHECKED BY: B.E.F. DATE: 2/27/2014 SCALE: NO SCALE
DESIGNED BY: STD. DATE: —

DRAWING NO. 55020

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
				6	ARK.			
				JOB NO.				
				①	TYPE C GUTTERS		55030C	

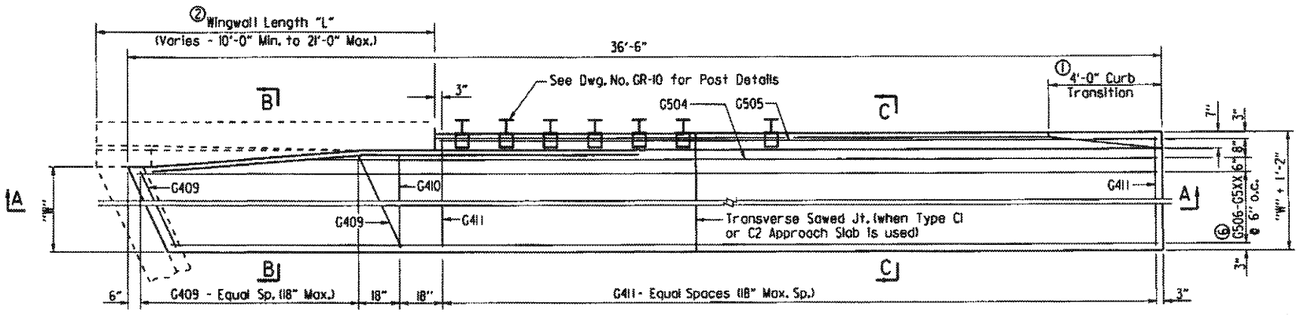
① Construct gutter curb with height-transition as shown if drop inlet is not placed at end of gutter.

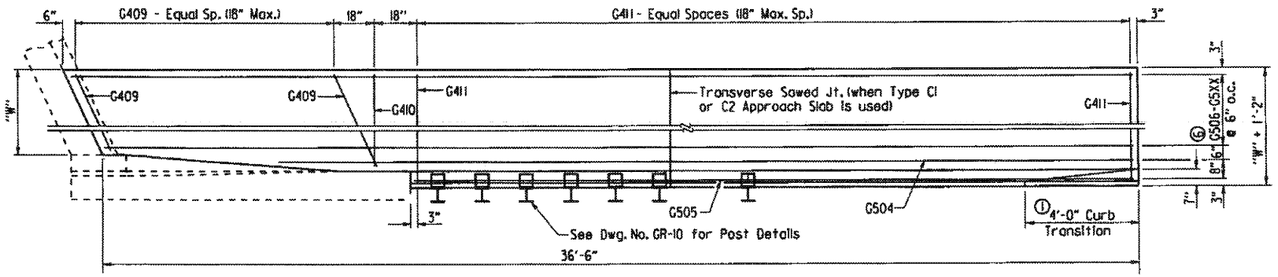
Construct gutter curb full height (no height-transition) if drop inlet is placed at end of gutter. Curb height transition placed on drop inlet. See drop inlet details.



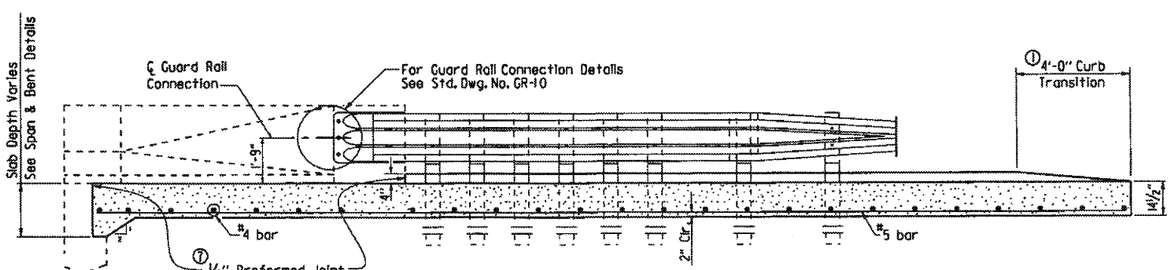
③ Provide G401 bars @ 18" max. spacing. Number of G401 bars vary with wingwall length. No G401 bars required for 10'-0" wingwalls.

HALF PLAN OF APPROACH GUTTERS FOR SQUARE BRIDGE

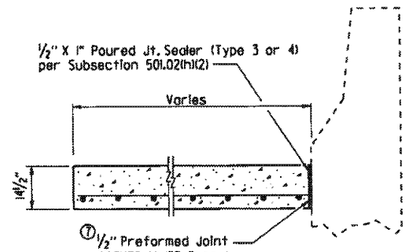




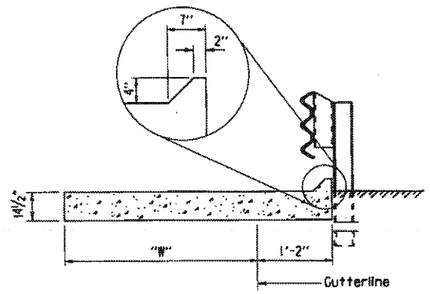
PLAN OF APPROACH GUTTERS FOR SKEWED BRIDGE



SECTION A-A



SECTION B-B
N.T.S.



SECTION C-C
N.T.S.

BAR LIST FOR ONE TYPE C GUTTER

	Mark	No. Req'd. for Width "W" 4'-0"	6'-0"	8'-0"	10'-0"	Length
Square Bridge	G401	④	④	④	④	"W" - 4"
	G402-G406	1 each	1 each	1 each	1 each	"W" - 3" to "W" + 2"
	G407	1	1	1	1	"W" + 3"
	G408	④	④	④	④	"W" + 10"
	G501	8	12	16	20	36'-2"
	G502	1	1	1	1	(41'-11") - "L"
	G503	1	1	1	1	(37'-2") - "L"
Skewed Bridge	G409	④	④	④	④	⑤
	G410	1	1	1	1	"W" + 3"
	G411	④	④	④	④	"W" + 10"
	G504	1	1	1	1	⑤
	G505	1	1	1	1	⑤
	G506 - G5XX ⑥	1 each	1 each	1 each	1 each	⑤

④ No. Req'd. varies with Skew and Wingwall Length.

⑤ Bar Lengths vary with Skew and Wingwall Length.

⑥ G513 for "W" = 4'
G517 for "W" = 6'
G521 for "W" = 8'
G525 for "W" = 10'

QUANTITIES FOR ONE SQUARE APPROACH GUTTER

(FOR INFORMATION ONLY)

"W" Width (ft.)	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
4	445	8.30
6	630	11.55
8	810	14.80
10	995	18.10

Quantities are based on "L" = 10'-0".

Note:
All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

⑦ Eliminate Type I Preformed Joint at end bent backwall and at face of wingwalls when gutters used with Type C2 Approach Slabs. Poured joint sealer is required, however backer rod shall be eliminated.

GENERAL NOTES

All concrete shall be Class S or Class S(AE) or mixture used for Portland Cement Concrete Pavement and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Gutters will be measured and paid for in accordance with Section 504.

STANDARD DETAILS FOR TYPE C APPROACH GUTTERS

ARKANSAS STATE HIGHWAY COMMISSION

LITTLE ROCK, ARK.

DRAWN BY: A.M.S. DATE: 2/27/2014 FILENAME: b55030c.dgn
CHECKED BY: K.W.Y. DATE: 2/27/2014 SCALE: ⅛" = 1'-0" or As Shown
DESIGNED BY: STD. DATE:

DRAWING NO. 55030C

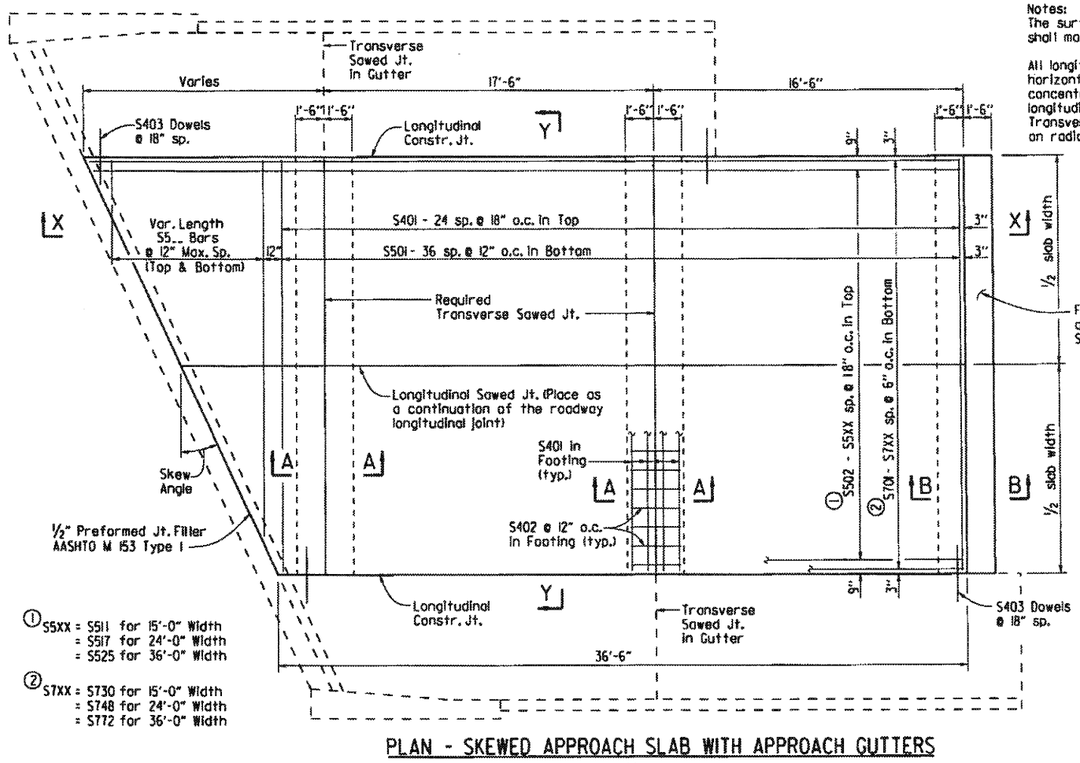
DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
6	ARK.			
JOB NO.				

TYPE CI APPROACH SLAB 55040CI

Notes:
The surface finish for Approach Slabs shall match that used on the bridge deck.

All longitudinal lines within the limits of horizontal curves shall be on curves concentric to C.L. Bridge. Adjustment to longitudinal bar lengths may be required. Transverse reinforcing shall be placed on radial lines to C.L. Bridge.

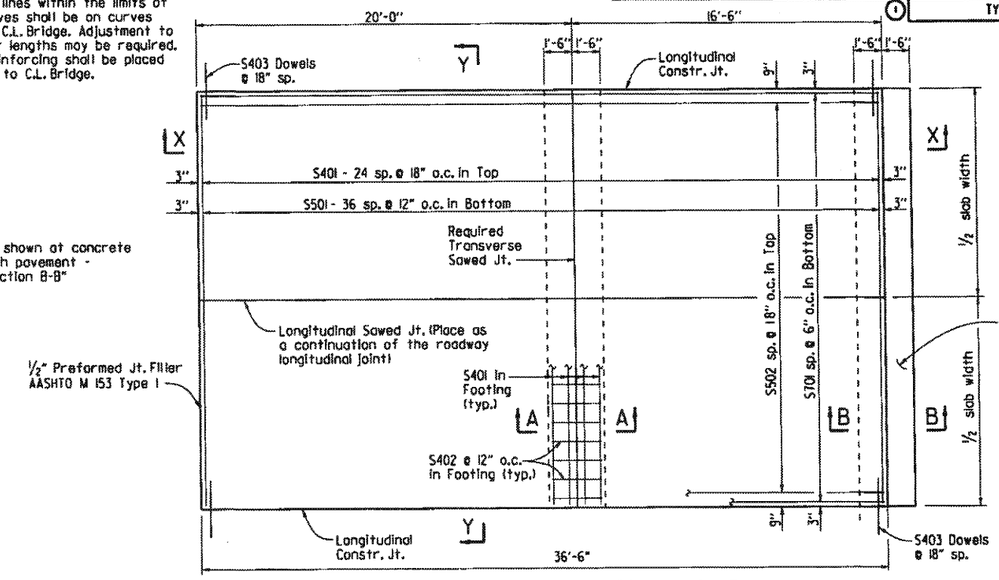


① S5XX = S511 for 15'-0" Width
= S517 for 24'-0" Width
= S525 for 36'-0" Width

② S7XX = S730 for 15'-0" Width
= S748 for 24'-0" Width
= S772 for 36'-0" Width

PLAN - SKEWED APPROACH SLAB WITH APPROACH GUTTERS

1/4" = 1'-0"



PLAN - SQUARE APPROACH SLAB

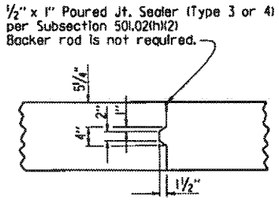
1/4" = 1'-0"

BAR LIST

(Square & Skewed Approach Slabs)

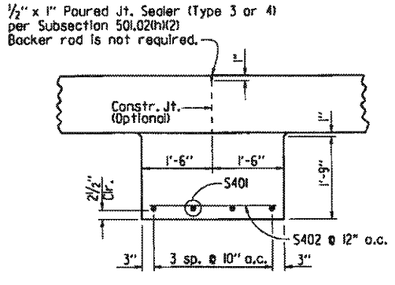
	Mark	Square No. Req'd.	Square Length	Skewed No. Req'd.	Skewed Length
15'-0" Slab Width	S401	33	14'-8"	37	14'-8"
	S402	30	2'-8"	45	2'-8"
	S403	50	3'-0"	*	3'-0"
	S501	37	14'-8"	37	14'-8"
	S502	10	36'-2"	—	—
	S502 - S511	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 14.25'(tan skew angle)
	S5..	—	—	2 Ea.	14.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	30	36'-2"	—	—
	S701 - S730	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 14.75'(tan skew angle)
24'-0" Slab Width	S401	33	23'-8"	37	23'-8"
	S402	48	2'-8"	72	2'-8"
	S403	50	3'-0"	*	3'-0"
	S501	37	23'-8"	37	23'-8"
	S502	16	36'-2"	—	—
	S502 - S517	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 23.25'(tan skew angle)
	S5..	—	—	2 Ea.	23.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	48	36'-2"	—	—
	S701 - S748	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 23.75'(tan skew angle)
36'-0" Slab Width	S401	33	35'-8"	37	35'-8"
	S402	72	2'-8"	108	2'-8"
	S403	50	3'-0"	*	3'-0"
	S501	37	35'-8"	37	35'-8"
	S502	24	36'-2"	—	—
	S502 - S525	—	—	1 Ea.	36.1' + 0.75'(tan skew angle) to 36.1' + 35.25'(tan skew angle)
	S5..	—	—	2 Ea.	35.7' - 0.75'/(tan skew angle) to 2'-0" Min.
	S701	72	36'-2"	—	—
	S701 - S772	—	—	1 Ea.	36.1' + 0.25'(tan skew angle) to 36.1' + 35.75'(tan skew angle)

* Varies with skew angle



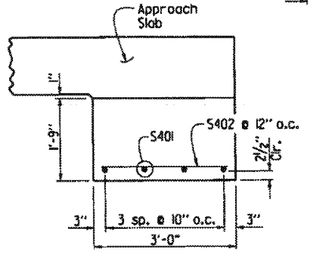
DETAILS OF LONGITUDINAL CONSTRUCTION JOINT

3/4" = 1'-0"



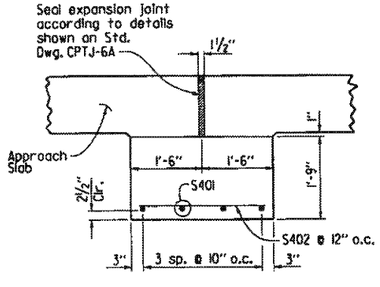
SECTION A-A

N.T.S.



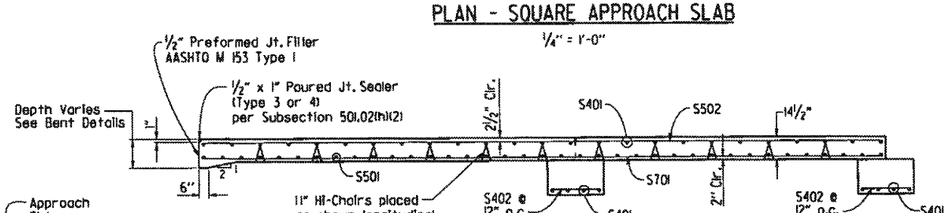
SECTION B-B

AT ASHALT APPROACH PAVEMENT
N.T.S.



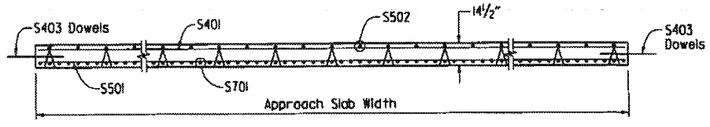
SECTION B-B

AT CONCRETE APPROACH PAVEMENT
N.T.S.



SECTION X-X

SQUARE APPROACH SLAB SHOWN
1/4" = 1'-0"



SECTION Y-Y

N.T.S.

TABLE OF QUANTITIES FOR ONE SQUARE APPROACH SLAB

(FOR INFORMATION ONLY)

Slab Width	Reinforcing Steel (Lbs.)	Concrete (Cu. Yds.)
15'-0"	3640	30.75
24'-0"	5775	49.15
36'-0"	8620	73.75

GENERAL NOTES

This drawing shall be used for Approach Slabs in Seismic Performance Zone 1 and for the maximum skew angles shown below:

15'-0" Slab Width: Maximum Skew Angle = 50°
24'-0" Slab Width: Maximum Skew Angle = 40°
36'-0" Slab Width: Maximum Skew Angle = 30°

All concrete shall be Class S (AE) with a minimum 28 day compressive strength f'c = 4,000 psi and shall be poured in the dry.

All reinforcing steel shall be Grade 60 (yield strength = 60,000 psi) conforming to AASHTO M 31 or M 322, Type A, with mill test reports.

Approach Slabs will be measured and paid for in accordance with Section 504.

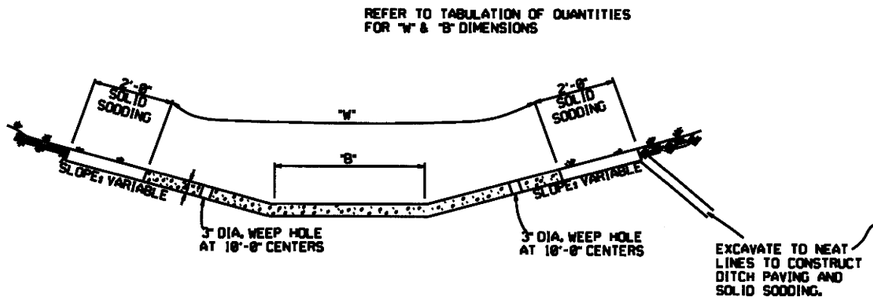
STANDARD DETAILS FOR TYPE CI APPROACH SLAB

ARKANSAS STATE HIGHWAY COMMISSION

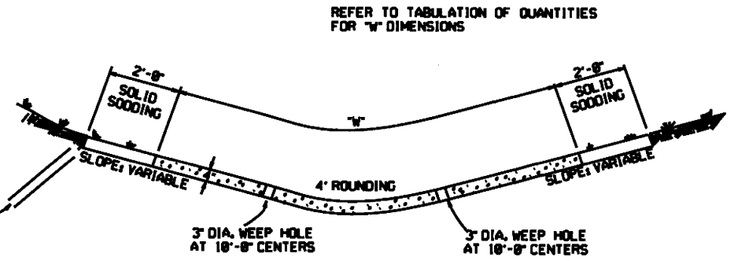
LITTLE ROCK, ARK.

DRAWN BY: A.W.S. DATE: 2/27/2014 FILENAME: b55040ci.dgn
CHECKED BY: K.W.Y. DATE: 2/27/2014 SCALE: AS SHOWN
DESIGNED BY: STD. DATE:

DRAWING NO. 55040CI

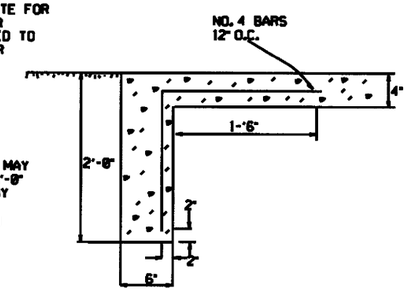


TYPE A

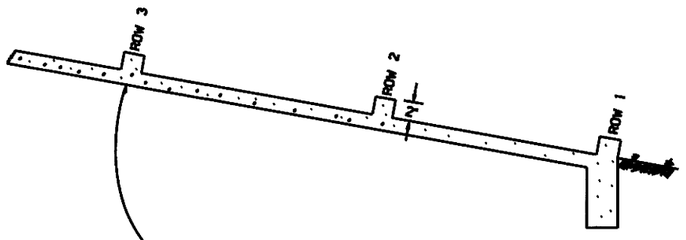


TYPE B

THE STEEL AND ADDITIONAL CONCRETE FOR THE WALLS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR "CONCRETE DITCH PAVING."

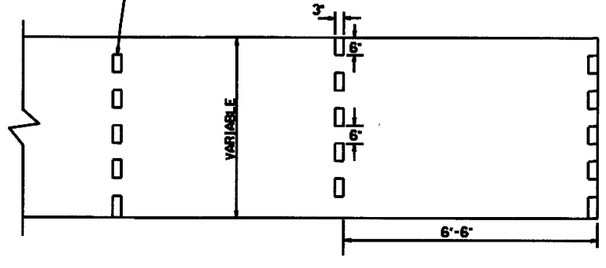


TOE WALL DETAIL FOR CONCRETE DITCH PAVING



NUMBER OF ELEMENTS PER ROW VARIES WITH WIDTH OF PAVING SPECIFIED

ENERGY DISSIPATORS TO BE USED FOR THE ENTIRE LENGTH OF DITCH WHEN SLOPE OF DITCH PAVING EXCEEDS 7%. THE DISSIPATORS WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR CONCRETE DITCH PAVING.



ENERGY DISSIPATORS
(NO SCALE)

GENERAL NOTES:

THE FULL WIDTH OF EACH SECTION SHALL BE POURED MONOLITHICALLY.

TOE WALLS TO BE CONSTRUCTED FULL WIDTH AT EACH END OF DITCH PAVING, AND POURED MONOLITHICALLY.

SOLID SOD ALONG DITCH PAVING TO BE PLACED WITHIN 14 DAYS OF DITCH PAVING CONSTRUCTION.

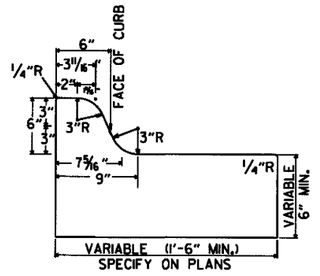
1" WIDE TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE DITCH PAVING AT 45' INTERVALS. THE SPACE SHALL BE FILLED WITH APPROVED JOINT FILLER COMPLYING WITH AASHTO M213.

DATE	REVISION	DATE FILM'D
12-8-16	CORRECTED ENERGY DISSIPATOR DRAWING AND NOTE	
11-17-10	ADDED GENERAL NOTE	
6-2-94	ADDED GENERAL NOTE ABOUT SOLID SODDING	
11-30-89	ELIMINATED MIN. ROWS OF ELEMENTS	111-30-89
7-15-88	REVISED DISSIPATOR NOTE	663-7-15-88
4-3-87	REVISED ENERGY DISSIPATOR	671-4-3-87
1-9-87	MODIFIED NOTE ON ENERGY DISS.	642-1-9-87
11-3-86	ADDED NOTE TO ENERGY DISS.	599-12-1-86
11-1-84	ENERGY DISSIPATOR DETAILS ADDED	508-11-1-84
11-1-84	EXCAVATION DETAILS ADDED TYPES A & B	
10-2-72	REVISED AND REDRAWN	508-10-2-72

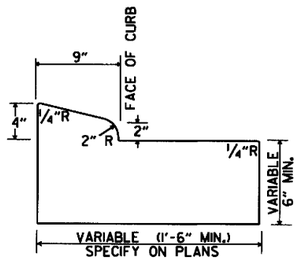
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE DITCH PAVING

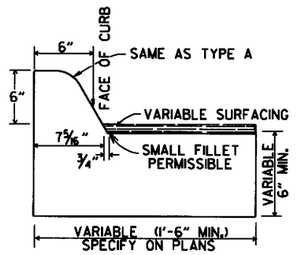
STANDARD DRAWING CDP-1



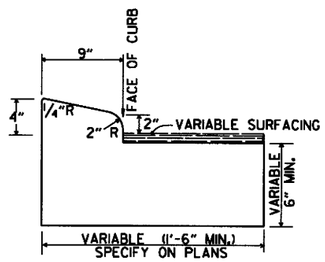
TYPE A



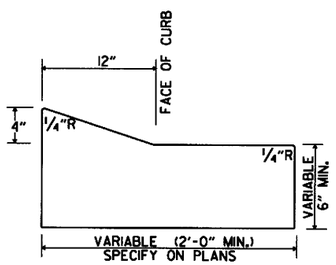
TYPE B-1



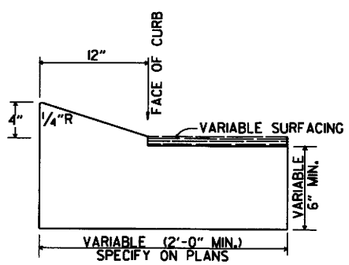
TYPE C



TYPE B-2

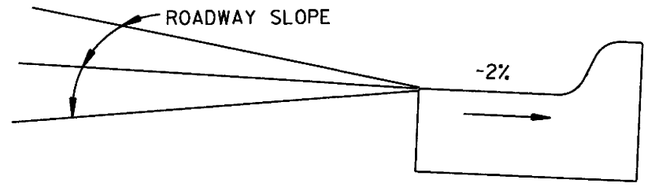


TYPE E-1



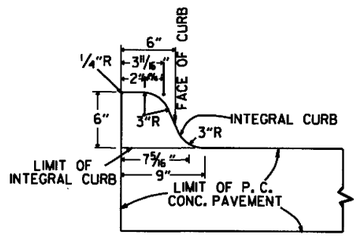
TYPE E-2

CONCRETE COMBINATION CURB AND GUTTER

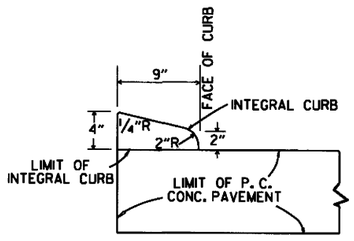


DETAIL OF GUTTER SLOPE

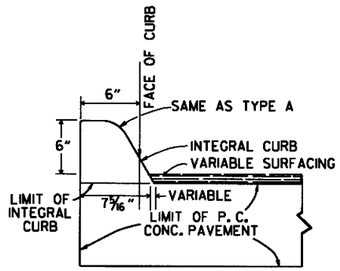
GUTTER SHALL BE CONSTRUCTED ON 2% SLOPE AWAY FROM ROADWAY, REGARDLESS OF ROADWAY SLOPE.



TYPE A

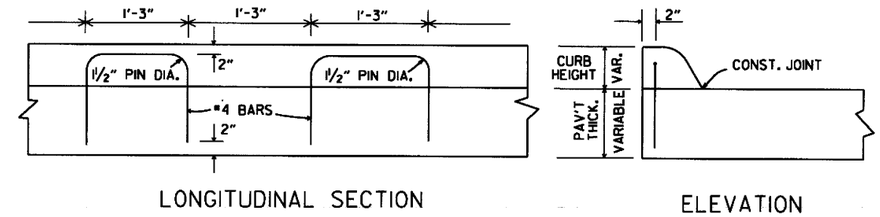


TYPE B



TYPE C

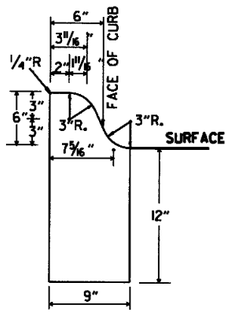
INTEGRAL CURB



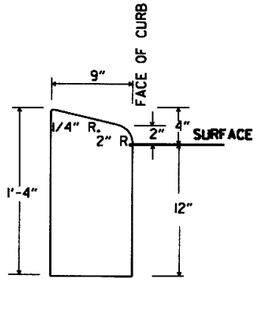
LONGITUDINAL SECTION

ELEVATION

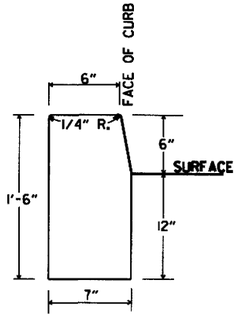
ALTERNATE CONSTRUCTION METHOD FOR INTEGRAL CURB



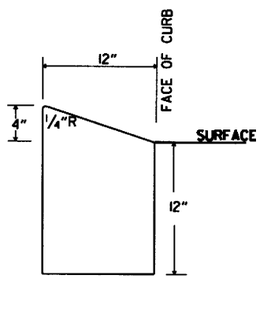
TYPE A



TYPE B

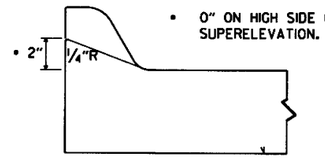


TYPE D



TYPE E

CONCRETE CURB



NOTE: USE MODIFIED CURB AS SPECIFIED ON STD. DR-1. COMPENSATION FOR MODIFIED CURB WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE TYPE OF CURB OR CURB AND GUTTER SPECIFIED.

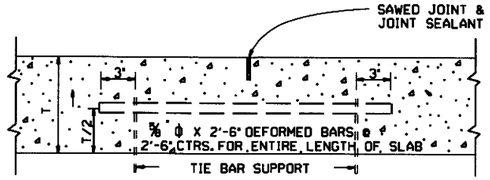
DETAILS OF MODIFIED CURB

DATE	REVISION	DATE FILMED
11-29-07	REVISED GUTTER SLOPE & MODIFIED CURB DETAILS	
11-10-05	ADDED DETAILS OF TYPE E CURBS	
11-16-01	REVISED CONCRETE CURB TYPE B	
11-18-98	REVISED MODIFIED CURB	
6-2-94	ADDED NOTE TO SPECIAL MODIFIED CURB	
8-5-93	CORRECTED GUTTER SLOPE	8-5-93
10-1-92	ADDED DETAILS OF GUTTER SLOPE	10-1-92
5-24-90	ADDED DETAILS OF MODIFIED CURB	5-24-90
11-30-89	VARIBLE DEPTH TYPE A & B1	11-30-89
7-15-88	REVISED MODIFIED CURB	630-7-15-88
11-1-73	REVISED MODIFIED CURB	500-11-1-73
10-2-72	REVISED AND REDRAWN	52-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

CURBING DETAILS

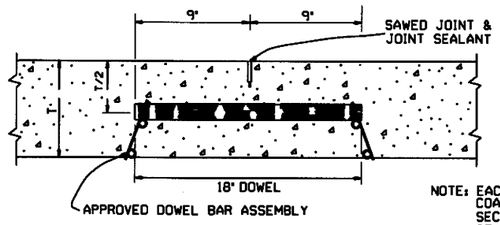
STANDARD DRAWING CG-1



LONGITUDINAL JOINT

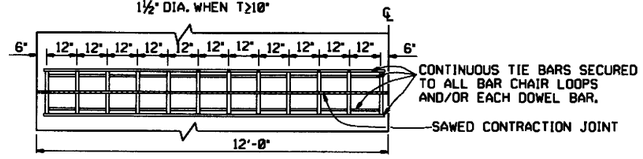
NOTE: THE TIE BAR SUPPORT SHOWN ABOVE MAY BE ELIMINATED IF OTHER APPROVED METHODS FOR PLACING AND SUPPORTING THE TIE BARS ARE PROVIDED.

TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.



NOTE: EACH DOWEL TO BE COATED ACCORDING TO SECTION 502 OF THE STANDARD SPECIFICATIONS.

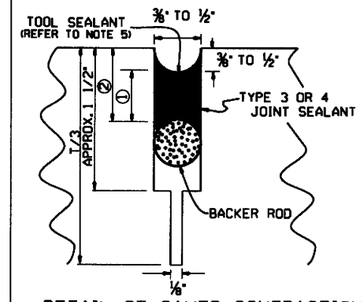
ROUND STEEL BAR DOWEL
1¼" DIA. WHEN T<10"
1½" DIA. WHEN T≥10"



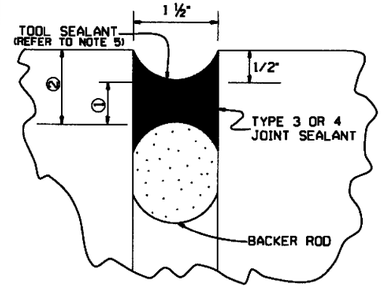
ONE-HALF 24' PAVEMENT
12 DOWELS
PLAN

NOTE: FOR 20' PAVEMENT USE 20 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 15' PAVEMENT USE 15 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR 26' PAVEMENT USE 26 DOWELS @ 12" CTRS. WITH 6" SPACING FROM C.L. AND EDGE OF SLAB TO FIRST BAR. FOR PAVEMENT WIDTHS OTHER THAN THOSE SHOWN ABOVE, USE DOWELS AT 12" CTRS. WITH 6" MAX. SPACING FROM C.L. TO FIRST BAR. DISTANCE FROM EDGE OF SLAB TO FIRST BAR SHALL BE ADJUSTED TO MAINTAIN 12" DOWEL BAR SPACING

CONTRACTION JOINT DETAILS



DETAIL OF SAWED CONTRACTION JOINT



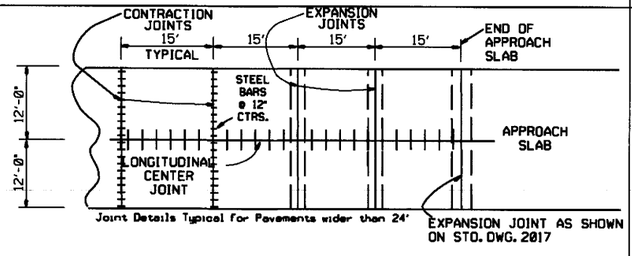
DETAIL OF EXPANSION JOINT

JOINT CONFIGURATION FOR TYPE 3 OR 4 JOINT SEALANT

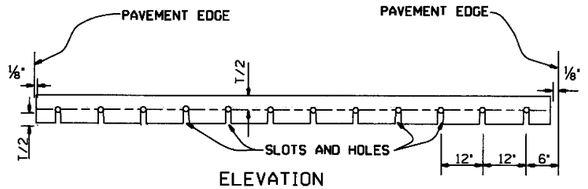
JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
½	½	⅝	½
⅝	½	½	½
¾	½	½	½
½	½	⅝	½
⅝	⅝	⅝	⅝
¾	¾	¾	¾
1 ½	¾	2	1 ¼

JOINT CONFIGURATION FOR TYPE 5 JOINT SEALANT

JOINT WIDTH	SEALANT THICKNESS ①	BACKER ROD DIAMETER	BACKER ROD PLACEMENT DEPTH ②
INCHES			
½	½	⅝	¾
¾	¾	½	1

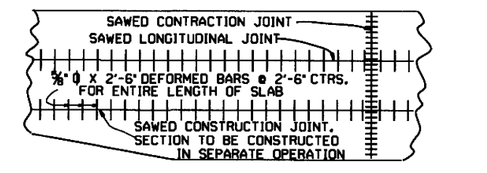


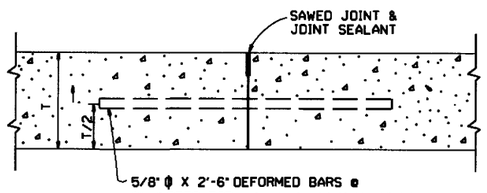
PLAN SHOWING EXPANSION JOINTS AT BRIDGE APPROACH SLABS



ELEVATION

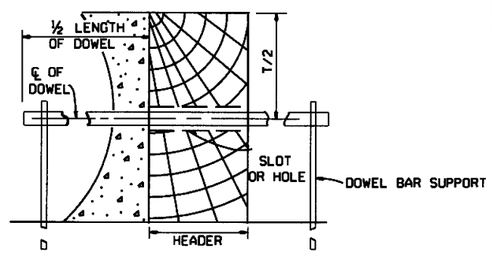
NOTE: ALL DOWEL BARS SHALL CONFORM TO THE DETAILS FOR CONTRACTION JOINTS.





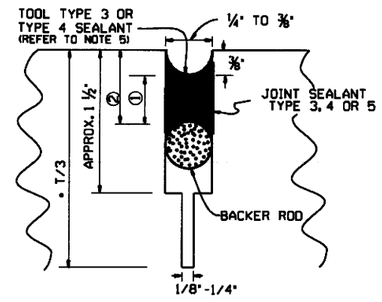
NOTE: TIE BARS SHALL BE 15' FROM TRANSVERSE JOINTS.

LONGITUDINAL CONSTRUCTION JOINT



SECTION

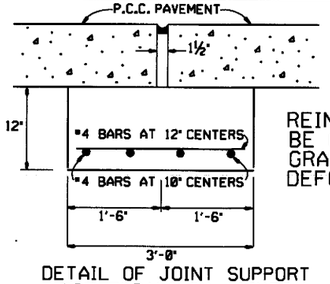
TRANSVERSE CONSTRUCTION JOINT



*NOTE: T/3 SAW CUT NOT REQUIRED FOR LONGITUDINAL CONSTRUCTION JOINT.

DETAIL OF SAWED LONGITUDINAL JOINT AND LONGITUDINAL CONSTRUCTION JOINT

DATE	REVISION	DATE FILMED
5-25-06	ADDED GENERAL NOTE 7	
10-9-03	REMOVED TIE BAR COATING & REVISED GENERAL NOTES	
11-16-01	ADDED TOOL SEALANT AND NOTE 5; REVISED NOTE 3	
4-26-96	REVISED CONTRACTION JOINT NOTE	
11- 3-94	ADDED NOTE RE: REINF. BARS	
4- 1-93	REVISED DOWEL BARS & GEN. NOTES	4- 1-93
10- 1-92	REVISED DOWEL SPACING	10- 1-92
8- 15-91	ADDED SPAC FOR CONTR JTS & DEL KEYWAY	
05-24-90	REVISED TIE BAR, DOWEL & JOINT SIZE	
01-25-90	ADDED EXPANSION JOINT	01-25-90
11-30-89	CHANGED T/4±1 TO T/3±1	11-30-89
03-23-89	ALTERED SAWED JOINT & ADDED NOTE	512-03-23-89
07-15-88	REVISED AND REDRAWN	632-07-15-88



DETAIL OF JOINT SUPPORT FOR EXPANSION JOINTS

REINFORCING SHALL BE GRADE 40 OR GRADE 60 DEFORMED BARS.

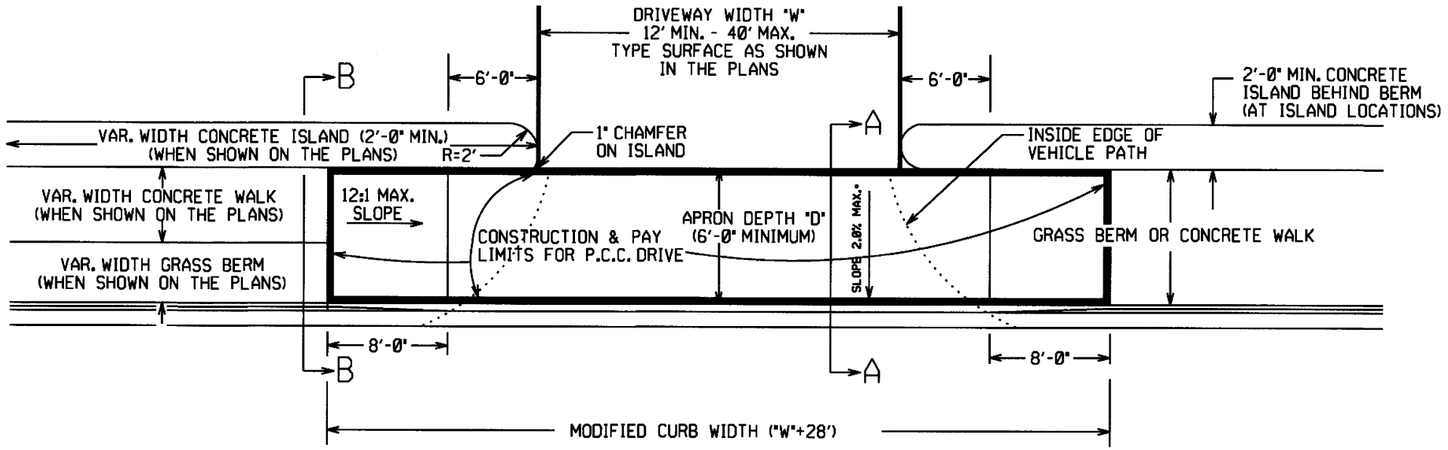
GENERAL NOTES

1. "T" DENOTES THICKNESS OF SLAB.
2. DOWEL BARS SHALL BE PLACED IN ACCORDANCE WITH THE DIMENSIONS SHOWN. A TOLERANCE OF PLUS OR MINUS ONE INCH WILL BE ALLOWED FOR THE VERTICAL AND LATERAL PLACEMENT AND A TOLERANCE OF PLUS OR MINUS ¼" WILL BE ALLOWED FOR THE TILT AND SKEW. DOWEL BARS SHALL BE FIELD COATED FOR A MINIMUM DISTANCE OF 2" GREATER THAN HALF THE LENGTH OF THE BAR WITH AN APPROVED GREASE AS A BOND BREAKER JUST PRIOR TO PLACEMENT OF CONCRETE.
3. THE EXPANSION JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S" OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE SPECIFIED IN THE PLANS. PAYMENT FOR ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE INCLUDED IN THE PRICE BID FOR THE ABOVE ITEMS.
4. CONTRACTION JOINTS SHALL BE CONSTRUCTED ON 15' CENTERS.
5. TOOLING NOT REQUIRED FOR SELF-LEVELING SILICONE.
6. UNLESS OTHERWISE SPECIFIED IN THE PLANS, CONCRETE SHOULDERS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN HEREON. CONTRACTION JOINTS SHALL MATCH CONTRACTION JOINTS IN THE LANES.
7. TIE WIRES IN DOWEL BAR ASSEMBLIES SHALL NOT BE CUT PRIOR TO PLACEMENT OF PAVING CONCRETE.

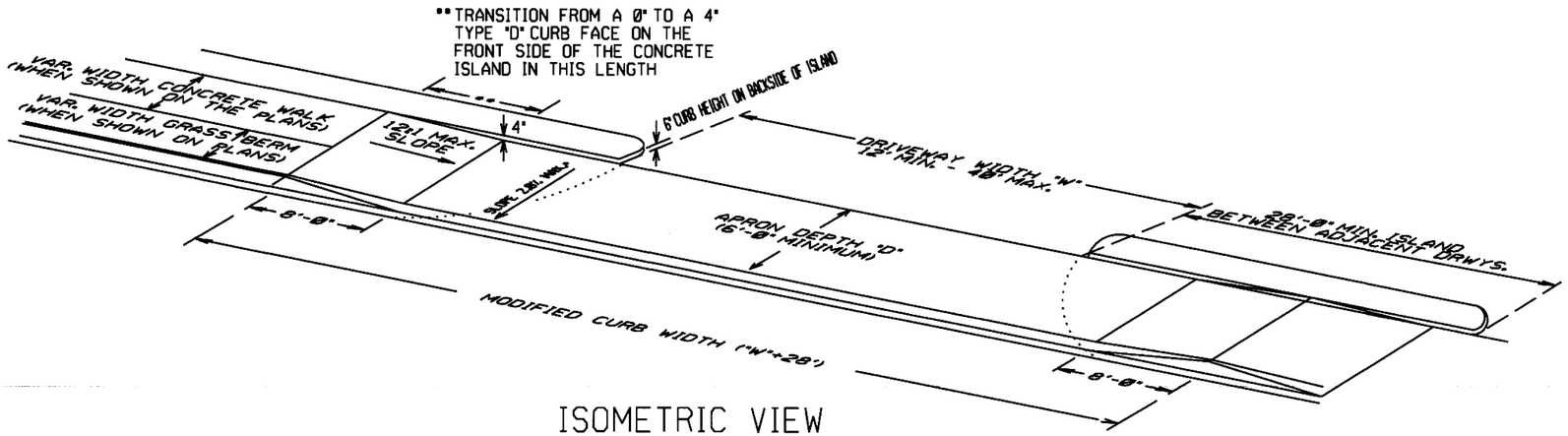
ARKANSAS STATE HIGHWAY COMMISSION

TRANSVERSE & LONGITUDINAL JOINTS FOR CONCRETE PAVEMENT (NON-REINFORCED)

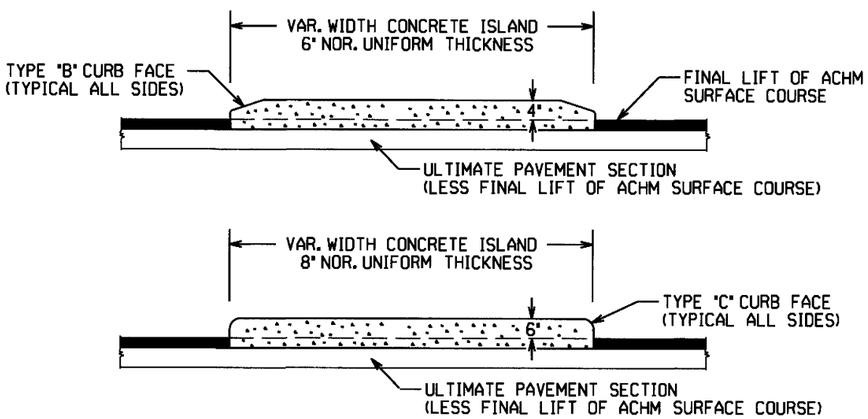
STANDARD DRAWING CPTJ - 6A



PLAN VIEW

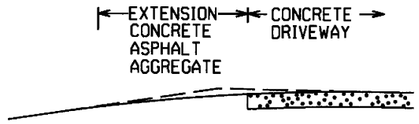


ISOMETRIC VIEW



CURBED ISLANDS FOR CHANNELIZATION

REFER TO PLANS FOR TYPE OF CURB FACE TO BE USED. NO DIRECT PAYMENT WILL BE MADE FOR THE CURB FACES SHOWN ON THE ISLAND DETAILS. PAYMENT FOR THE CURB FACE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM "CONCRETE ISLAND".



EXTENSION TYPICAL SECTIONS

1: CONCRETE - 6" P.C. CONCRETE DRIVEWAY

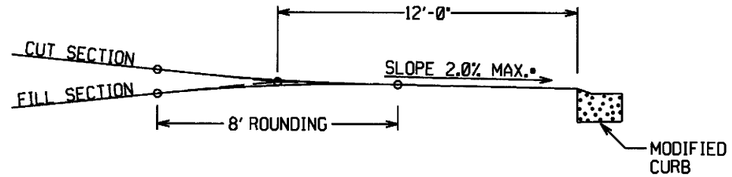
2: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
4" ACHM BINDER COURSE.(1") OR
4" ACHM BASE COURSE (1-1/2")

3: ASPHALT - 2" ACHM SURFACE COURSE (1/2")
7" AGGREGATE BASE COURSE

4: AGGREGATE - 6" AGGREGATE BASE COURSE

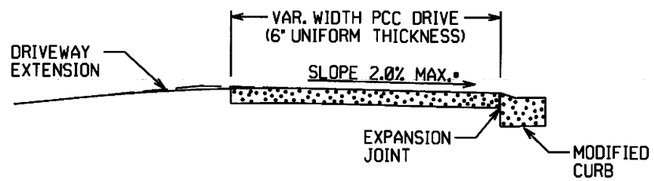
THE TYPE OF EXTENSION SHALL BE AS SHOWN IN THE PLANS. THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, SUBSTITUTE A LOWER NUMBERED TYPE OF EXTENSION IN LIEU OF THE TYPE SPECIFIED IN THE PLANS, BUT AT NO ADDITIONAL COST TO THE DEPARTMENT.

DRIVEWAY EXTENSION DETAILS

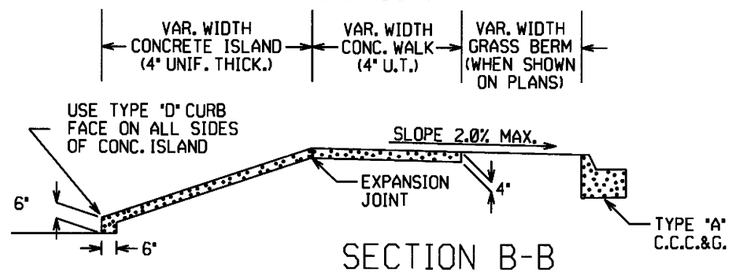


DRIVEWAY VERTICAL ALIGNMENT DETAILS

- NOTE: DRIVEWAYS MAY NOT BE SLOPED AWAY FROM THE ROADWAY UNLESS APPROVED BY THE ENGINEER.



SECTION A-A



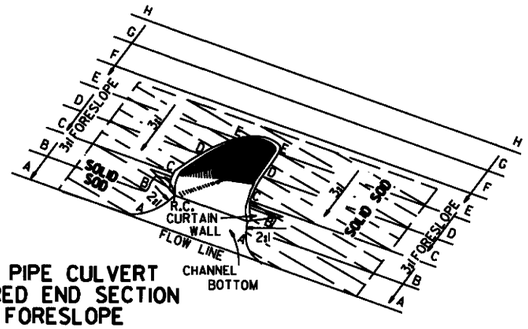
SECTION B-B
CURBED ISLAND BEHIND WALK

DATE REV	DATE FILMED	DESCRIPTION
2-27-14		REVISED PLAN & ISOMETRIC VIEW
11-29-07		ADDED CHANNELIZATION ISLAND WITH TYPE C CURB FACE & REVISED DRIVEWAY SLOPE NOTE & VERTICAL ALIGNMENT DETAIL
11-10-05		REV. APRON SLOPE & DEPTH OF AGG. BASE.
8-22-02		ADDED ISLAND DETAILS & NOTES
3-30-00		REV. MOD. CURB WIDTH & TRANS. NOTE
11-19-98		REVISED NOTES
11-18-98		REDRAWN AND REISSUED

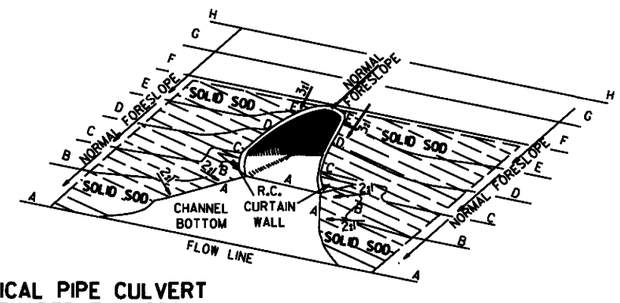
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DRIVEWAYS & ISLANDS

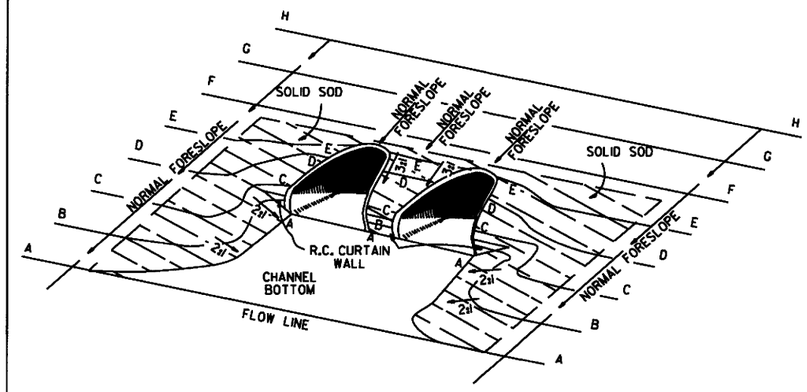
STANDARD DRAWING DR-1



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& 3:1 FORESLOPE



TYPICAL PIPE CULVERT
WITH FLARED END SECTION
& FLATTENED ADJACENT SLOPES



TYPICAL MULTIPLE PIPE CULVERT
WITH FLARED END SECTIONS
& FLATTENED ADJACENT SLOPES

R.C. CURTAIN WALL
DIMENSIONS & QUANTITIES

PIPE DIA.	H_1	L_1	L	L (DBL.)/2	SINGLE R.C.P.C. CONC.	SINGLE R.C.P.C. REINF. STEEL	DOUBLE R.C.P.C. CONC.	DOUBLE R.C.P.C. REINF. STEEL
					CU. YDS.	LBS.	CU. YDS.	LBS.
18"	1'-11½"	3'-5"	8'-0"	6'-3"	0.31	27.7	0.45	39.5
24"	1'-0½"	4'-6"	9'-6"	7'-6"	0.37	33.4	0.53	48.0
30"	1'-3½"	5'-7"	11'-0"	9'-0"	0.45	39.0	0.67	59.0
36"	1'-7"	6'-8"	13'-0"	10'-6"	0.58	52.6	0.83	73.9
42"	2'-1½"	7'-3"	15'-6"	12'-0"	0.82	77.1	1.10	100.7
48"	2'-5"	7'-10"	17'-0"	13'-0"	0.98	94.9	1.27	120.4
54"	2'-9½"	8'-5"	18'-6"	14'-0"	1.16	115.8	1.47	143.7
60"	3'-4"	9'-0"	20'-6"	15'-6"	1.47	149.7	1.84	180.3
72"	4'-5"	10'-2"	25'-6"	18'-6"	2.31	232.6	2.73	271.0

NOTE: QUANTITIES SHOWN ARE FOR ONE (1) CURTAIN WALL.

REINFORCING STEEL SCHEDULE

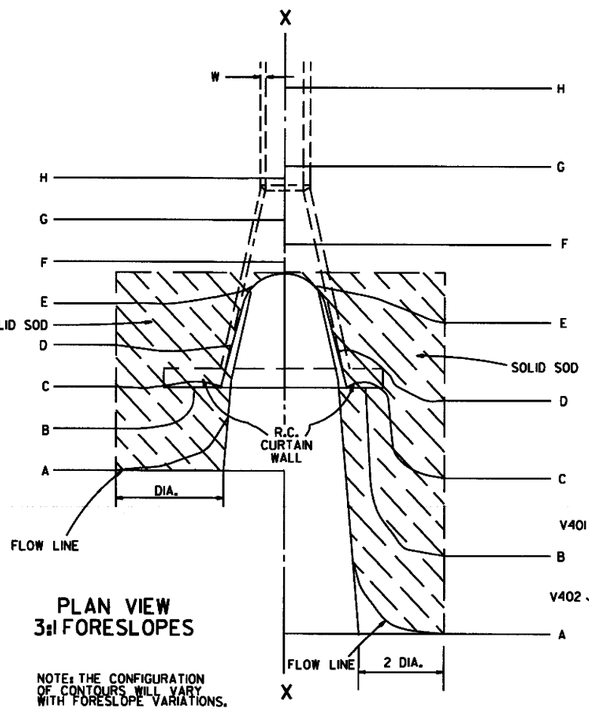
PIPE DIA.	SINGLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	V401 L	V401 NO.	V402 L	V402 NO.	DOUBLE R.C. PIPE CULVERT H401 L	H401 NO.	H402 L	H402 NO.	H403 L	H403 NO.	V401 L	V401 NO.	V402 L	V402 NO.
18"	7'-8"	2	1'-11½"	4	1'-7½"	8	8"	8	12'-2"	2	1'-11½"	4	8"	2	1'-7½"	10	8"	14
24"	9'-2"	2	2'-2"	4	1'-8½"	10	8"	9	14'-8"	2	2'-2"	4	8"	2	1'-8½"	12	8"	18
30"	10'-8"	2	2'-4½"	4	1'-11½"	10	8"	12	17'-8"	2	2'-4½"	4	8"	2	1'-11½"	14	8"	22
36"	12'-8"	2	2'-10"	6	2'-3"	12	8"	14	20'-8"	2	2'-10"	6	8"	3	2'-3"	14	8"	28
42"	15'-2"	2	3'-9½"	8	2'-9½"	16	8"	15	23'-8"	2	3'-9½"	8	8"	4	2'-9½"	18	8"	30
48"	16'-8"	2	4'-3"	10	3'-1"	18	8"	16	25'-8"	2	4'-3"	10	8"	5	3'-1"	20	8"	32
54"	18'-2"	2	4'-8½"	12	3'-5½"	20	8"	17	27'-8"	2	4'-9"	12	8"	6	3'-5½"	22	8"	34
60"	20'-2"	2	5'-5"	14	4'-0"	24	8"	18	30'-8"	2	5'-5"	14	8"	7	4'-0"	26	8"	36
72"	25'-2"	2	7'-4"	18	5'-1"	30	8"	20	36'-8"	2	7'-4"	18	8"	9	5'-1"	33	8"	40

ALL REINFORCING STEEL #4 BARS @ 6" O.C.

SOLID SODDING

PIPE DIA.	SINGLE R.C.P.C. 3:1 SQ. YDS.	SINGLE R.C.P.C. 4:1 SQ. YDS.	SINGLE R.C.P.C. 6:1 SQ. YDS.	DOUBLE R.C.P.C. 3:1 SQ. YDS.	DOUBLE R.C.P.C. 4:1 SQ. YDS.	DOUBLE R.C.P.C. 6:1 SQ. YDS.
18"	5	7	12	6	8	13
24"	8	12	19	9	13	20
30"	13	18	29	14	19	30
36"	17	26	41	18	28	43
42"	23	35	55	25	37	57
48"	29	46	68	31	48	70
54"	35	57	85	37	59	87
60"	45	62	104	48	65	107
72"	64	92	156	67	95	159

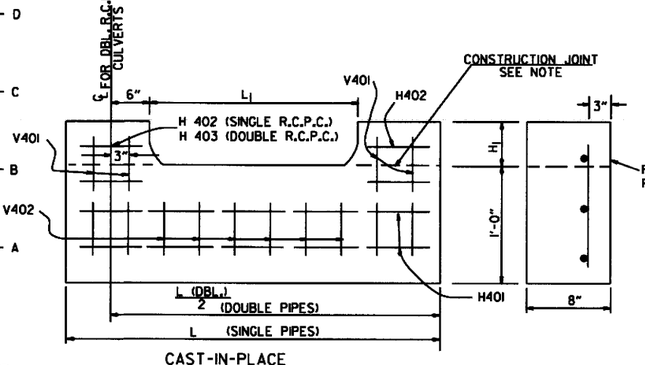
NOTE: QUANTITIES SHOWN ABOVE ARE FOR ONE (1) END OF F.E.S.



PLAN VIEW
3:1 FORESLOPES

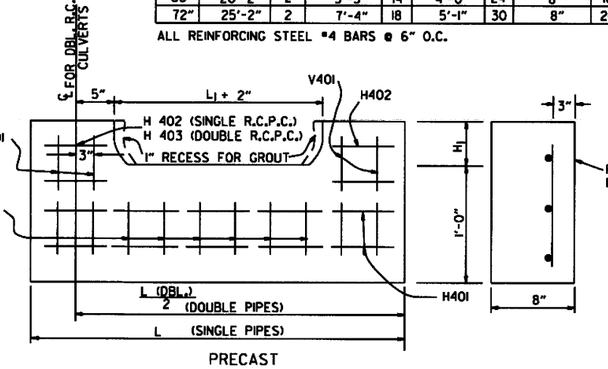
NOTE: THE CONFIGURATION OF CONTOURS WILL VARY WITH FORESLOPE VARIATIONS.

PLAN VIEW
FLATTENED FORESLOPES



CAST-IN-PLACE

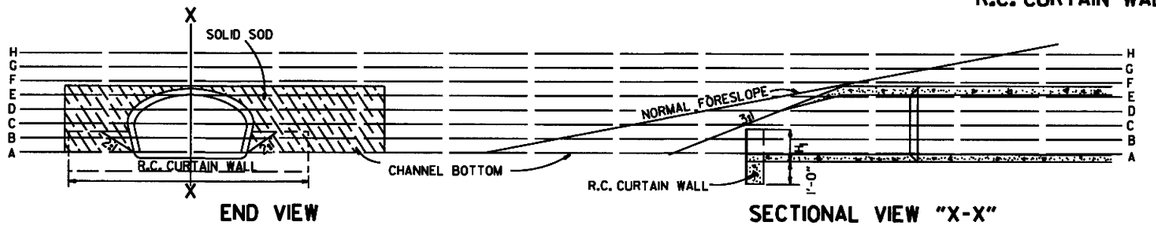
NOTE: THE PORTION OF THE R.C. CURTAIN WALL BENEATH THE FLARED END SECTION (LOWER 1'-0") SHALL BE PLACED MONOLITHICALLY. THE FLARED END SECTION SHALL THEN BE SET IN PLACE & THE REMAINING PORTIONS OF THE R.C. CURTAIN WALL PLACED.



PRECAST

NOTE: THE PRECAST CURTAIN WALL WILL BE SET AND BACKFILLED WITH COMPACTED MATERIAL. THE FLARED END SECTION SHALL THEN BE SET IN PLACE AND THE 1" RECESS FILLED WITH GROUT. WHERE "L" EXCEEDS 11' THE CURTAIN WALL MAY BE CAST IN TWO (2) OR MORE SECTIONS. THE METHOD OF JOINING THE SECTIONS FOR INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

R.C. CURTAIN WALL DETAILS



END VIEW

SECTIONAL VIEW "X-X"

GENERAL NOTES

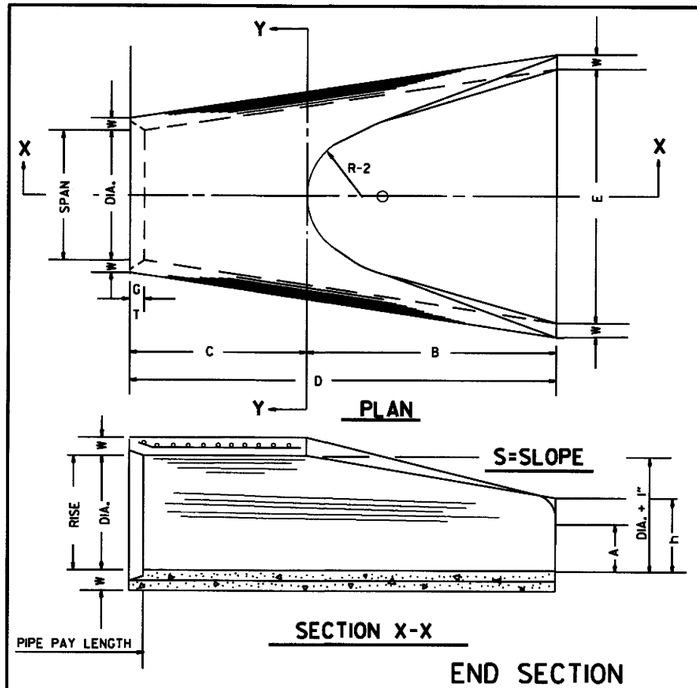
1. A CAST-IN-PLACE OR PRECAST CURTAIN WALL MAY BE USED. PAYMENT FOR THE CURTAIN WALL SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE BID EACH FOR FLARED END SECTIONS OF THE SEVERAL SIZES, WHICH PRICE SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING REINFORCING STEEL AND CONCRETE: FOR FORMS, MIXING AND PLACING; FOR EXCAVATION AND BACKFILL, AND FOR ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. ALL EXPOSED EDGES SHALL BE CHAMFERED ¾".
3. CONCRETE FOR CURTAIN WALL SHALL MEET THE REQUIREMENTS FOR CLASS A OR S CONCRETE AS PROVIDED IN SECTION 802 OF THE STANDARD SPECIFICATIONS OR FOR PAVING CONCRETE AS PROVIDED IN SECTION 501 OF THE STANDARD SPECIFICATIONS.
4. WELDED WIRE MESH 3 x 3 W10 x W10 MAY BE USED IN LIEU OF REINFORCING BARS.

DATE	REVISION	FILMED
10-18-96	ADDED NOTE TO SOLID SODDING	
10-12-95	CORRECTED SPELLING	
11-3-94	ADDED GENERAL NOTE NO. 4	
8-15-91	REV. CURTAIN WALL QUANT. STEEL SCH. & SOLID SOD QUANT.	
3-2-81	ALLOW PRECAST IN 2 OR MORE PIECES, CHAMFER EDGES	
5-15-80	ADDED PRECAST WALL & GENERAL NOTES	
10-2-72	REVISED AND REDRAWN	

ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

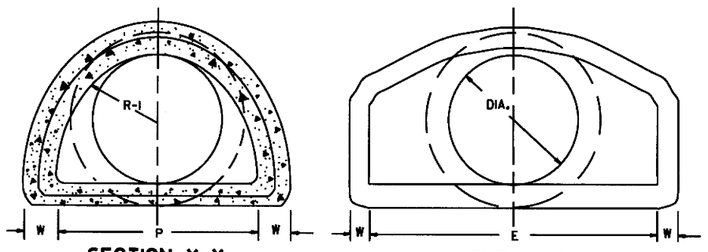
STANDARD DRAWING FES-1



END SECTION
FOR REINFORCED CONCRETE PIPE CULVERTS

TABLE OF DIMENSIONS

DIA.	WALL	A	B	C	D	E	S	DIA. + 1"	P	R-I	R-2	G-T	WT.	h
18"	2½"	9"	2'-3"	3'-10"	6'-1"	3'-0"	3:1	19"	29"	15½"	12"	2"	1000	1'-0½"
24"	3"	9½"	3'-7½"	2'-6"	6'-1½"	4'-0"	3:1	25"	33⅜"	16⅝"	14"	2½"	1600	1'-1½"
30"	3½"	1'-0"	4'-6"	1'-7¾"	6'-1¾"	5'-0"	3:1	31"	37"	18½"	15"	3¼"	1940	1'-4⅝"
36"	4"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	6'-0"	3:1	37"	47⅛"	24⅛"	20"	3½"	4100	1'-8"
42"	4½"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	3:1	43"	53⅛"	27½"	22"	3½"	5380	2'-2½"
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	3:1	49"	56½"	28½"	22"	3½"	6550	2'-6"
54"	5½"	2'-4"	6'-6"	1'-10"	8'-4"	7'-6"	3:1	55"	65½"	33⅛"	24"	4"	8750	2'-10½"
60"	6"	2'-10"	6'-6"	1'-10"	8'-4"	8'-0"	3:1	61"	72½"	36⅛"	24"	4"	9270	3'-5"
72"	7"	3'-10"	6'-6"	1'-10"	8'-4"	9'-0"	3:1	73"	77⅛"	38⅛"	24"	5"	13250	4'-6"

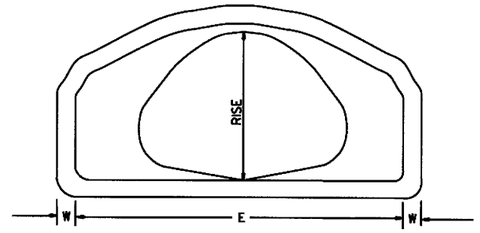


NOTE: TONGUE END ON UPSTREAM SECTION
GROOVE END ON DOWNSTREAM SECTION

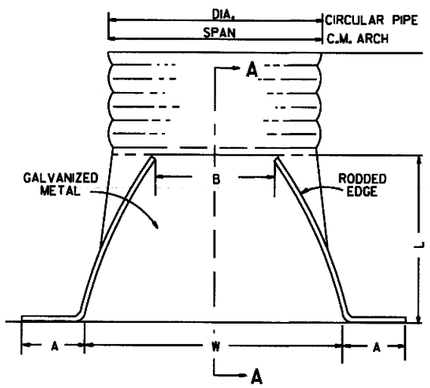
ARCH PIPE

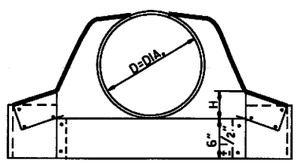
EQUIV. DIA.	• SPAN AASHTO M 206	• SPAN AHD NOMINAL	• RISE AASHTO M 206	• RISE AHD NOMINAL	W	A	B	C	D	E	P	R2	G-T	S
	INCHES													
15	18	18	11	11	2"	4"	2'-0"	4'-0"	6'-0"	3'-0"	29"	12"	1½"	2½:1
18	22	22	13½	14	2½"	5"	2'-0"	4'-1"	6'-1"	3'-6"	32⅛"	13"	2½"	2½:1
21	26	26	15½	16	2¾"	7"	2'-3"	3'-10"	6'-1"	4'-0"	34⅛"	14"	2½"	2½:1
24	28½	29	18	18	3"	9"	2'-3"	3'-10"	6'-1"	5'-0"	36⅝"	15"	2½"	2½:1
30	36¼	36	22½	23	3½"	10"	3'-1"	3'-0½"	6'-1½"	6'-0"	47⅛"	20"	3"	2½:1
36	43¾	44	26⅞	27	4"	10½"	4'-0"	2'-11½"	6'-1½"	6'-6"	54⅝"	22"	3½"	2½:1
42	51⅛	51	31⅝	31	4½"	11½"	4'-7"	1-10¼"	6'-5¼"	7'-2"	59½"	23"	3¾"	2½:1
48	58½	59	36	36	5"	1'-3"	5'-3"	2'-10¾"	8'-1¾"	7'-10"	70⅝"	24"	4¼"	2½:1
54	65	65	40	40	5½"	1'-7"	5'-3"	2'-11"	8'-2"	8'-6"	72⅛"	24"	4¾"	2¼:1
60	73	73	45	45	6"	1'-10"	5'-6"	2'-8"	8'-2"	9'-0"	77⅛"	24"	5"	2¼:1

• THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PER CENT FROM THE VALUES SPECIFIED BY AASHTO M 206.



END VIEW
CONCRETE ARCH PIPE

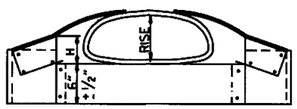




CIRCULAR PIPE

CIRCULAR PIPE

D. DIA.	GAUGE	A 1" ±	B. MAX.	H 1" ±	L 1½" ±	W 2" ±	S
		INCHES					
12	16	6	6	6	21	24	2½:1
15	16	7	8	6	26	30	2½:1
18	16	8	10	6	31	36	2½:1
21	16	9	12	6	36	42	2½:1
24	16	10	13	6	41	48	2½:1
30	14	12	16	8	51	60	2½:1
36	14	14	19	9	60	72	2½:1
42	12	16	22	11	69	84	2½:1
48	12	18	27	12	78	90	2½:1
54	12	18	30	12	84	102	2:1
60	12	18	33	12	87	114	1¾:1
66	12	18	36	12	87	120	1½:1
72	12	18	39	12	87	126	1 1/3:1



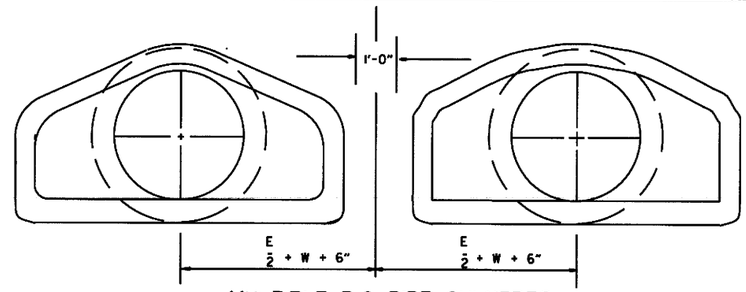
C.M. ARCH PIPE

C.M. ARCH PIPE

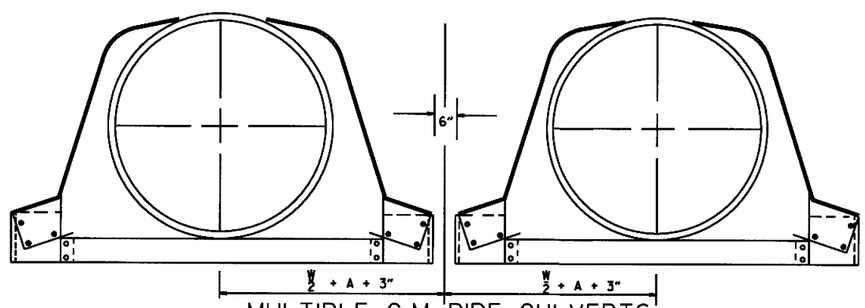
EQUIV. DIA.	SPAN	RISE	A 1" ±	B MAX.	H 1" ±	L 1½" ±	W 2" ±	S	GAUGE
	INCHES								
15"	17	13	7	9	6	19	30	2½:1	16
18"	21	15	7	10	6	23	36	2½:1	16
21"	24	18	8	12	6	28	42	2½:1	16
24"	28	20	9	14	6	32	48	2½:1	16
30"	35	24	10	16	6	39	60	2½:1	14
36"	42	29	12	18	8	46	75	2½:1	14
42"	49	33	13	21	9	53	85	2½:1	12
48"	57	38	18	26	12	63	90	2½:1	12
54"	64	43	18	30	12	70	102	2¼:1	12
60"	71	47	18	33	12	77	114	2¼:1	12

NOTE: ALTERNATE CONNECTIONS TO THE PIPE CULVERTS, IN ACCORDANCE WITH MANUFACTURER'S STANDARD PRACTICES, MAY BE MADE SUBJECT TO THE APPROVAL OF THE ENGINEER.

END SECTIONS FOR CORRUGATED METAL PIPE CULVERTS



MULTIPLE R.C. PIPE CULVERTS



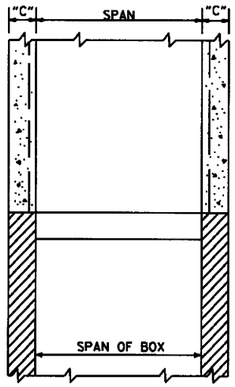
MULTIPLE C.M. PIPE CULVERTS

DATE	REVISION	FILE NO.
10-18-96	REVISED ASTM REF. TO AASHTO	
5-15-80	REVISED DISTANCE BETWEEN MULTIPLE R.C.P. F.E.S.	664-5-15-80
7-14-78	C.M. ARCH SIZES TO CONFORM WITH AASHTO SIZES	752-7-14-78
8-22-75	ADDED MULTIPLE PIPE CULVERTS	517-8-22-75
12-5-74	REMOVED NOTE RE REINF. FOR R.C. F.E.S.	500-12-5-74
5-24-73	CMP END SECTION, SHOW PIPE PAY LENGTH	627-5-24-73
10-2-72	REVISED AND REDRAWN	760-10-2-72

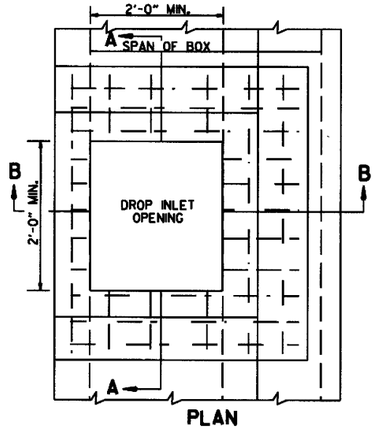
ARKANSAS STATE HIGHWAY COMMISSION

FLARED END SECTION

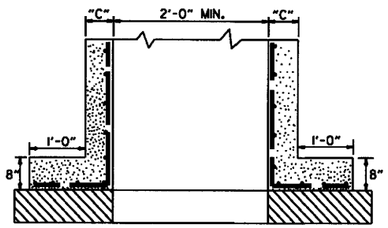
STANDARD DRAWING FES-2



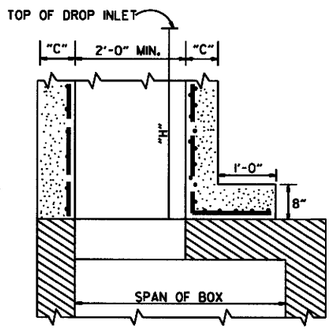
SECTION B-B



PLAN

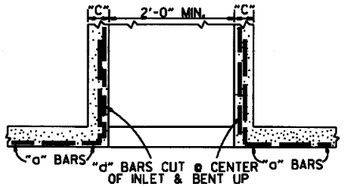


SECTION A-A

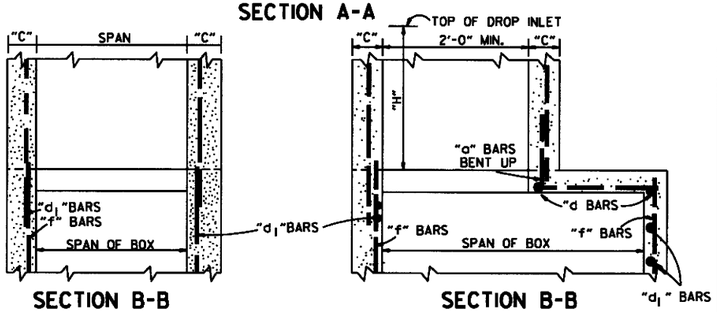


SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON EXISTING R.C. BOX CULVERT



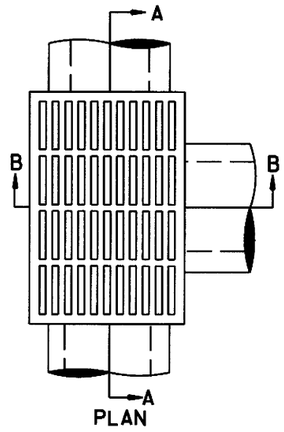
SECTION A-A



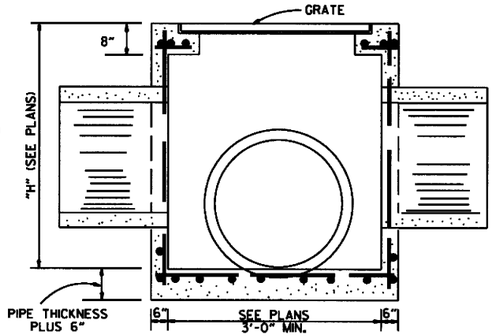
SECTION B-B SECTION B-B

METHOD OF CONSTRUCTING DROP INLET ON NEW R.C. BOX CULVERT

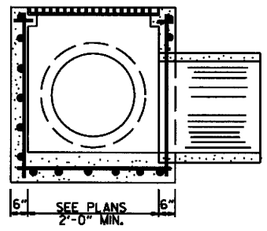
NOTE: "C" DIMENSIONS AND REINFORCING BAR SIZES, SHALL CONFORM TO THOSE SHOWN ON STANDARD DRAWING FOR DROP INLET.



PLAN

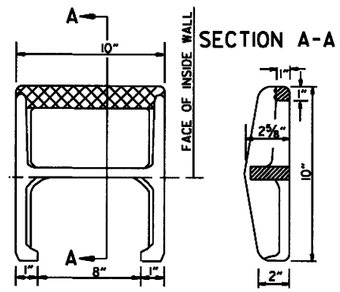


SECTION A-A



SECTION B-B

DROP INLET (TYPE E)



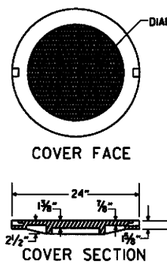
SECTION A-A

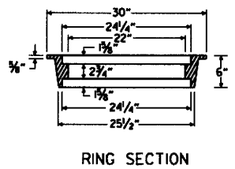
APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

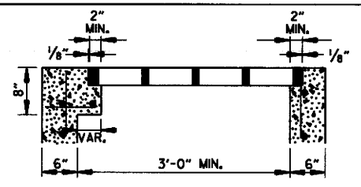
DETAIL OF STEP FOR DROP INLET



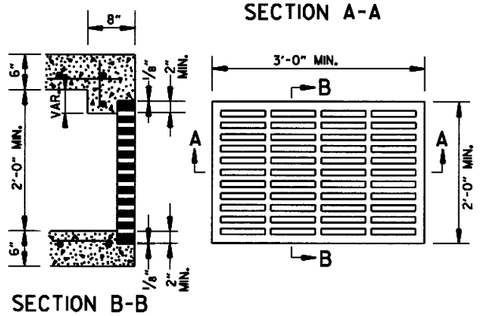


APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



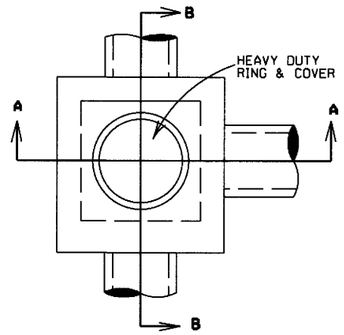
SECTION A-A



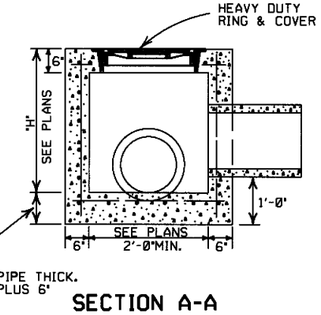
SECTION B-B

APPROXIMATE MINIMUM WATERWAY OPENING = 260 SQ. IN.

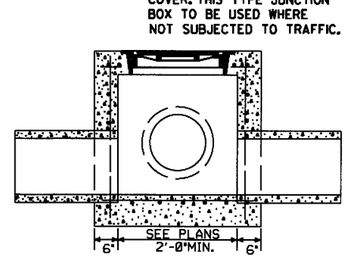
GRATE FOR TYPE E DROP INLET



PLAN

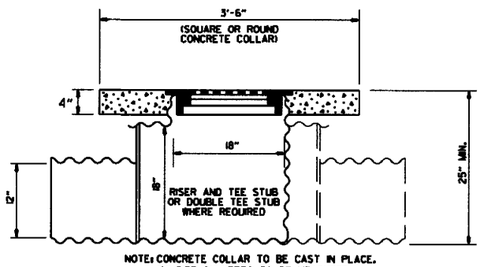


SECTION A-A

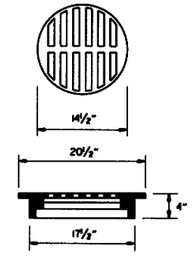


SECTION B-B

JUNCTION BOX (TYPE E)



NOTE: CONCRETE COLLAR TO BE CAST IN PLACE. 12" PIPE CULVERTS TO BE MEASURED AND PAID FOR AS " 12" SIDE DRAIN ".



USE NEENAH R-5901-C OR EQUIVALENT BICYCLE SAFE FRAME AND GRATE

DETAIL OF YARD DRAIN

GENERAL NOTES:

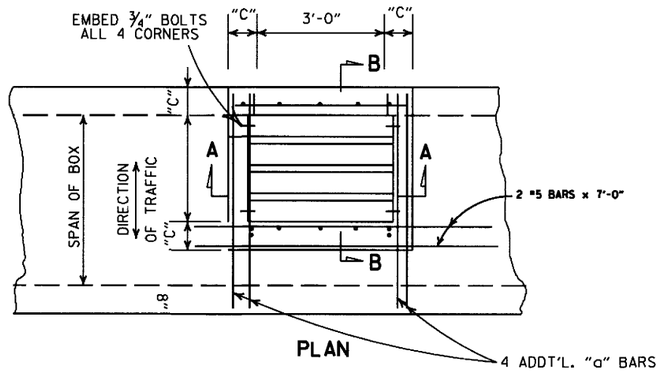
1. ALL EXPOSED CORNERS SHALL BE ¾" CHAMFERED.
2. STEPS SHALL BE INSTALLED ON 16" CENTERS ON ALL INLETS 4'-0" HIGH OR OVER, OR AS APPROVED BY THE ENGINEER.
3. EXPANSION JOINT MATERIAL SHALL BE ¾" PREFORMED FIBER.
4. GRATE OR GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105 CLASS 35B. GRATE MAY BE USED WITHOUT FRAME.
5. GRATE AND FRAME SHALL NOT BE PAINTED.
6. GRATE SHALL BE BICYCLE SAFE.
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
9. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
10. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

DATE REV.	REVISION	DATE FILMED
11-16-01	ADDED NOTE 10	
1-12-00	REVISED HEAVY DUTY RING & COVER	
7-02-98	CHANGED GRATE DETAIL. DELETED DI(TYPE D). REPLACED RING & COVER W/HEAVY DUTY RING & COVER. ADDED JUNCTION BOX (TYPE E)	
6-26-97	ADDED DIMENSION TO TYPE IV-A	
10-18-96	ADDED DETAIL OF YARD DRAIN	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

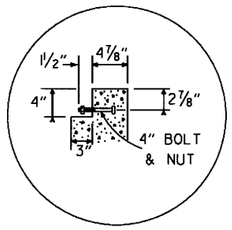
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS & JUNCTION BOXES

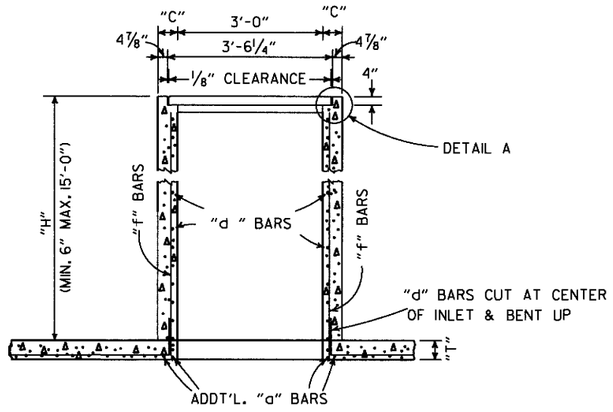
STANDARD DRAWING FPC-9



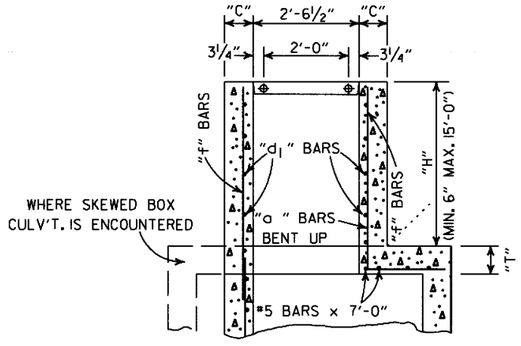
PLAN



DETAIL A



SECTION A-A

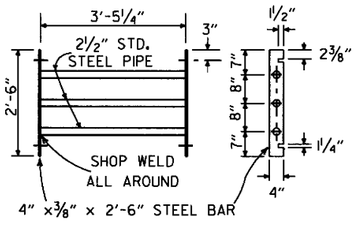


SECTION B-B

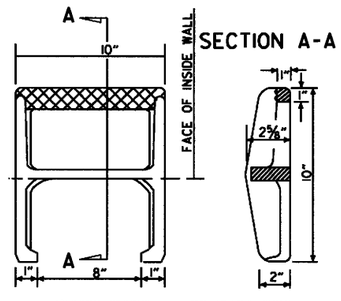
NOTE: ADDT'L.REINF. STEEL TO BE INCLUDED IN UNIT PRICE BID PER TYPE "TM" D.I.

DIMENSIONS & REINF. BARS FOR D.I. TO BE THE SAME AS THOSE SHOWN ON APPLICABLE STD. BARREL DRAWING FOR R.C. BOX CULVERTS.

DROP INLET TYPE "TM"
FOR REINFORCED CONC. BOX CULVERTS



GRATE DETAIL



APPROX. WEIGHT = 11 LBS. (CAST IRON)

PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET

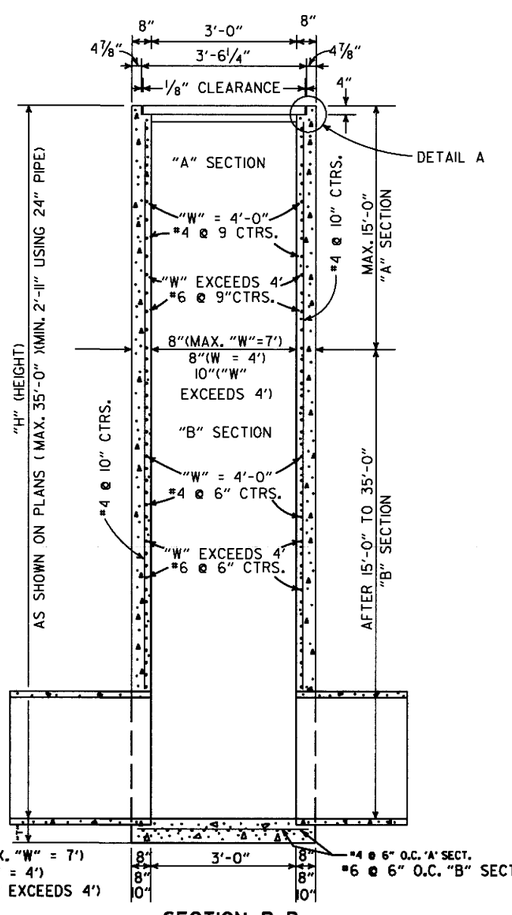
GENERAL NOTES:

1. STEEL PIPE FOR GRATES AND BOLTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 807. BOLTS SHALL CONFORM TO ONE OF THE FOLLOWING: ASTM A193, GRADE B8 CLASS 1 OR 2, ASTM A307 OR AASHTO M 164.
2. STEEL PIPE FOR GRATES SHALL BE "STANDARD WEIGHT" PIPE CONFORMING TO ASTM A53 NATIONAL STANDARD PIPE.
3. BOLTS, NUTS, WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232 OR AASHTO M 298, CLASS 40 OR 50.
4. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
5. ALL #4 AND #5 REINFORCING BARS TO HAVE 1½" COVER. LARGER SIZES TO HAVE 2" COVER.
6. THE COMPLETE PIPE GRATE SHALL BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

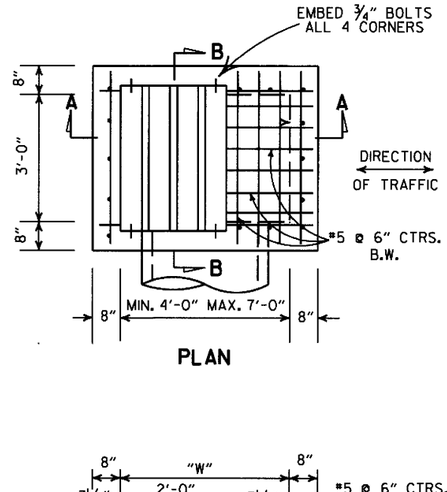
TABLE OF "W" DIMENSIONS

I.D. PIPE	SKEW OF CROSS DRAIN		
	STRAIGHT	30°	45°
	"W"	"W"	"W"
24"	4'-0"	4'-0"	4'-0"
30"	4'-0"	4'-0"	4'-5"
36"	4'-0"	4'-3"	5'-3"
42"	4'-3"	4'-11"	6'-1"
48"	4'-10"	5'-7"	6'-11"

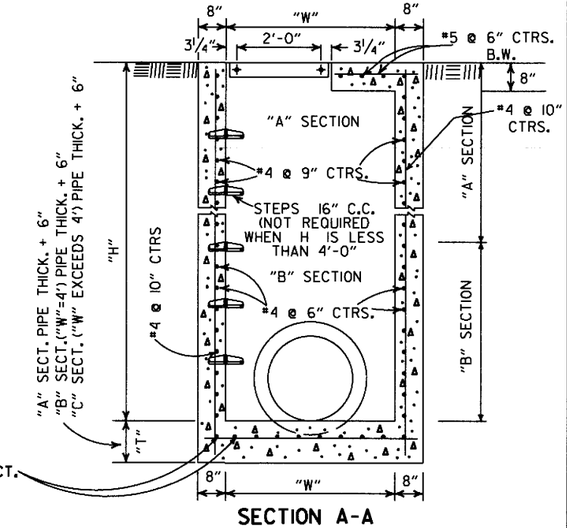
NOTE: DIMENSIONS SHOWN ABOVE ARE FOR PIPES INTERSECTING DROP INLET ON ONE SIDE ONLY. FOR SKEWED PIPES INTERSECTING BOTH SIDES OF DROP INLET, "W" WILL NEED TO BE INCREASED OR AXIS OF INTERSECTING PIPES WILL NEED TO BE SHIFTED.



SECTION B-B



PLAN



SECTION A-A

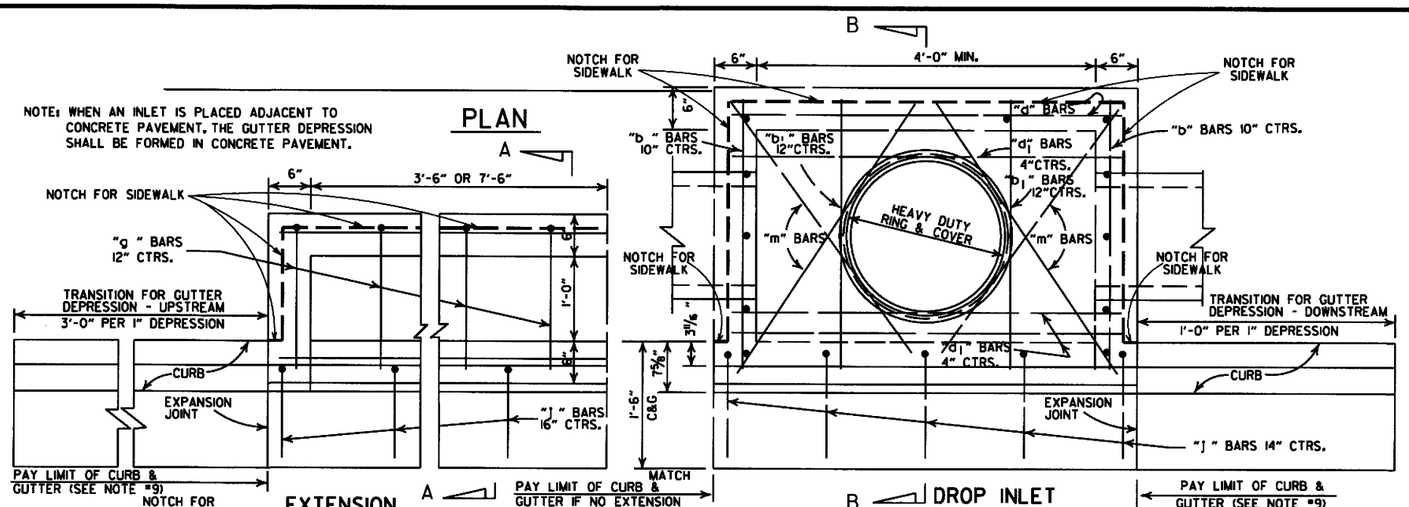
DROP INLET(TYPE RM)

REVISED		DATE FILMED
8-22-02	ADDED & REVISED DIMENSION TO SECTION A-A	
1-12-00	CORRECTED DIMENSION ON SECTION B-B	
11-06-97	ADDED DIMENSION TO SECTION A-A	
10-18-96	REVISED ASTM REF. TO AASHTO AND ADDED NOTE TO TABLE OF "W" DIMENSIONS	
10-1-92	ADDED DIRECTION OF TRAFFIC	10-1-92
8-15-91	ADDED NOTE ABOUT PAINTING OF GRATE	8-15-91
11-30-89	ALTERED DETAIL A	11-30-89
7-15-88	REVISED STEP DETAIL, TM & RM D.I. & GRATE DETAIL	719-7-15-88
10-2-72	REVISED AND REDRAWN	542-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

STANDARD DRAWING FPC-9D



4'-0" LENGTH DROP INLET

PIPE SIZE	MIN. WIDTH	HEIGHT 5'-0" CLASS A CONC.	HEIGHT 5'-0" REINF. STEEL	PLUS OR MINUS PER LIN. FT. OF HEIGHT CLASS A CONC.	PLUS OR MINUS PER LIN. FT. OF HEIGHT REINF. STEEL
		CU. YDS.	POUNDS	CU. YDS.	POUNDS
18"	2'-6"	1.77	156	0.28	22
24"	2'-6"	1.79	156	0.28	22
30"	3'-2"	2.39	205	0.30	26
36"	3'-8"	2.63	236	0.32	28
42"	4'-4"	2.95	250	0.34	30
48"	4'-10"	3.21	265	0.36	32

NOTE: QUANTITIES ARE APPROXIMATE AND ARE SHOWN FOR BIDDER INFORMATION ONLY.

DROP INLET EXTENSION

4'-0" CLASS A CONC.	4'-0" REINF. STEEL	8'-0" CLASS A CONC.	8'-0" REINF. STEEL
CU. YDS.	POUNDS	CU. YDS.	POUNDS
0.58	38	0.87	72

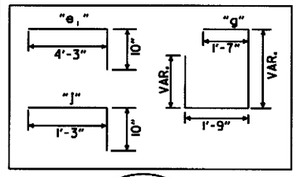
DEDUCT FROM QUANTITY COMPUTED FOR EACH EXTENSION ADDED.

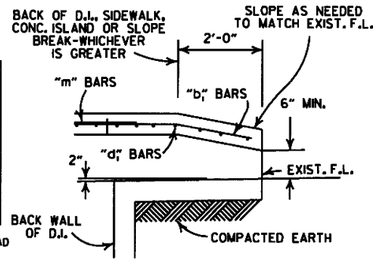
0.04	3		

DEDUCT FROM QUANTITY COMPUTED FOR EACH PIPE ENTERING INLET

INSIDE DIA. PIPE	CLASS A CONC.	REINF. STEEL
INCHES	CU. YDS.	POUNDS
18	0.05	2
24	0.09	3
30	0.13	4
42	0.24	8

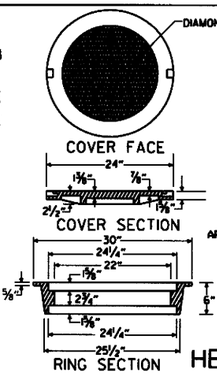
BAR DIAMETER





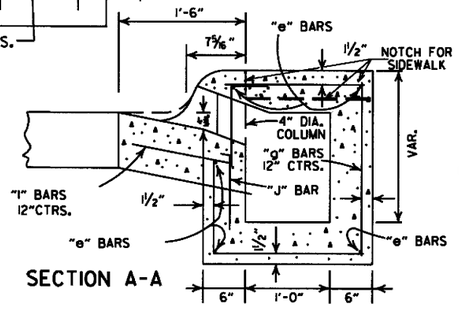
BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE C).



APPROXIMATE TOTAL WEIGHT = 333 LBS.

HEAVY DUTY RING & COVER



GENERAL NOTES:
1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS APPROVED BY THE ENGINEER.
3. ALL REINF. BARS SHALL BE #4 AND HAVE 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. THIS DROP INLET MAY BE CONSTRUCTED ON NEW OR EXISTING R.C. BOX CULVERT AS SHOWN ON F.P.C.-9.
6. WHEN PLANS CALL FOR DROP INLET OVER 10'-0" HIGH, FLOOR AND WALLS SHALL BE CONSTRUCTED AS SHOWN FOR TYPE "RM" DROP INLET (F.P.C.-9D).
7. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
8. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
9. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
10. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
11. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

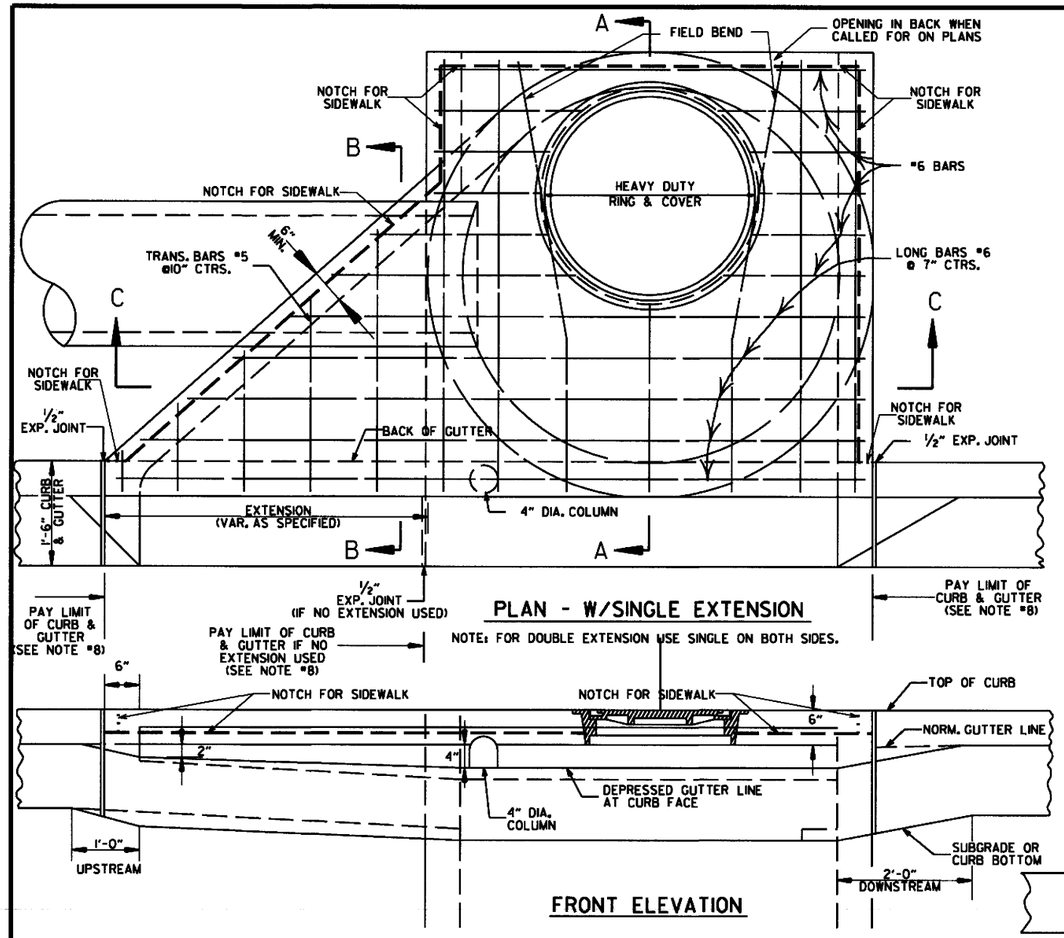
DATE REV.	REVISION	DATE FILMED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13, REVISED SECTION B-B	
1-12-00	CORRECTED DIMENSION ON SECTION B-B & REVISED RING & COVER	
5-13-99	ADDED DETAIL OF NOTCH FOR SIDEWALKS	
7-02-98	REPLACED RING & COVER W/HEAVY DUTY RING & COVER ADDED NOTES 9,10,&11	
10-18-96	CORRECTED SPELLING	
4-26-96	ADDED NOTE 8 & REVISED (4')(8') EXTENSION TITLES	10-18-96
4-1-93	REVISED BACK OPENING & NOTE	
8-15-91	DELETE TYPE IV GRATE	
7-15-88	REVISED STEP DETAIL	
5-20-83	REVISED DETAILS OF GRATES (TYPE IV & IV-A)	
2-4-83	ADDED GENERAL NOTE NO. 4	
3-2-81	ADDED TYPE IV-A GRATE	
5-22-74	DELETED INLET (TYPE F) & GRATE (TYPE III)	
10-2-72	REVISED AND REDRAWN	

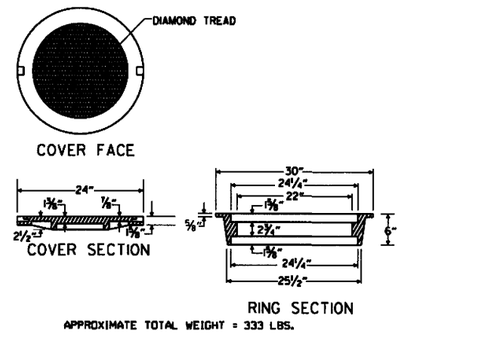
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLETS

(TYPE C)

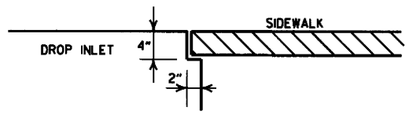
STANDARD DRAWING FPC-9E



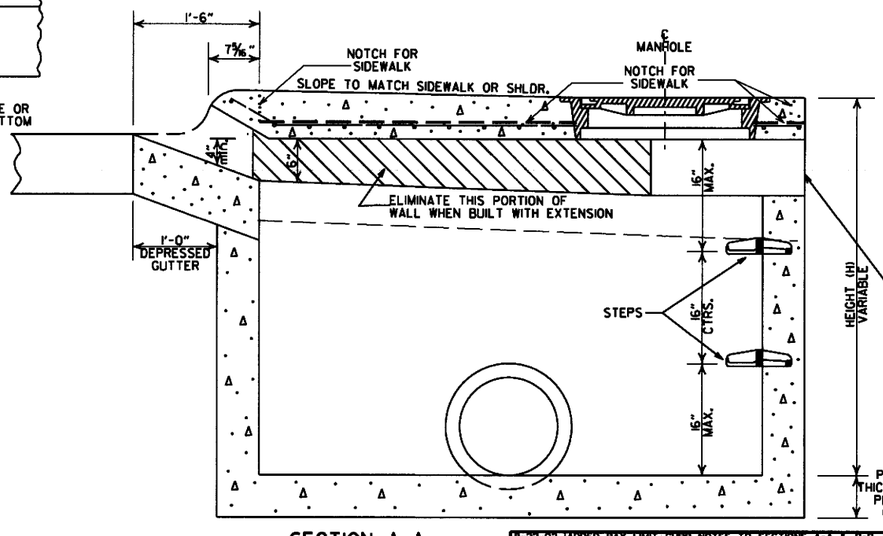


HEAVY DUTY RING & COVER

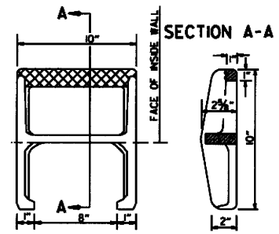
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M105 CLASS 35B & AASHTO M306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.



DETAIL OF NOTCH FOR SIDEWALKS



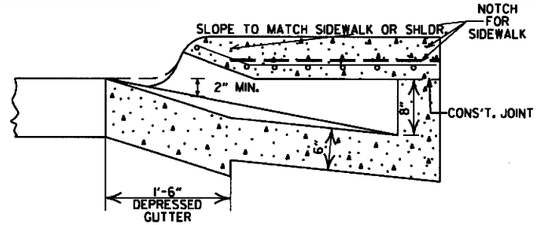
SECTION A-A



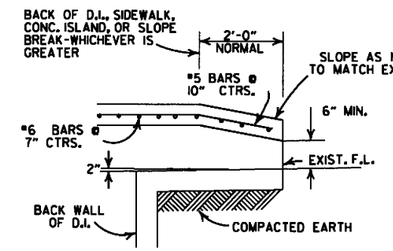
PLAN

NOTE: THIS DETAIL IS TYPICAL. OTHERS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.

DETAIL OF STEP FOR DROP INLET



SECTION B-B



BACK OPENING

WHEN OPENING IN BACK IS CALLED FOR ON PLANS EXTEND OPENING AS SHOWN IN DETAIL. PAYMENT TO BE INCLUDED IN PRICE BID FOR DROP INLET (TYPE MO).

GENERAL NOTES:

1. ALL EXPOSED CORNERS TO HAVE ¾" CHAMFER.
2. STEPS SHALL BE INSTALLED IN ALL INLETS 4'-0" HIGH AND OVER OR AS DIRECTED BY THE ENGINEER.
3. ALL REINFORCING BARS SHALL BE GRADE 60 AND HAVE MIN. 1½" COVER.
4. DROP INLETS AND EXTENSION ON CURVED SECTIONS SHALL CONFORM TO THE CURVATURE OF THE CURB.
5. 4" DIA. COLUMNS SPACED AT MAX. 4'-0" INTERVALS SHALL BE INSTALLED ALONG INLET AND EXTENSION TO SUPPORT TOP.
6. BASE AND INLET WALLS SHALL BE CAST MONOLITHICALLY.
7. THE THROAT SHALL BE CAST INTEGRALLY WITH THE GUTTER.
8. PAYMENT FOR CURB AND/OR CURB AND GUTTER WITHIN THE LIMITS OF DROP INLETS AND DROP INLET EXTENSIONS SHALL BE CONSIDERED INCLUDED IN PAYMENT MADE FOR DROP INLETS AND/OR DROP INLET EXTENSIONS.
9. PIPES MAY ENTER DROP INLET FROM ANY ANGLE OR ELEVATION AS MAY BE APPROVED BY THE ENGINEER.
10. APPROPRIATE SIZE TYPE C DROP INLETS MAY BE SUBSTITUTED FOR TYPE MO DROP INLETS AS APPROVED BY THE ENGINEER. PAYMENT TO BE AS DROP INLET (TYPE MO).
11. DURING CONSTRUCTION OF THE ROADWAY THE CONTRACTOR SHALL MAINTAIN DRAINAGE INTO OR AROUND THE DROP INLET AS APPROVED BY THE ENGINEER.
12. 4"x2" NOTCH SHALL BE FORMED IN ALL DROP INLETS TO SUPPORT SIDEWALK CONSTRUCTION. REFER TO DETAIL OF NOTCH FOR SIDEWALKS.
13. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.

LEAVE OPENING IN BACK WHEN CALLED FOR ON PLANS REFER TO BACK OPENING DETAIL

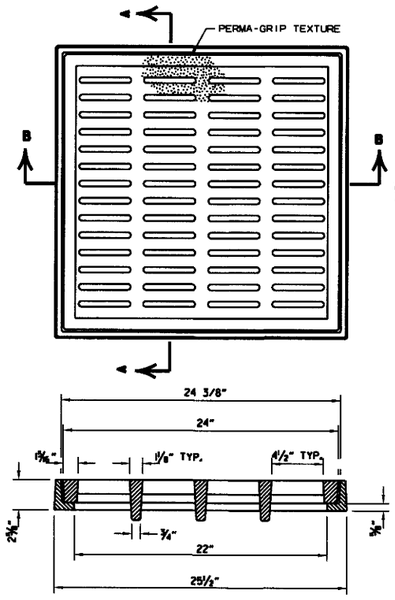
DIA. OF D.I.	DIA. OF OUTLET PIPE	MINIMUM WALL THICKNESS	
		CAST IN PLACE	PRECAST
4' I.D.	12" THRU 27"	6"	5"
5' I.D.	30" THRU 42"	8"	6"
6' I.D.	48" THRU 54"	8"	7"

DATE	REVISIONS	DATE REVISED
8-22-02	ADDED PAY LIMIT CURB NOTES TO SECTIONS A-A & B-B	
11-16-01	ADDED NOTE 13	
1-12-00	REVISED HEAVY DUTY RING & COVER	
5-13-99	ADDED NOTCH DETAIL FOR SIDEWALKS	
7-02-98	REP. NOTE 8, REM. PLAN DET., REV. PICTURE FOR NEW RING & COVER, ADDED HEAVY DUTY RING & COVER AND DETAIL OF STEP FOR DROP INLET	
4-26-96	ADDED NOTE 11 & WALL OPENING DIMENSION	
10-12-95	CORRECTED *5 BAR SPACING	
12-20-95	CORRECTED DIAMETER OF D.I. IN BOX	
7-27-95	TYPE C TO MO (OPEN BACK DETAIL)	
11-3-94	REVISED GENERAL NOTES	11-3-94
4-1-93	REV. BACK OPEN DETAIL & NOTE	4-1-93
8-5-91	REVISED NOTES NO. 2 & ADDED BR. OPEN DETAIL	8-5-91
11-30-89	ADDED NOTE NO. 12	11-30-89
1-24-89	ADDED NOTE 9 MINIMUM WALL THICKNESS	1-24-89
12-5-88	ADDED EXTRA NOTE TO SECTION A-A	12-5-88
1-14-87	MODIFIED WALL THICKNESS	1-14-87
6-12-87	REVISED	6-12-87

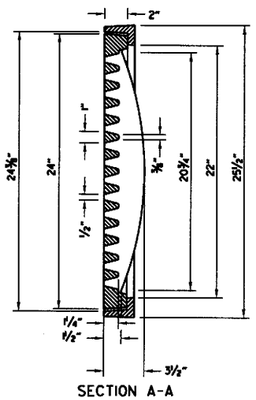
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET (TYPE MO)

STANDARD DRAWING FPC-9M



SECTION B-B

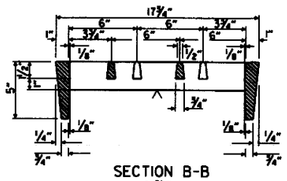


SECTION A-A

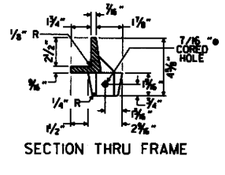
GENERAL NOTES (PEDESTRIAN GRATE & FRAME)

1. THE PEDESTRIAN GRATE SHALL BE ORIENTED IN THE TOP OF THE DROP INLET SO THAT THE ½" OPENINGS ARE PERPENDICULAR TO THE PATH OF PEDESTRIAN TRAVEL.
2. THE PEDESTRIAN GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
3. THE GRATE AND FRAME SHALL NOT BE PAINTED.
4. THE GRATE AND FRAME SHALL BE INSTALLED IN THE DROP INLET IN THE ASSEMBLED POSITION.
5. THE APPROXIMATE WEIGHT OF THE GRATE AND FRAME SHALL BE 211 LBS.
6. THE MINIMUM WATERWAY OPENING SHALL BE 122 SQ. IN.

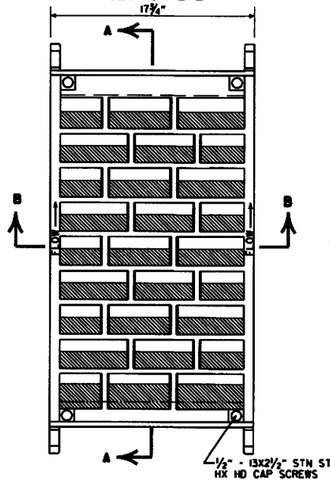
DETAILS OF PEDESTRIAN GRATE AND FRAME

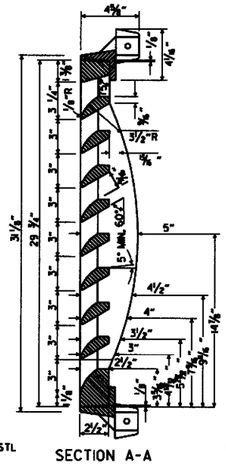


SECTION B-B



SECTION THRU FRAME



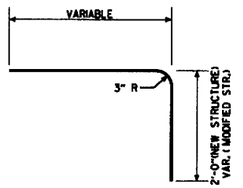


SECTION A-A

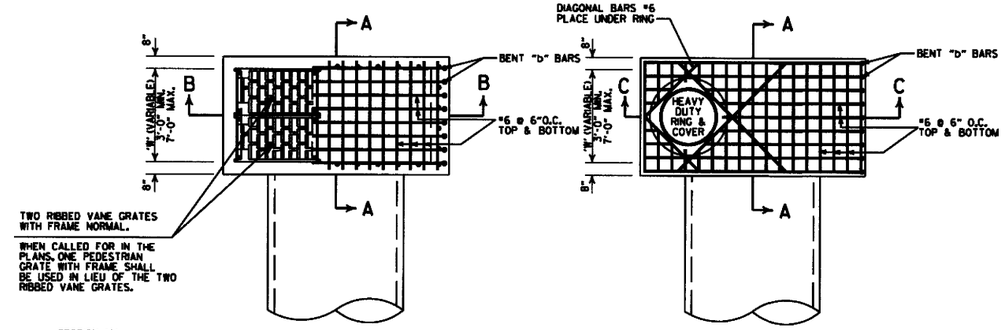
DETAILS OF RIBBED VANE GRATE AND FRAME

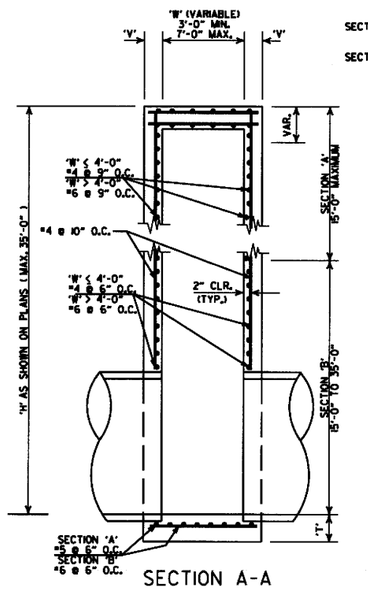
GENERAL NOTES (RIBBED VANE GRATE & FRAME)

1. RIBBED VANE GRATE AND FRAME SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. GRATE AND FRAME SHALL NOT BE PAINTED.
3. GRATE AND FRAME SHALL BE INSTALLED IN DROP INLET IN ASSEMBLED POSITION.
4. APPROXIMATE WEIGHT OF GRATE SHALL BE 170 LBS.



DETAIL OF BENT "b" BAR





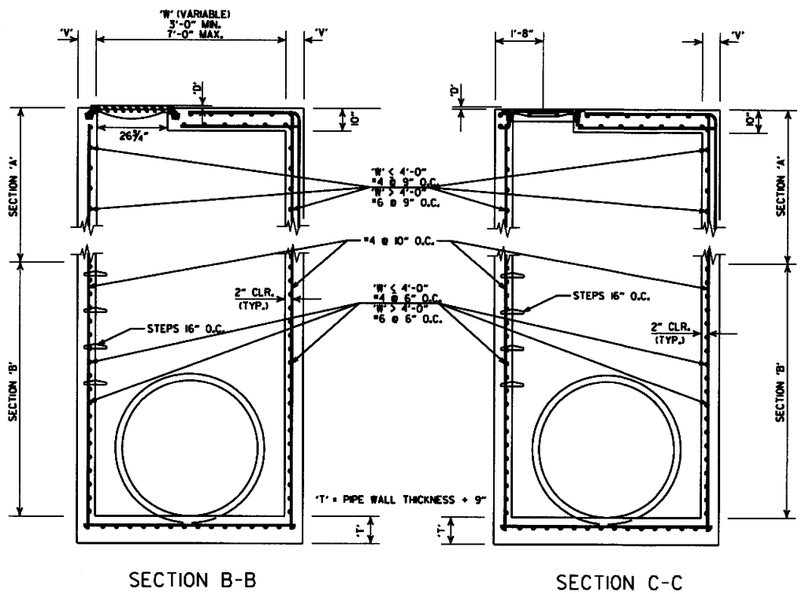
SECTION A-A

DETAILS OF DROP INLET (TYPE ST)

SECTION 'A' 'V' = 8"

SECTION 'B' (W≤4'-0") 'V' = 8"

SECTION 'B' (W>4'-0") 'V' = 10"



SECTION B-B

SECTION C-C

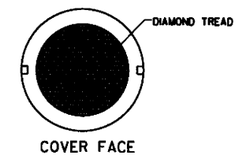
DETAILS OF JUNCTION BOX (TYPE ST)

GENERAL NOTES (TYPE ST DROP INLET & JUNCTION BOX)

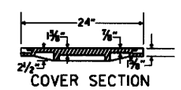
1. THE 'D' DIMENSION SHALL MATCH THE FINAL LIFT OF ACHM SURFACE COURSE SHOWN IN THE PLANS WHEN ASPHALT PAVING SURROUNDS THE GRATE OR RING COVER, AND SHALL BE 0" AT OTHER INSTALLATIONS.
2. THE STEPS SHALL BE OMITTED WHERE 'H' IS LESS THAN 4'-0".
3. ALL EXPOSED CORNERS ARE TO HAVE A ¾" CHAMFER.

GENERAL NOTES (HEAVY DUTY RING & COVER):

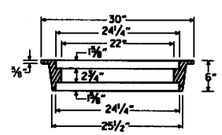
1. HEAVY DUTY RING AND COVER SHALL BE CONSTRUCTED OF CAST IRON AND SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR GRAY IRON CASTINGS AASHTO M 105, CLASS 35B, & AASHTO M 306.
2. HEAVY DUTY RING AND COVER SHALL NOT BE PAINTED.
3. HEAVY DUTY RING SHALL ALWAYS BE INSTALLED WITH FLANGE ON TOP.
4. DIMENSIONS SHOWN FOR RING AND COVER ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR CASTINGS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR CASTING DESIGNS MAY BE MADE BY REFERRING TO PREVIOUSLY APPROVED DRAWINGS.



COVER FACE



COVER SECTION



RING SECTION

HEAVY DUTY RING & COVER

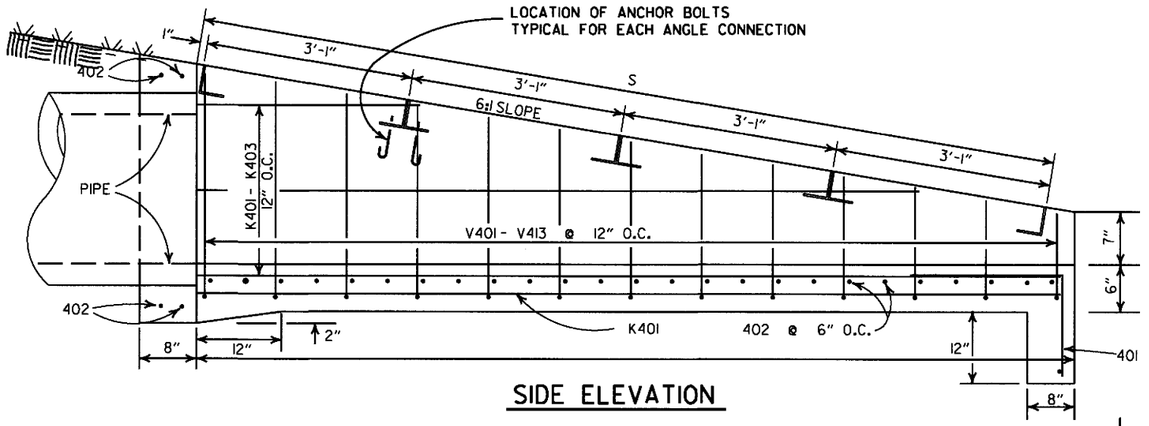
APPROXIMATE TOTAL WEIGHT = 333 LBS.

DATE REVISED	DATE FILMED	DESCRIPTION
7-26-12		REMOVED NOTE 4, REVISED 'T', REVISED BOTTOM SLAB REBAR FOR SECTION 'A', SHOWED REBAR CLEARANCE IN SECTIONS
11-16-01		ADDED NOTE 4
1-12-00		REVISED HEAVY DUTY RING & COVER
5-13-99		ADDED PEDESTRIAN FRAME & GRATE
7-02-98		REMOVED NOTE 5, REV. DIMENSIONS, ADDED HEAVY DUTY RING & COVER ADDED AASHTO REF. REVISED GRATE
10-18-96		REVISED ASTM REF. TO AASHTO
10-1-92		REVISED & REISSUED
8-15-91	8-15-91	REVISED & REISSUED

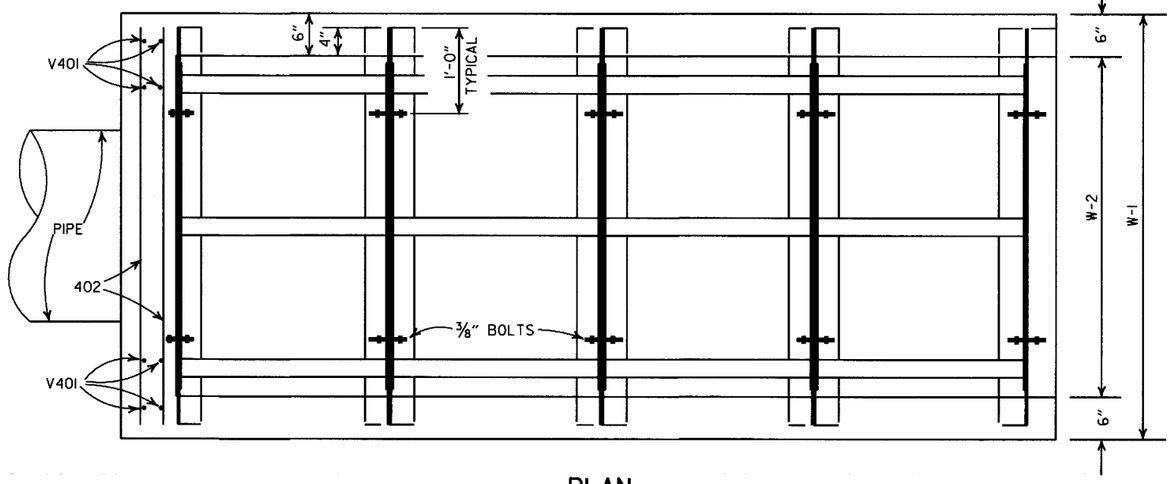
ARKANSAS STATE HIGHWAY COMMISSION

DETAILS OF DROP INLET & JUNCTION BOX (TYPE ST)

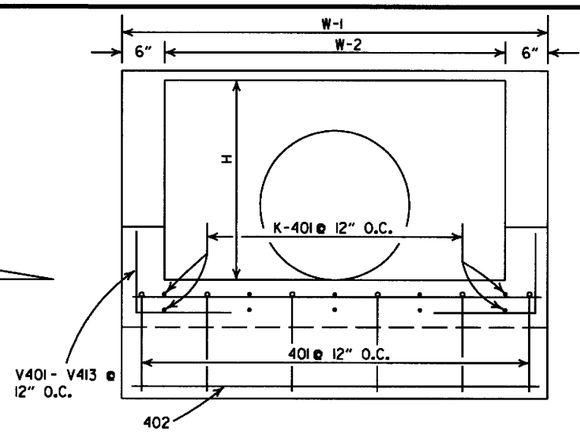
STANDARD DRAWING FPC-9S



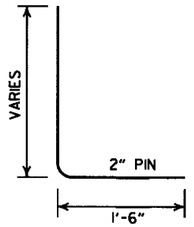
SIDE ELEVATION



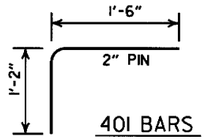
PLAN



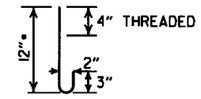
END ELEVATION



V BARS



401 BARS



(TWO BOLTS PER ANGLE)

ANCHOR BOLTS

- NOTE: USE 5" ANCHOR BOLTS ON FIRST ANGLE ON LOW END ONLY. BOLTS EMBEDDED IN CONCRETE NEED NOT BE GALVANIZED.

BENDING DIAGRAM

(DIMENSIONS ARE OUTSIDE TO OUTSIDE)

QUANTITIES & DIMENSIONS - ONE GRATE COMPLETE

PIPE DIA.	W - 1	W - 2	L	S	H	PANEL SIZE	NUMBER OF PANELS	ANGLE DIMEN. D	APPROX. CONC. QUANT. CU. YDS.
24"	5'-0"	4'-0"	12'-6"	12'-8"	2'-8"	2'-11½" x 3'-10"	4	4" x 3½" x ⅜"	2.35
30"	5'-0"	4'-0"	15'-6"	15'-8½"	3'-2"	2'-11½" x 3'-10"	5	4" x 3½" x ⅜"	3.09
18"	5'-0"	4'-0"	9'-6"	9'-7½"	2'-2"	2'-11½" x 3'-10"	3	4" x 3½" x ⅜"	1.77

BAR LISTS - ONE HEADWALL

24" PIPE

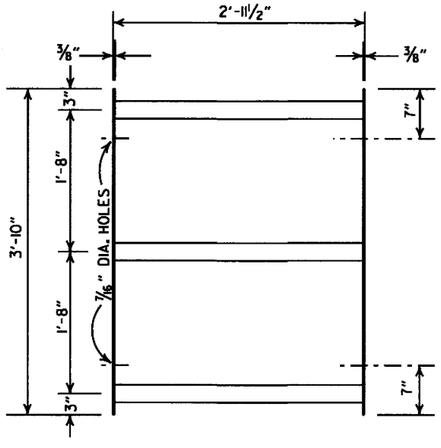
MRK	LENGTH	NO.
401	2'-8"	6
402	4'-8"	30
K401	12'-2"	10
K402	10'-3"	2
K403	4'-3"	2
V401	4'-5"	10
V402	4'-1"	2
V403	3'-11"	2
V404	3'-9"	2
V405	3'-7"	2
V406	3'-5"	2
V407	3'-3"	2
V408	3'-1"	2
V409	2'-11"	2
V410	2'-9"	2
V411	2'-7"	2
V412	2'-5"	2
V413	2'-3"	2

30" PIPE

MRK	LENGTH	NO.
401	2'-8"	6
402	4'-8"	36
K401	15'-2"	10
K402	13'-3"	2
K403	7'-3"	2
K404	1'-3"	2
V401	4'-11"	10
V402	4'-7"	2
V403	4'-5"	2
V404	4'-3"	2
V405	4'-1"	2
V406	3'-11"	2
V407	3'-9"	2
V408	3'-7"	2
V409	3'-5"	2
V410	3'-3"	2
V411	3'-1"	
V412	2'-11"	
V413	2'-9"	
V414	2'-7"	
V415	2'-5"	
V416	2'-3"	

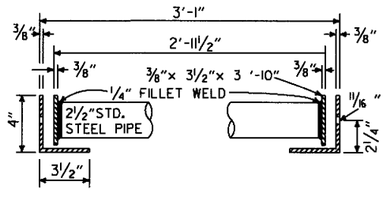
18" PIPE

MARK	LENGTH	NO.
401	2'-8"	6
402	4'-8"	24
K401	9'-2"	10
K402	7'-3"	2
K403	1'-3"	2
V401	3'-11"	10
V402	3'-7"	2
V403	3'-5"	2
V404	3'-3"	2
V405	3'-1"	2
V406	2'-11"	2
V407	2'-9"	2
V408	2'-7"	2
V409	2'-5"	2
V410	2'-3"	2



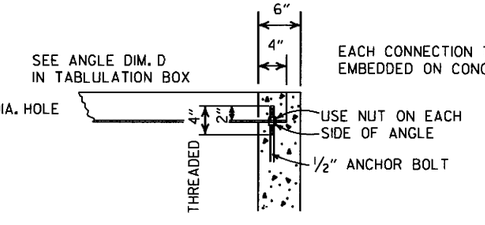
STANDARD GRATE PANEL

NOTE: 2½" STANDARD STEEL PIPE TO BE VENTED FOR GALVANIZING.



TYPICAL SECTION

FURNISH WASHERS WITH BOLTS



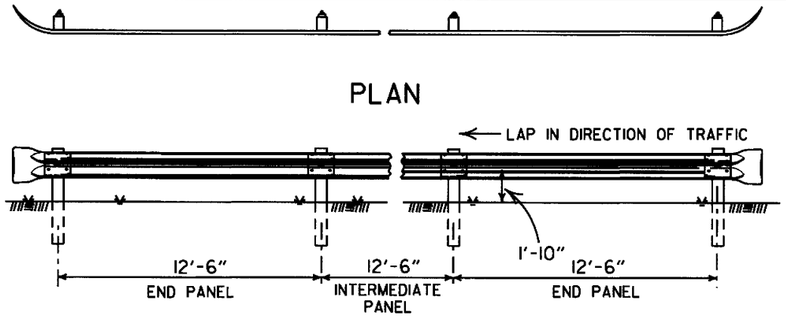
DETAIL OF ANGLE CONNECTION

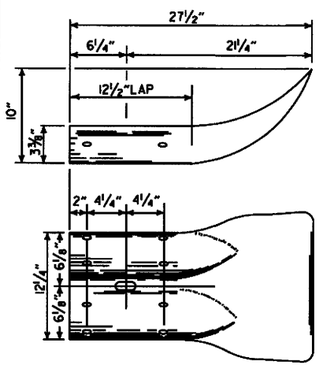
DATE	REVISION	DATE FILMED
8-15-91	REVISED GRATE PANEL	8-15-91
2-16-89	ADDED (TYPE I) TO TITLE	581-2-16-89
7-15-88	CHANGED TITLE	641-7-15-88
2-18-75	ADDED QTYS. & DIMENSIONS FOR 18" PIPE	985-2-18-75
10-2-72	REVISED & REDRAWN	761-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

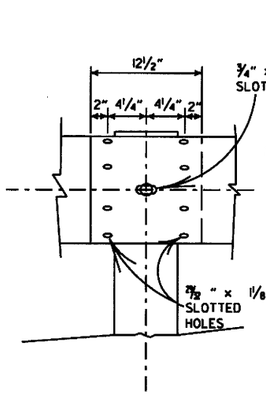
STEEL GRATE ASSEMBLY (TYPE I)

STANDARD DRAWING G-1

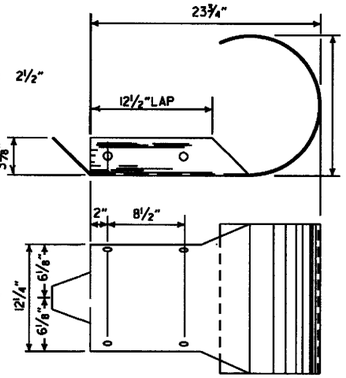




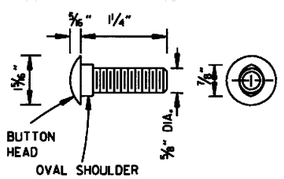
TERMINAL SECTION



RAIL SPLICE

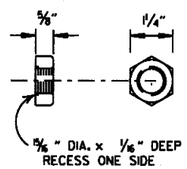


TERMINAL SECTION

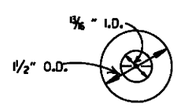


SPLICE BOLT

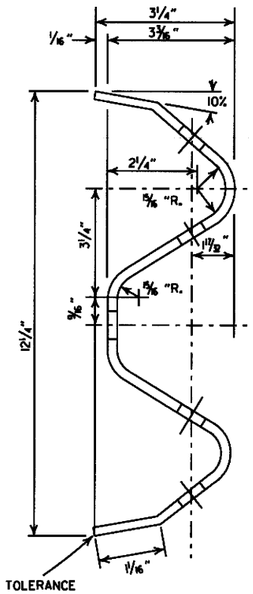
NOTE: POST BOLT SAME EXCEPT LENGTH.



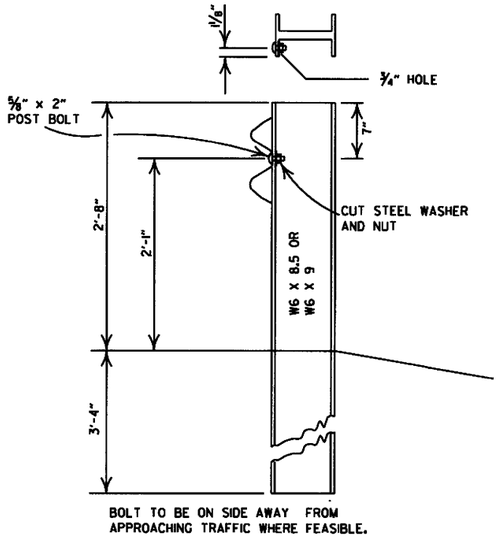
NUT



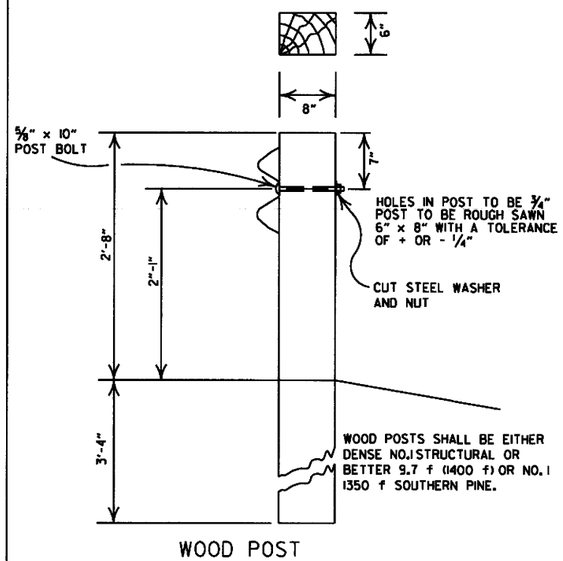
CUT STEEL WASHER



SECTION THRU RAIL



STEEL POST



WOOD POST

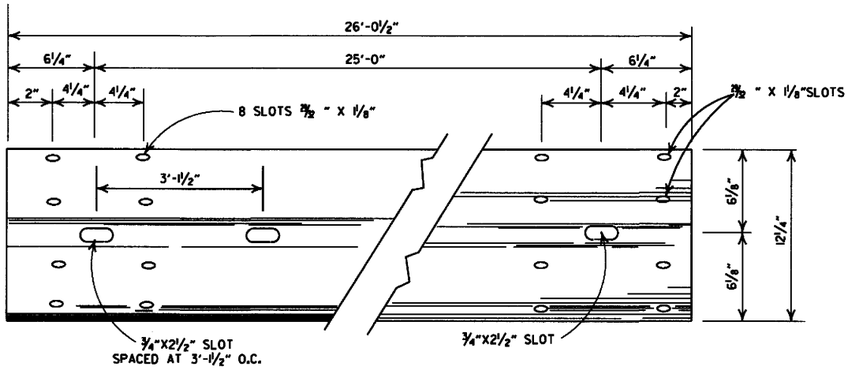
DETAILS OF POST CONNECTIONS

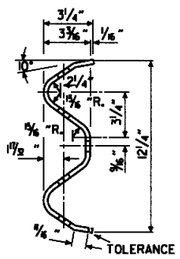
DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
08-22-02	REVISED DIMENSION ON STEEL POST	
11-16-01	REVISED STEEL AND WOOD POST	
08-12-98	REMOVED CONCRETE POST	
10-18-96	CHANGED WOOD POST NOTE	10-18-96
06-02-94	ADDED ALTERNATE STEEL POST SIZE	
08-05-93	REVISED STEEL POSTS SIZE	8-5-93
08-15-91	DELETE STEEL PLATE WASHER & ADDED TYPE C TO TITLE	8-15-91
10-30-87	REMOVED DET. PLCMNT. ON HWY.	555-11-20-87
01-04-83	GRADE FOR WOOD POSTS	679-1-4-83
10-01-77	HARDENED WASHER	922-10-1-72
10-02-72	REVISED & REDRAWN	521-10-2-72

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS (TYPE C) STREET / ROAD BARRICADE OR TEMPORARY INSTALLATION

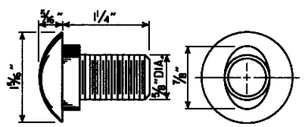
STANDARD DRAWING GR-7



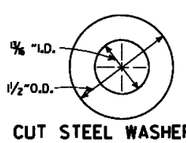


DETAILS OF W-BEAM GUARD RAIL

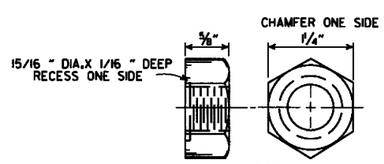
RAIL SECTION OF CLOSELY SIMILAR DIMENSIONS AND COMPARABLE STRENGTH MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.



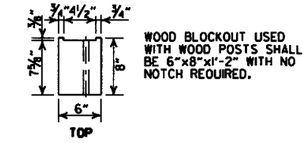
SPLICE BOLT
POST BOLT - SAME EXCEPT LENGTH



CUT STEEL WASHER

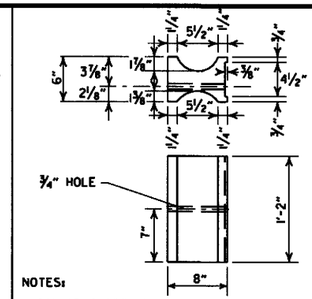


NUT



WOOD BLOCKOUT USED WITH WOOD POSTS SHALL BE 6"x8"x1'-2" WITH NO NOTCH REQUIRED.

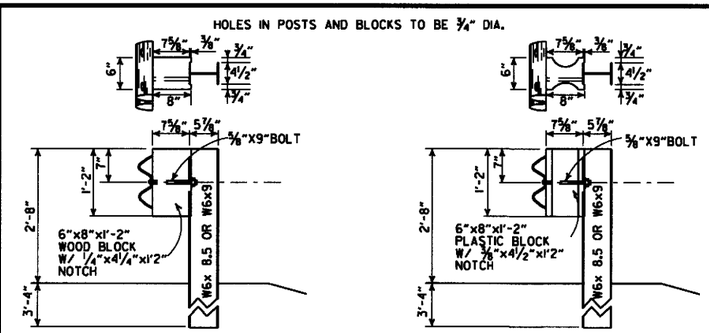
WOOD BLOCKOUT (W-BEAM)



NOTES:

1. SIMILAR SHAPED PLASTIC BLOCKOUTS MAY BE USED AS LONG AS THEY MEET REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. DIMENSIONS ARE SUBJECT TO MANUFACTURERS TOLERANCES.

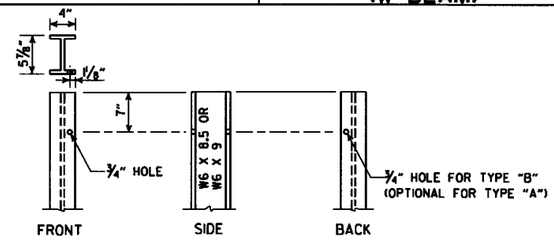
PLASTIC BLOCKOUT (W-BEAM)



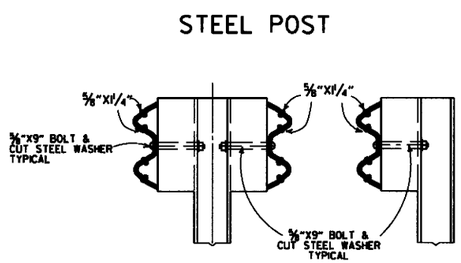
WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)



STEEL POST



TYPE "B" TYPE "A"

DETAILS OF STEEL LINE POST CONNECTIONS (W-BEAM)

-GENERAL NOTES-

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN ¾" BEYOND IT.

WHERE W-BEAM GUARD RAIL CONTINUES, THE INTERMEDIATE SECTIONS SHALL HAVE A POST SPACING OF 6'-3" UNLESS OTHERWISE NOTED.

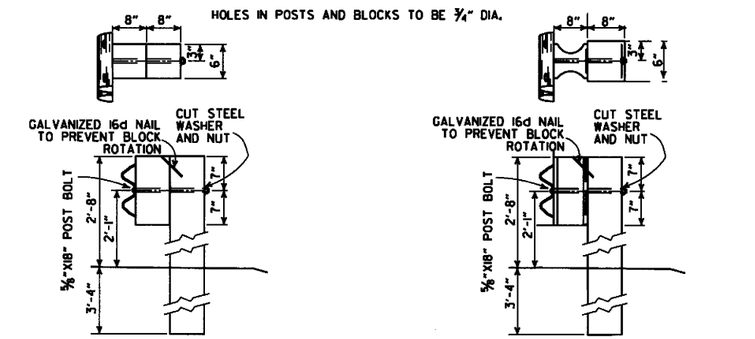
W-BEAM GUARD RAIL REPRESENTING INTERMEDIATE SECTIONS WILL BE MEASURED ALONG THE ROADWAY FACE FROM CENTERLINE OF POST TO CENTERLINE OF POST.

USE W-BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB. FOR EXTENSIONS OR MODIFICATION OF EXISTING GUARD RAIL, W-BEAM GUARD RAIL COMPONENTS OF THE SAME TYPE AS THOSE EXISTING SHALL BE USED.

ANY BACKFILLING UNDER OR AROUND POST SHALL BE DAMP SAND THOROUGHLY TAMPED IN PLACE.

WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

CONTRACTOR SHALL HAVE THE OPTION OF USING WOOD BLOCKOUTS FOR W-BEAM GUARD RAIL OR PLASTIC BLOCKOUTS, AS LONG AS BLOCKOUT USED MEETS REQUIREMENTS FOR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) FOR W-BEAM GUARD RAIL.



POSTS AND BLOCKS TO BE ROUGH SAWN 6"X8" WITH A TOLERANCE OF + OR - ¼".

WOOD BLOCKOUT CONNECTIONS

PLASTIC BLOCKOUT CONNECTIONS

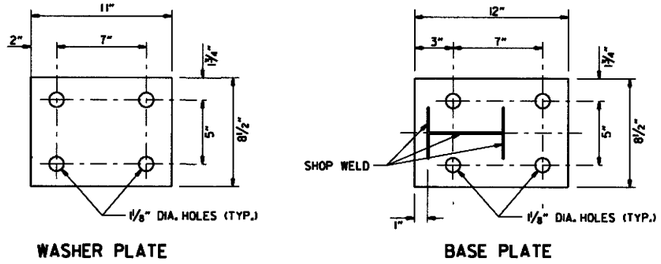
DETAILS OF WOOD LINE POST CONNECTIONS (W-BEAM)

DATE	REVISION	FILMED
11-16-17	REVISED GENERAL NOTES AND RAISED GUARD RAIL HEIGHT 3"	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
10-15-09	ADDED REFERENCE TO MASH	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED DIMENSION ON WOOD & PLASTIC BLOCKOUT CONNECTIONS & STEEL POST	
11-16-01	REVISED WOOD BLOCKOUT & DETAILS OF WOOD LINE POST CONNECTIONS	
03-30-00	REMOVED GUARD RAIL AT BRIDGE ENDS	
01-12-00	ADDED PLASTIC BLOCKOUT	
08-12-98	REV. BLOCKOUTS TO WOOD, DELETED CONC. POST & REV. GENERAL NOTE, DELETED DET. OF GUARD RAIL REPLACE. BEHIND CURB & DET. OF POST PLACE. IN SOLID ROCK, & ADDED DETAILS OF STEEL LINE POST CONN. REMOVED BACK-UP PLATE, REVISED HOLES IN STEEL POLES	
04-03-97	REMOVED "LAP IN DIRECTION OF TRAFFIC" NOTE & PLACED ARROWS ON WASHERS	
10-18-96	REVISED WOOD POST NOTE	
06-02-94	ADDED ALT. STEEL POST SIZE	
08-05-93	REVISED STEEL POST SIZE	8-5-93
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED WASHER NOTE	8-15-91
08-02-90	REV. GEN. NOTE & DEPTH OF ANC. POST IN ROCK	8-2-90
07-15-88	REVISED SECTION 3 & GENERAL NOTES	
03-04-88	REV. ANCHOR POST ,ELEV. NOTES & POST IN ROCK	780-3-4-88
10-30-87	REVISED WOOD LINE POST DETAIL	546-10-30-87
10-09-87	REDRAWN & REVISED	802-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

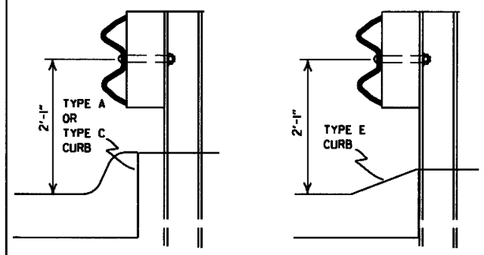
STANDARD DRAWING GR-8



WASHER PLATE

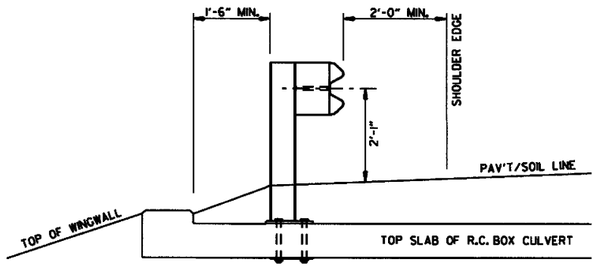
BASE PLATE

Note: Bolts, nuts, washers and plates shall be galvanized in accordance with Section 807 of the Standard Specifications.

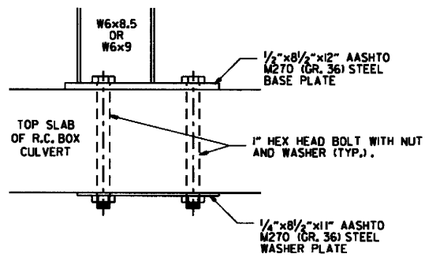


DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB (W-BEAM)

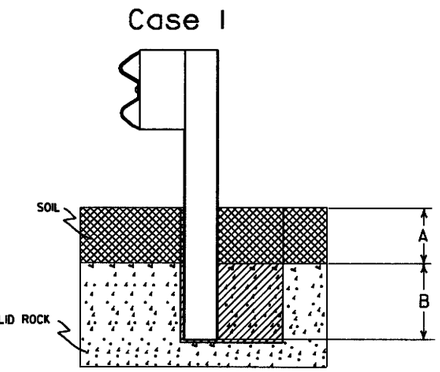
FOR DESIGN SPEEDS OF 50 MPH OR LESS ALL CURB FACES, AS SHOWN ON STD. DRWG. CG-1, MAY BE USED. FOR DESIGN SPEEDS OF 55 MPH OR MORE TYPE "E" CURB FACE SHALL BE USED.

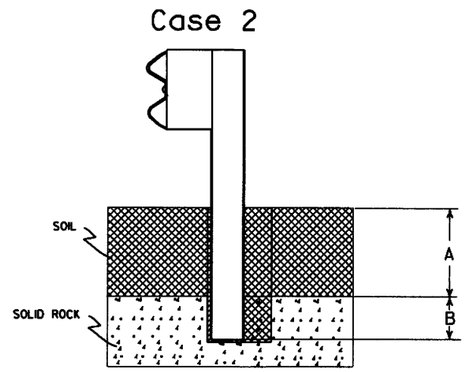


SECTION A-A

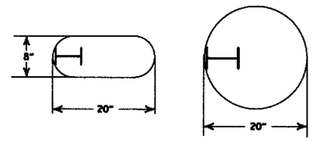


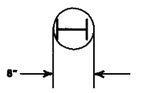
DETAIL OF CONNECTION



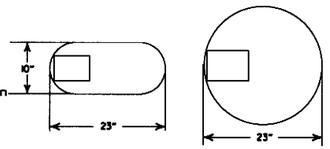


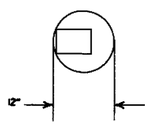
Plan View Steel Posts
Either hole configuration acceptable





Plan View Wood Posts
Either hole configuration acceptable





Notes: For overlying soil depths (A) ranging from 0 to 18", the depth of required drilling (B) is equal to 24".

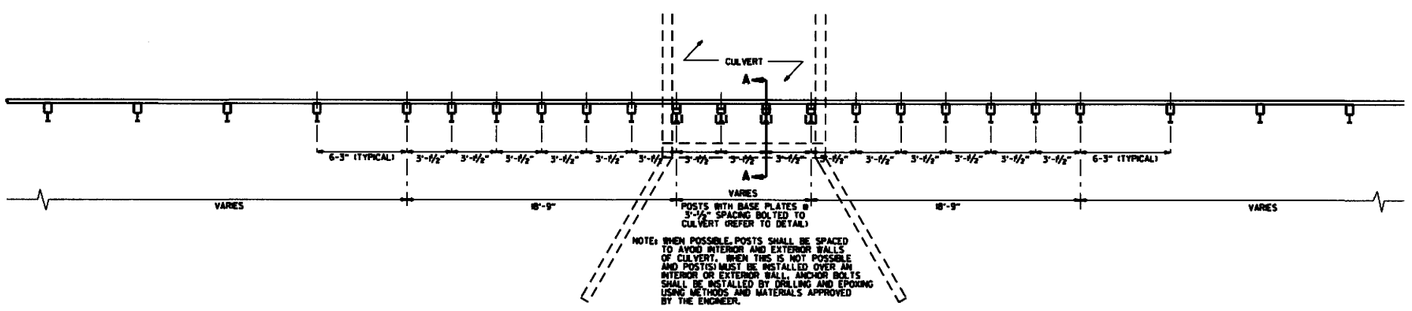
Zone A:
Backfill according to Section 617.03(a).

Zone B:
Backfill hole in 6" lifts with material meeting the requirements of Section 802.02(c) - Alternate gradation. Compact to 95% maximum dry density per ASTM D-698.

Notes: For overlying soil depths (A) ranging from 18" to 44", the depth of required drilling (B) is equal to either 12" or 44" minus the depth of soil whichever is less.

Zone A & B:
Backfill according to Section 617.03(a).

DETAIL OF POST PLACEMENT IN SOLID ROCK (W-BEAM)



PLAN LAYOUT OF TYPE A GUARD RAIL AT LOW-FILL CULVERTS

NOTE: THIS DETAIL IS TO BE USED ONLY WHEN THE COVER OVER THE CULVERT DOES NOT PERMIT FULL EMBEDMENT OF GUARD RAIL POSTS AS SHOWN ON STD. DWG. GR-1.

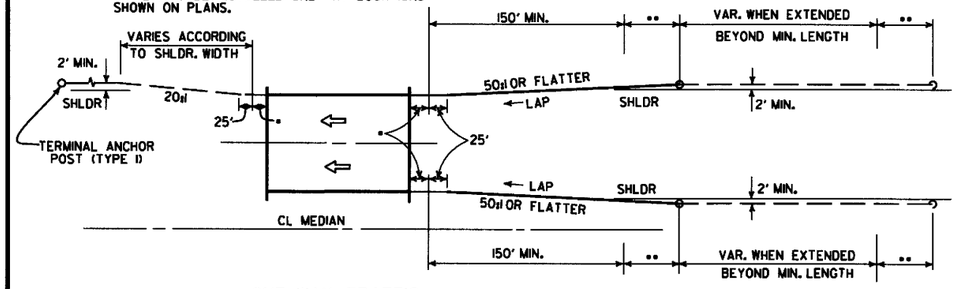
DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
04-12-07	REVISED DETAIL OF GUARD RAIL PLACEMENT BEHIND CURB	
11-10-05	ADDED GUARD RAIL PLACEMENT BEHIND CURB; REVISED DETAIL OF CONNECTION	
11-18-04	REVISED POST PLACEMENT IN ROCK & CULVERT CONNECTION DETAILS. ADDED DETAIL FOR GUARD RAIL PLACEMENT AT LOW-FILL CULVERTS	
03-30-00	REMOVED CONCRETE INSERT ANCHOR	
08-12-98	CHANGED STEEL SPACER BLOCK TO WOOD BLOCKOUT, ADDED DET. OF GUARD RAIL CONNECTION TO R.C. BOX CULV'T., DELETED DET. OF STEEL LINE POST CONN. & ADDED DET. OF GUARD RAIL PLACE. BEHIND CURB & DET. OF POSTPLACE. IN SOLID ROCK	
04-03-96	PLACED ARROWS AT CUT STEEL WASHERS	4-3-96
10-18-96	REV. ASTM REF. TO AASHTO	
11-22-95	ADDED OPTIONAL HOLES	
06-02-94	REVISED ALTERNATE POST SIZE	
08-05-93	REVISED STEEL POST SIZE	
10-01-92	REDRAWN & REVISED	10-1-92
08-02-90	DEL. WASHER ON ANCHOR ASSEMBLY	8-2-90
07-15-88	CONFORMED TO 1988 SPECS	
03-04-88	REVISED ANCHOR NOTE	
10-30-87	REVISED ANCHOR ASSEMBLY	712-10-30-87
10-30-87	REVISED PLACEMENT BEHIND CURB	547-10-30-87
10-09-87	REDRAWN & REVISED	803-10-9-87

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

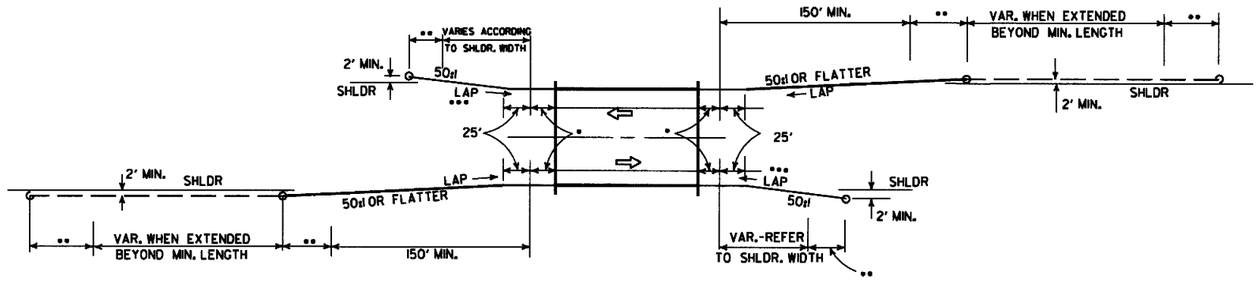
STANDARD DRAWING GR-8A

NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

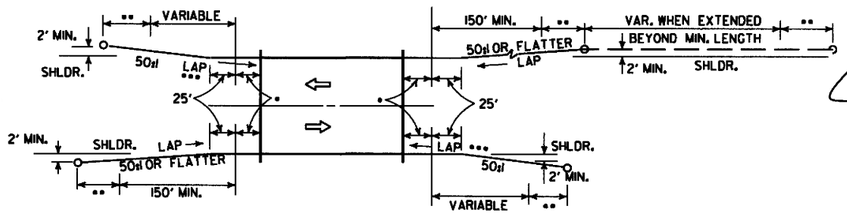
••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

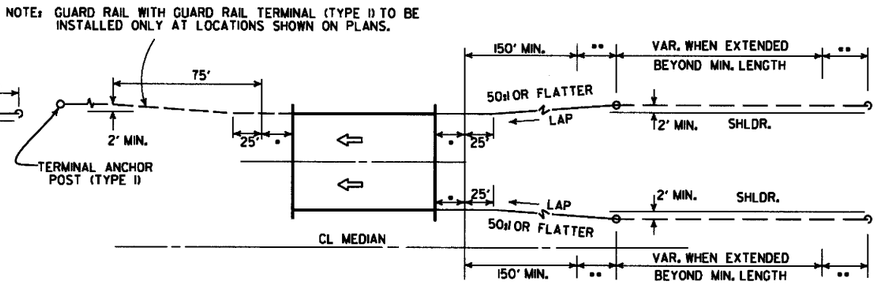
METHODS OF INSTALLATION OF GUARD RAIL AT LESS THAN FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



TWO-WAY TRAFFIC

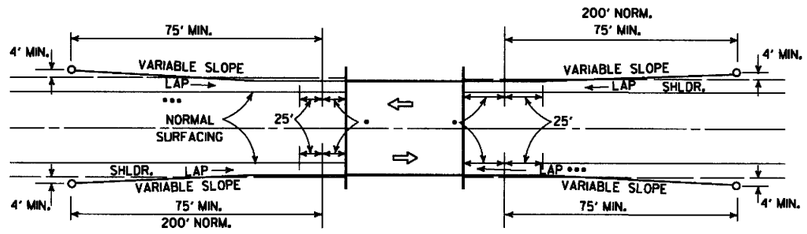
NOTE: GUARD RAIL WITH GUARD RAIL TERMINAL (TYPE I) TO BE INSTALLED ONLY AT LOCATIONS SHOWN ON PLANS.



ONE-WAY TRAFFIC

METHOD OF INSTALLATION OF GUARD RAIL AT FULL SHOULDER WIDTH BRIDGES USING GUARD RAIL TERMINAL (TYPE 2)

••• LAP OF GUARD RAIL SHALL BE AS SHOWN FOR A DISTANCE OF UP TO 200'. CHANGE TO LAP IN DIRECTION OF TRAVEL.



METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERMINAL (TYPE I) (FULL SHOULDER WIDTH OR LESS BRIDGES)

LEGEND

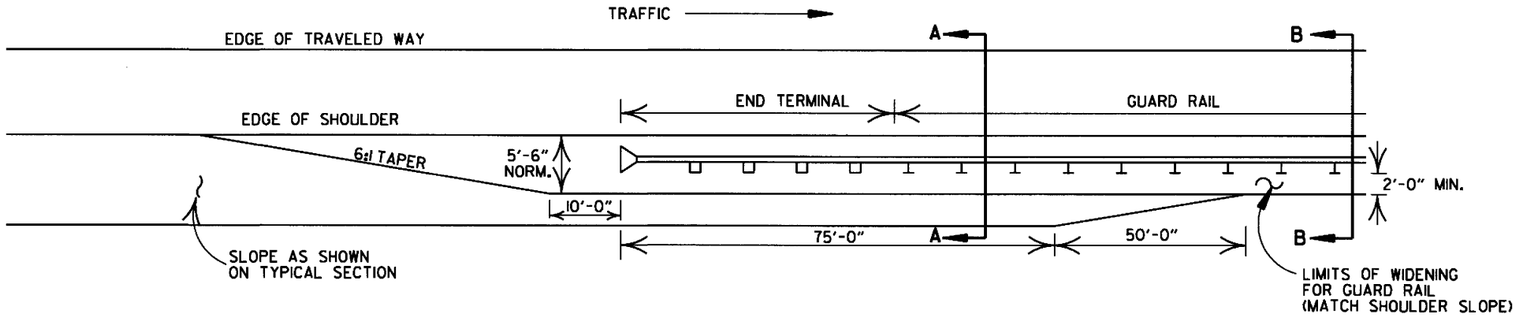
- • THRIE BEAM GUARD RAIL TERMINAL
- •• GUARD RAIL TERMINAL (TYPE 2)

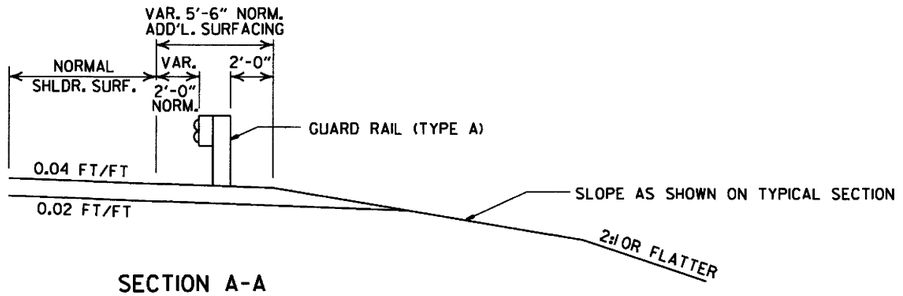
DATE	REVISION	DATE FILM
4-17-08	REVISED LAYOUTS	
11-10-05	REMOVED GUARD RAIL NOTES AND DETAILS	
11-16-01	DELETED NOTE-METHOD OF INSTALLATION OF GUARD RAIL USING GUARD RAIL TERM. (TY. I)	
1-12-00	ADDED CONSTRUCTION NOTE	1-12-00
6-26-97	REVISED LAYOUT	
10-1-92	REDRAWN & REVISED	10-1-92
	ADDED NOTE	
10-9-87	REDRAWN & REVISED	

ARKANSAS STATE HIGHWAY COMMISSION

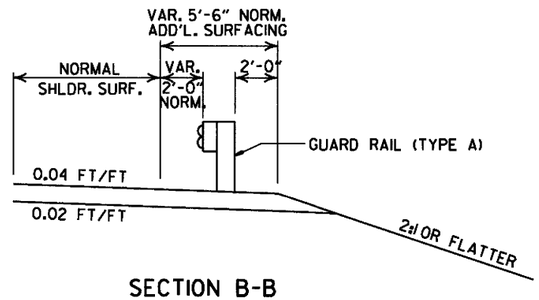
GUARD RAIL DETAILS

STANDARD DRAWING GR-9



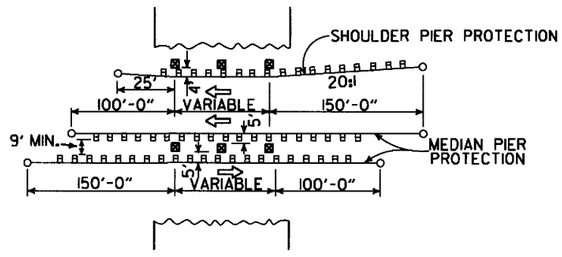


SECTION A-A



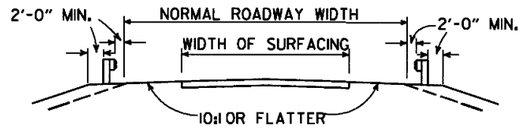
SECTION B-B

DETAILS OF WIDENING FOR GUARD RAIL

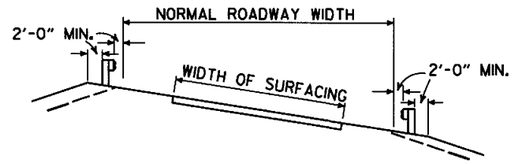


METHOD OF INSTALLATION OF GUARD RAIL AT FIXED OBSTACLE

NOTE: NORMAL SECTION TO BE WIDENED APPROX. 5'-6" EACH SIDE TO SUPPORT GUARD RAIL.



SECTION ON TANGENT



SECTION ON CURVE

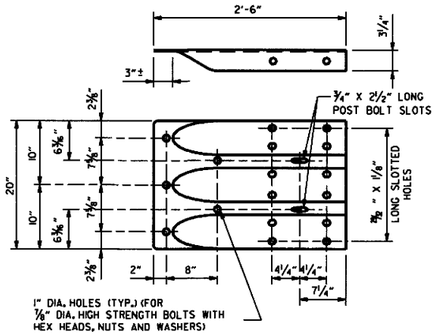
DETAILS SHOWING POSITION OF GUARD RAIL ON HIGHWAY

DATE	REVISION	DATE FILM
4-17-08	MINOR REVISION	
11-10-05	DRAWN	

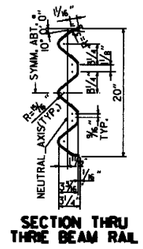
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

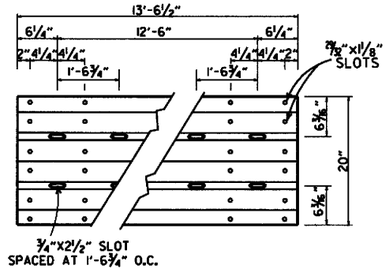
STANDARD DRAWING GR-9A



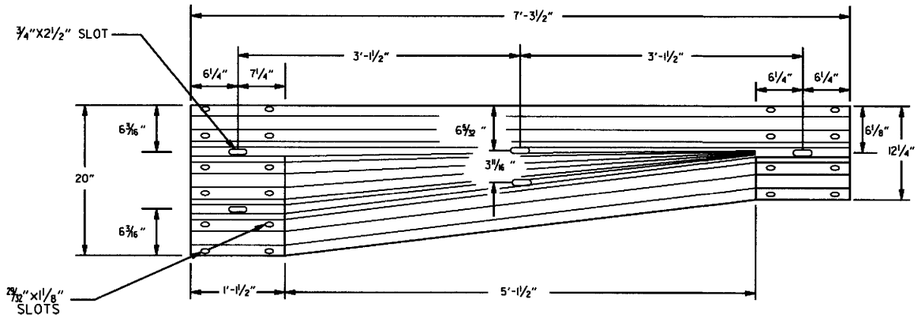
SPECIAL END SHOE



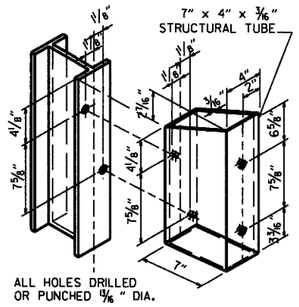
SECTION THRU THRIE BEAM RAIL



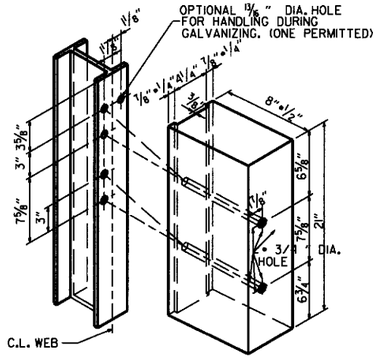
THRIE BEAM RAIL



TRANSITION SECTION



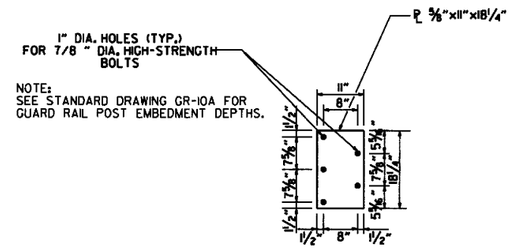
STRUCTURAL STEEL TUBING BLOCKOUT DETAIL



ALL HOLES 1 1/8" DIAMETER EXCEPT AS NOTED

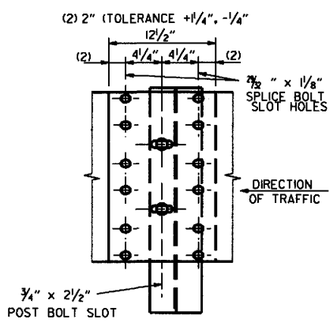
HOLE PUNCHING DETAIL FOR STEEL POST & WOOD OR PLASTIC BLOCKOUTS

NOTE: BLOCKS SHALL BE THE SAME TYPE THROUGHOUT THE PROJECT LIMITS.



CONNECTOR PLATE

CONNECTOR PLATE SHALL BE AASHTO M270, GR. 36 AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING SHALL CONFORM TO SUBSECTION 807.19 OF THE STANDARD SPECIFICATIONS. CONNECTOR PLATE TO BE BOLTED TO SPECIAL END SHOE USING 7/8" DIA. HIGH STRENGTH BOLTS, WITH THE HEADS PLACED ON THE TRAFFIC FACE. WASHERS SHALL BE USED UNDER THE HEAD AND NUT. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AND SHALL CONFORM TO SUBSECTION 807.06.



THRIE BEAM RAIL SPLICE AT POST

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3*4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

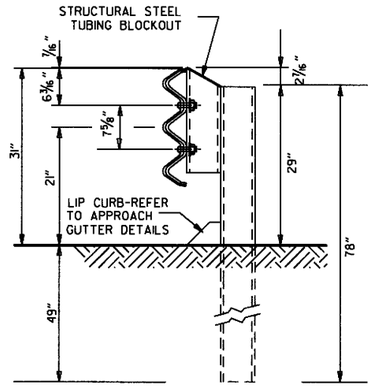
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7 f (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	REVISED TRANSITION SECTION, GUARD RAIL HEIGHT, AND GENERAL NOTES; MOVED THRIE BEAM GUARD RAIL CONNECTIONS AT BRIDGES ENDS TO STD. DRWG. GR-12	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
11-29-07	ADDED PLASTIC BLOCKOUTS	
11-10-05	ADDED NOTE FOR ATTACHING STEEL BLOCKOUT	
11-18-04	REVISED GENERAL NOTES	
10-9-03	REVISED GENERAL NOTES	
04-10-03	REVISED GENERAL NOTES	
08-22-02	REVISED NOTE (2)	
06-29-00	MOVED DIMENSION LINES	
05-18-00	ADDED NOTE	
03-30-00	DRAWN & ISSUED	

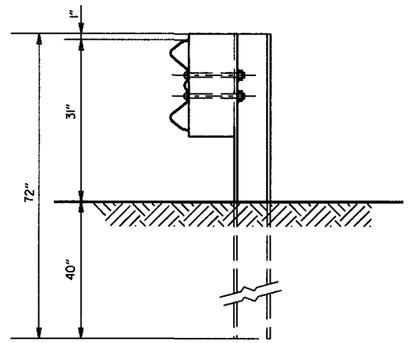
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

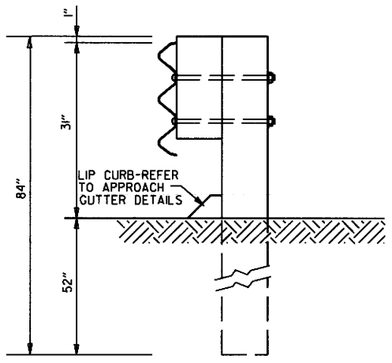
STANDARD DRAWING GR-10



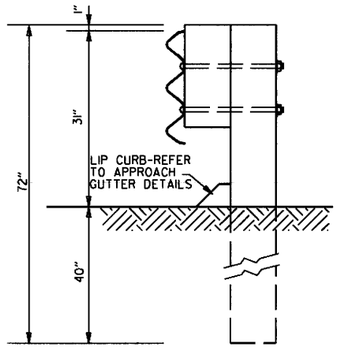
THRIE BEAM RAIL WITH STEEL TUBING BLOCKOUT
AND STEEL POST
POSTS 1-7



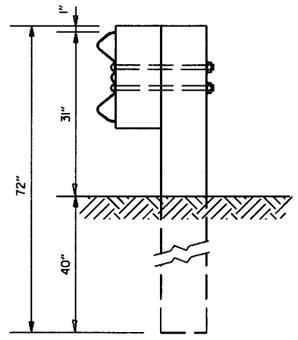
W-BEAM TO THRIE BEAM TRANSITION RAIL
WITH WOOD OR PLASTIC BLOCKOUT AND STEEL POST
POST 8



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUTS & WOOD POSTS
POSTS 1-6



THRIE BEAM RAIL
WITH WOOD OR PLASTIC
BLOCKOUT & WOOD POST
POST 7



W-BEAM TO THRIE BEAM
TRANSITION RAIL WITH WOOD OR
PLASTIC BLOCKOUT & WOOD POST
POST 8

GENERAL NOTES:

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

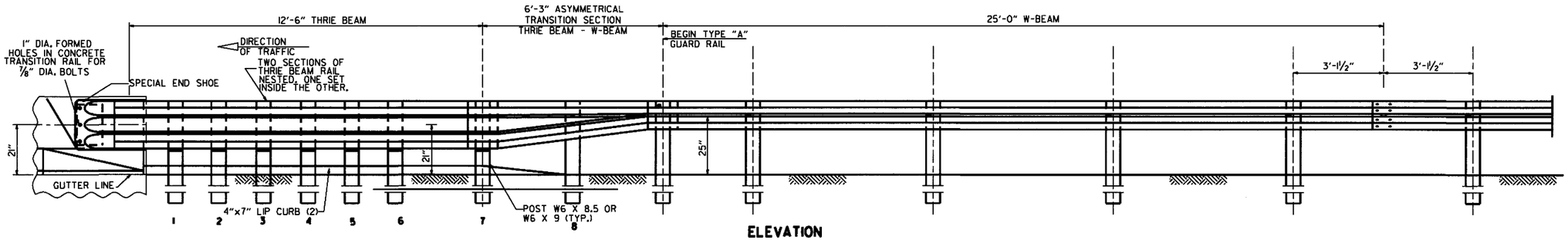
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1STRUCTURAL OR BETTER 9.7f (1400 f) OR NO.1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT, CHANGED STD. DWG. NUMBER FROM GR-10A TO GR-11	
07-14-10	REVISED POST 8 DIMENSIONS	
11-29-07	ADDED PLASTIC BLOCKOUTS	
08-22-02	REVISED LIP CURB NOTE	
03-30-00	DRAWN & ISSUED	

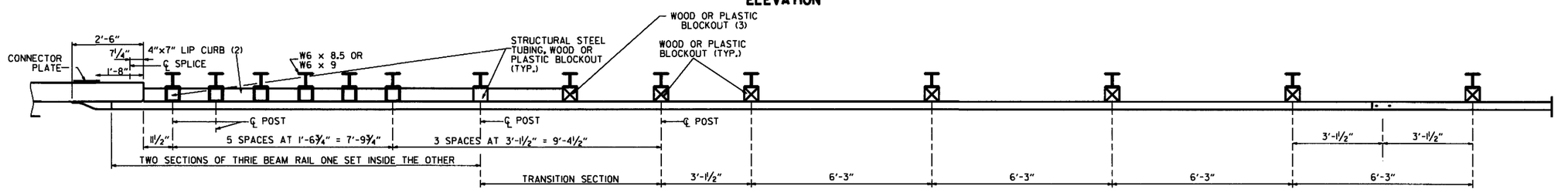
ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

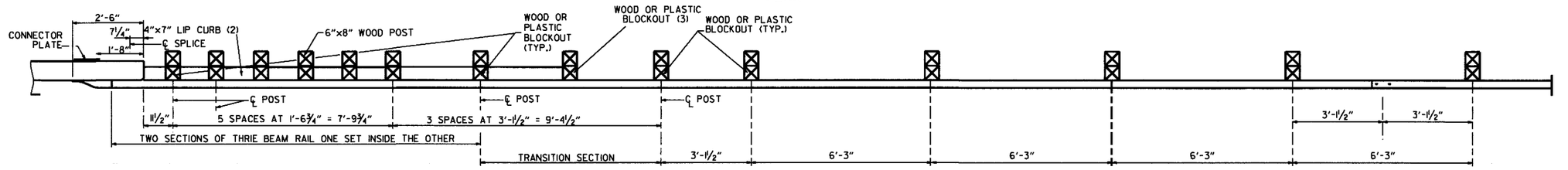
STANDARD DRAWING GR-11



ELEVATION



PLAN



PLAN

(1) VERIFY BOLT SPACING FROM RAIL TRANSITION PRODUCER.
(2) REFER TO APPROACH GUTTER DETAILS.
(3) LENGTH OF BLOCKOUT ON POST 8 TO BE MODIFIED TO FIT RAIL WIDTH.

THRIE BEAM GUARD RAIL CONNECTION AT BRIDGE ENDS

GENERAL NOTES:

THE THRIE BEAM RAIL, SPECIAL END SHOE, AND THE TRANSITION SECTION SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE. ZINC COATING SHALL BE TYPE I.

RAIL POSTS SHALL BE SET PERPENDICULAR TO THE ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

ALL BOLTS SHALL BE SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND NO MORE THAN 3"#4" BEYOND IT.

ALL LAP SPLICES, INCLUDING SPECIAL END SHOES, SHALL BE MADE IN THE DIRECTION SHOWN ON STANDARD DRAWINGS GR-9 & GR-13.

REFER TO STD. DRWG. GR-11 FOR POST DETAILS.

USE THRIE BEAM GUARD RAIL COMPONENTS OF SAME MATERIAL FOR ENTIRE JOB.

THRIE BEAM POSTS SHALL BE SAME MATERIAL AS W-BEAM POSTS FOR ENTIRE JOB.

POSTS SHALL BE PLACED AT THE MID-SPAN OF THE W-BEAM.

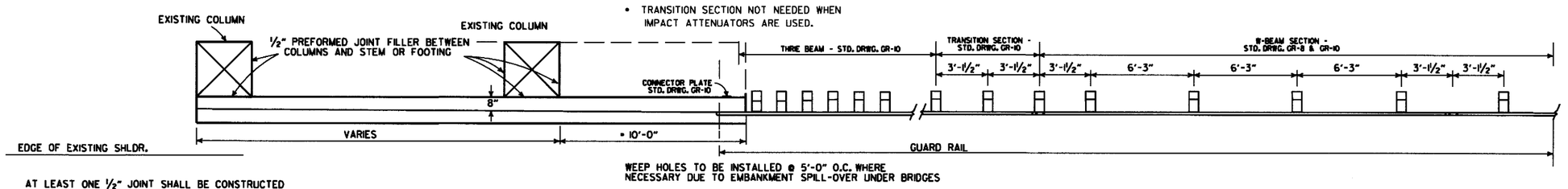
WOOD POSTS & WOOD BLOCKS SHALL BE EITHER DENSE NO. 1 STRUCTURAL OR BETTER 9.7# (1400 f) OR NO. 1 1350 f SOUTHERN PINE.

DATE	REVISION	FILMED
11-16-17	RE-DRAWN FROM STD. DWG. GR-10 & ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

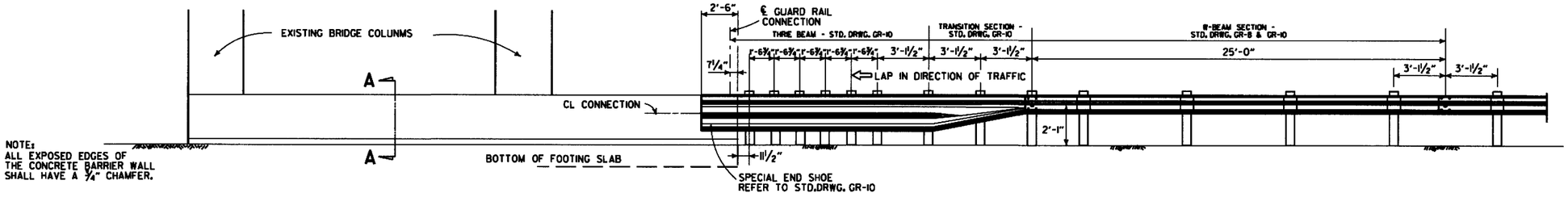
GUARD RAIL DETAILS

STANDARD DRAWING GR-12



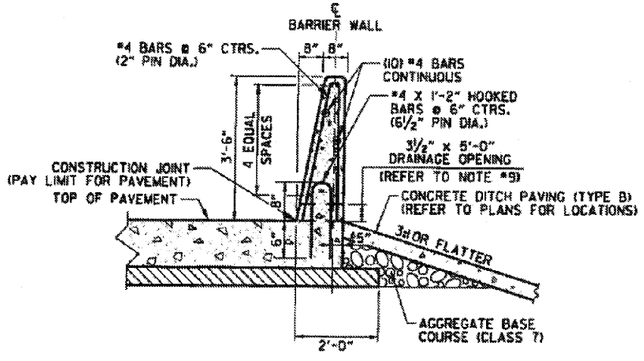
AT LEAST ONE ½" JOINT SHALL BE CONSTRUCTED IN THE CONCRETE BARRIER WALL. JOINTS SHALL BE EQUALLY SPACED AT A MAXIMUM OF 25'-0" O.C. FILL JOINT WITH PREFORMED JOINT FILLER.

PLAN OF CONCRETE BARRIER WALL



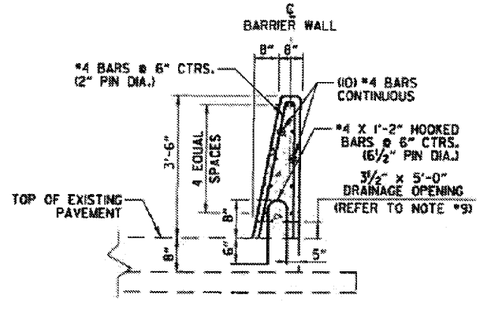
NOTE:
ALL EXPOSED EDGES OF THE CONCRETE BARRIER WALL SHALL HAVE A ¾" CHAMFER.

ELEVATION OF CONCRETE BARRIER WALL



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A)

NOTE: SIDE TYPE A IS FOR USE WITH PROPOSED PAVEMENT.



SECTION A-A CONCRETE BARRIER WALL (SIDE TYPE A-1)

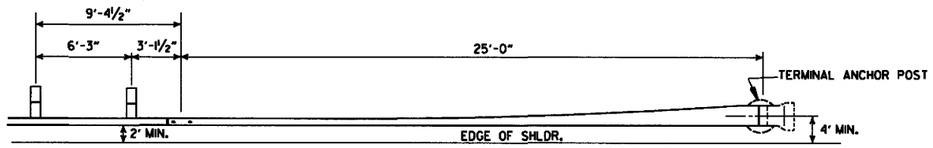
NOTE: SIDE TYPE A-1 IS FOR USE WITH EXISTING PAVEMENT.

DATE	REVISION	FILMED
11-16-17	REVISED CONCRETE BARRIER WALL, RAISED GUARDRAIL HEIGHT 3" AND REVISED POST SPACING. CHANGED STD. DWG. NUMBER FROM GR-11 TO GR-13	
07-14-10	RAISED HEIGHT OF W-BEAM 1"	
08-22-02	REV. SECTION A-A OF DETAILS OF CONCRETE BARRIER WALL	
06-29-00	MOVED DIMENSION LINE	
05-18-00	ADDED NOTE	
03-30-00	REVISED TO INCLUDE THRIE BEAM	
06-02-94	ADDED TRANSITION SECTION NOTE	
10-01-92	REDRAWN & REVISED	10-1-92
08-15-91	REVISED DRAWING PLAN CONC. BARR.	8-15-91
02-16-89	ADDED SKEWED DETAILS	594-2-16-89
07-14-88	CHANGED TITLE	
10-09-87	REDRAWN & REVISED	

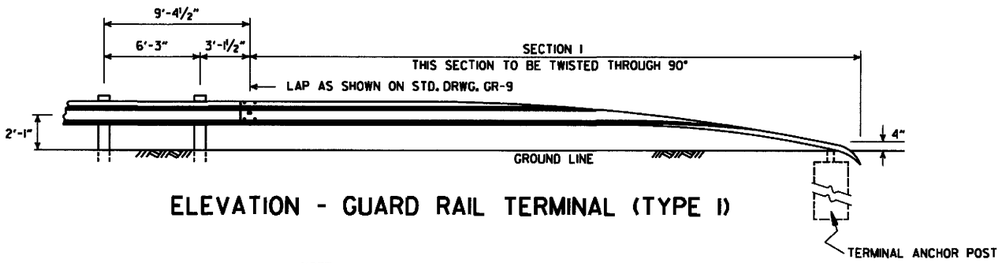
ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE BARRIER WALL (PIER PROTECTION TYPE A)

STANDARD DRAWING GR-13

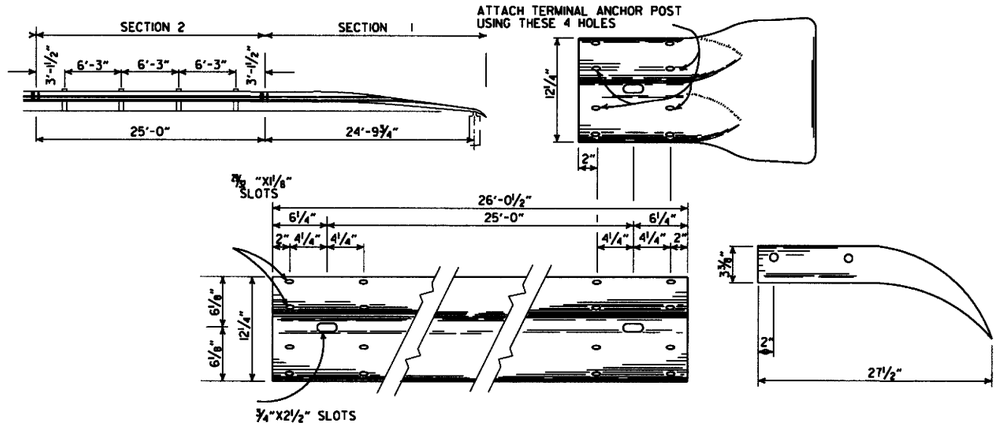


PLAN - GUARD RAIL TERMINAL (TYPE I)



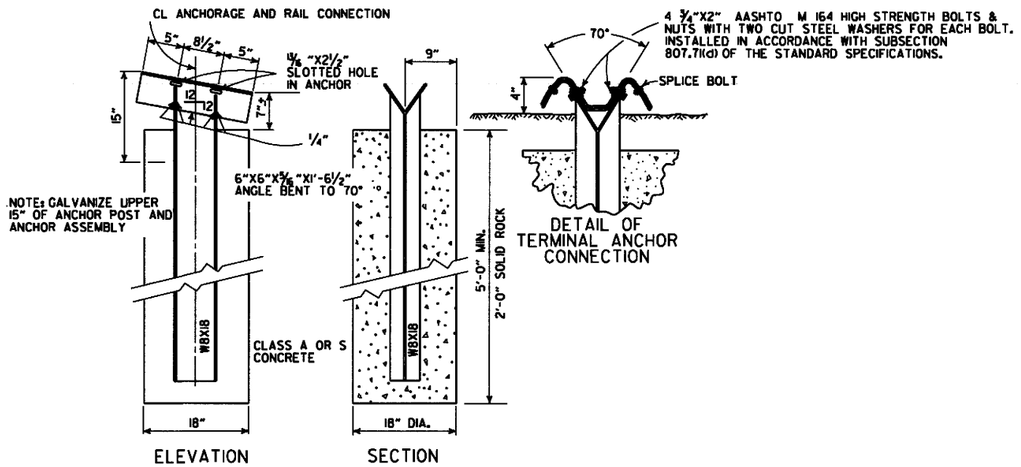
ELEVATION - GUARD RAIL TERMINAL (TYPE I)

NOTE:
SECTIONS 1 AND 2 OF GUARD RAIL TERMINAL SHALL BE PAID FOR AT THE PRICE BID PER LINEAR FOOT OF THE TYPE OF GUARD RAIL SPECIFIED.



SECTION I

TERMINAL SECTION



NOTE: RAIL MEMBERS MAY BE BOLTED TO ANGLE AT TERMINAL ANCHOR AND THE TWO ASSEMBLIES POSITIONED TO PROPER ALIGNMENT PRIOR TO PLACING CONCRETE AROUND 8 WF 17 POST IF CONTRACTOR SO DESIRES.

DETAIL OF TERMINAL ANCHOR POST (TYPE I)

DATE	REVISION	FILMED
11-16-17	REVISED GUARD RAIL HEIGHT AND LOCATION OF POSTS	
07-14-10	RAISED HEIGHT OF GUARD RAIL 1"	
06-26-97	REVISED LAP NOTE	
10-18-96	REVISED ASTM REF. TO AASHTO	
11-03-94	DIMENSION TERMINAL DETAIL	
11-11-92	ADDED NOTE FOR PAYMENT	11-11-92
10-01-92	DRAWN & ISSUED	10-1-92

ARKANSAS STATE HIGHWAY COMMISSION

GUARD RAIL DETAILS

STANDARD DRAWING GRT-1

REINFORCED CONCRETE ARCH PIPE DIMENSIONS

EQUIV. DIA.	SPAN		RISE	
	AASHTO M 206	AHTD NOMINAL	AASHTO M 206	AHTD NOMINAL
INCHES	INCHES			
15	18	18	11	11
18	22	22	13½	14
21	26	26	15½	16
24	28½	29	18	18
30	36¼	36	22½	23
36	43⅜	44	26⅝	27
42	51⅛	51	31⅝	31
48	58½	59	36	36
54	65	65	40	40
60	73	73	45	45
72	88	88	54	54
84	102	102	62	62
90	115	115	72	72
96	122	122	77½	77
108	138	138	87⅛	87
120	154	154	96⅞	97
132	168¾	169	106½	107

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M206.

REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE DIMENSIONS

EQUIV. DIA.	AASHTO M 207	
	SPAN	RISE
INCHES	INCHES	
18	23	14
24	30	19
27	34	22
30	38	24
33	42	27
36	45	29
39	49	32
42	53	34
48	60	38
54	68	43
60	76	48
66	83	53
72	91	58
78	98	63
84	106	68

THE MEASURED SPAN AND RISE SHALL NOT VARY MORE THAN ± 2 PERCENT FROM THE VALUES SPECIFIED BY AASHTO M207.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SUBSECTION 606.03.(F)(1).

NOTE: HAUNCH AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CONCRETE PIPE.

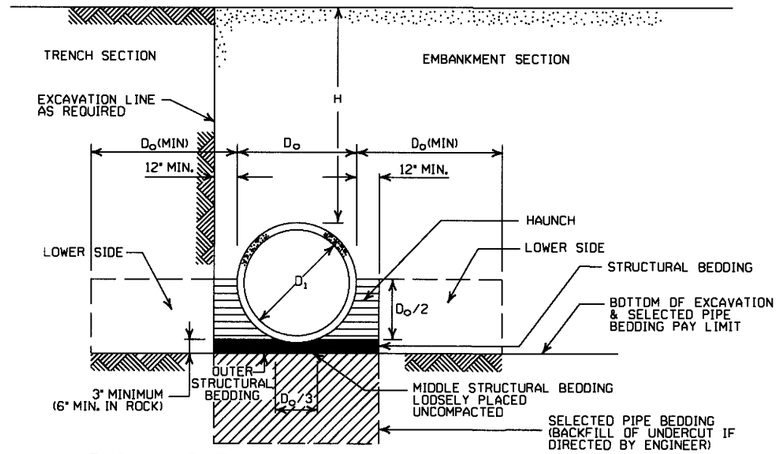
- LEGEND -

D_1 = NORMAL INSIDE DIAMETER OF PIPE
D_o = OUTSIDE DIAMETER OF PIPE
H = FILL COVER HEIGHT OVER PIPE (FEET)
MIN. = MINIMUM
▨ = UNDISTURBED SOIL

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR HAUNCH AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 5 OR CLASS 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL*
TYPE 3**	AASHTO CLASSIFICATION A-1 THRU A-6 SOIL OR TYPE 1 OR 2 INSTALLATION MATERIAL

* SM-3 WILL NOT BE ALLOWED.

** MATERIALS SHALL NOT INCLUDE ORGANIC MATERIALS OR STONES LARGER THAN 3 INCHES.



EMBANKMENT AND TRENCH INSTALLATIONS

1. MATERIAL IN THE HAUNCH AND OUTER STRUCTURAL BEDDING SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. FOR TRENCHES WITH WALLS OF NATURAL SOIL, THE DENSITY OF THE SOIL IN THE LOWER SIDE ZONE SHALL BE AS FIRM AS THE 95% DENSITY REQUIRED FOR THE HAUNCH. IF THE EXISTING SOIL DOES NOT MEET THIS CRITERIA, IT SHALL BE REMOVED AND RECOMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OF MATERIAL USED.
3. FOR EMBANKMENTS, THE MATERIAL IN THE LOWER SIDE ZONE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

GENERAL NOTES

1. CONCRETE PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. CONCRETE PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. ALL PIPE SHALL CONFORM TO SECTION 606. CIRCULAR R.C. PIPE CULVERTS SHALL CONFORM TO AASHTO M170, R.C. ARCH PIPE CULVERTS SHALL CONFORM TO AASHTO M206 AND HORIZONTAL ELLIPTICAL PIPE CULVERTS SHALL CONFORM TO AASHTO M207.
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. NOT MORE THAN ONE LIFTING HOLE MAY BE PROVIDED IN CONCRETE PIPE TO FACILITATE HANDLING. HOLE MAY BE CAST IN PLACE, CUT INTO THE FRESH CONCRETE AFTER FORMS ARE REMOVED, OR DRILLED. THE HOLE SHALL NOT BE MORE THAN TWO INCHES IN DIAMETER OR TWO INCHES SQUARE. CUTTING OR DISPLACEMENT OF REINFORCEMENT WILL NOT BE PERMITTED. SPALLED AREAS AROUND THE HOLE SHALL BE REPAIRED IN A WORKMANLIKE MANNER. LIFTING HOLE SHALL BE FILLED WITH MORTAR, CONCRETE, OR OTHER METHOD AS APPROVED BY THE ENGINEER.
9. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
10. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS THE HAUNCH), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

MINIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

	CLASS OF PIPE			
	CLASS III		CLASS IV	CLASS V
INSTALLATION TYPE	TYPE 1 OR 2	TYPE 3	ALL	ALL
PIPE ID (IN.)	FEET			
12-15	2	2.5	2	1
18-24	2.5	3	2	1
27-33	3	4	2	1
36-42	3.5	5	2	1
48	4.5	5.5	2	1
54-60	5	7	2	1
66-78	6	8	2	1
84-108	7.5	8	2	1

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER CIRCULAR R.C. PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE		
	CLASS III	CLASS IV	CLASS V
	FEET		
TYPE 1	21	32	50
TYPE 2	16	25	39
TYPE 3	12	20	30

NOTE: IF FILL HEIGHT EXCEEDS 50 FEET, A SPECIAL DESIGN CONCRETE PIPE WILL BE REQUIRED USING TYPE 1 INSTALLATION.

MINIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2 OR TYPE 3	2.5	1.5

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

NOTE: FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM OF 12" OF PAVEMENT AND/OR BASE.

MAXIMUM HEIGHT OF FILL "H" OVER R.C. ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS

INSTALLATION TYPE	CLASS OF PIPE	
	CLASS III	CLASS IV
	FEET	
TYPE 2	13	21
TYPE 3	10	16

NOTE: TYPE 1 INSTALLATION WILL NOT BE ALLOWED FOR ARCH & HORIZONTAL ELLIPTICAL PIPE CULVERTS.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECIFICATIONS	
5-18-00	REVISED TYPE 3 BEDDING & ADDED NOTE	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

CONCRETE PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCC-1

CORRUGATED STEEL PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINIMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS (INCHES)				
		0.064	0.079	0.109	0.138	0.168
2⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM						
12	1	84	91			
15	1	67	73			
18	1	56	61			
24	1	42	46	59		
30	2	34	36	47		
36	2		30	39	41	
42	2		43	67	70	73
48	2		37	58	61	64
② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, BOLTED, OR HELICAL LOCK-SEAM						
36	1	48	60	88	111	118
42	1	41	51	72	90	102
48	1	36	45	64	77	85
54	2	32	40	59	71	79
60	2	29	36	53	64	71
66	2	26	33	47	58	64
72	2	24	30	44	53	59
78	2		28	41	49	54
84	2		26	38	45	51
90	2		24	35	43	45
96	2		22	33	40	44
102	2			31	38	42
108	2			30	35	39
114	2			28	34	37
120	2			27	32	35

CORRUGATED ALUMINUM PIPE (ROUND)

PIPE DIAMETER (INCHES)	① MINIMUM COVER TOP OF PIPE TO TOP OF GROUND "H" (FEET)	MAX. FILL HEIGHT "H" ABOVE TOP OF PIPE (FEET)				
		METAL THICKNESS IN INCHES				
		0.060	0.075	0.105	0.135	0.164
		2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM				
12	1	45	45			
18	2	30	30	52		
24	2	22	22	39	41	
30	2		18	31	32	34
36	2.5		15	26	27	28
42	2			43	43	44
48	2			40	41	43
54	2			35	37	38
60	2				33	34
66	2					31
72	2					29

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. COMPLETE STRUCTURAL BACKFILL OPERATION BY WORKING FROM SIDE TO SIDE OF THE PIPE. THE SIDE TO SIDE STRUCTURAL BACKFILL DIFFERENTIAL SHALL NOT EXCEED 24 INCHES OR 1/3 THE SIZE OF THE PIPE, WHICHEVER IS LESS.

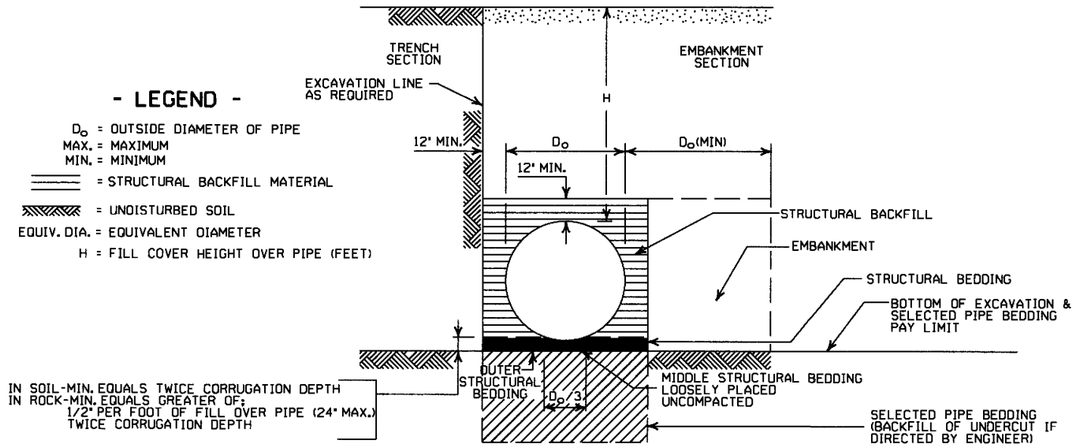
NOTE: STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF METAL PIPE.

INSTALLATION TYPE	MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 1	AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7)
TYPE 2	SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4) OR TYPE 1 INSTALLATION MATERIAL ③

③ SM-3 WILL NOT BE ALLOWED.

EQUIVALENT METAL THICKNESSES AND GAUGES

METAL THICKNESS IN INCHES			GAUGE NUMBER
STEEL			
ZINC COATED	UNCOATED	ALUMINUM	
0.064	0.0598	0.060	16
0.079	0.0747	0.075	14
0.109	0.1046	0.105	12
0.138	0.1345	0.135	10
0.168	0.1644	0.164	8



EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.
2. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE (ROUND).
3. INSTALALTION TYPE 1 SHALL BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 2⅔" X ½" CORRUGATION.
4. INSTALLATION TYPE 1 OR 2 MAY BE USED FOR CORRUGATED STEEL OR ALUMINUM PIPE ARCHES WITH 3" X 1" OR 5" X 1" CORRUGATION.

GENERAL NOTES

1. METAL PIPE CULVERT CONSTRUCTION SHALL CONFORM TO ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION), WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS. UNLESS OTHERWISE NOTED IN THE PLANS, SECTION AND SUBSECTION REFER TO THE STANDARD CONSTRUCTION SPECIFICATIONS.
2. METAL PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. METAL PIPE CULVERT MATERIALS AND INSTALLATIONS SHALL CONFORM TO SECTION 606 AND JOB SPECIAL PROVISION "METAL PIPE".
4. ALL PIPE SHALL BE PROTECTED DURING CONSTRUCTION BY A COVER SUFFICIENT TO PREVENT DAMAGE FROM PASSAGE OF EQUIPMENT.
5. THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 24 INCHES. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PRACTICABLE FOR WORKING CONDITIONS.
6. MULTIPLE PIPE CULVERTS SHALL BE INSTALLED WITH A MINIMUM CLEARANCE OF 24 INCHES BETWEEN STRINGS OF PIPE. REFER TO STD. DWG. FES-2 FOR MINIMUM CLEARANCE WHERE FLARED END SECTIONS ARE USED.
7. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
8. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
9. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."

CORRUGATED METAL PIPE ARCHES

EQUIV. DIA. (INCHES)	PIPE DIMENSION SPAN X RISE (INCHES)	MINUMUM CORNER RADIUS (INCHES)	STEEL				ALUMINUM			
			MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)		MAX. HEIGHT OF FILL, "H" (FT.)	MIN. THICKNESS REQUIRED INCHES	① MIN. HEIGHT OF FILL, "H" (FT.)		MAX. HEIGHT OF FILL, "H" (FT.)
				INSTALLATION		INSTALLATION		INSTALLATION		INSTALLATION
				TYPE 1		TYPE 1		TYPE 1		TYPE 1
			2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM				2 ⅔ INCH BY ½ INCH CORRUGATION RIVETED OR HELICAL LOCK-SEAM			
15	17x13	3	0.064	2		15	0.060	2		15
18	21x15	3	0.064	2		15	0.060	2		15
21	24x18	3	0.064	2.25		15	0.060	2.25		15
24	28x20	3	0.064	2.5		15	0.075	2.5		15
30	35x24	3	0.079	3		12	0.075	3		12
36	42x29	3½	0.079	3		12	0.105	3		12
42	49x33	4	0.079	3		12	0.105	3		12
48	57x38	5	0.109	3		13	0.135	3		13
54	64x43	6	0.109	3		14	0.135	3		14
60	71x47	7	0.138	3		15	0.164	3		15
66	77x52	8	0.168	3		15				
72	83x57	9	0.168	3		15				
			② 3 INCH BY 1 INCH OR 5 INCH BY 1 INCH CORRUGATION RIVETED, WELDED, OR HELICAL LOCK-SEAM							
				INSTALLATION		INSTALLATION				
				TYPE 2	TYPE 1	TYPE 2	TYPE 1			
36	40x31	5	0.079	3	2	12	15			
42	46x36	6	0.079	3	2	13	15			
48	53x41	7	0.079	3	2	13	15			
54	60x46	8	0.079	3	2	13	15			
60	66x51	9	0.079	3	2	13	15			
66	73x55	12	0.079	3	2	15	15			
72	81x59	14	0.079	3	2	15	15			
78	87x63	14	0.079	3	2	15	15			
84	95x67	16	0.109	3	2	15	15			
90	103x71	16	0.109	3	2	15	15			
96	112x75	18	0.109	3	2	15	15			
102	117x79	18	0.109	3	2	15	15			
108	128x83	18	0.138	3	2	15	15			

① FOR MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

② WHERE THE STANDARD 2 2/3"x ½" CORRUGATION AND GAUGE IS SPECIFIED FOR A GIVEN DIAMETER, A PIPE OF THE SAME DIAMETER WITH A 3" x 1" OR 5" x 1" CORRUGATION MAY BE SUBSTITUTED, PROVIDING IT IS GAUGED FOR A FILL HEIGHT CONDITION EQUAL TO OR GREATER THAN THE MAXIMUM FILL HEIGHT CONDITION FOR THE SPECIFIED GAUGE AND CORRUGATION.

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED FOR LRFD DESIGN SPECS	
3-30-00	REVISED INSTALLATIONS	
11-06-97	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

METAL PIPE CULVERT FILL HEIGHTS & BEDDING

STANDARD DRAWING PCM-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2 OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF HDPE PIPE.

MULTIPLE INSTALLATION OF HIGH DENSITY POLYETHYLENE PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"
42"	3'-6"
48"	4'-0"

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET) "H" < 10'-0"	TRENCH WIDTH (FEET) "H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"
42"	7'-0"	10'-6"
48"	8'-0"	12'-0"

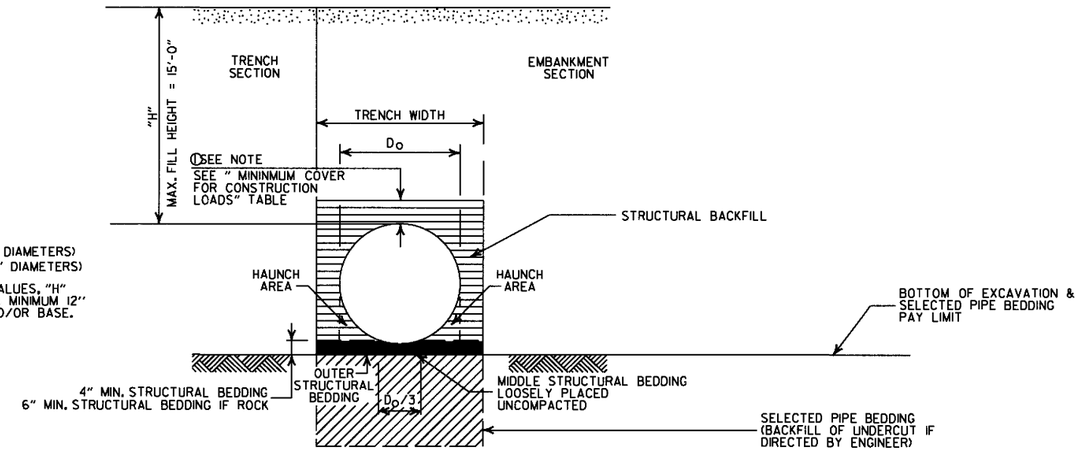
MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS 18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
36" OR LESS	2'-0"	2'-6"	3'-0"	3'-0"
42" OR GREATER	3'-0"	3'-0"	3'-6"	4'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.

①NOTE:
18" MIN. (18" - 30" DIAMETERS)
24" MIN. (36" - 48" DIAMETERS)

MINIMUM COVER VALUES, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO AASHTO M294, TYPE S. INSTALLATION SHALL CONFROM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. HIGH DENSITY POLYETHYLENE PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR HDPE PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
Ø = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REVISED GENERAL NOTES & MINIMUM COVER NOTE	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

PLASTIC PIPE CULVERT (HIGH DENSITY POLYETHYLENE)

STANDARD DRAWING PCP-1

INSTALLATION TYPE	•• MATERIAL REQUIREMENTS FOR STRUCTURAL BACKFILL AND STRUCTURAL BEDDING
TYPE 2	•SELECTED MATERIALS (CLASS SM-1, SM-2, OR SM-4)

• AGGREGATE BASE COURSE (CLASS 4, 5, 6, OR 7) MAY BE USED IN LIEU OF SELECTED MATERIAL.

SM3 WILL NOT BE ALLOWED.

•• STRUCTURAL BEDDING MATERIAL SHALL HAVE A MAXIMUM PARTICLE SIZE OF 1 INCH. STRUCTURAL BACKFILL MATERIAL SHALL BE FREE OF ORGANIC MATERIAL, STONES LARGER THAN 1.50 INCH IN GREATEST DIMENSION, OR FROZEN LUMPS.

STRUCTURAL BACKFILL AND STRUCTURAL BEDDING MATERIAL WILL NOT BE PAID FOR SEPARATELY, BUT COMPENSATION WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PVC PIPE.

MINIMUM TRENCH WIDTH BASED ON FILL HEIGHT "H"

PIPE DIAMETER	TRENCH WIDTH (FEET) "H" < 10'-0"	"H" >OR= 10'-0"
18"	4'-6"	4'-6"
24"	5'-0"	6'-0"
30"	5'-6"	7'-6"
36"	6'-0"	9'-0"

MULTIPLE INSTALLATION OF PVC PIPES

PIPE DIAMETER	CLEAR DISTANCE BETWEEN PIPES
18"	1'-6"
24"	2'-0"
30"	2'-6"
36"	3'-0"

MAXIMUM FILL HEIGHT BASED ON STRUCTURAL BACKFILL

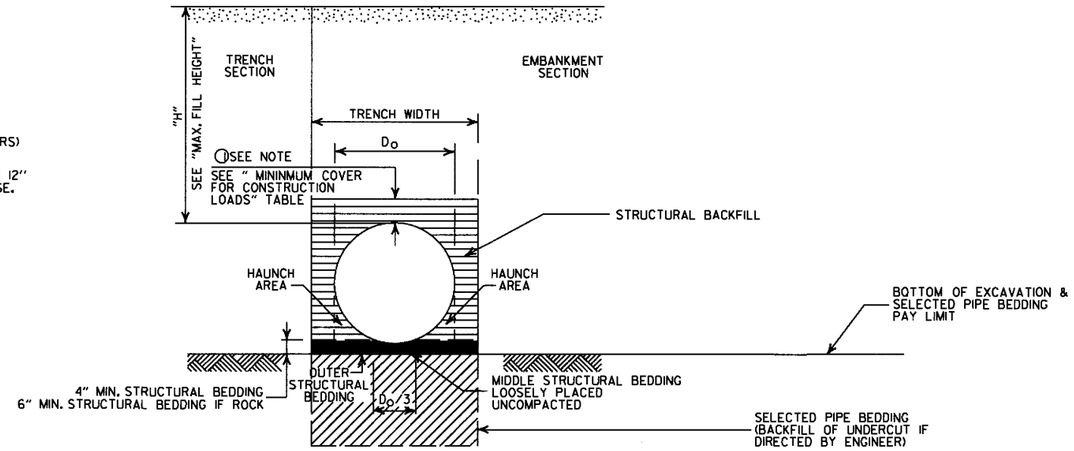
PIPE DIAMETER	"H"
18"	45'-0"
24"	45'-0"
30"	40'-0"
36"	40'-0"

① NOTE:
12" MIN. (18" - 36" DIAMETERS)
MINIMUM COVER VALUE, "H" SHALL INCLUDE A MINIMUM 12" OF PAVEMENT AND/OR BASE.

MINIMUM COVER FOR CONSTRUCTION LOADS

PIPE DIAMETER	② MIN. COVER (FEET) FOR INDICATED CONSTRUCTION LOADS 18.0-50.0 (KIPS)	50.0-75.0 (KIPS)	75.0-110.0 (KIPS)	110.0-175.0 (KIPS)
18" THRU 36"	2'-0"	2'-6"	3'-0"	3'-0"

②MINIMUM COVER SHALL BE MEASURED FROM TOP OF PIPE TO TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE. THE SURFACE SHALL BE MAINTAINED.



TYPE 2 EMBANKMENT AND TRENCH INSTALLATIONS

1. STRUCTURAL BACKFILL, EMBANKMENT, AND OUTER STRUCTURAL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY ACCORDING TO THE TYPE OR CLASS OF MATERIAL USED.

CONSTRUCTION SEQUENCE

1. PLACE STRUCTURAL BEDDING MATERIAL TO GRADE. DO NOT COMPACT.
2. INSTALL PIPE TO GRADE.
3. COMPACT STRUCTURAL BEDDING OUTSIDE THE MIDDLE THIRD OF THE PIPE.
4. THE STRUCTURAL BACKFILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE LAYERS SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY TO THE ELEVATION OF THE MINIMUM COVER.
5. PIPE INSTALLATION MAY REQUIRE THE USE OF RESTRAINTS, WEIGHTING OR OTHER APPROVED METHODS IN ORDER TO HELP MAINTAIN GRADE AND ALIGNMENT.

GENERAL NOTES

1. PIPE SHALL CONFORM TO ASTM F949, CELL CLASS 12454. INSTALLATION SHALL CONFROM TO JOB SPECIAL PROVISION "PLASTIC PIPE" AND SECTION 606 OF THE STANDARD SPECIFICIATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION).
2. PLASTIC PIPE CULVERT DESIGN SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION (2010) WITH 2010 INTERIMS.
3. THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE THE MINIMUM WIDTH PLUS A SUFFICIENT WIDTH TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND COMPACT HAUNCHING AND OTHER BACKFILL MATERIAL.
4. IMPERVIOUS MATERIAL SHOULD BE PLACED AS DIRECTED BY THE ENGINEER AT THE ENDS OF THE CULVERT TO PREVENT LOSS OF STRUCTURAL BEDDING WHEN PERVIOUS MATERIAL IS USED FOR STRUCTURAL BEDDING AND/OR BACKFILL.
5. WHEN DIRECTED BY THE ENGINEER, UNSUITABLE MATERIAL THAT IS ENCOUNTERED AT THE BOTTOM OF THE EXCAVATED TRENCH (BELOW THE AREA IDENTIFIED AS "STRUCTURAL BEDDING" ABOVE) WILL BE EXCAVATED AND REPLACED WITH SELECTED PIPE BEDDING. THE QUANTITY OF MATERIAL REQUIRED TO BACKFILL THE UNDERCUT AREA UP TO THE SELECTED PIPE BEDDING PAY LIMIT DESIGNATED ABOVE WILL BE MEASURED AND PAID FOR AS "SELECTED PIPE BEDDING."
6. WHEN THE EXISTING MATERIAL EXCAVATED FOR THE PIPE TRENCH IS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILLING THE PIPE (ABOVE THE AREA IDENTIFIED ABOVE AS STRUCTURAL BACKFILL), BORROW MATERIAL OR MATERIAL FROM THE ROADWAY EXCAVATION WILL BE USED TO BACKFILL THE PIPE. IF SUITABLE MATERIAL IS NOT AVAILABLE, THE ENGINEER MAY AUTHORIZE THE USE OF "SELECTED PIPE BACKFILL."
7. FOR PIPE TYPES THAT ARE NOT SMOOTH ON THE OUTSIDE (CORRUGATED OR PROFILE WALLS), BACKFILL GRADATIONS SHOULD BE SELECTED THAT WILL PERMIT THE FILLING OF THE CORRUGATION OR PROFILE VALLEY.
8. PVC PIPES OF DIAMETERS OTHER THAN SHOWN WILL NOT BE ALLOWED.
9. JOINTS FOR PVC PIPE SHALL MEET THE REQUIREMENTS FOR SOIL TIGHTNESS AS SPECIFIED IN AASHTO SECTION 26.4.2.4 AND 30.4.2 "AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS." JOINTS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

- LEGEND -

H = FILL HEIGHT (FT.)
D_O = OUTSIDE DIAMETER OF PIPE
MAX. = MAXIMUM
MIN. = MINIMUM

= STRUCTURAL BACKFILL MATERIAL

= UNDISTURBED SOIL

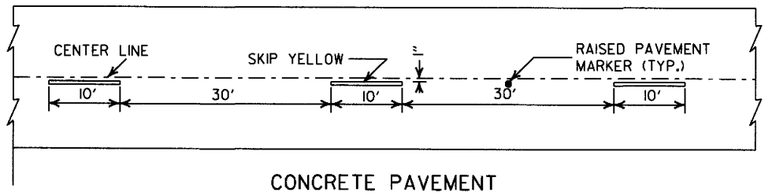
DATE	REVISION	DATE FILMED
2-27-14	REVISED GENERAL NOTE 1.	
12-15-11	REV GENERAL NOTES & MINIMUM COVER NOTE; DELETED SM3 MATERIAL	
11-17-10	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

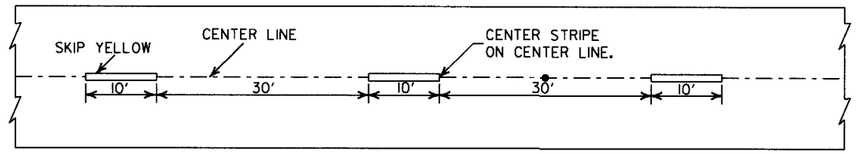
PLASTIC PIPE CULVERT (PVC F949)

STANDARD DRAWING PCP-2

NOTES:
1. REFER TO THE STRIPING DETAILS FOR PAVEMENT MARKING LINE WIDTHS.
2. THIS DRAWING SHALL BE USED IN CONJUNCTION WITH THE LATEST REVISED ADDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. RAISED PAVEMENT MARKERS SHALL BE PLACED ON AN 80 FEET SPACING UNLESS OTHERWISE SHOWN IN THE PLANS.

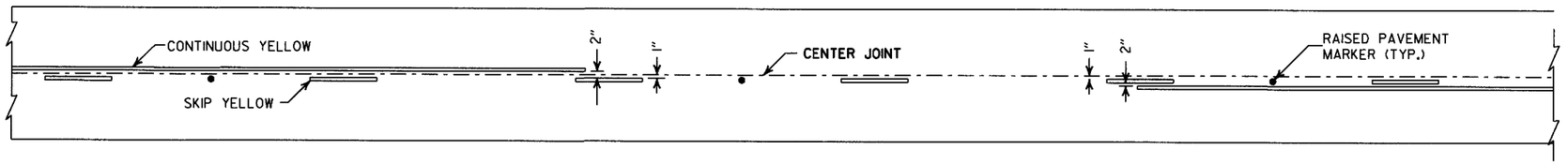


CONCRETE PAVEMENT

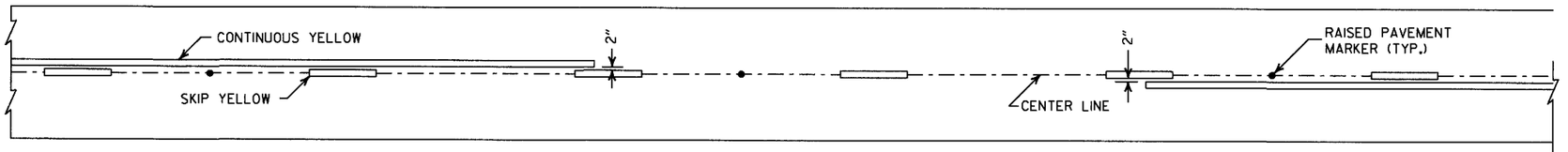


ASPHALT PAVEMENT

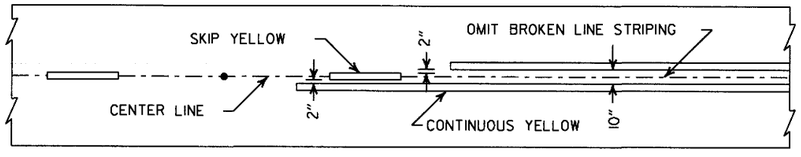
BROKEN LINE STRIPING



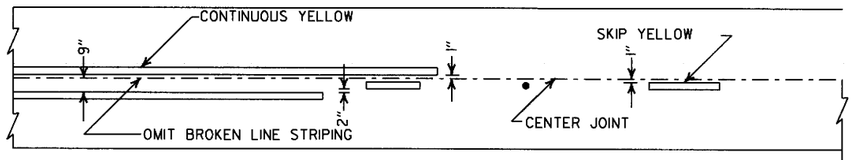
SOLID LINE STRIPING ON CONCRETE PAVEMENT



SOLID LINE STRIPING ON ASPHALT PAVEMENT

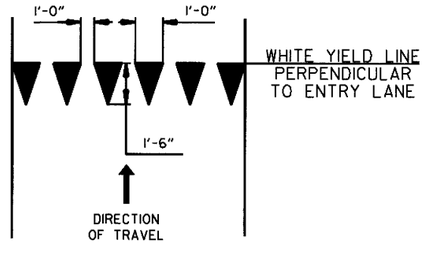


ASPHALT PAVEMENT

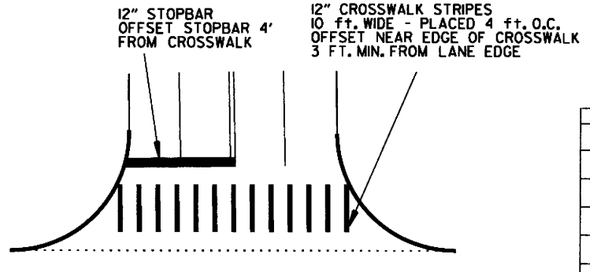


CONCRETE PAVEMENT

STRIPING AT ADJACENT NO PASSING LANES

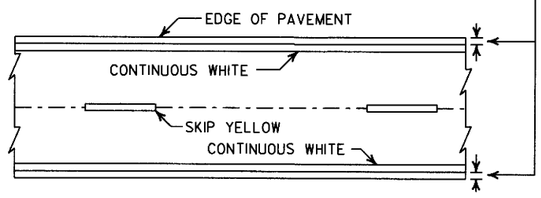


YIELD LINE DETAIL



CROSSWALK AND STOPBAR DETAILS

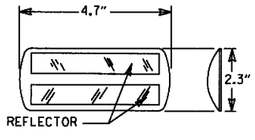
2" FOR ASPHALT OR CONCRETE PAVEMENT
6" FOR BITUMINOUS SURFACE TREATMENT



PAVEMENT EDGE LINE MARKING

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.

TYPE II
RED/CLEAR OR
YELLOW/YELLOW



NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DETAIL OF STANDARD RAISED PAVEMENT MARKERS

DATE	REVISION	FILMED
6-1-17	ADDED YIELD LINE DETAIL	
5-12-16	REVISED LINE WIDTHS, SPACING, & NOTES	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
11-17-10	REVISED GENERAL NOTES & REMOVED PLOWABLE PVMT MRKRS	
11-18-04	REVISED NOTE 2 & GENERAL NOTES	
8-22-02	ADDED CROSSWALK & STOPBAR DTLS.	
7-02-98	ADDED DETAILS OF STD. RAISED PAV'T. MARKERS	
4-26-96	REV. NOTES 3&4; ADDED R.P.M.	
9-30-80	DRAWN	1-9-30-80

ARKANSAS STATE HIGHWAY COMMISSION

PAVEMENT MARKING DETAILS

STANDARD DRAWING PM-1

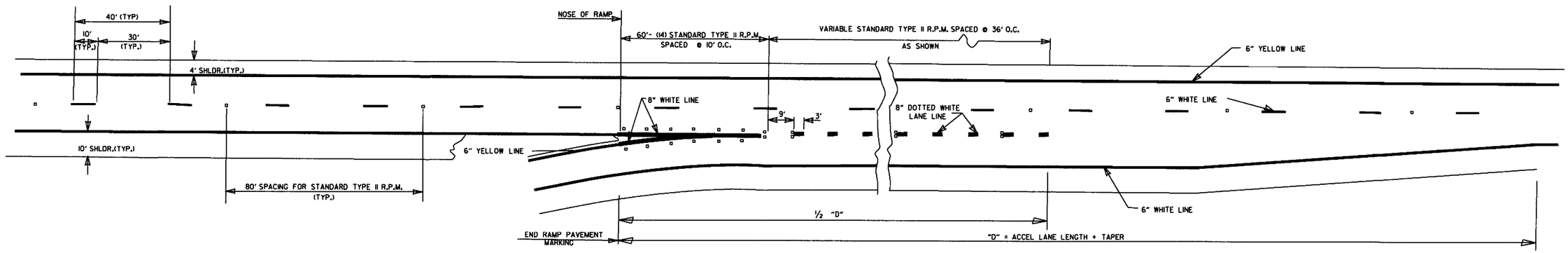
PAVEMENT MARKING QUANTITIES
(BASED ON 700' ACCEL. LANE + 300' TAPER)

ENTRANCE RAMP

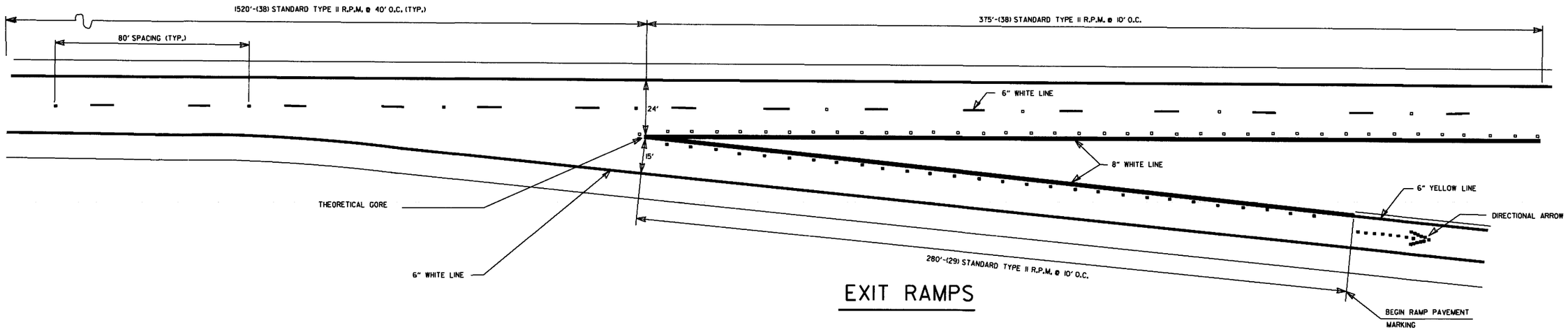
8" WHITE = 228 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH

EXIT RAMP

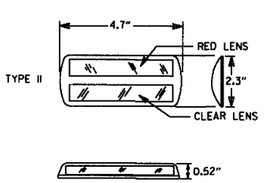
6" WHITE = 280 LIN. FT.
8" WHITE = 655 LIN. FT.
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 48 EACH
RAISED PAVEMENT MARKERS TYPE II (WHITE/RED) = 38 EACH



ENTRANCE RAMPS

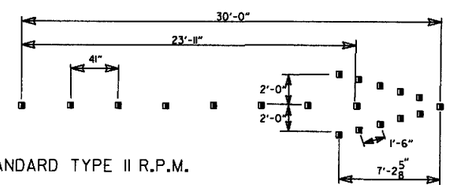


EXIT RAMPS



DETAIL OF
STANDARD
RAISED PAVEMENT MARKERS

NOTE:
THE RED LENS OF THE TYPE II R.P.M. SHALL FACE THE INCORRECT TRAFFIC MOVEMENT.



(19) STANDARD TYPE II R.P.M.

DIRECTIONAL ARROWS

GENERAL NOTES:

THIS DRAWING SHOULD BE CONSIDERED AS TYPICAL ONLY AND THE FINAL LOCATION OF THE STRIPING AND PAVEMENT MARKERS SHALL BE DETERMINED BY THE ENGINEER.

THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST REVISION.

NOTE:
DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.

DATE	REVISION	FILMED
12-8-16	REVISED RAISED PAV'T MARKERS FOR 80' SPACING; REVISED WIDTH OF STRIPING	
9-12-13	REVISED DETAIL OF STANDARD RAISED PAVEMENT MARKERS	
7-26-12	REVISED RPM NOTATION	
12-15-11	REVISED RPMs ACCORDING TO LATEST POLICY	
11-17-10	REMOVED PLOWABLE PAVEMENT MARKERS	
6-3-10	REVISED PER 2009 MUTCD	
11-18-04	REVISED NOTES	
8-22-02	ADDED & REVISED NOTES; REV.ENTRANCE & EXIT RAMPS	
5-18-00	REMOVED HASHMARKS	
7-02-98	CHANGED TYPES TO ROMAN NUMERALS	
4-26-96	ADDED DIMENSIONS & QUANTITIES; REVISED LANE WIDTH ON EXIT RAMP	
2-2-95	PLACED IN USE	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

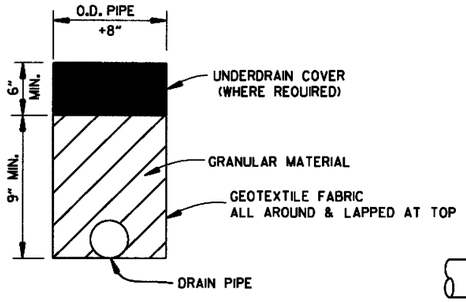
PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS

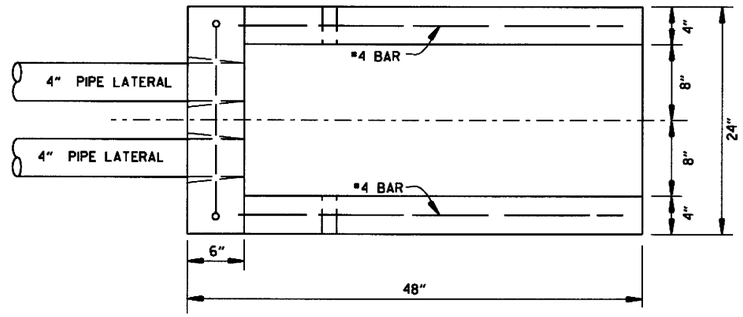
STANDARD DRAWING PM-2

NOTE:

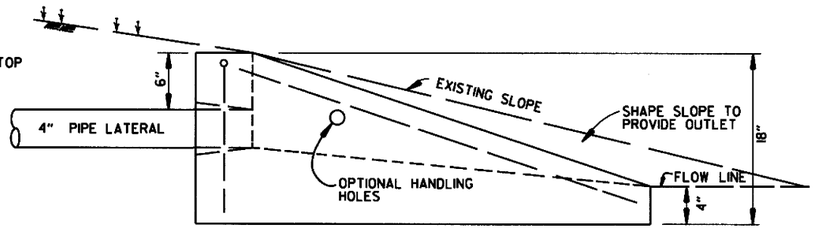
1. UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE UNDERDRAIN COVER SHALL BE THOROUGHLY COMPACTED EARTH AND SHALL BE SUBSIDIARY TO PIPE UNDERDRAIN.

2. GRANULAR MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE FABRIC. LAP FABRIC 12" OR THE WIDTH OF THE TRENCH AT THE TOP.

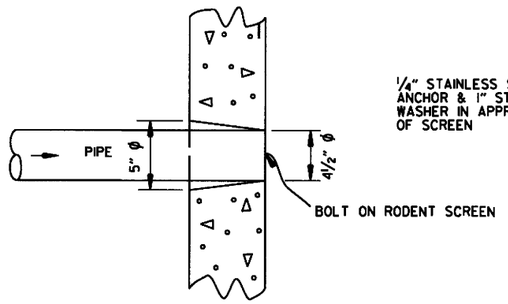




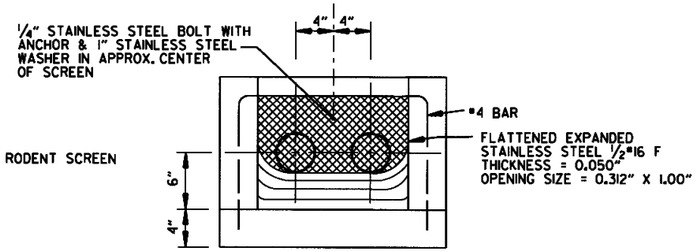
PLAN VIEW



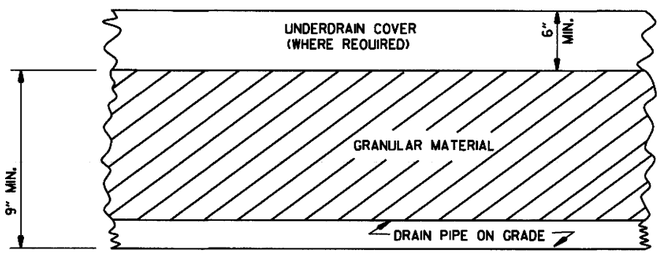
SIDE VIEW



DETAIL OF HOLE FOR 4" PIPE



FRONT VIEW
(DETAIL OF RODENT SCREEN)



DETAILS OF PIPE UNDERDRAIN

NOTES FOR PIPE UNDERDRAINS

1. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 625 FOR TYPE I. PAYMENT FOR GEOTEXTILE FABRIC AND GRANULAR FILTER MATERIAL SHALL BE INCLUDED IN THE PRICE BID PER LIN. FT. FOR "4" PIPE UNDERDRAINS" IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

2. 4" NON-PERFORATED SCHEDULE 40 PVC PIPE LATERALS WITH OUTLET PROTECTORS SHALL BE INSTALLED AS SHOWN HEREON. LATERALS WILL BE MEASURED AND PAID FOR AS "4" PIPE UNDERDRAINS." UNDERDRAIN OUTLET PROTECTORS WILL BE MEASURED AND PAID FOR BY THE UNIT IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

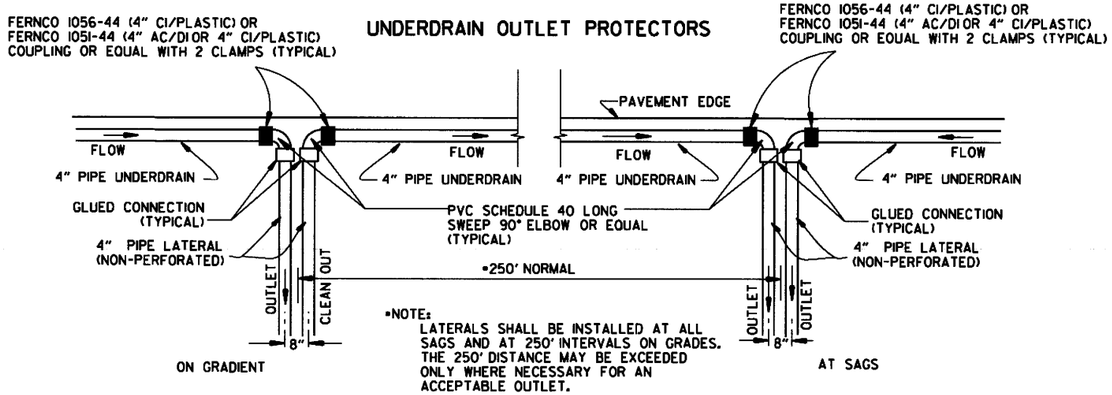
3. EXISTING 4" PIPE UNDERDRAINS MAY BE CONNECTED TO PROPOSED DROP INLETS OR EXTENDED WHERE DIRECTED BY THE ENGINEER. PAYMENT FOR CONNECTING TO DROP INLETS SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR "4" PIPE UNDERDRAINS."

4. THE LOCATION OF ALL LATERALS SHALL BE MARKED WITH 4" X 12" PERMANENT PAVEMENT MARKING TAPE (TYPE III WHITE) AT THE OUTSIDE EDGE OF THE SHOULDER, PLACED TRANSVERSE TO TRAFFIC. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS.

5. PAYMENT FOR THE RODENT SCREEN SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR "UNDERDRAIN OUTLET PROTECTORS."

6. ANY EXISTING UNDERDRAINS THAT INTERFERE WITH INSTALLATION OF THE NEW UNDERDRAIN SYSTEM SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR THE VARIOUS CONTRACT ITEMS. EXISTING UNDERDRAIN OUTLET PROTECTORS SHALL BE REMOVED UNDER THE ITEM "REMOVAL AND DISPOSAL OF UNDERDRAIN OUTLET PROTECTORS."

7. AT LOCATIONS WHERE A SINGLE LATERAL IS USED THE CONTRACTOR SHALL HAVE THE FOLLOWING OPTIONS: 1. INSTALL OUTLET PROTECTOR AS SHOWN ON STANDARD DRAWING PU-1 AND GROUT THE UNUSED HOLE OR 2. INSTALL AN OUTLET PROTECTOR WITH A SINGLE HOLE.



DETAIL OF PIPE UNDERDRAIN LATERALS WHEN PLACED ALONG PAVEMENT EDGE

•NOTE: LATERALS SHALL BE INSTALLED AT ALL SAGS AND AT 250' INTERVALS ON GRADES. THE 250' DISTANCE MAY BE EXCEEDED ONLY WHERE NECESSARY FOR AN ACCEPTABLE OUTLET.

NOTE: PVC PIPE FOR LATERALS SHALL MEET THE REQUIREMENTS OF ASTM D 1785 (LATEST REVISION) FOR SCHEDULE 40 PIPE.

DATE	REVISION	DATE FILMED
12-8-16	ADDED NOTES FOR PIPE UNDERDRAINS, REVISED RODENT SCREEN DETAIL AND NOTES, REMOVED NOTE 1 FOR GRANULAR MATERIAL, ADDED NOTE FOR GEOTEXTILE FABRIC	
4-10-03	REVISED NOTE 3	
1-12-00	REVISED DETAIL OF UNDERDRAIN LATERALS	
11-18-98	REVISED NOTE	
10-18-96	REVISED MIN. DEPTH & GEOTEXTILE FABRIC	
4-26-96	ADDED LATERAL NOTE; 5½" TO 5"	
11-22-95	REVISED LATERALS	
7-20-95	REVISED LATERALS & ADDED NOTE	
11- 3-94	REVISED FOR DUAL LATERALS	11- 3-94
10- 1-92	SUBSTITUTED GEOTEXTILE	10- 1-92
8-15-91	ADDED POLYEDTHYLENE PIPE	8-15-91
11- 8-90	DELETED ALTERNATE NOTE	11- 8-90
1-25-90	ADDED 4" SNAP ADAPTER	1-25-90
11-30-89	DEL. (SUBGRADE); ADDED (WHERE REQUIRED)	11-30-89
7-15-88	ISSUED P.L.M.	647-7-15-88

ARKANSAS STATE HIGHWAY COMMISSION

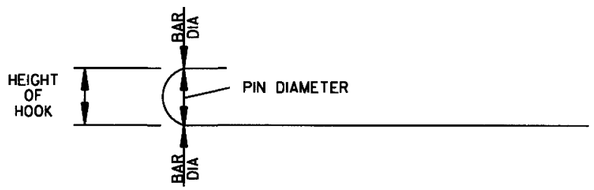
DETAILS OF PIPE UNDERDRAIN

STANDARD DRAWING PU-1

STEEL FABRICATION: REINFORCING STEEL FABRICATION SHALL CONFORM TO THE DIMENSIONS LISTED IN THE TABLE BELOW:

BAR SIZE	PIN DIAMETER	HOOK EXTENSION "K"
3	2¼"	4"
4	3 "	4½"
5	3¾"	5"
6	4½"	6"
7	5¼"	7"
8	6"	8"

IF THE OVERALL HEIGHT OF THE HOOK (SEE DIAGRAM BELOW) FOR A "b", "b1", "b2" or "b3" BENT BAR IS GREATER THAN THE CORRESPONDING TOP OR BOTTOM SLAB THICKNESS, LESS 2¾ INCHES, EACH BENT BAR SHALL BE REPLACED WITH ONE HOOKED BAR AND ONE STRAIGHT BAR, USING LENGTHS AS SHOWN IN THE TABLE BELOW. THE TWO BARS SHALL BE THE SAME DIAMETER AS, AND PLACED AT THE SAME SPACING AS, THE "b", "b1", "b2" OR "b3" BENT BARS THEY REPLACE.



NOTE: DIMENSIONS OF BARS ARE MEASURED OUT TO OUT OF BARS.

OVERALL HEIGHT OF HOOKED BAR DIAGRAM

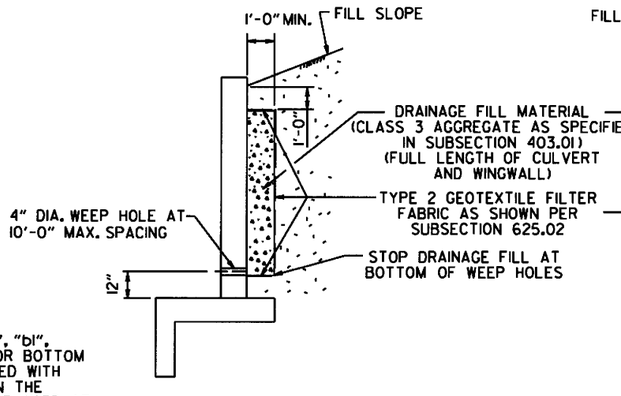
THE HOOKED BARS SHALL BE PLACED IN THE BOTTOM OF THE TOP SLAB AND THE TOP OF THE BOTTOM SLAB. THE STRAIGHT BARS SHALL BE PLACED IN THE TOP OF THE TOP SLAB AND THE BOTTOM OF THE BOTTOM SLAB. SEE TABLE BELOW FOR LENGTHS OF REPLACEMENT HOOKED AND STRAIGHT BARS.

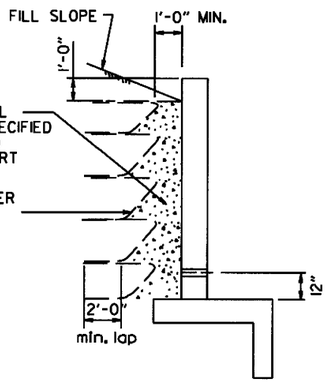
FOR SKEWED CULVERTS, THE REPLACEMENT STRAIGHT BAR MAY HAVE TO BE CUT IN FIELD TO FIT.

REPLACEMENT BAR LENGTHS TABLE

BAR SIZE: "b", "b1", "b2" OR "b3"	LENGTH OF HOOKED BAR	LENGTH OF STRAIGHT BAR
#4	L + 1' - 0"	SEE "c" BAR LENGTH
#5	L + 1' - 2"	SEE "c" BAR LENGTH
#6	L + 1' - 4"	SEE "c" BAR LENGTH
#7	L + 1' - 8"	SEE "c" BAR LENGTH
#8	L + 1' - 10"	SEE "c" BAR LENGTH
#9	L + 2' - 6"	SEE "c" BAR LENGTH

L = "OW" - 3 INCHES





WINGWALL & CULVERT DRAINAGE DETAIL

REINFORCED CONCRETE BOX CULVERT GENERAL NOTES

CONCRETE SHALL BE CLASS S WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3500 PSI.

REINFORCING STEEL SHALL BE AASHTO M 31 OR M 53, GRADE 60.

CONSTRUCTION AND MATERIALS FOR WINGWALL & CULVERT DRAINAGE, INCLUDING WEEP HOLES AND GRANULAR MATERIAL, SHALL BE SUBSIDIARY TO THE BID ITEM, "CLASS S CONCRETE".

MEMBRANE WATERPROOFING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 815 OF THE STANDARD SPECIFICATIONS.

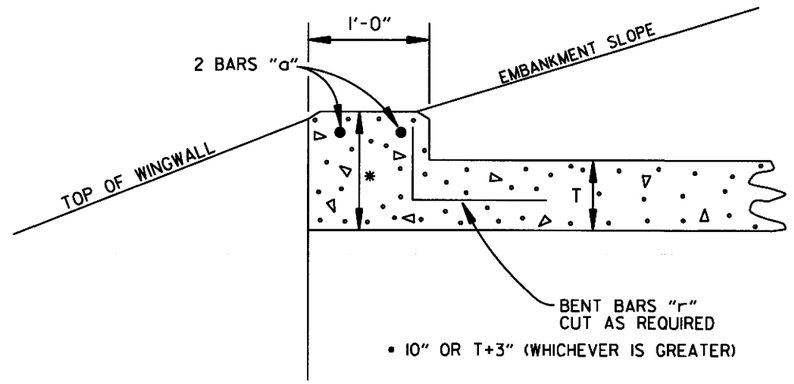
MEMBRANE WATERPROOFING SHALL BE APPLIED TO ALL CONSTRUCTION JOINTS IN THE TOP SLAB AND THE SIDEWALLS OF R.C. BOX CULVERTS AS DIRECTED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR THIS ITEM, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS BID FOR THE R.C. BOX CULVERT.

REINFORCING STEEL TOLERANCES: THE TOLERANCES FOR REINFORCING STEEL SHALL MEET THOSE LISTED IN "MANUAL OF STANDARD PRACTICE" PUBLISHED BY CONCRETE REINFORCING STEEL INSTITUTE (CRSI) EXCEPT THAT THE TOLERANCE FOR TRUSS BARS SUCH AS FIGURE 3 ON PAGE 7-4 OF THE CRSI MANUAL SHALL BE MINUS ZERO TO PLUS ½ INCH.

WEEP HOLES IN BOX CULVERT WALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE BOTTOM SLAB.

WEEP HOLES IN WINGWALLS SHALL HAVE A MAXIMUM HORIZONTAL SPACING OF 10'-0" AND SHALL BE SPACED TO CLEAR ALL REINFORCING STEEL. THERE SHALL BE A MINIMUM OF TWO (2) WEEP HOLES IN EACH WINGWALL. THE DRAIN OPENING SHALL BE 4" DIAMETER AND SHALL BE PLACED 12" ABOVE THE TOP OF THE WINGWALL FOOTING.

THE REQUIREMENTS SHOWN ON THIS DRAWING SHALL SUPERCEDE THE CORRESPONDING REQUIREMENTS ON ALL REINFORCED CONCRETE BOX CULVERT STANDARD DRAWINGS.



NOTE: FOR ALL SKEWED R.C. BOX CULVERTS THE LENGTH "K" OF THE MODIFIED HEADWALL SHALL BE EQUAL TO THE ROADWAY LENGTH "RL". THE ENDS OF THE HEADWALL SHALL BE CONSTRUCTED PARALLEL TO THE SKEW ANGLE OF THE BOX CULVERT.

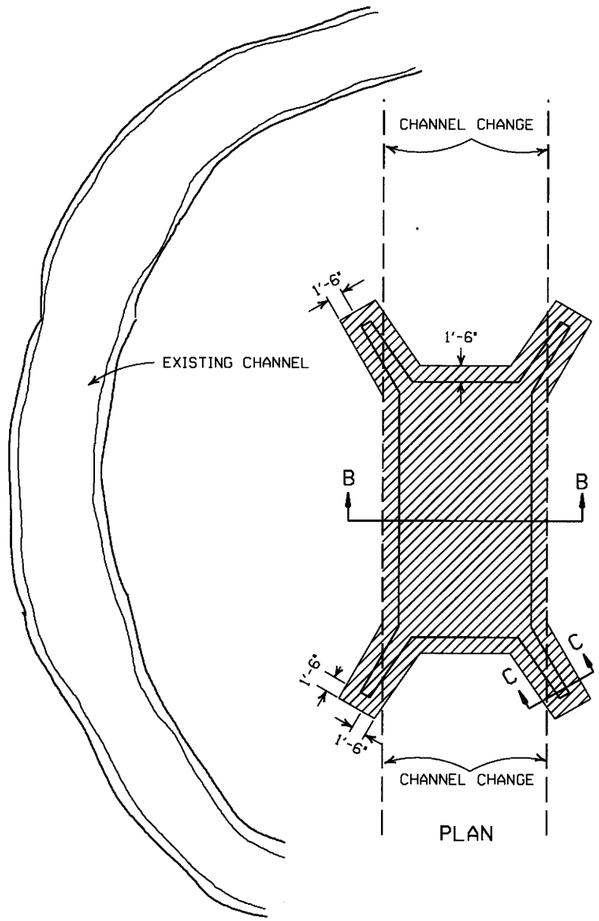
R.C. BOX CULVERT HEADWALL MODIFICATIONS

DATE	REVISION	DATE FILMED
7/26/12	REV. DRAINAGE FILL MATERIAL & DETAIL	
12/15/11	REQUIRE WEEP HOLES IN BOX CULVERT WALLS	
5-25-06	REV. GEN. NOTES AND DETAILS FOR WEEP HOLES; BAR DIAGRAM	
11-16-01	ADDED WINGWALL DRAINAGE DETAIL/EDITED GEN. NOTES	
10-18-96	REV. ASTM REF. TO AASHTO & ADDED BAR DIAGRAM	
10-12-95	MOVED SOLID SODDING DETAIL TO RCB-2	
6-2-94	ADDED SOLID SODDING PLAN DETAIL	
8-5-93	REVISED PIN DIAMETER TO SPECS.	
8-15-91	DRAWN AND ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

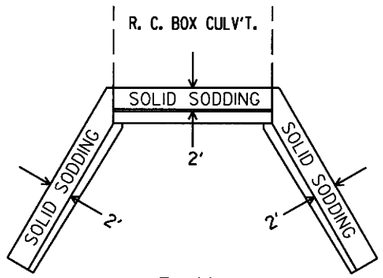
REINFORCED CONCRETE BOX CULVERT DETAILS

STANDARD DRAWING RCB-1



PLAN

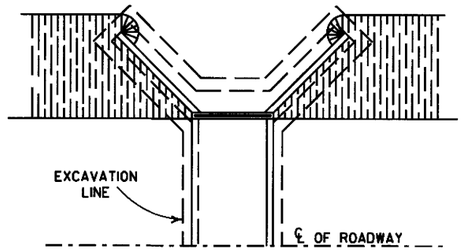
SOLID SODDING



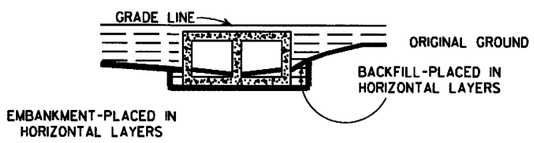
PLAN

PARTIAL SECTION SHOWING SOLID SODDING AT HEADWALLS AND WING WALLS

NOTE: LENGTH MEASURED ALONG THE CENTER OF 2' STRIP OF SOLID SODDING.

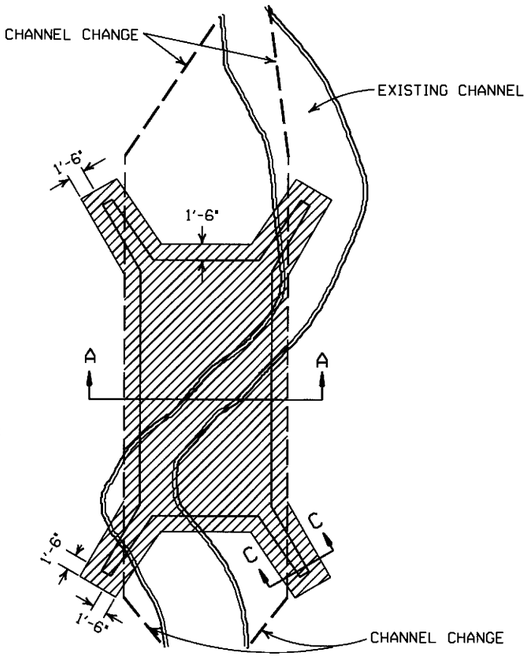


PLAN

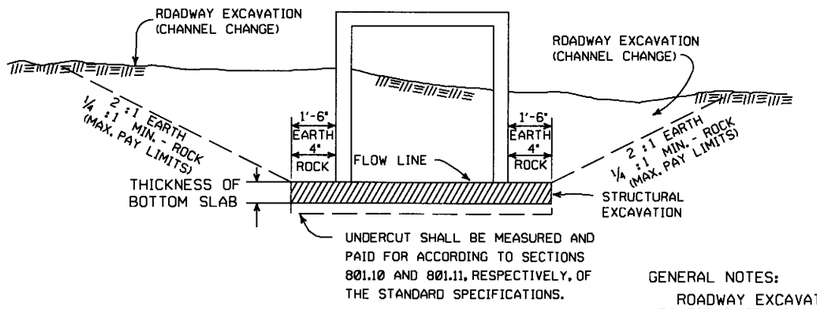


LONGITUDINAL SECTION

BACKFILL DETAILS FOR BOX CULVERT

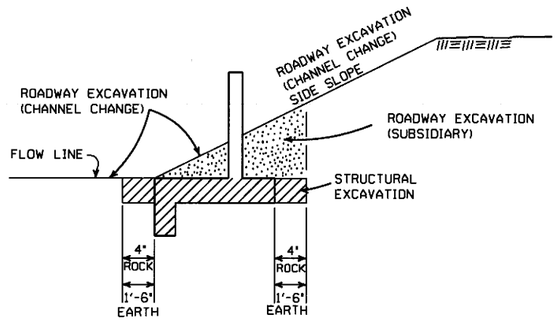


PLAN

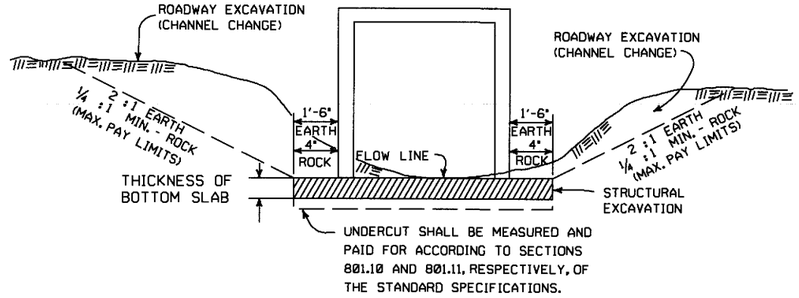


SECTION B-B

DETAILS FOR NEW CHANNELS



SECTION C-C



SECTION A-A

DETAILS THROUGH EXISTING CHANNELS

GENERAL NOTES:

ROADWAY EXCAVATION (CHANNEL CHANGE) WILL BE PAID FOR AT R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS ACTUALLY CUT AND WILL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS ABOVE THE FLOW LINE. ROADWAY EXCAVATION (CHANNEL CHANGE) SHALL BE MEASURED BY CROSS SECTIONS AND VOLUMES COMPUTED BY AVERAGE END AREA METHOD. ALL CHANNEL CHANGES SHALL BE BROUGHT TO GRADE PRIOR TO MAKING ANY EXCAVATION FOR STRUCTURES.

EXCAVATION FOR STRUCTURES WILL BE PAID FOR AT ALL R.C. BOX CULVERT LOCATIONS. IT WILL BE PAID TO THE LIMITS SHOWN AND SHALL BE CONFINED TO THAT PORTION OF THE INDICATED AREA THAT IS BELOW THE CHANNEL FLOW LINE.

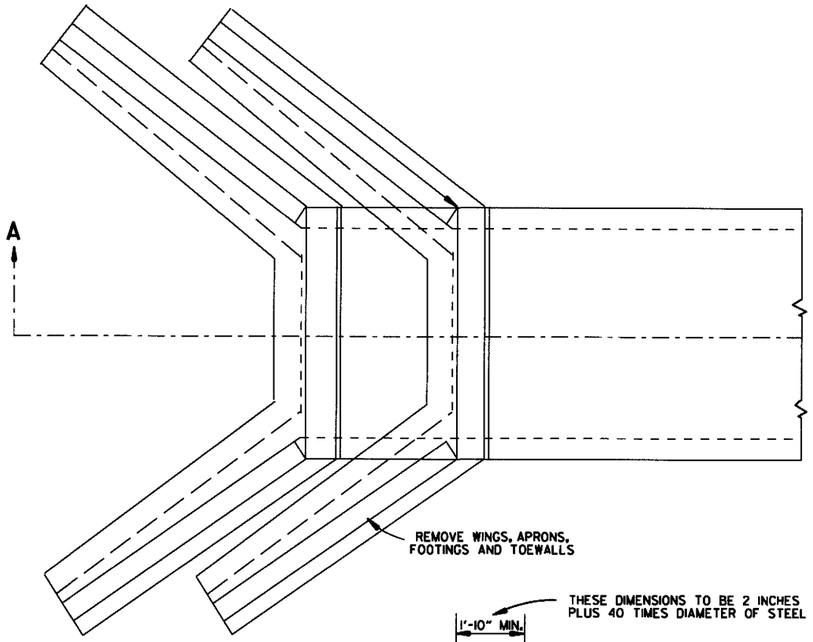
ROADWAY EXCAVATION SHOWN IN SECTION C-C ABOVE AS SUBSIDIARY WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION.

DATE	REVISION	FILMED
11-20-03	REVISED SECTION A-A NOTE	
8-22-02	REVISED SECTION B-B NOTE	
10-12-95	COMBINED 1891B AND 1888A	
1-4-83	REVISED GENERAL NOTES	674-1-4-83
	AND ADDED MAXIMUM PAY	
	LIMIT NOTES.	
2-2-76	EXCAV. PAY LIMITS	917-2-2-76
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

EXCAVATION PAY LIMITS, BACKFILL, & SOLID SODDING FOR BOX CULVERTS

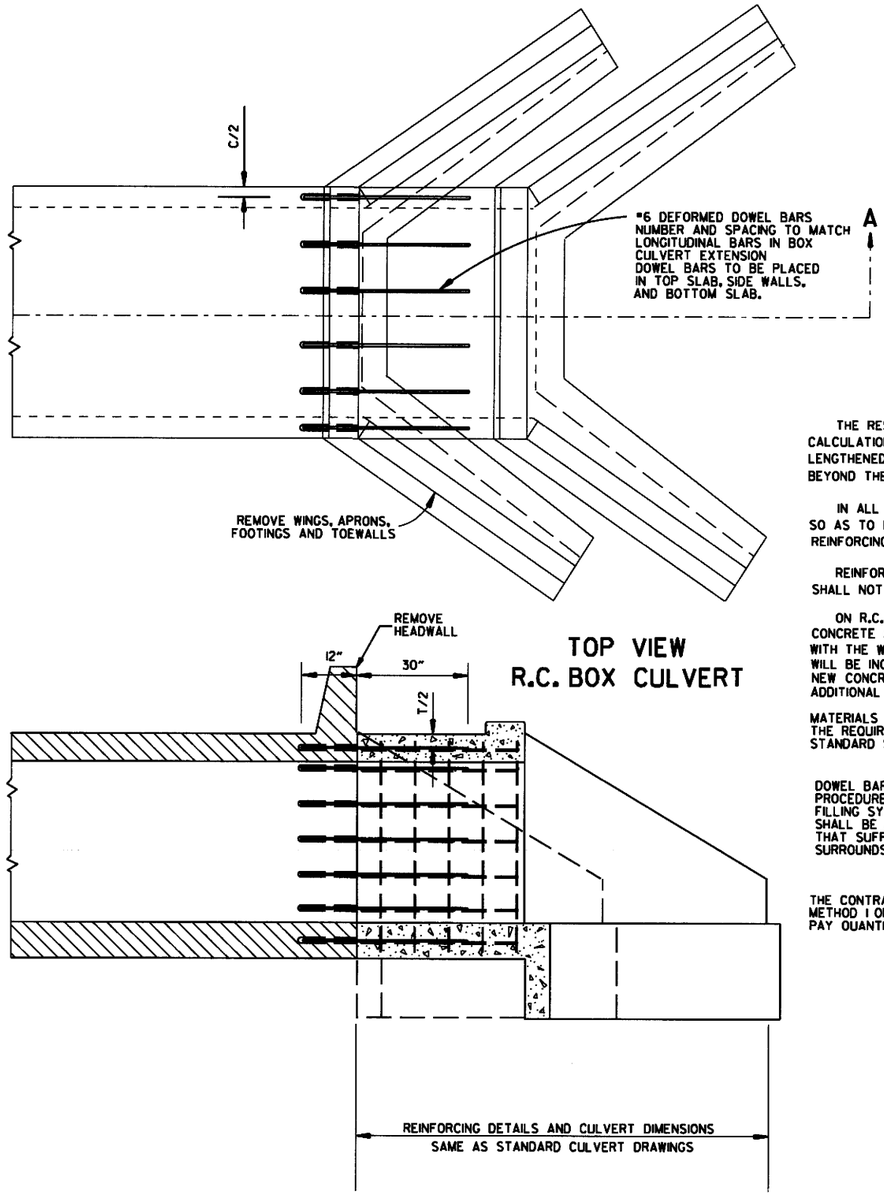
STANDARD DRAWING RCB-2



TOP VIEW
R.C. BOX CULVERT

SECTION A-A

METHOD 1



TOP VIEW
R.C. BOX CULVERT

SECTION A-A

METHOD 2

GENERAL NOTES

	USE FOR METHOD
THE RESIDENT ENGINEER WILL MAKE INDIVIDUAL CALCULATIONS OF QUANTITIES FOR EACH STRUCTURE LENGTHENED, MAKING NO ALLOWANCE FOR OVERBREAKAGE BEYOND THE LINES INDICATED.	1
IN ALL INSTANCES CONCRETE SHALL BE REMOVED SO AS TO PERMIT FULL 40 DIAMETER SPLICE OF REINFORCING STEEL.	1
REINFORCING STEEL REMOVED FROM EXISTING STRUCTURE SHALL NOT BE REUSED IN CONSTRUCTING EXTENSION.	1&2
ON R.C. BOX CULVERTS THAT HAVE AN EXISTING CONCRETE APRON; THE CONCRETE APRON SHALL BE REMOVED WITH THE WINGS. THE COST OF REMOVING ALL OLD CONCRETE WILL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR NEW CONCRETE OF THE CLASS SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.	1&2
MATERIALS FOR SECURING DOWEL BARS SHALL MEET THE REQUIREMENTS OF SECTION 507.02 OF THE STANDARD SPECIFICATIONS.	2
DOWEL BARS SHALL BE INSTALLED AS FOLLOWS; THE DRILLING PROCEDURE SHALL BE APPROVED BY THE ENGINEER, THE FILLING SYSTEM SHALL BE APPROVED BY THE ENGINEER, AND SHALL BE AN INJECTION-TYPE SYSTEM WHICH WILL INSURE THAT SUFFICIENT MATERIAL IS INJECTED SO IT COMPLETELY SURROUNDS THE BARS AND FILLS THE HOLES.	2
THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER METHOD 1 OR METHOD 2, REGARDLESS OF WHICH METHOD IS USED, PAY QUANTITIES WILL BE CALCULATED BASED ON METHOD 1.	1&2

NOTE:
NO PART OF THIS STANDARD IS TO BE USED FOR ANY DETAILS RELATIVE TO NEW CONSTRUCTION.

SEE STANDARD DRAWING LISTED IN TABULATION OF STRUCTURES FOR ALL NEW CONSTRUCTION DETAILS.

DATE	REVISION	DATE FILM
10-12-95	CHANGED DRAWING # FROM 144-A	
4-1-93	ADDED GENERAL NOTE	
10-1-92	ADDED ALT. METHOD OF EXTENSION	
8-30-89	REDRAWN	
1-4-83	ELIMINATED CONCRETE CLASS	
12-20-56	RETRACED	

ARKANSAS STATE HIGHWAY COMMISSION

METHOD OF EXTENDING EXISTING R.C. BOX CULVERTS

STANDARD DRAWING RCB-3

MINIMUM STRUCTURAL REQUIREMENTS:

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

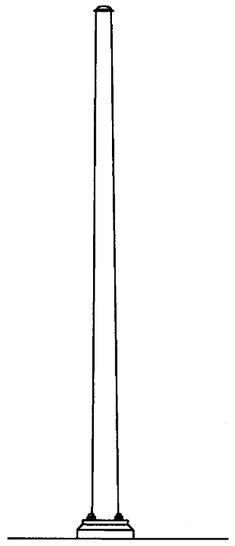
USE FATIGUE CATEGORY II.

CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

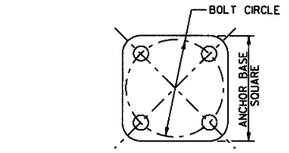
THE GROUND ROD SHALL BE FUSION WELDED TO A 1C/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX PAID FOR SEPARATELY AS SHOWN ON THE PLANS.



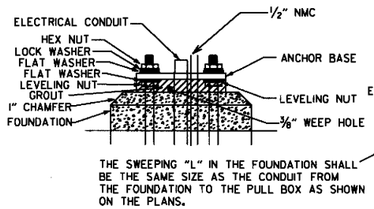
ANTENNA POLE

NOTE:

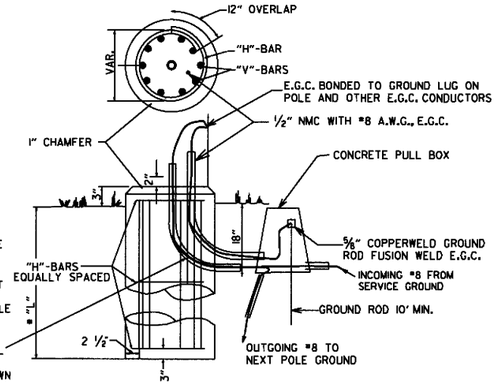
COMMUNICATION CABLE SHIELD SHALL BE TIED TO THE GROUND AT ONE ONE POINT (MASTER CABINET). THE SHIELD SHALL BE MAINTAINED CONTINUOUS (THROUGH ALL SPLICES). PLEASE REFER TO TESTING PROCEDURES IN SPECIAL PROVISIONS.



ANCHOR BASE



THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.



TYPICAL FOUNDATION DETAILS

POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING.

POLE HEIGHT	FOUNDATION DIAMETER	DEPTH "L"	VERTICAL	HORIZONTAL	TIE SPACING
20.0'	30"	5'-6"	12-#7	#4	5 SP @ 12"
25.0'	30"	6'-0"	12-#7	#4	6 SP @ 11"
30.0'	30"	6'-6"	12-#7	#4	6 SP @ 12"
35.0'	30"	7'-0"	12-#7	#4	7 SP @ 11"
40.0'	30"	7'-6"	12-#7	#4	7 SP @ 12"
45.0'	36"	8'-6"	13-#8	#4	8 SP @ 12"
50.0'	36"	9'-6"	13-#8	#4	9 SP @ 12"
55.0'	36"	10'-0"	13-#8	#4	10 SP @ 11"
60.0'	36"	10'-6"	13-#8	#4	10 SP @ 12"
65.0'	36"	11'-0"	13-#8	#4	12 SP @ 10 ½"
70.0'	36"	11'-6"	13-#8	#4	11 SP @ 12"
75.0'	42"	13'-0"	18-#8	#4	14 SP @ 10 ½"
80.0'	42"	13'-6"	18-#8	#4	13 SP @ 12"
85.0'	42"	14'-6"	18-#8	#4	14 SP @ 12"
90.0'	42"	15'-0"	18-#8	#4	18 SP @ 9 ½"

ALL CONCRETE SHALL BE CLASS "S" WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH F'C=3500 PSI. CONCRETE SHALL BE POURED IN THE DRY AND ALL EXPOSED CORNERS CHAMFERED ¾" UNLESS NOTED OTHERWISE.

ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 OR M53, GRADE 40 (YIELD STRENGTH=40,000 PSI).

PROVIDE 3" CLEAR TIES. DETAIL 3" TO FIRST TIE AT TOP OF SHAFT.

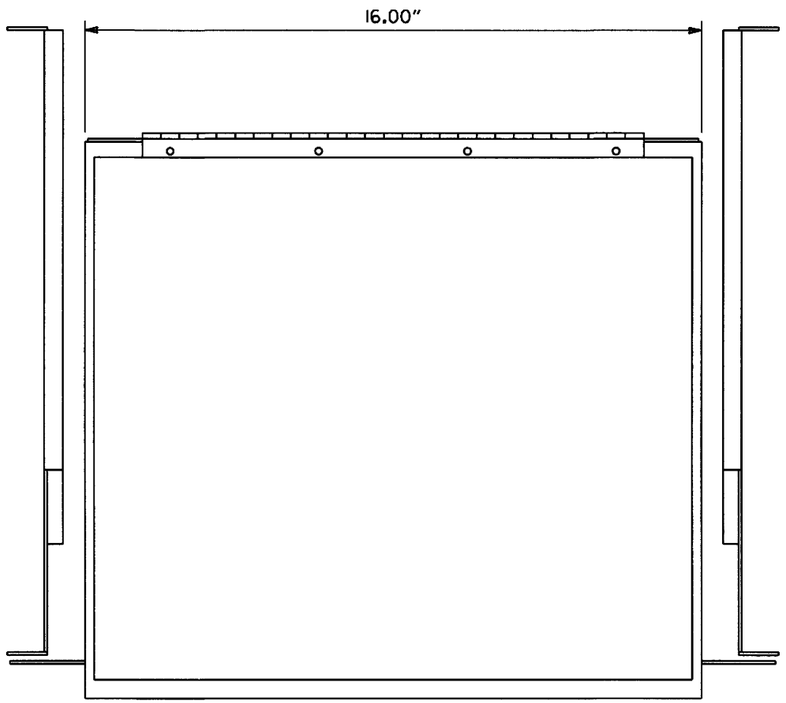
DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
09-06-00	ISSUED	

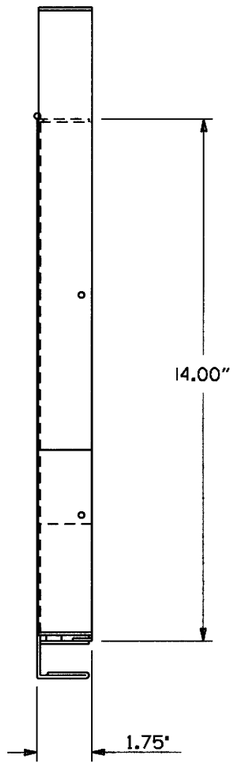
ARKANSAS STATE HIGHWAY COMMISSION

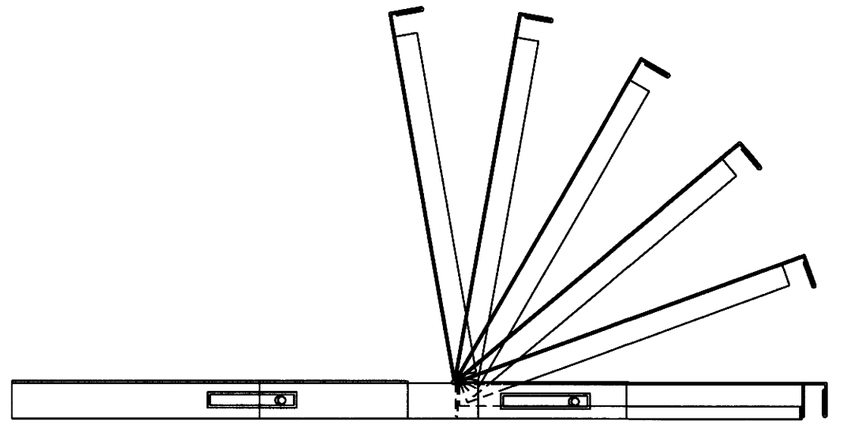
ANTENNA POLE

STANDARD DRAWING SD-1

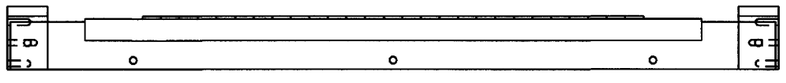
DRAWER PLAN VIEW



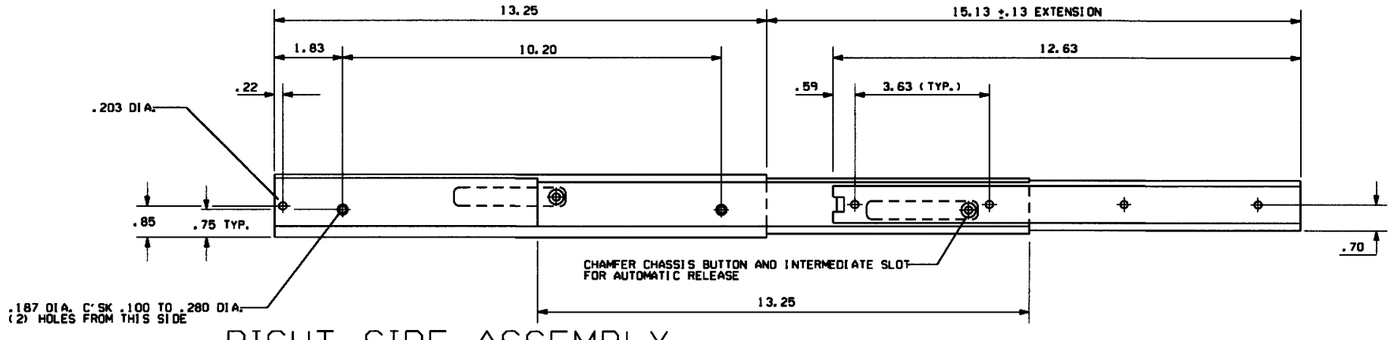




NOTES:
1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



FRONT VIEW



RIGHT SIDE ASSEMBLY

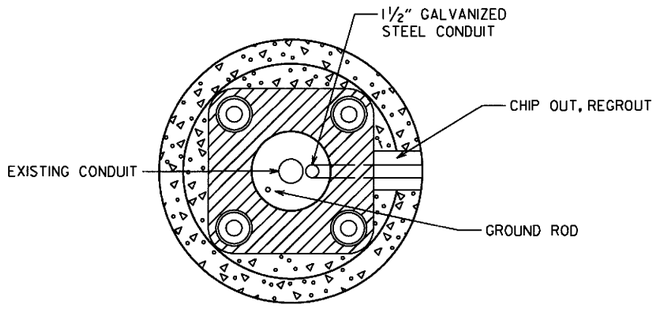
9-12-13	ISSUED AS STANDARD DRAWING	
6-15-05	ISSUED	
DATE	REVISION	DATE FILM

ARKANSAS STATE HIGHWAY COMMISSION

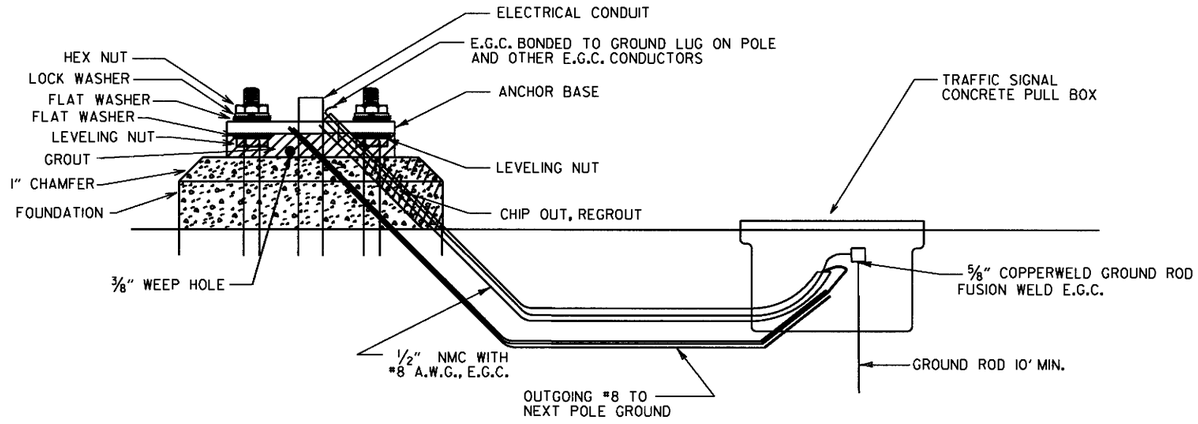
CONTROLLER CABINET UTILITY DRAWER

STANDARD DRAWING SD-5

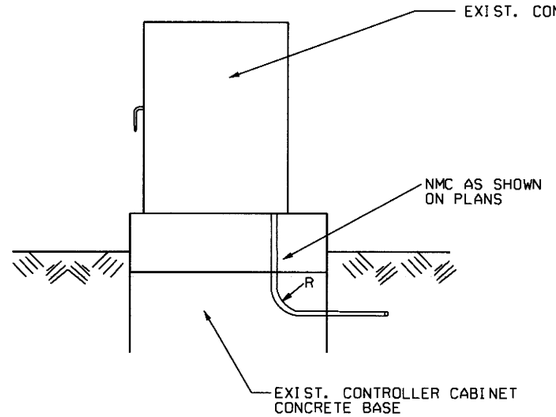
CONDUIT ENTRY TO EXISTING POLE BASE



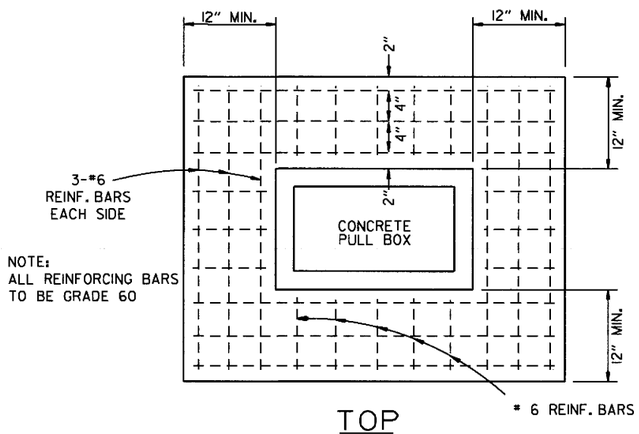
ANCHOR BASE



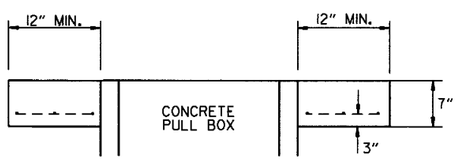
CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

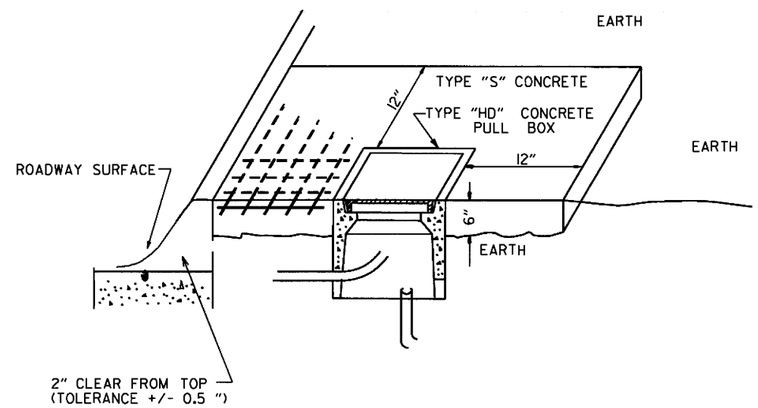


TOP



ELEVATION

TYPE "HD" CONCRETE PULL BOX DETAIL



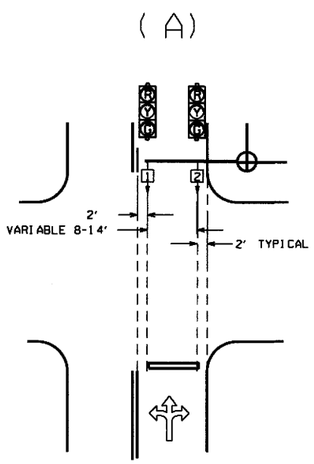
NOTE:
ALL TYPE I AND TYPE 2 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 7" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD CONCRETE PULL BOX. THE CONCRETE PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S". THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE CONCRETE PULL BOX IS REQUIRED IN CONCRETE.

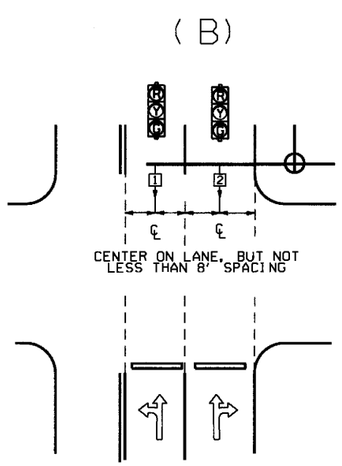
DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-02-15	REVISED PULL BOX DEPTH	
09-12-13	ISSUED AS STANDARD DRAWING	
05-21-09	REVISED GROUNDING	
07-31-08	ADDED & REVISED CONDUIT ENTRY	
06-23-04	REVISED CLEARANCE AT CURB ENTRY	
01-04-02	ADDED REINFORCING TO BOX APRON	
07-02-01	REVISED	
12-27-99	REVISED NOTES	
11-18-98	ISSUED	

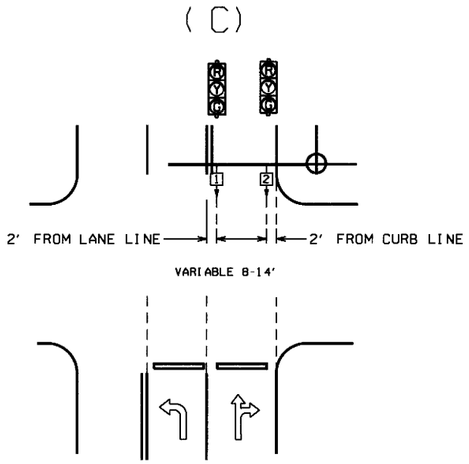
ARKANSAS STATE HIGHWAY COMMISSION

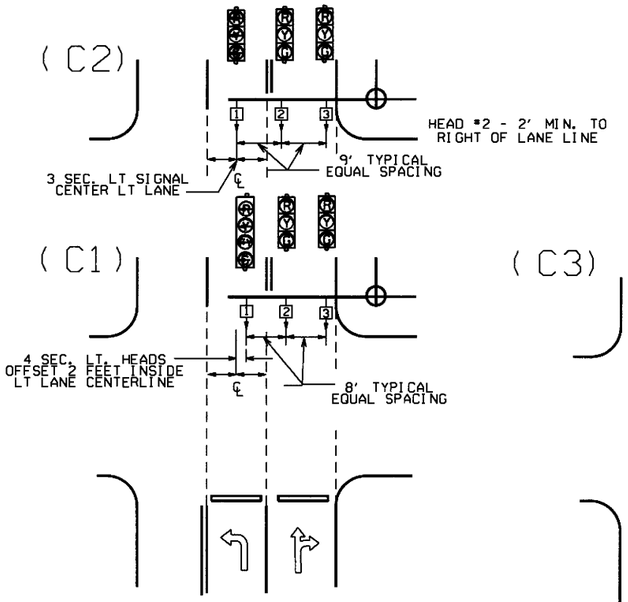
HEAVY DUTY PULL BOX

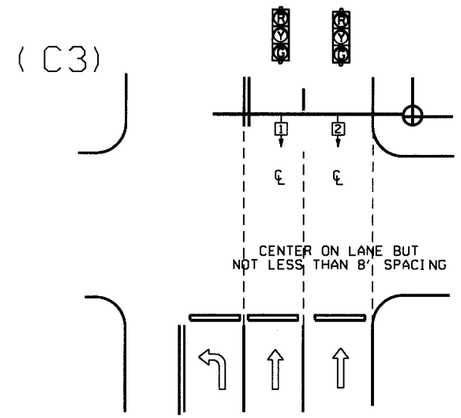
STANDARD DRAWING SD-6

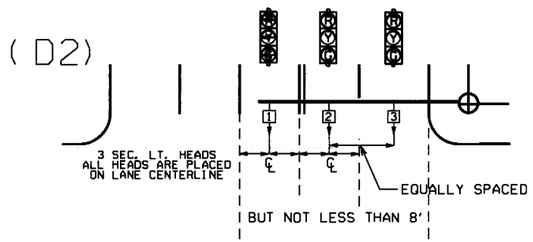


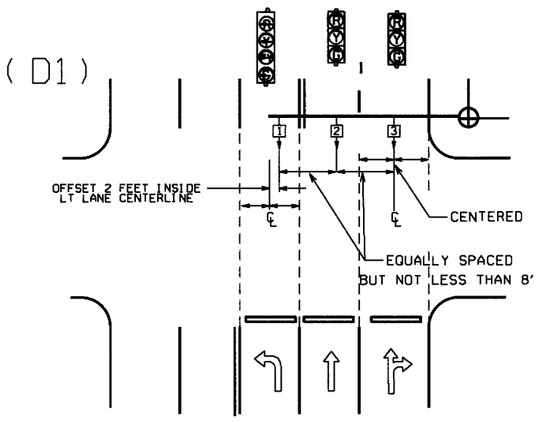




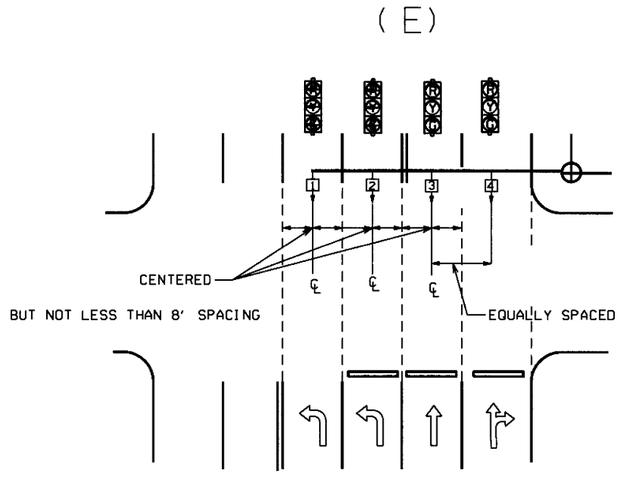








NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.



℄ = CENTER OF LANE FROM APPROACH SIDE

GENERAL NOTES:

1. FOUR SECTION 'PROTECTED/PERMISSIVE' LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

2. THREE SECTION 'PROTECTED' LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.

3. WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.

4. SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.

5. ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.

6. MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-5 OF 2009 MUTCD.

12-8-16	REVISED NOTE 6	
9-12-13	ISSUED AS STANDARD DRAWING	
3-11-10	2009 MUTCD	
12-9-99	ISSUED	
DATE	REVISION	DATE FILM

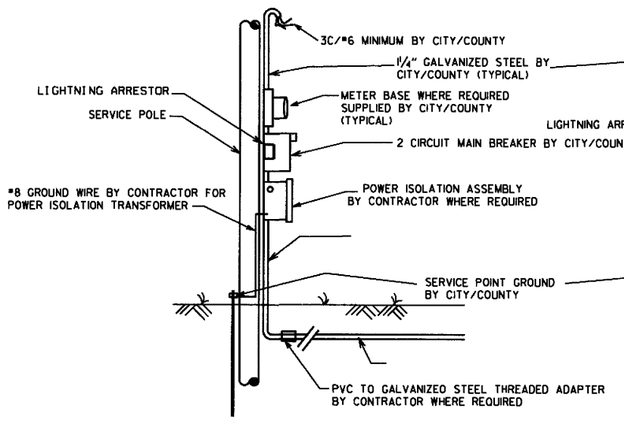
ARKANSAS STATE HIGHWAY COMMISSION

SIGNAL HEAD PLACEMENT

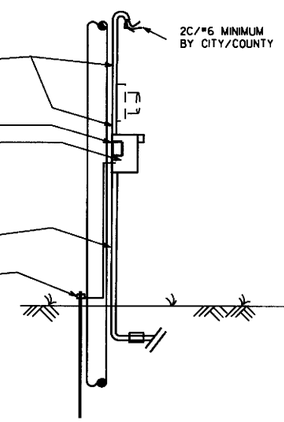
STANDARD DRAWING SD-8

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

WITH POWER ISOLATION ASSEMBLY



WITHOUT POWER ISOLATION ASSEMBLY



NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY):

ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES: MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S/COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

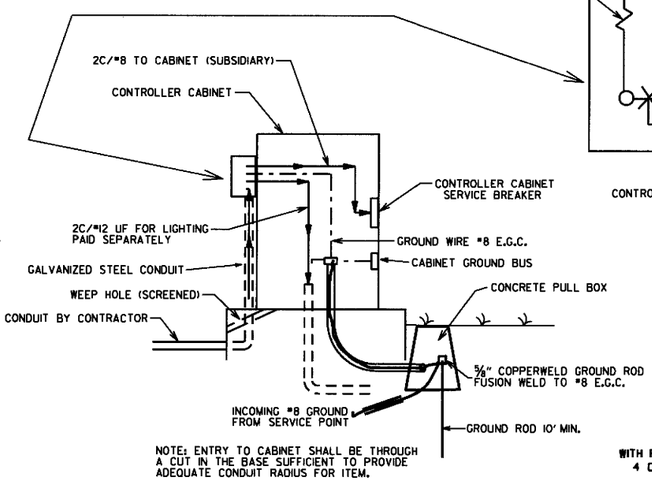
ALL SITUATIONS:
ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINTIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION STREET LIGHTING CIRCUIT (2C/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

MAIN BREAKER NOT NEAR CONTROLLER CABINET:
THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT, WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

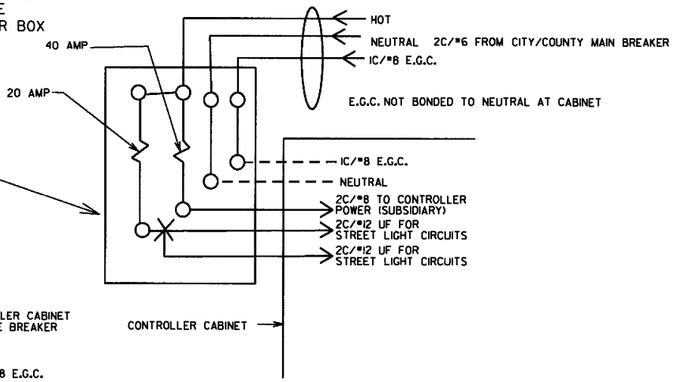
MAIN BREAKER NEAR CONTROLLER CABINET:
ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)



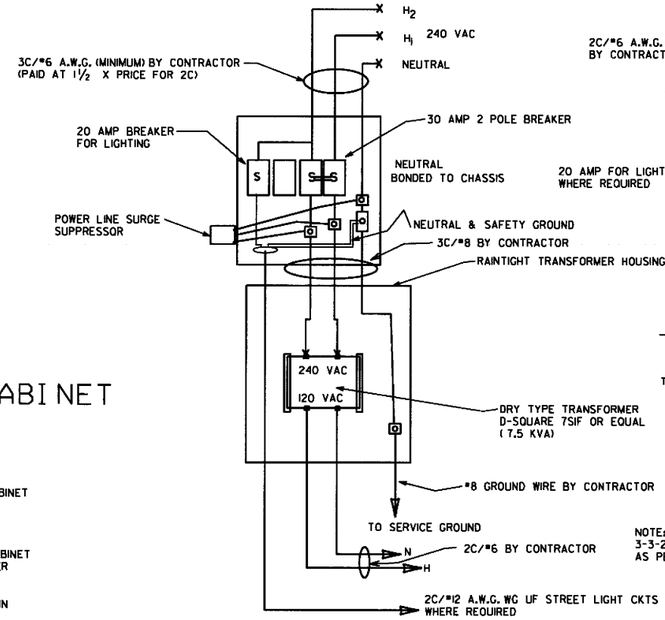
NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.



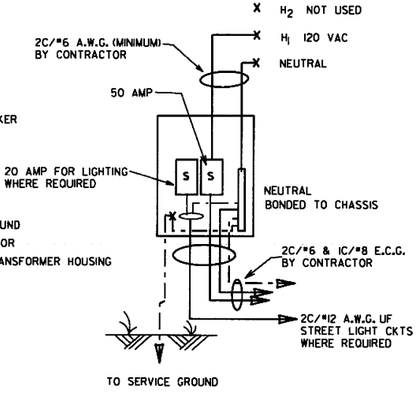
MAIN BREAKER WIRING (TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

WITH POWER ISOLATION ASSEMBLY
4 CIRCUIT MAIN BREAKER

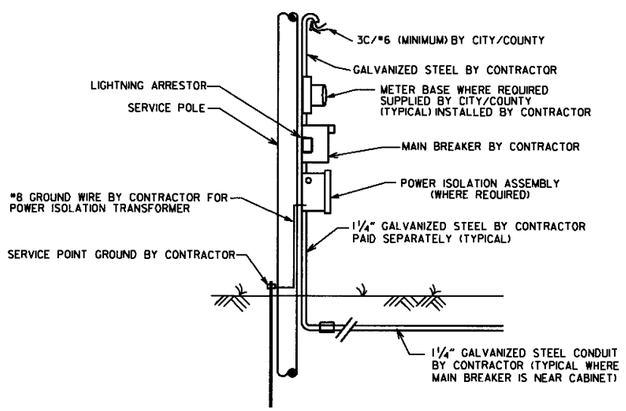


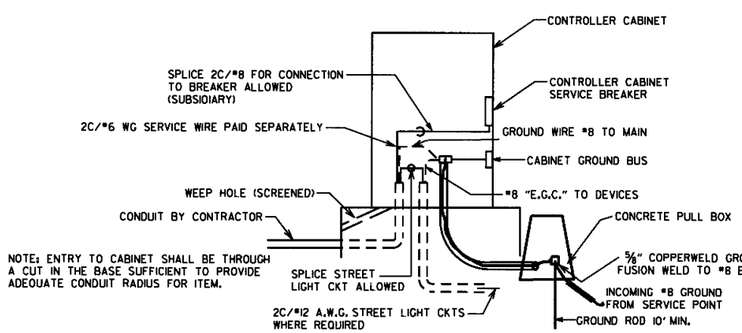
WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



NOTE: ELECTRICAL GROUND CONDUCTOR (E.C.C.) ADDED 3-3-2003, CONSISTING OF A IC/#8 A.W.G. CU GREEN WIRE AS PER NATIONAL ELECT. CODES.

MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED





NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

SERVICE POINT

STANDARD DRAWING SD-9

NOTES:
PEDESTRIAN AND TRAFFIC SIGNAL HEAD SIGNS:
EACH ITEM "TRAFFIC SIGNAL HEAD (4 SEC., I-WAY)" SHALL INCLUDE A SPECIAL SIGN AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD UNLESS REMOVED WITHIN THE SIGNAL PLAN NOTES.

EACH ITEM "TRAFFIC SIGNAL HEAD (3 SEC., I-WAY)" TO BE USED AS A LEFT TURN INDICATION ONLY SHALL INCLUDE A SIGN (R10-10) AS SHOWN, ATTACHED TO THE MAST ARM OR SPAN ASSEMBLY 12" TO THE RIGHT OF THE SIGNAL HEAD.

EACH PEDESTRIAN PUSHBUTTON SHALL HAVE ONE R10-3E SIGN ATTACHED TO THE POLE ABOVE THE BUTTON. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 723 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL SIGN BLANKS SHALL BE CONSTRUCTED OF ALUMINUM ALLOY (ASTM DESIGNATION B-209, ALLOY 5052-H38) WITH THICKNESS OF 0.100 INCH.

GENERAL NOTES:
1. MAST ARM POLES SHALL BE MOUNTED A MINIMUM OF FOUR (4') FEET BEHIND CURB OR SHOULDER.

2. OCTAGONAL POLES AND ARMS MEETING THE REQUIREMENTS OF THE PLANS SPECIFICATIONS CAN BE INSTALLED IN LIEU OF ROUND. ALL POLES AND ARMS IN A JOB MUST BE THE SAME SHAPE.

3. MINIMUM STRUCTURAL REQUIREMENTS:
DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION (2001) WITH 2003 AND 2006 INTERIMS.

USE FATIGUE CATEGORY I FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS 65 MPH AND GREATER AT THE STRUCTURE LOCATION AND ON ROUTES WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY II FOR ALL STRUCTURES ON ROUTES WHERE THE SPEED LIMIT IS LESS THAN 65 MPH AND GREATER THAN 45 MPH WITH MAST ARMS LESS THAN 60' AND ON ROUTES WHERE THE SPEED LIMITS OF 45 MPH AND LESS WITH AN MAST ARM OF 60' OR LONGER.

USE FATIGUE CATEGORY III FOR ALL STRUCTURES WHERE THE SPEED LIMIT IS 45 MPH AND LESS AND MAST ARMS LESS THAN 60'.

CONSTRUCTION SPECIFICATIONS:
STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (CURRENT EDITION) WITH APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

BASE WIND SPEED: 90 MPH.

STEEL MEMBERS CONSIDERED MAIN LOAD CARRYING MEMBERS WITH A THICKNESS GREATER THAN ½" SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST SPECIFIED IN SUBSECTION 807.05 OF THE STANDARD SPECIFICATIONS.

DEAD LOAD: AS A MINIMUM, DESIGN SHALL BE BASED ON THE FIXED ATTACHMENTS SHOWN BELOW OR AS MODIFIED IN THE PLANS.

ALL SIGNAL HEADS TO BE ONE WAY, TWELVE (12") INCH AND HAVE FIVE (5") INCH BACK PLATES:

SIGNAL HEADS AT THE END OF MAST ARM - ONE 4 SEC., 85 LB., 14.5 SQ. FT., ONE SIGN MOUNTED 3 FEET FROM SIGNAL HEAD (2'-0" X 2'-6"; 20 LB.) REMAINING SIGNAL HEADS SPACED AT 8 FT. (3 SEC., 56 LB., 8.3 SQ. FT.): DESIGN TO ACCOMMODATE:
2 SIGNAL HEADS FOR MAST ARMS 10 FT. TO 16 FT.
3 SIGNAL HEADS FOR MAST ARMS 18 FT. TO 24 FT.
4 SIGNAL HEADS FOR MAST ARMS OVER 26 FT.

STREET NAME SIGN - 72" X 18", 36 LB., MOUNTED SUCH THAT OUTSIDE EDGE IS NOT GREATER THAT 12 FT. FROM POLE. DEPENDING UPON POSITION OF SIGNAL HEAD ADJACENT TO POLE, SIGN MAY OVERLAP POLE SHAFT.
ROADWAY LUMINAIRES (WHERE REQUIRED ON PLAN SHEET) - VARIABLE ARM LENGTH (MAX. WT. 75 LB., 3.3 SQ. FT.)
PEDESTRIAN SIGNALS - TWO 1 SEC., 12 INCH MOUNTED 8 FT. FROM BASE OF POLE. POST MOUNTED 3 SEC. SIGNAL HEAD AT 10 FT. ON SIDE OF POLE.

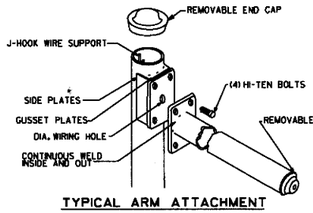
4. POLE/MAST ARM CAP - POLE AND MAST ARM CAPS SHALL BE PROVIDED, FABRICATED OF EITHER STEEL OR CAST ALUMINUM.

5. HAND HOLE - HAND HOLES SHALL BE 4 IN. X 6 IN. FOR STANDARD, AND 3 IN. X 5 IN. FOR PED POLES. MINIMUM PLACED APPROXIMATELY 12 INCHES FROM BASE, AND SHALL BE FIXED WITH A BOLT DOWN COVER. A VACCUM FORMED ABS COVER IS AN ACCEPTABLE ALTERNATE TO STEEL. POLES GREATER THAN 21 FT. IN HEIGHT (FOR ROADWAY LUMINAIRE ATTACHMENT) SHALL INCLUDED A HAND HOLE WITHIN 12 INCHES OF MAST ARM(S) ATTACHMENT(S).

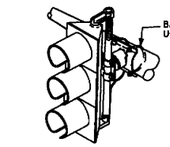
6. POLE/MAST ARM TAPER SLOPE - AVERAGE TAPER OF SIGNAL MAST ARMS AND POLE SHAFT SHALL BE 0.125 TO 0.15 INCHES PER FOOT.

MAST ARM CENTERLINE ANGLE AT ATTACHMENT POINT WITH POLE SHALL MAINTAIN NOT LESS THAN 0.5 DEGREES OR MORE THAN 4 DEGREES POSITIVE SLOPE WITH A LINE PERPENDICULAR TO THE POLE CENTERLINE. THE MAST ARM SHALL MAINTAIN A POSITIVE SLOPE AFTER IT IS PLACED UNDER LOAD.

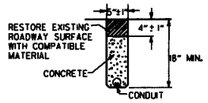
7. NUT COVERS - EACH POLE SHALL INCLUDE A BOLT DOWN NUT COVER FOR EACH ANCHOR BOLT.



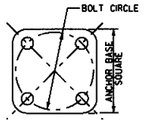
TYPICAL ARM ATTACHMENT



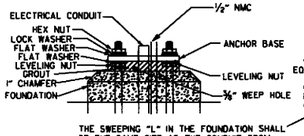
NOTE: THE SIGNAL SHALL BE CONNECTED TO THE MAST ARM BY BRACKETING AS DIRECTED BY THE ENGINEER.



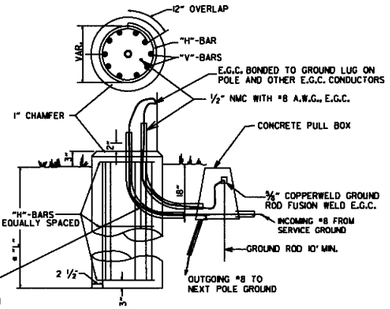
TRENCHING DETAIL
(FOR SAW CUT TRENCH IN ROADWAY)



ANCHOR BASE



THE SWEEPING "L" IN THE FOUNDATION SHALL BE THE SAME SIZE AS THE CONDUIT FROM THE FOUNDATION TO THE PULL BOX AS SHOWN ON THE PLANS.

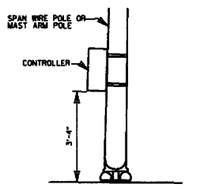


THE GROUND ROD SHALL BE FUSION WELDED TO A 10'/#8 A.W.G. SOLID COPPER GROUND WIRE. ATTACHMENT TO THE PRIMARY GROUND MAY BE BY AN APPROVED CLAMP. THE GROUND ROD IS TO BE LOCATED IN THE CONCRETE PULL BOX.

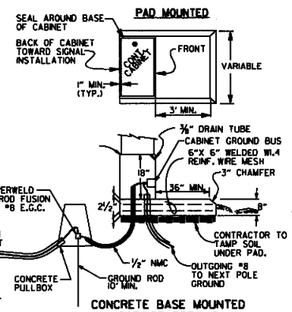
TYPICAL FOUNDATION DETAILS

POLE FOUNDATION MINIMUM DIMENSIONS AND STEEL REINFORCING. ALL REINFORCING STEEL SHALL BE GRADE 40 MIN.

ARM LENGTH	FOUNDATION DIAMETER	DEPTH "L"*	STEEL		
			VERTICAL	HORIZONTAL	O.C.
PED	30"	7'-0"	12-#7 (6'-6")	10-#4	8.44"
2' TO 12'	30"	10'-6"	12-#7 (10'-0")	15-#4	8.42"
OVER 12' TO 20'	30"	11'-6"	12-#7 (11'-0")	16-#4	8.66"
OVER 20' TO 35'	36"	12'-6"	13-#8 (12'-0")	17-#4	8.88"
OVER 35' TO 50'	36"	13'-6"	13-#8 (13'-0")	19-#4	8.56"
OVER 50' TO 72'	42"	14'-6"	18-#8 (14'-0")	20-#4	8.74"
TWINS TO 20'	30"	16'-0"	12-#6 (15'-6")	22-#4	8.76"
TWINS OVER 20' TO 44'	36"	16'-0"	13-#8 (15'-6")	22-#4	8.76"
TWINS OVER 44' TO 50'	42"	16'-0"	18-#8 (15'-6")	22-#4	8.76"
TWINS OVER 50' TO 72'	42"	16'-6"	18-#8 (16'-0")	23-#4	8.64"



SPAN WIRE SUPPORT POLE AND MAST ARM POLE MOUNTED



CONCRETE BASE MOUNTED CABINET DETAILS

CONTROLLER CABINET MOUNTING DETAILS

NOTE:
UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CABINET ORIENTATION SHALL BE SUCH THAT THE BACK OF THE CABINET IS PARALLEL TO THE STREET AND POSITIONED TO ALLOW VISIBILITY OF THE SIGNAL DISPLAY WHILE OBSERVING THE CONTROLLER FRONT PANEL.

8. GROUND ROD - A 10' X ⅝" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND ½" NMC SHALL BE INCLUDED IN ITEM 714 FOR SIGNAL POLES AND ITEM 701 FOR THE CONTROLLER. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID SEPERATELY.

9. POLE BASE/FOUNDATION - ANCHOR BOLTS SHALL INCLUDE AS A MINIMUM, ONE LEVELING NUT, TWO FLAT WASHERS, ONE LOCK WASHER, AND ONE HEX NUT. PERIMETER OF ANCHOR BASE SHALL BE GROUTED WITH A ¼" WEEP HOLE. ALL CONCRETE SHALL BE CLASS "S" OR GREATER.

10. CONCRETE - ALL CONCRETE FOR CONTROLLER CABINET AND POLE FOUNDATIONS SHALL BE CLASS "S" OR GREATER.

11. PEDESTRIAN PHASES - PEDESTRIAN MOVEMENTS SHALL BE PUSH BUTTON ACTUATED AND CONCURRENTLY TIMED, UNLESS OTHERWISE INDICATED ON THE PLAN SHEET(S). FURNISHING AND INSTALLING PEDESTRIAN PUSH SWITCH SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM 707 PEDESTRIAN SIGNAL HEAD.

* WHEN THE GROUND ELEVATION AT THE POLE IS LOWER THAN THE ROADWAY ELEVATION, THE LENGTH OF FOUNDATION ABOVE THE GROUND MAY BE INCREASED TO PROVIDE THE REQUIRED SIGNAL HEAD CLEARANCE ABOVE THE ROADWAY. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 18" OR LESS, NO INCREASE IN DEPTH "L" WILL BE REQUIRED. WHEN THE REQUIRED LENGTH OF FOUNDATION ABOVE THE GROUND IS 5'-6" OR LESS, INCREASE DEPTH "L" BY 1'-0". FOR LENGTHS GREATER THAN 5'-6", DEPTH "L" SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER. LONGITUDINAL REINFORCING, AS SHOWN IN THE TABLE, SHALL BE PROVIDED FOR THE LENGTH OF THE EXTENDED SHAFT AND #4 TIES SHALL BE PROVIDED AT A SPACING NOT TO EXCEED 9" ON CENTERS. PAYMENT WILL BE IN ACCORDANCE WITH SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS.

** IN LIEU OF DESIGNING THE STRUCTURE TO RESIST PERIODIC GALLOPING, A VIBRATORY MITIGATION DEVICE MAY BE PROVIDED BY THE POLE MANIFACTURER. THE VIBRATORY MITIGATION DEVICE SHALL BE AN ANTI-GALLOPING PANEL CONSISTING OF A 60" X 16" X 0.125" SIGN BLANK MOUNTED NEAR THE END OF THE MAST ARM NOT TO EXCEED ONE QUARTER OF THE LENGTH OF THE MAST ARM FROM THE END OF THE MAST ARM WITH THE LONG AXIS OF THE PANEL COLLINEAR WITH THE LONG AXIS OF THE MAST ARM. THE PANEL SHOULD BE MOUNTED AT SUCH THE HEIGHT AS TO PROVIDE AT LEAST 6" CLEAR FROM THE TOP OF ANY SIGNAL ASSEMBLY OF SIGN PANEL LOCATED ON THE MAST ARM WITHIN THE LENGTH OF THE ANTI-GALLOPING PANEL.

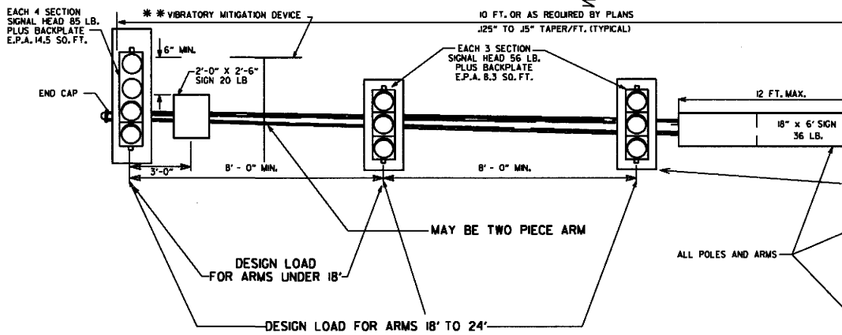
TRUCK-INDUCED GUST LOADS SHALL BE EXCLUDED FOR FATIGUE DESIGN FOR ALL STRUCTURES EXCEPT MAST ARMS MOUNTED OVER FACILITIES WITH POSTED SPEEDS OF 65 MPH OR GREATER AT THE LOCATION OF THE STRUCTURE.

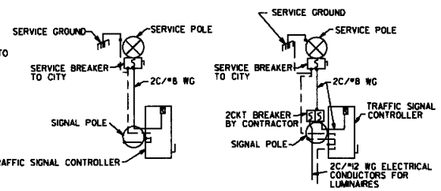
SIGNAL OPERATION NOTES:

FLASHING OPERATION - PRIOR TO NORMAL OPERATION, SIGNAL SHALL BE FLASHED FOR A PERIOD OF 3 TO 5 WORK DAYS OR AS DIRECTED BY THE ENGINEER. SIGNAL SHALL BE PLACED IN OPERATION ONLY ON A REGULAR WORK DAY, EXCEPT FRIDAY.

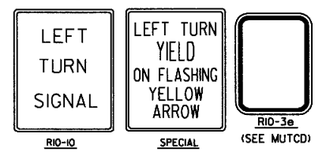
THE CONTRACTOR MAY BE REQUIRED TO ALTER THE FLASHING DISPLAY DURING THE TEMPORARY FLASH PERIOD, AT THE TIME THE INTERSECTION IS PLACED IN PERMANENT OPERATION, THE FLASH SEQUENCE SHALL THEN BE RETURNED TO THAT INDICATED ON THE PLAN SHEETS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THESE ALTERATION IN FLASH SEQUENCE.

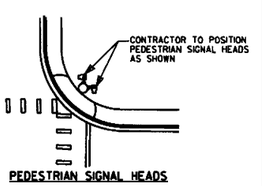
SPECIAL NOTE: 90 MPH WIND ZONE DESIGN, SEE NOTE 3. MINIMUM STRUCTURAL REQUIREMENTS.





SERVICE DISCONNECT
NOTE: ELECTRICAL GROUND CONDUCTOR IS BONDED TO ALL METAL ENCLOSURES





DATE	REVISION	FILMED
11-16-17	REVISED NOTES, ADDED PEDESTRIAN SIGNAL HEAD DETAIL, ADDED HANDHOLE TERMINAL DETAIL, ADDED TRENCHING DETAIL	
02-27-14	REVISED NOTES.	
09-12-13	ISSUED AS STANDARD DRAWING	
12-08-16	REVISED NOTES	
02-27-14	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
07-29-8	REVISED VMD, SIGNAL HEADS	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
04-25-08	ADDED VIBRATORY MITIGATION DEVICE & NOTES	
04-18-08	REVISED AASHTO NOTES	
04-17-08	REVISED TO 2001 AASHTO STANDARDS	
10-12-04	REVISED CABINET ORIENTATION	
06-23-04	REVISED	
05-11-04	REV. NOTE 3/AASHTO REQUIREMENTS	
06-11-01	REV. NOTES & POLE MAST ARM SLOPE	
04-11-01	REVISED POLE TAPERS	
04-25-00	REV. NOTES & SIGNAL HEAD PLACEMENT	
11-22-99	REVISED FOUNDATION DETAILS	
11-17-98	REVISED DETAILS AND NOTES	
11-21-95	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

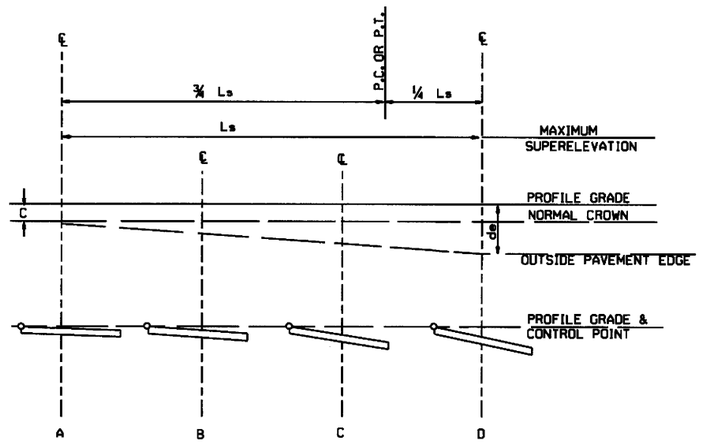
STEEL POLE WITH MAST ARM

STANDARD DRAWING SD-11

SUPERELEVATION TABLE FOR ONE - WAY TRAFFIC

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	50 MPH e	50 MPH Ls (FT) MINIMUM	50 MPH Ls (FT) DESIRABLE	55 MPH e	55 MPH Ls (FT) MINIMUM	55 MPH Ls (FT) DESIRABLE	60 MPH e	60 MPH Ls (FT) MINIMUM	60 MPH Ls (FT) DESIRABLE	65 MPH e	65 MPH Ls (FT) MINIMUM	65 MPH Ls (FT) DESIRABLE	70 MPH e	70 MPH Ls (FT) MINIMUM	70 MPH Ls (FT) DESIRABLE
0° 15'	N. C.			N. C.			N. C.			N. C.			N. C.			N. C.			N. C.		
0° 30'	N. C.			N. C.			N. C.			N. C.			0.022			N. C.			N. C.		
0° 45'	N. C.			N. C.			R. C.			0.022			0.026			0.025			0.028		
1° 00'	N. C.			N. C.			0.021			0.026			0.030			0.033	250	350	0.037	275	350
1° 15'	N. C.			R. C.			0.026			0.032			0.037			0.041			0.046		
1° 30'	N. C.			0.021	175		0.031	200		0.037	225	350	0.043	250	350	0.048			0.054		
1° 45'	N. C.			0.025			0.036			0.043			0.049			0.055			0.062		
2° 00'	R. C.			0.028			0.040			0.048			0.055			0.062			0.070		
2° 15'	R. C.			0.031			0.045		300	0.053			0.061			0.069	265		0.078	300	
2° 30'	0.021			0.034			0.049			0.058			0.067			0.075	280		0.085	315	400
2° 45'	0.023			0.037		250	0.053			0.063			0.072			0.081	300		0.091	335	
3° 00'	0.025			0.040			0.057			0.067	230		0.077	260		0.087	315		0.096	350	
3° 15'	0.027			0.043			0.061			0.072	245		0.082	275		0.090	325	400	0.098	360	450
3° 30'	0.029			0.046			0.065	205		0.076	255		0.086	285		0.095	340		0.100	360	
3° 45'	0.031			0.049			0.069	215		0.080	265		0.090	295	400	0.097	345				
4° 00'	0.033			0.051			0.072	225		0.083	270		0.093	305		0.099	350				
4° 30'	0.037			0.056			0.078	240		0.087	280		0.098	315							
5° 00'	0.040			0.061			0.083	250		0.091	295		0.098	320							
5° 30'	0.043			0.066	185		0.088	260		0.094	300	400									
6° 00'	0.046			0.070	190		0.092	270		0.096	305										
6° 30'	0.050			0.074	200		0.095	280	350	0.100	315										
7° 00'	0.053			0.078	210		0.098	285													
7° 30'	0.056			0.081	215		0.099	290													
8° 00'	0.058			0.084	220	300	0.100	290													
8° 30'	0.061			0.087	225																
9° 00'	0.063			0.089	230																
10° 00'	0.068	160		0.094	235																
11° 00'	0.072	170		0.097	250																
12° 00'	0.076	175		0.099	250																
13° 00'	0.080	180		0.100	250																
14° 00'	0.083	190																			
15° 00'	0.086	195																			
16° 00'	0.089	200																			
17° 00'	0.091	200																			
18° 00'	0.093	205																			
19° 00'	0.095	210																			
20° 00'	0.097	215	300																		
21° 00'	0.098	215																			
22° 00'	0.099	215																			
23° 00'	0.099	215																			
24° 00'	0.100	220																			

D MAX = 24° 45' | D MAX = 13° 15' | D MAX = 8° 15' | D MAX = 6° 30' | D MAX = 5° 15' | D MAX = 4° 15' | D MAX = 3° 30'



ONE-WAY TRAFFIC
INSIDE LANE

SUPERELEVATION FORMULA = $S = -\frac{L(de-C)}{Ls} - C$

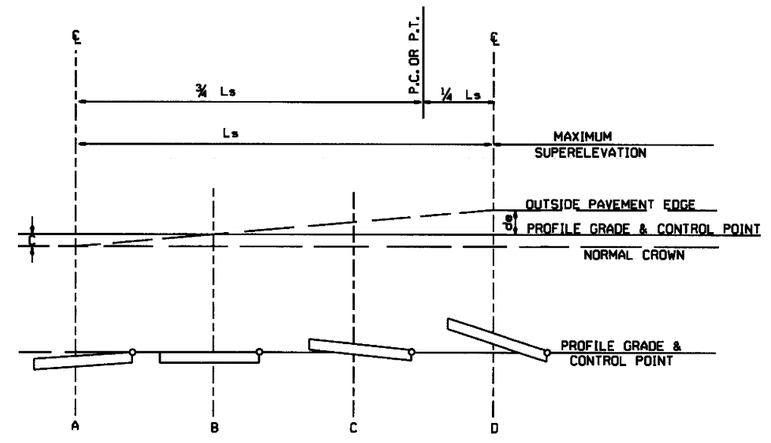
ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
S - SUPERELEVATION
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT
e - MAXIMUM RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
C - NORMAL CROWN (FT.)

GENERAL NOTES

1. ON PAVEMENT WITH ONE-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE PROFILE GRADE POINT.
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR Ls MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. MINIMUM Ls VALUES MAY BE USED FOR RAMPS; DESIRABLE VALUES SHALL APPLY TO MAIN LANES.
5. DIVIDED PAVEMENTS WIDER THAN 4 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLOWS:

6 LANE DIVIDED---------+20%
8 LANE DIVIDED---------+50%



ONE-WAY TRAFFIC
OUTSIDE LANE

SUPERELEVATION FORMULA = $S = +\frac{L(de+C)}{Ls} - C$

DATE	REVISION	DATE FILMED
01-09-87	ISSUED	578-1-15-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR ONE-WAY TRAFFIC

STANDARD DRAWING SE-1

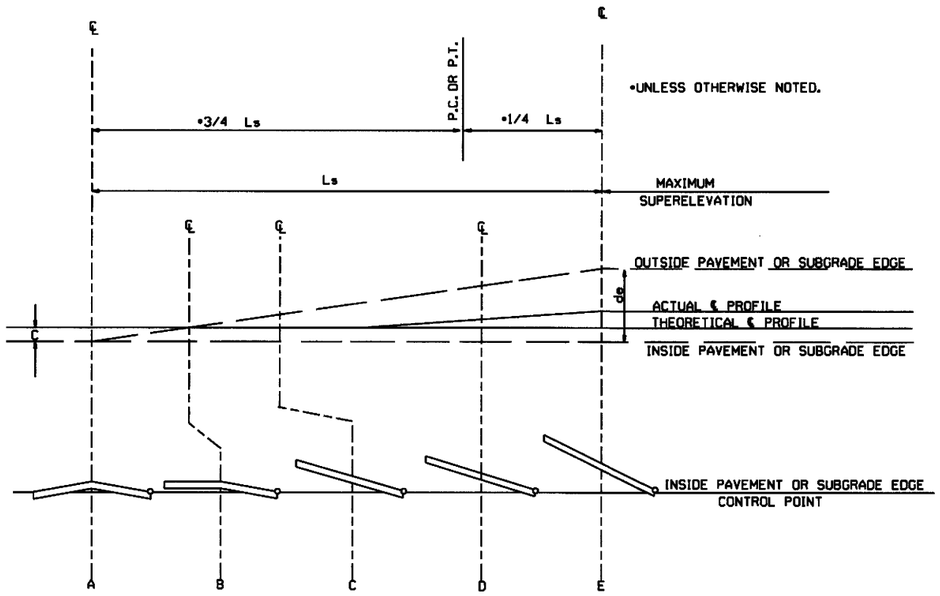
SUPERELEVATION TABLE FOR TWO - WAY TRAFFIC

DEGREE OF CURVE	30 MPH e	30 MPH Ls (FT) MINIMUM	30 MPH Ls (FT) DESIRABLE	40 MPH e	40 MPH Ls (FT) MINIMUM	40 MPH Ls (FT) DESIRABLE	50 MPH e	50 MPH Ls (FT) MINIMUM	50 MPH Ls (FT) DESIRABLE	55 MPH e	55 MPH Ls (FT) MINIMUM	55 MPH Ls (FT) DESIRABLE	60 MPH e	60 MPH Ls (FT) MINIMUM	60 MPH Ls (FT) DESIRABLE	70 MPH e	70 MPH Ls (FT) MINIMUM	70 MPH Ls (FT) DESIRABLE
0° 15'	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 30'	N.C.			N.C.			N.C.			N.C.			N.C.			N.C.		
0° 45'	N.C.			N.C.			R.C.			0.022			0.023			0.028		
1° 00'	N.C.			N.C.			0.021			0.029			0.030			0.037		
1° 15'	N.C.			R.C.			0.026			0.032			0.037			0.046		
1° 30'	N.C.			0.021			0.031	200		0.037	225		0.043	250		0.054	275	
1° 45'	N.C.			0.025			0.036			0.043			0.049			0.062		300
2° 00'	R.C.			0.028	175		0.040			0.048			0.055			0.070		
2° 15'	R.C.			0.031			0.045			0.053			0.061			0.078	300	
2° 30'	0.021			0.034			0.049		250	0.058			0.067			0.085	315	350
2° 45'	0.023			0.037		200	0.053			0.063			0.072			0.091	335	
3° 00'	0.025			0.040			0.057			0.067	230		0.077	260		0.096	350	
3° 15'	0.027	150		0.043			0.061			0.072	245		0.082	275		0.098	360	400
3° 30'	0.029			0.046			0.065	205		0.076	255		0.086	285		0.100	360	
3° 45'	0.031			0.049			0.069	215		0.080	265		0.090	295				
4° 00'	0.033		200	0.051			0.072	225		0.083	270		0.093	305	350			
4° 30'	0.037			0.056			0.078	240		0.087	280		0.096	315				
5° 00'	0.040			0.061			0.083	250		0.091	295	350	0.098	320				
5° 30'	0.043			0.066	185		0.088	260		0.094	300							
6° 00'	0.046			0.070	190		0.092	270		0.096	305							
6° 30'	0.050			0.074	200		0.095	280	300	0.100	315							
7° 00'	0.053			0.078	210		0.098	285										
7° 30'	0.056			0.081	215		0.099	290										
8° 00'	0.058			0.084	220		0.100	290										
8° 30'	0.061			0.087	225	250												
9° 00'	0.063			0.089	230													
10° 00'	0.068	160		0.094	235													
11° 00'	0.072	170		0.097	250													
12° 00'	0.076	175		0.099	250													
13° 00'	0.080	180		0.100	250													
14° 00'	0.083	190																
15° 00'	0.086	195																
16° 00'	0.089	200																
17° 00'	0.091	200																
18° 00'	0.093	205																
19° 00'	0.095	210																
20° 00'	0.097	215	250															
21° 00'	0.098	215																
22° 00'	0.099	215																
23° 00'	0.099	215																
24° 00'	0.100	220																

D MAX = 24° 45' | D MAX = 13° 15' | D MAX = 8° 15' | D MAX = 6° 30' | D MAX = 5° 15' | D MAX = 3° 30'

ABBREVIATIONS

NC - NORMAL CROWN
RC - REVERSE CROWN, SUPERELEVATION AT NORMAL CROWN SLOPE
e - RATE OF SUPERELEVATION (FT. PER FT.)
Ls - LENGTH OF SUPERELEVATION TRANSITION (FT.)
L - DISTANCE FROM BEGINNING OF SUPERELEVATION TRANSITION TO ANY POINT (FT.)
d - WIDTH OF PAVEMENT (FT.) OR WIDTH OF SUBGRADE (FT.)
C - NORMAL CROWN (FT.)



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND INNER SUBGRADE POINT OR INNER PAVEMENT EDGE

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

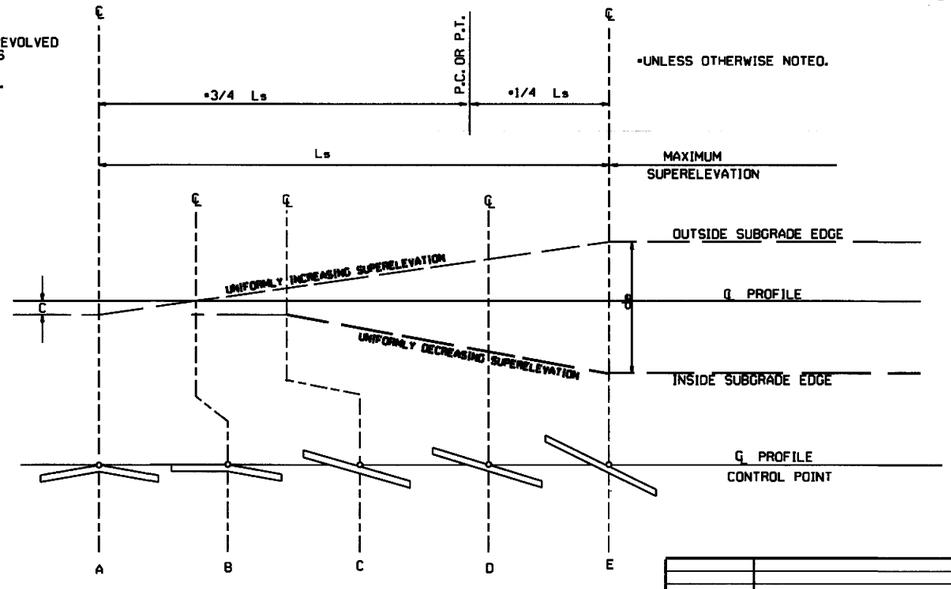
GENERAL NOTES

1. ON PAVEMENT WITH TWO-WAY TRAFFIC, THE SUPERELEVATION SHALL BE REVOLVED ON THE INSIDE PAVEMENT EDGE UNLESS OTHERWISE NOTED ON THE PLANS
2. SUPERELEVATION VALUES SHOWN ON THE CROSS SECTIONS ARE VALUES (+) OR (-) TO BE ADDED TO OR SUBTRACTED FROM THE POINT OF CONTROL.
3. LENGTHS FOR L MAY BE ROUNDED IN MULTIPLES OF 25 FT. OR 50 FT. TO PERMIT SIMPLER CALCULATIONS.
4. PAVEMENTS WIDER THAN 2 LANES SHALL HAVE ADDITIONAL TRANSITION LENGTHS AS FOLLOWS:

3 LANE UNDIVIDED - - - - - +20%
4 LANE UNDIVIDED - - - - - +50%
5 LANE UNDIVIDED - - - - - +80%
6 LANE UNDIVIDED - - - - - +100%

NOTE: MAINTAIN NORMAL CROWN ON INSIDE UNTIL SUPERELEVATION EXCEEDS 2C.

RATE OF SUPERELEVATION SHALL BE COMPUTED ON STRAIGHT LINE METHOD USING APPLICABLE Ls.



STANDARD METHOD WHEN SUPERELEVATION REVOLVES AROUND CENTER LINE

SUPERELEVATION FORMULA = $\frac{Lde}{Ls}$

DATE	REVISION	DATE FILMED
10-18-96	ADDED FORMULA	
01-09-87	ISSUED	534-1-9-87

ARKANSAS STATE HIGHWAY COMMISSION

TABLES AND METHOD OF SUPERELEVATION FOR TWO-WAY TRAFFIC

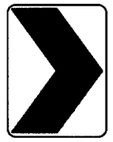
STANDARD DRAWING SE-2



R1-1
30"X30"



W1-3
30"X30"
(LT. OR RT.)



W1-8
18"X24"



W2-5
30"X30"



W3-1
36"X36"



W5-1
36"X36"



M6-3
21"X15"



R1-2
36"X36"X36"



W1-4
30"X30"
(LT. or RT.)



W2-1
30"X30"



S1-1
36"X36"

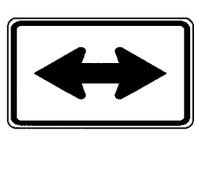


W3-2
36"X36"

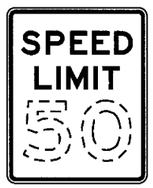


County
Route Marker
M1-6
24"X24"

NOTE: REFLECTORIZED YELLOW LEGEND (COUNTY NAME, ROUTE LETTER & NUMBER) & BORDER ON A BLUE BACKGROUND.



M6-4
21"X15"



R2-1
24"X30"



W1-5
30"X30"
(LT. or RT.)



W2-2
30"X30"



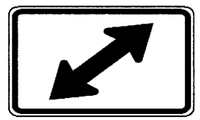
W5-2
36"X36"



W8-3
36"X36"



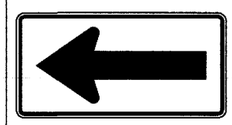
R1-3P
18"X6"



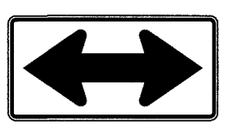
M6-5
21"X15"



W1-1
30"X30"
(LT. or RT.)



W1-6
48"X24"



W1-7
48"X24"



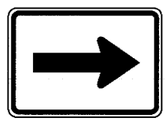
W2-3
30"X30"
(LT. or RT.)



W5-3
36"X36"

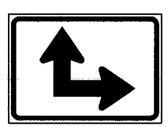


W13-1P
18"X18"

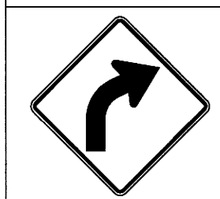


M6-1
21"X15"

NOTE: ALL M6 SIGNS TO BE MADE WITH REFLECTORIZED YELLOW ARROW & BORDER WITH BLUE BACKGROUND.



M6-6
21"X15"



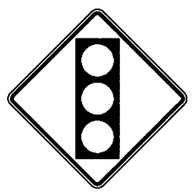
W1-2
30"X30"
(LT. or RT.)



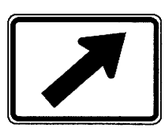
W2-4
30"X30"



W10-1
36" DIAMETER



W3-3
36"X36"

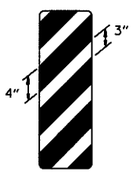


M6-2
21"X15"

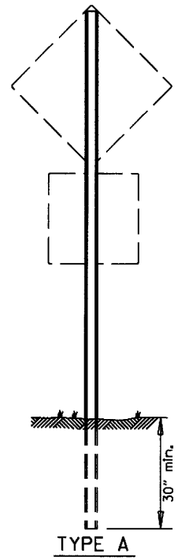


S4-3P
24"X8"

S4-2P
24"X10"



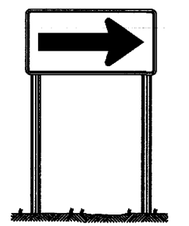
OM-3
12"X36"
(LT. or RT.)



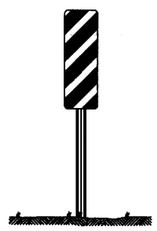
(U-CHANNEL)
STANDARD SUPPORT
ASSEMBLIES

TYPE A

NOTE: LENGTH OF SIGN POSTS SHALL BE DETERMINED SO AS TO PROVIDE FOR MINIMUM VERTICAL CLEARANCES AS CALLED FOR IN THE SPECIFICATIONS PLUS A MINIMUM VERTICAL PENETRATION OF 30" IN THE SOIL.



TYPE B



TYPE C

MINIMUM WEIGHT

TYPE A & B = 3 LBS./FT.
TYPE C = 2 LBS./FT.

STANDARD HIGHWAY SIGNS

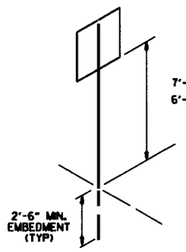
DATE	REVISION	DATE FILMED
9-12-13	DELETED JOB NO. BLOCK; REVISED RI-3 TO RI-3P	
4-17-08	REVISED SIGN DESIGNATION - W3-1 & W3-2	
4-10-03	REVISED W5-2, W8-3, OM-3; ADDED WI-8	
1-5-81	REDRAWN	960-1-15-81
9-15-78	ADDED W14-3	877-9-15-78
9-2-76	POST WT.	623-9-3-76
5-3-76	STEEL POST WT. FROM 2#-3#; ADDED S4-2 & S4-3	504-5-3-76
8-12-74	REV. HT. TYPE "C" ASSEMBLY	500-8-21-74
12-21-72	ADDED M6-2,3,4,5,6	500-12-21-72
12-1-72	ISSUED	562-12-1-72

SUPPORT ASSEMBLIES

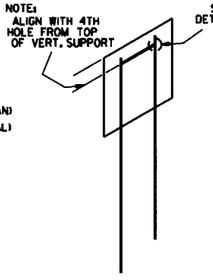
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD HIGHWAY SIGNS AND SUPPORT ASSEMBLIES

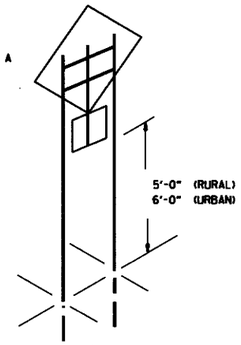
STANDARD DRAWING SHS-1



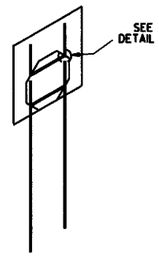
U-1



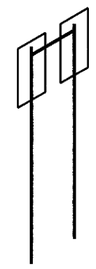
U-2



U-2 (A)



U-2 (B)



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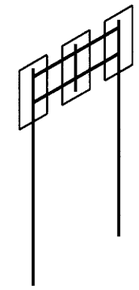

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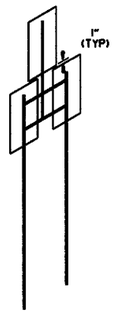

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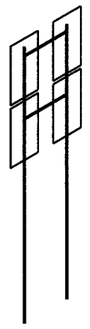

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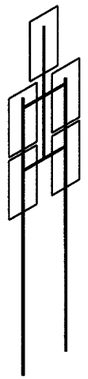

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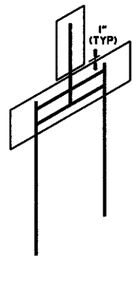

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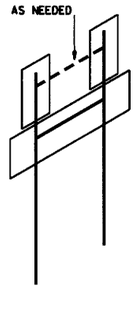

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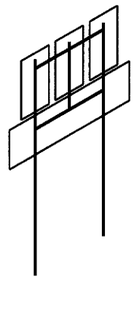

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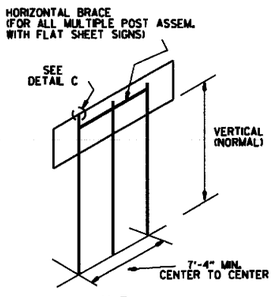
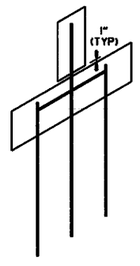


U-3



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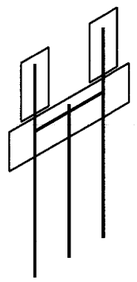

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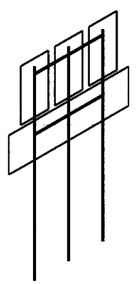

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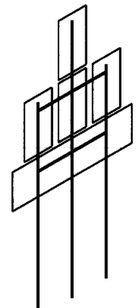

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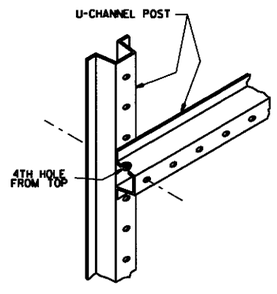
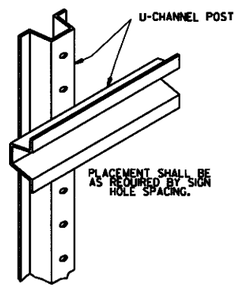


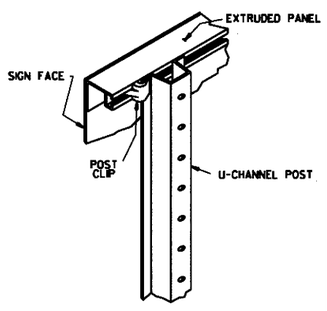
DETAIL A

SHOWING HORIZONTAL BRACE



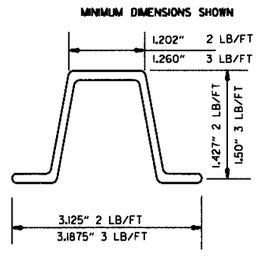
DETAIL B

SHOWING BACK-TO-BACK INSTALLATION



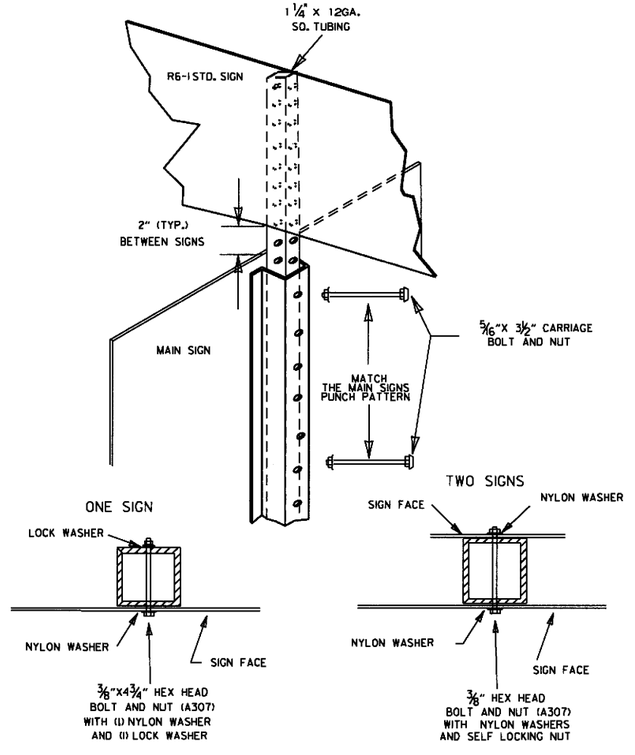
DETAIL C

SHOWING GUIDE SIGN MOUNTING WITH EXTRUDED PANELS



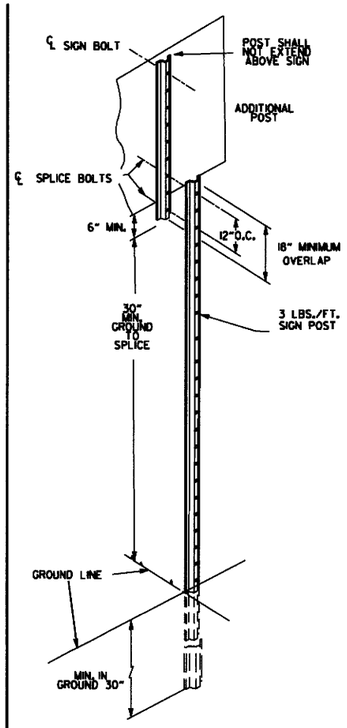
DETAIL D

U-CHANNEL POST



DETAIL E

R6-1 EXTENSION FOR U-CHANNEL POST



DETAIL F

DETAIL OF SPLICES

NOTES:

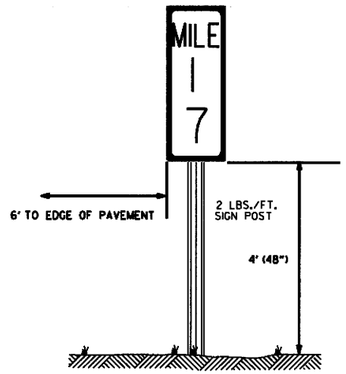
SIGNS AT LEAST 8' IN LENGTH MAY BE INSTALLED ON THREE 3 LB. POST. IN NO CASE SHALL THERE BE MORE THAN TWO 3 LB. POSTS WITHIN A 7' PATH.

SPLICES NECESSARY TO ATTAIN PROPER MOUNTING HEIGHT SHALL BE AS SHOWN IN DETAIL (F).

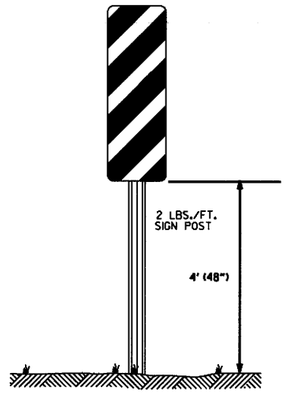
NORMAL INSTALLATIONS WILL REQUIRE 5/16" DIA. CARRIAGE BOLTS TO MOUNT SIGNS TO POST AND TO ASSEMBLE THE VARIOUS POST SUPPORTS.

ALL SIGN POSTS SHALL BE PLUMB.

THE POST FOR "TYPE U" SUPPORTS SHALL BE HOT DIP GALVANIZED.



TYPICAL MILE MARKER INSTALLATION



TYPICAL OM-3 INSTALLATION AT EDGE OF OBSTRUCTION

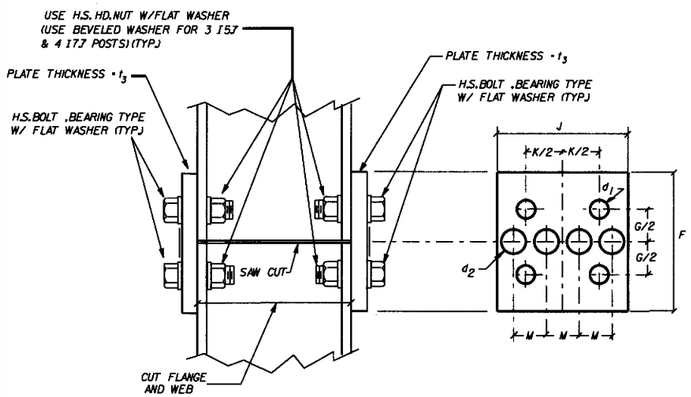
DATE	REVISION	FILMED
2-27-14	REVISED NOTES.	
9-12-13	REVISED U-2(3), U-2(6), U-3(1), DETAIL D; ADDED DETAILS E & F; ADDED TYPICAL MARKERS	
10-9-03	REMOVED ROUND POST & REVISED SPACING	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL	6-8-95
2-2-95	REDRAWN	2-2-95

ARKANSAS STATE HIGHWAY COMMISSION

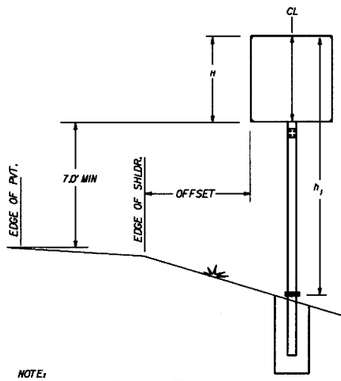
U-CHANNEL POST ASSEMBLIES

STANDARD DRAWING SHS-2

POST SIZE	BASE CONNECTION DATA											FUSE PLATE DATA										WT. OF EACH FUSE PLATE LBS.
	BOLT SIZE	BOLT TORQUE (INCH/LBS)	A	B	C	D	E	t_1	t_2	W	R	F	G		J	K	M	d_1	d_2	t_3	BOLT SIZE	
W 6X9												4 1/4"	2"		4"	2 1/4"	1"	9/16"	3/4"	1/4"	1/2" x 1 1/2"	1.01
W 6X12	5/8" x 2 3/4"	450"-680"	5"	2"	1 1/4"	2 3/4"	1 1/8"	3/4"	1/2"	1/4"	11/32"											
W 6X15												5"	2 1/2"		6"	3 1/2"	1 1/2"	11/16"	1 1/4"	3/8"	3/8" x 2 1/4"	2.51
W 8X18												5"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1 1/16"	3/8"	3/8" x 2 1/4"	2.26
W 8X21												5 1/2"	2 1/2"		5 1/4"	2 3/4"	1 1/4"	13/16"	1"	1/2"	3/4" x 2 1/4"	3.35
W 10X22	3/4" x 3 1/2"	750"-1050"	6"	2 1/4"	1 3/8"	3 1/2"	1 1/4"	1"	3/4"	5/16"	13/32"	6"	3"		5 3/4"	2 3/4"	1 3/8"	15/16"	1 1/8"	1/2"	3/4" x 2 1/4"	4.03
W 10X26																						
W 12X26												6"	3"		6 1/2"	3 1/2"	1 5/8"	15/16"	1 7/16"	1/2"	3/4" x 2 1/4"	4.47

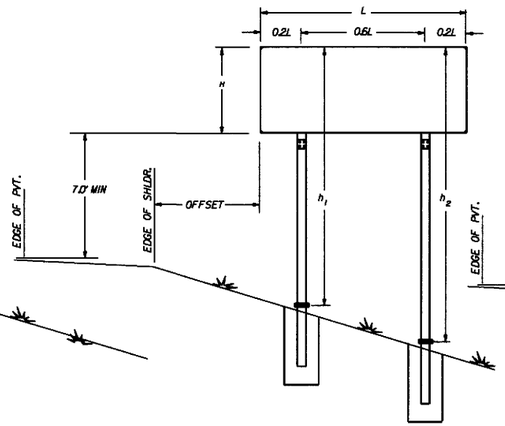


NOTE: USE H.S.HEX HEAD BOLTS,HEX HEAD NUTS AND BEVEL OR FLAT WASHERS (WHERE REQ.) UNDER NUTS. ALL HOLES SHALL BE DRILLED. ALL PLATE CUTS SHALL PREFERABLY BE SAW CUTS. HOWEVER FLAME CUTTING WILL BE PERMITTED PROVIDED ALL EDGES ARE GROUND. METAL PROJECTING BEYOND THE PLANE OF THE PLATE FACE WILL NOT BE PERMITTED. STEEL FUSE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A36, ASTM-A441, ASTM-572 GRADE 50, OR ASTM-A588 MAY BE SUBSTITUTED FOR A36 AT THE OPTION OF THE FABRICATOR. STEEL USED SHALL HAVE AN ULTIMATE TENSILE STRENGTH NOT TO EXCEED 80 KSI.

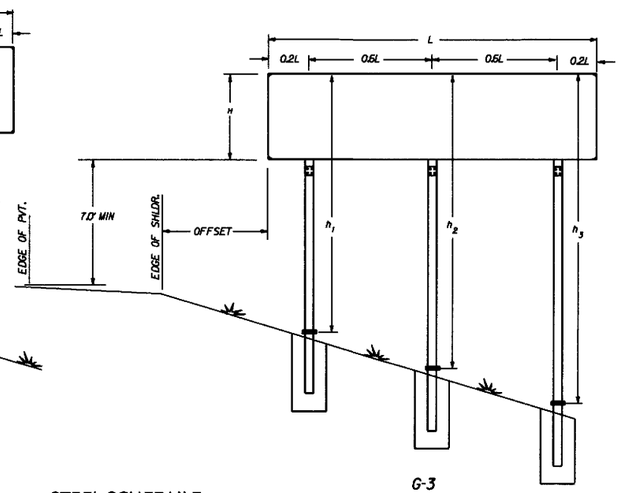


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER

G-1

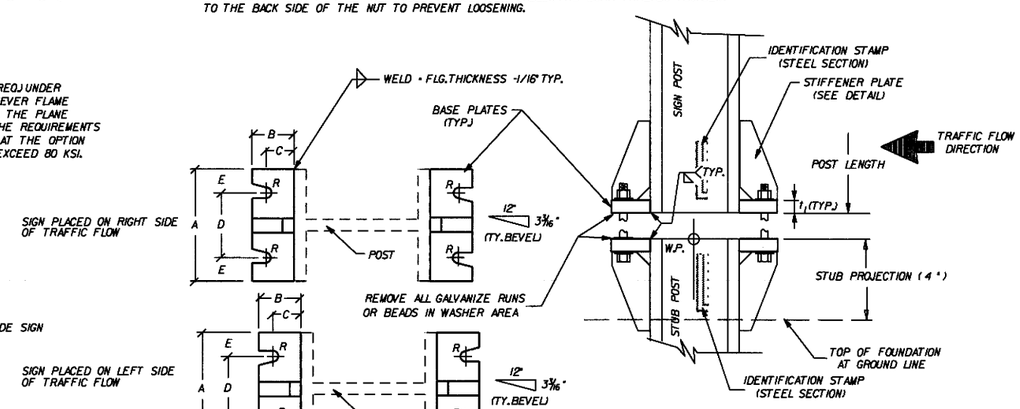


G-2

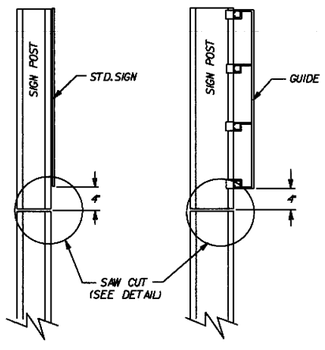


G-3

NOTE: SECTIONS SHOWN ARE FOR INSTALLATION ON THE RIGHT SHOULDER AND IN THE GORE. BOLT HOLES IN BASE PLATE ARE SLOTTED AND BEVELED AS SHOWN. USE H.S.BOLTS WITH HEX HD.,HEX NUT AND THREE FLAT WASHERS FOR EACH BOLT. SEE TABLE FOR BOLT DIA. AND TORQUE.
NOTE: ASSEMBLE SIGN POST TO STUB POST USING THE BOLTS SPEC. IN THE TABLE AND AS SHOWN IN THE ELEVATION DETAILS. THERE SHALL BE THREE FLAT WASHERS ON EACH BOLT LOCATED AS SHOWN IN THE ELEVATIONS. USE A SHIM TO PLUMB THE SIGN POST, THEN TIGHTEN THE BOLTS USING A 12" TO 15" WRENCH UNTIL THE WASHERS AND SHIMS ARE SEATED AND THE BOLT THREADS ARE CLEAR. THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE (SEE TABLE), THE BURR THREADS ADJACENT TO THE BACK SIDE OF THE NUT TO PREVENT LOOSENING.



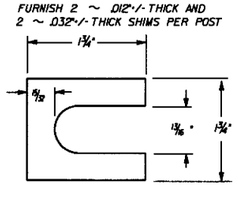
NOTE: BOLT HOLES, USED IN THE MOUNTING OF STANDARD SIGNS SHALL BE LOCATED IN THE FLANGE ADJACENT TO THE NEAR EDGE OF PAVEMENT FOR SINGLE POST ASSEMBLIES AND IN THE OUTSIDE FLANGES FOR MULTIPLE POST ASSEMBLIES.



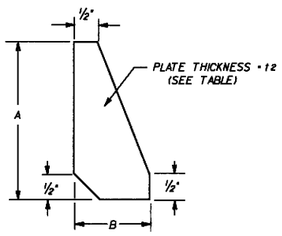
NOTE: POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED, AFTER PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED, WITH AN APPROVED ZINC SOLDER MEETING THE FEDERAL SPEC. O-G-93 (STICK ONLY).

STANDARD SIGNS GUIDE SIGNS

FUSE PLATE DETAILS



SHIM DETAIL



STIFFENER PLATE DETAIL

GENERAL NOTES

TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE CONNECTION ONLY TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

BASE PLATES AND STIFFENER PLATES SHALL BE OF THE SAME MATERIAL AS THE PRIMARY SUPPORT POSTS WHICH THEY ARE WELDED.

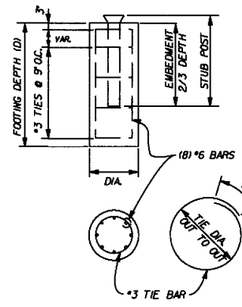
REFER TO THE PLANS FOR FOOTING DIMENSIONS.

EACH STUB POST AND SIGN POST SHALL HAVE A PERMANENT IDENTIFYING STAMP WHICH SPECIFIES THE STEEL SECTION USED. IF THE CONTRACTOR ELECTS TO SHIP THE STUB POST SEPARATE FROM THE SIGN POST A MATCH MARK SYSTEM WILL BE REQUIRED.

STEEL SCHEDULE

FOOTING DIAMETER	#3 TIE BARS		
	DIAMETER	BAR LENGTH	POUNDS
INCHES	INCHES	FEET	
18	12	4.39	1.65
24	18	5.96	2.24
30	24	7.53	2.83
36	30	9.1	3.42

FOOTINIG DEPTH	#6 STRAIGHT BARS		
	BAR LENGTH	NUMBER REQ'D.	POUNDS
FEET	FEET		
2.50	2.00	8	24.03
3.00	2.50	8	30.04
3.50	3.00	8	36.05
4.00	3.50	8	42.06
4.50	4.00	8	48.06
5.00	4.50	8	54.07
5.50	5.00	8	60.08
6.00	5.50	8	66.09
6.50	6.00	8	72.10
7.00	6.50	8	78.10
7.50	7.00	8	84.11
8.00	7.50	8	90.12

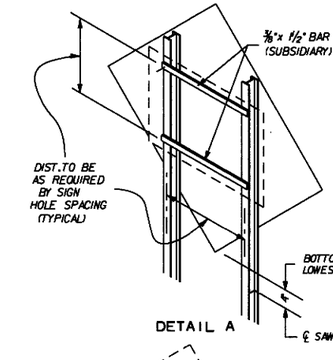


FOOTING QUANTITIES

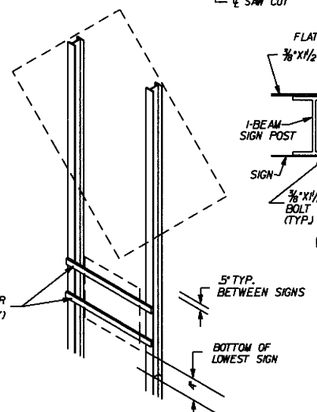
FOOTING DEPTH	NUMBER TIE BARS REQ'D	18" DIAMETER		24" DIAMETER		30" DIAMETER		36" DIAMETER	
		CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL	CLASS S CONCRETE	REINF STEEL
FEET		CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)	CU. YD.	(GRADE 60)
2.50	4	0.16	31						
3.00	4	0.20	37						
3.50	5	0.23	44						
4.00	6	0.26	52	0.47	56				
4.50	6	0.29	58	0.52	62				
5.00	7	0.33	66	0.58	70	0.91	74		
5.50	8			0.64	78	1.00	83		
6.00	8			0.70	84	1.09	89	1.57	93
6.50	9					1.18	98	1.70	103
7.00	10					1.27	106	1.83	112
7.50	10							1.96	118
8.00	11							2.09	128

SIGN POST AND STUB POST

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR GUIDE SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-3
DATE	REVISION	FILMED	



DETAIL A



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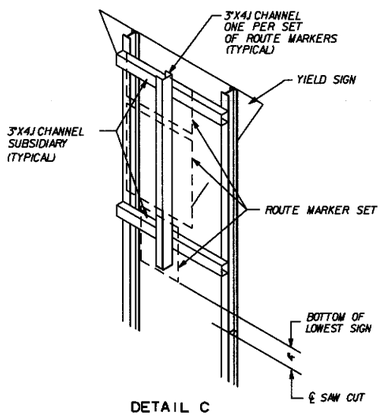

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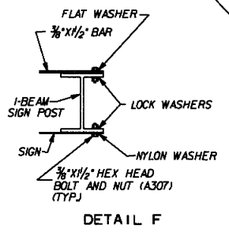
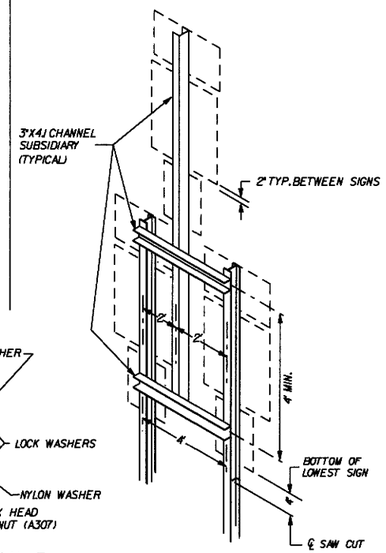
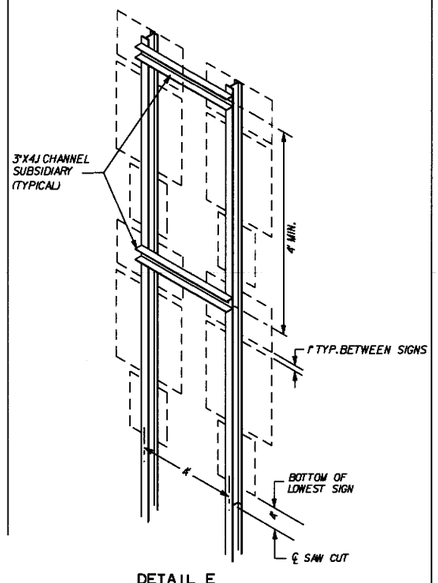


DETAIL F



DETAIL D



DETAIL E

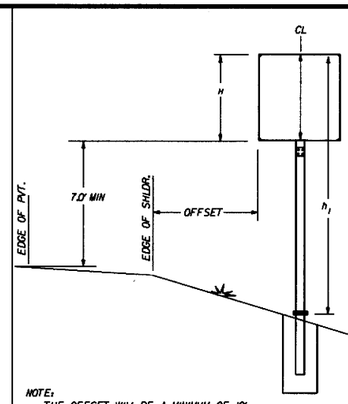
NOTE

ALL ADDITIONAL MOUNTING HARDWARE, BOLTS, NUTS, CHANNELS AND BAR STRAPS REQUIRED TO MOUNT SECONDARY SIGNS WILL BE CONSIDERED TO BE SUPPLEMENTAL TO THE MAIN SIGN SUPPORT SPECIFIED. PAYMENT WILL BE CONSIDERED SUBSIDIARY TO THE MAIN SUPPORT.

THE GALVANIZED STEEL CHANNEL AND BAR SUPPORTS MAY BE ASTM A-36.

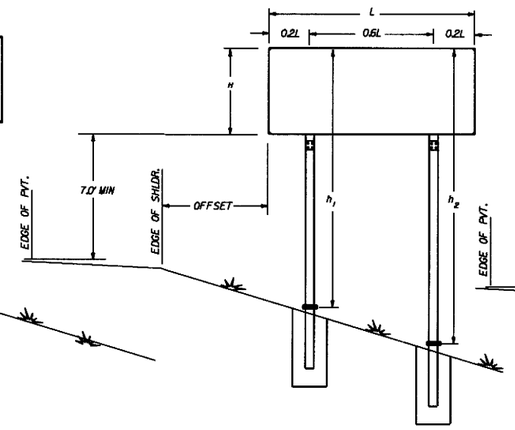
REFER TO THE P.C. RUTLEDGE FORMULA ON PAGE 58 OF THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.

ALL BOLT HOLES SHALL BE 1/8" DIA. UNLESS OTHERWISE SHOWN.

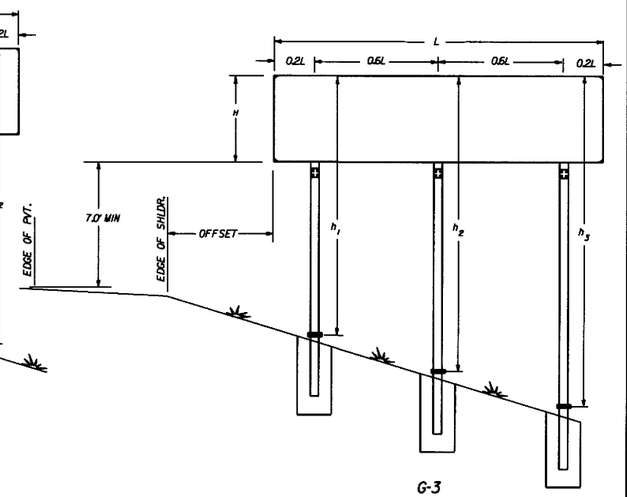


NOTE:
THE OFFSET WILL BE A MINIMUM OF 10' FROM THE EDGE OF PAVED SURFACE OR AS DIRECTED BY THE ENGINEER.

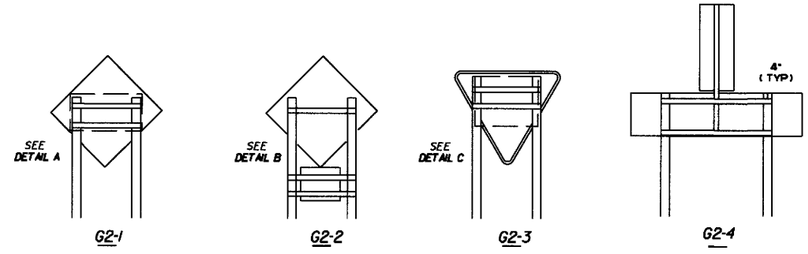
G-1



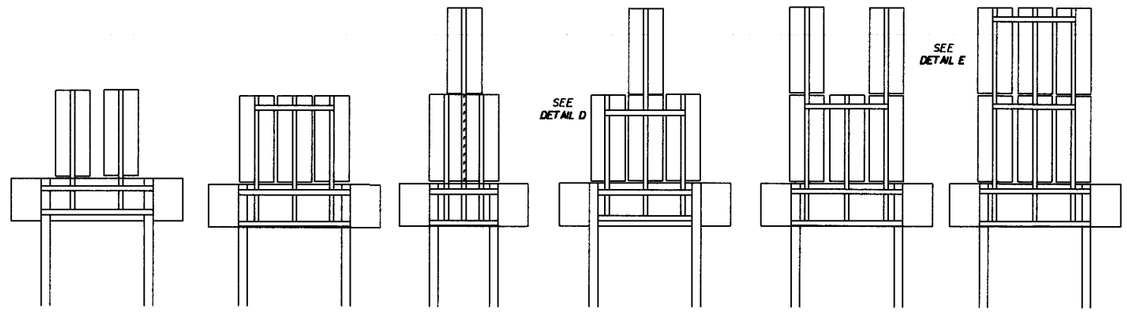
G-2



G-3



G2-1 G2-2 G2-3 G2-4



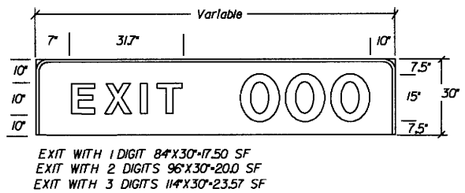
G2-5 G2-6 G2-7 G2-8 G2-9 G2-10

			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF BREAKAWAY SIGN SUPPORTS FOR STANDARD SIGNS
9-12-13	ISSUED		STANDARD DRAWING SHS-4
DATE	REVISION	FILMED	



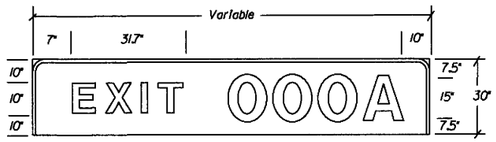
TYPICAL DETAIL

TYPE A



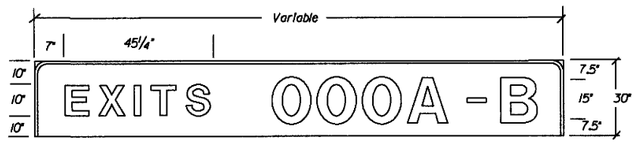
EXIT WITH 1 DIGIT 84"X30"=17.50 SF
EXIT WITH 2 DIGITS 96"X30"=20.0 SF
EXIT WITH 3 DIGITS 114"X30"=23.57 SF

TYPE B



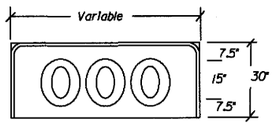
EXIT WITH 1 DIGIT PLUS "A"OR"B" 96"X30"=20.0 SF
EXIT WITH 2 DIGITS PLUS "A"OR"B" 114"X30"=23.57 SF
EXIT WITH 3 DIGITS PLUS "A"OR"B" 126"X30"=26.25 SF

TYPE C



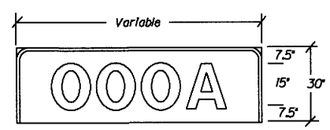
EXITS WITH 1 DIGIT PLUS "A"&"B" 132"X30"=27.50 SF
EXITS WITH 2 DIGITS PLUS "A"&"B" 150"X30"=31.25 SF
EXITS WITH 3 DIGITS PLUS "A"&"B" 168"X30"=35.00 SF

TYPE D



1 DIGIT 24"X30"=5.0 SF
2 DIGITS 42"X30"=8.75 SF
3 DIGITS 60"X30"=12.50 SF

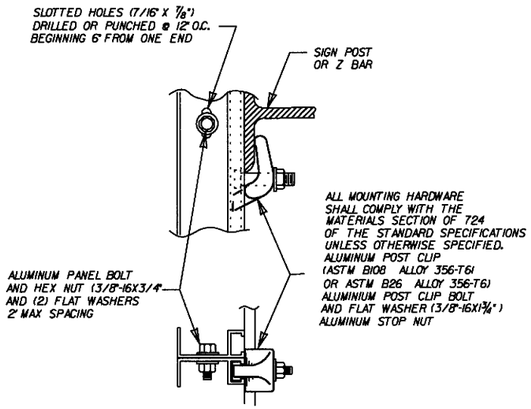
TYPE E

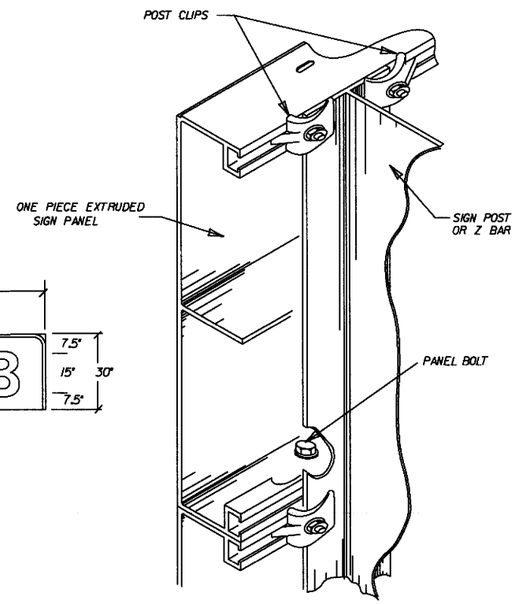


1 DIGIT PLUS "A"OR"B" 42"X30"=8.75 SF
2 DIGITS PLUS "A"OR"B" 60"X30"=12.50 SF
3 DIGITS PLUS "A"OR"B" 78"X30"=16.25 SF

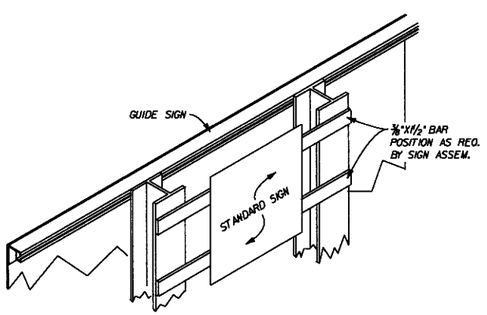
EXIT PANEL DETAILS

NOTE: EXIT NUMBER PANELS SHALL HAVE WHITE LEGENDS AND BORDERS. THE BACK GROUND COLOR WILL BE AS USE SPECIFIES. SHEETING TYPE WILL BE THE SAME AS THE GUIDE SIGN WHICH THE EXIT PANEL IS ATTACHED OR AS SPECIFIED IN THE PLANS. PAYMENT FOR ALL POST CLIPS, BOLTS, AND ANGLES SHALL BE SUBSIDIARY TO THE ITEM "EXIT NUMBER PANEL".

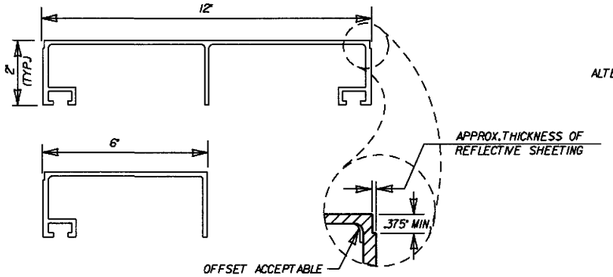




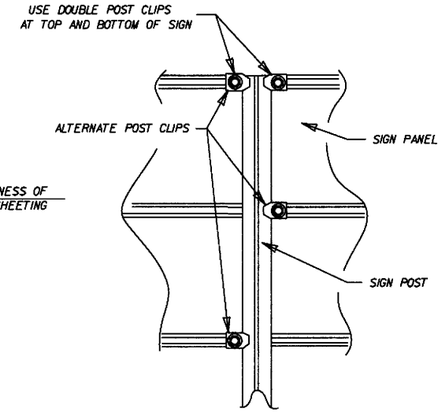
MOUNTING HARDWARE



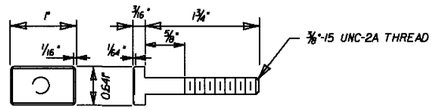
SECONDARY SIGN INSTALLATION ON BACKSIDE OF GUIDE SIGN



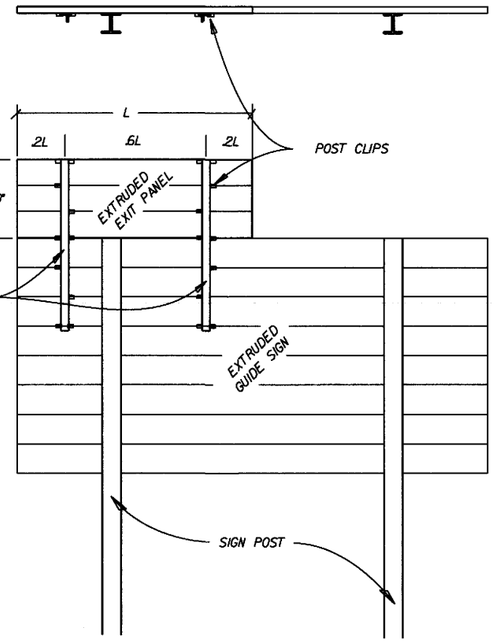
ONE PIECE EXTRUDED SIGN PANELS



POST CLIP PLACEMENT



POST CLIP BOLT

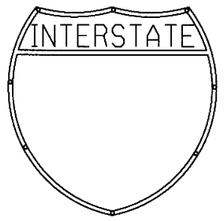


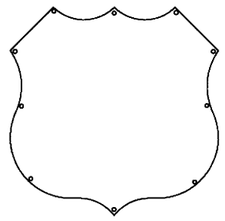
			ARKANSAS STATE HIGHWAY COMMISSION
			DETAILS OF GUIDE SIGN PANELS
9-12-13	ISSUED		STANDARD DRAWING SHS-5
DATE	REVISION	FILMED	

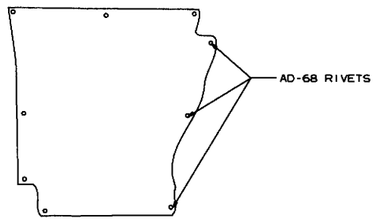
THE CONTRACTOR SHALL DRILL AND POP-RIVET LEGEND, SHIELDS, ARROWS, OR OTHER COPY AS SHOWN.

MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS

DIRECT APPLIED BORDER







DIRECT APPLIED BORDER

AD-68 RIVETS

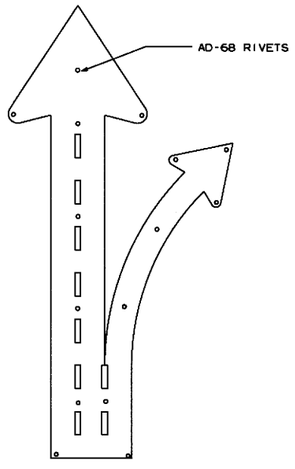
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

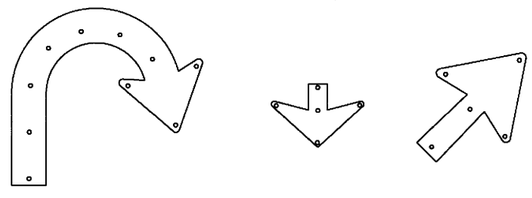
AD-68 RIVETS

a b c d e f g h i j k l m n o p q r s t u v w x y z

AD-68 RIVETS

0 1 2 3 4 5 6 7 8 9 1/4 1/2 3/4





NOTES:

LEGEND ON GUIDE SIGNS ON THE MAIN LANES SHALL BE DEMOUNTABLE LEGEND.
LEGEND ON GUIDE SIGNS ON CROSS ROADS AND RAMPS SHALL BE DIRECT APPLIED.
THE DEMOUNTABLE AND DIRECT APPLIED LEGENDS SHALL BE TYPE IX SHEETING.

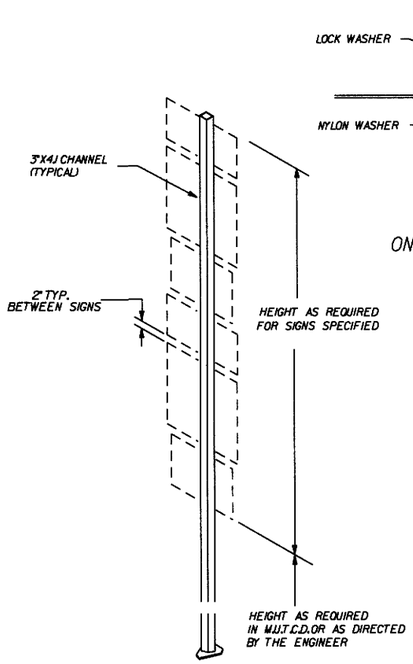
THE BACKGROUND ON ALL GUIDE SIGNS AND STANDARD SIGNS SHALL BE CONSTRUCTED USING TYPE III SHEETING.

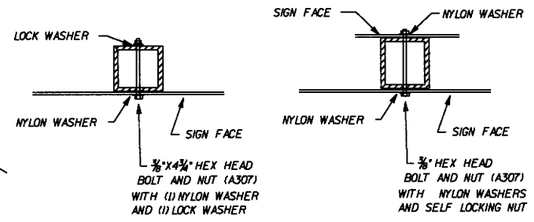
TYPE IX SHEETING FOR BORDER, LEGEND, SHIELDS, ARROWS, OR OTHER COPY SHALL BE ORIENTED VERTICALLY AS PER MANUFACTURERS' DATUM MARKS, ORIENTATION MARKS, OR OTHER RECOMMENDATIONS.

SIGN LEGEND, SHIELDS, ARROWS OR OTHER COPY SHALL BE APPLIED WITH RIVETS ONLY.

NO OTHER METHOD OF APPLYING CHARACTERS IS ALLOWED.

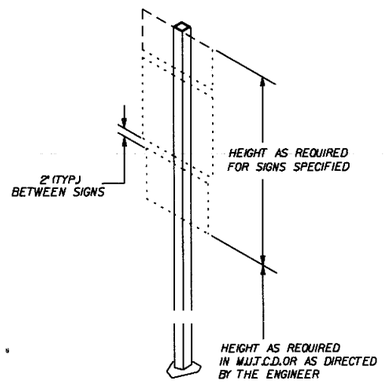
			ARKANSAS STATE HIGHWAY COMMISSION
			MOUNTING DETAILS FOR DEMOUNTABLE LEGEND ON GUIDE SIGNS
9-12-13 DATE	ISSUED REVISION	FILMED	STANDARD DRAWING SHS-6





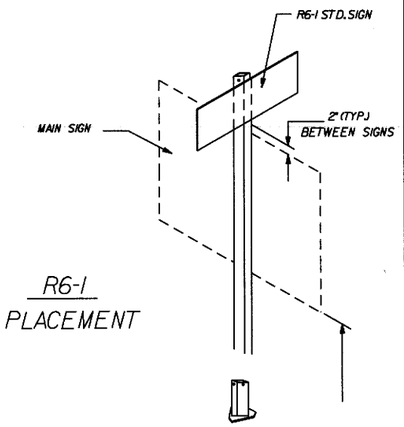
CHANNEL SHALL BE FULL LENGTH OF RECTANGULAR AND SQUARE SIGNS AND SHALL EXTEND ½" BEYOND BOLT HOLES ON DIAMOND OR IRREGULAR SHAPED SIGNS.

MOUNTING HARDWARE

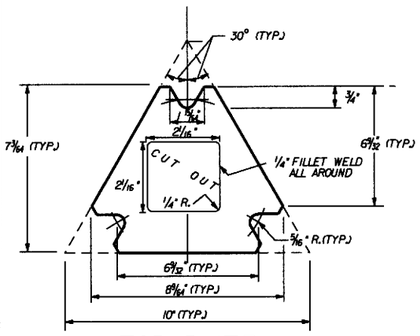


TYPE-I

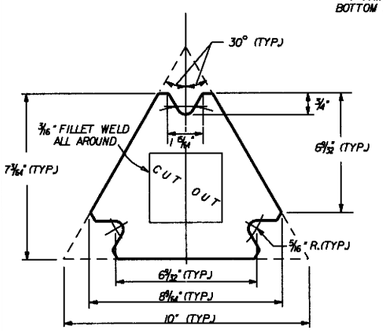
BASIS OF ESTIMATE
APPROX. 100 lbs STEEL



R6-1 PLACEMENT



TOP PLATE



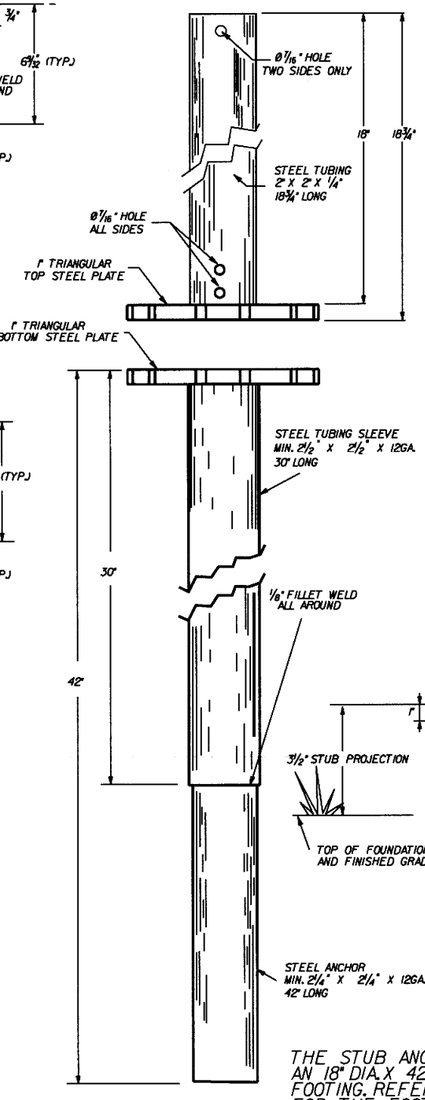
BOTTOM PLATE

GENERAL NOTES:

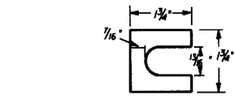
THE TOP PLATE OF TRIANGULAR SLIP BASES SHALL HAVE THE SAME EXTERIOR DIMENSIONS AS THE BOTTOM PLATE.

INSIDE DIAMETER OF THE SIGN POST SHALL BE CUT THROUGH THE CENTER OF THE TOP PLATE WITH THE HOLE EDGE BEVELED AS SHOWN. THE BEVEL END SHALL BE TANGENT TO THE BOLT HOLE . ANY MISALIGNMENT SHALL BE REMOVED BY GRINDING . FACE OF BEVEL SHALL BE FINISHED TO A MINIMUM SMOOTHNESS OF 1·500 .

OTHER MASH COMPLIANT BREAKAWAY SIGN SUPPORTS THAT HAVE THE SAME TOP PLATE DIMENSIONS AND SUPPORT 2¼" x 2¼" SQUARE TUBE SIGN POSTS MAY BE SUBSTITUTED AS APPROVED BY THE ENGINEER.

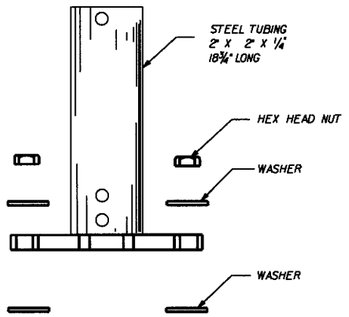


THE STUB ANCHOR SHALL BE SET IN AN 18" DIA. X 42" DEEP CONCRETE FOOTING. REFER TO STD. DRWG. SHS-3 FOR THE FOOTING DETAILS.

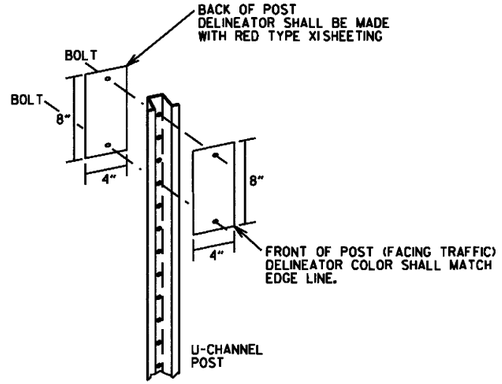


FURNISH (2) .012" THICK AND (2) .032" THICK SHIMS PER POST

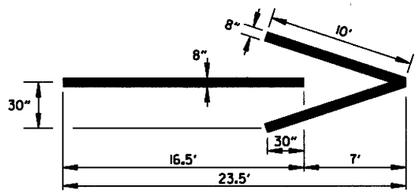
SHIM DETAIL



			ARKANSAS STATE HIGHWAY COMMISSION
			DETAIL OF OMNI-DIRECTIONAL BREAKAWAY SIGN SUPPORTS
9-12-13 DATE	ISSUED REVISION	FILMED	STANDARD DRAWING SHS-7



TYPE 2 DELINEATOR DETAILS



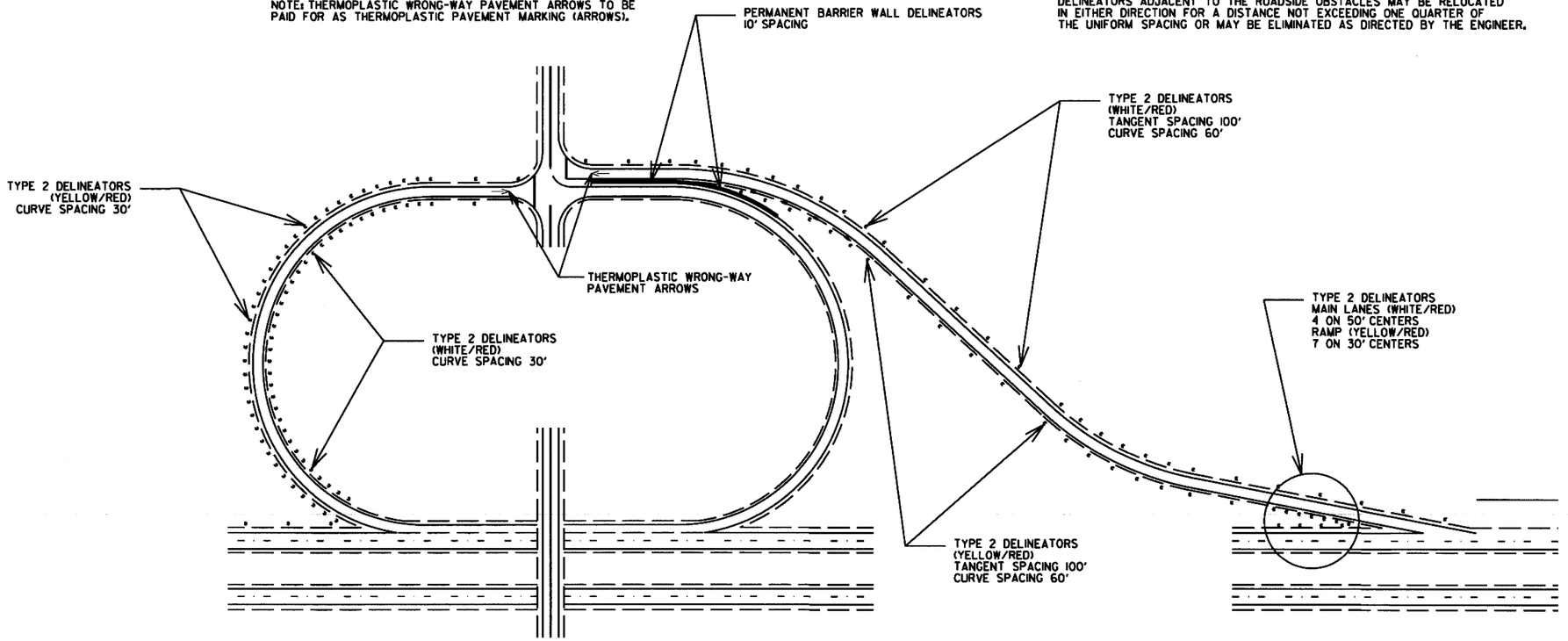
THERMOPLASTIC WRONG-WAY
PAVEMENT ARROWS

NOTE: THERMOPLASTIC WRONG-WAY PAVEMENT ARROWS TO BE PAID FOR AS THERMOPLASTIC PAVEMENT MARKING (ARROWS).

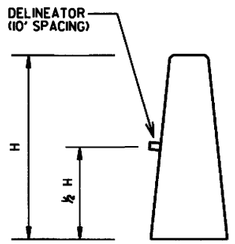
LEGEND

DELINEATOR

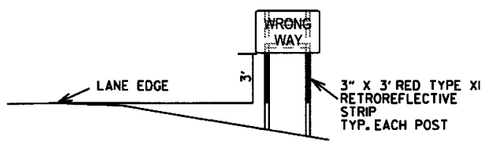
NOTE: WHEN UNIFORM SPACING IS INTERRUPTED BY ROADSIDE OBSTACLES, DELINEATORS ADJACENT TO THE ROADSIDE OBSTACLES MAY BE RELOCATED IN EITHER DIRECTION FOR A DISTANCE NOT EXCEEDING ONE QUARTER OF THE UNIFORM SPACING OR MAY BE ELIMINATED AS DIRECTED BY THE ENGINEER.



TYPICAL EXIT RAMP DELINEATOR PLACEMENT

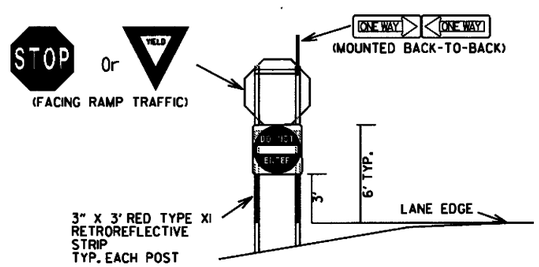


PERMANENT BARRIER WALL
DELINEATOR DETAIL



WRONG-WAY SIGN ASSEMBLY DETAILS

NOTES
1. WRONG-WAY SIGNS MAY BE MOUNTED ON THE BACK SIDE OF EXISTING SIGN SUPPORTS WHERE POSSIBLE.
2. WRONG-WAY SIGNS ARE NORMALLY GATED, BUT MAY BE OFFSET WHEN BARRIER WALLS ARE PRESENT ON THE INSIDE SHOULDER. IN SUCH CASES, THE SIGN ON THE INSIDE SHOULDER SIDE MAY BE LOCATED PAST THE END OF THE BARRIER WALL. IN RARE CASES WHERE THE BARRIER WALL EXTENDS TO OR NEAR THE MAIN LANES, BOTH SIGNS MAY BE LOCATED ON THE OUTSIDE SHOULDER SIDE OF THE RAMP, WITH APPROXIMATELY 300' SPACING BETWEEN THE SIGNS.



RAMP INTERSECTION SIGN ASSEMBLY DETAILS

THE DELINEATORS SHALL BE PLACED AT A 4' HEIGHT MEASURED FROM THE PAVEMENT EDGE TO THE BOTTOM OF THE DELINEATOR. DELINEATOR POSTS SHALL BE PLACED 2 TO 8 FT. OUTSIDE THE OUTER EDGE OF THE SHOULDER, OR IF APPROPRIATE, IN LINE WITH THE ROADSIDE BARRIER THAT IS 8 FT. OR LESS OUTSIDE THE OUTER EDGE OF THE SHOULDER.

DELINEATOR SPACING IN CURVES SHALL BE REDUCED TO 30' WHEN THE RAMP ADVISORY SPEED IS 30 MPH OR LESS.

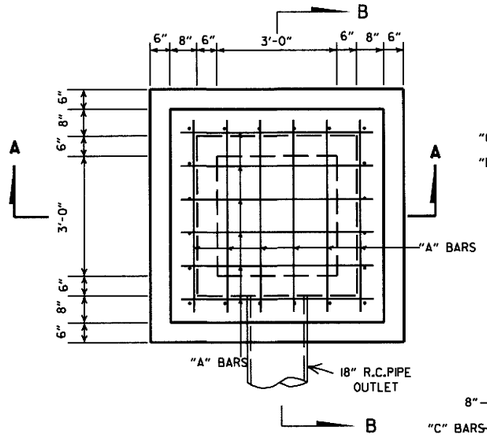
IF MULTIPLE LANES EXIST AT THE RAMP TERMINAL, THE THERMOPLASTIC WRONG-WAY ARROW SHALL BE PLACED AS CLOSE TO THE RAMP TERMINAL TURNOUT AS POSSIBLE.

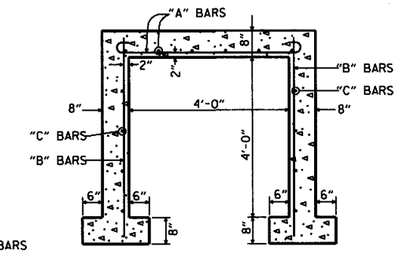
DATE	REVISION	FILMED
11-16-17	ADDED NOTES	
06-01-17	RE-DRAWN	
09-12-13	ISSUED AS STANDARD DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

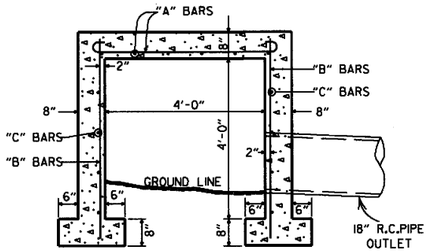
TYPICAL EXIT RAMP SIGN AND DELINEATOR DETAILS

STANDARD DRAWING SHS-8





SEC A-A



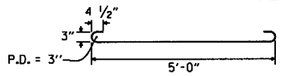
SEC B-B

NOTE: MAX FILL HEIGHT ABOVE TOP OF BOX = 13'-0".

STEEL SCHEDULE

BARS	NUMBER	LENGTH	SPACING
"A"	12	6'-0"	10"
"B"	20	5'-0"	10 ½"
"C"	16	5'-0"	12"

ALL STEEL TO BE #4 BARS



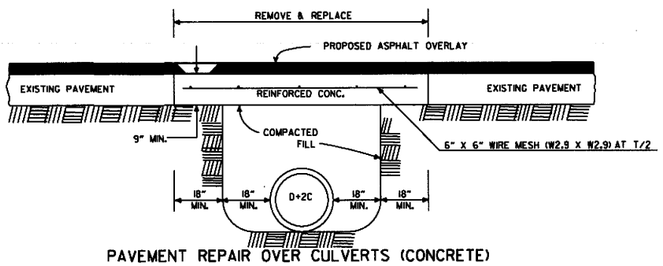
QUANTITIES

CONCRETE 3.31 CU. YDS.
REINFORCING STEEL 168 LB.

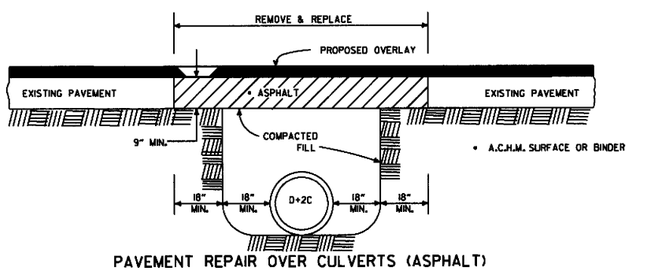
GENERAL NOTE:

THE PAY ITEMS FOR REINFORCED CONCRETE SPRING BOXES SHALL BE FOR THE QUANTITTIES OF CONCRETE OF THE CLASS SPECIFIED, REINFORCING STEEL, EXCAVATION FOR STRUCTURES AND 18" R.C. PIPE CULVERT.

REINFORCED CONCRETE SPRING BOX



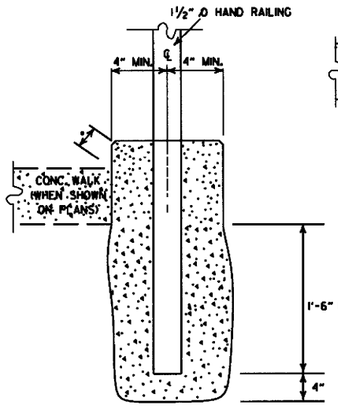
PAVEMENT REPAIR OVER CULVERTS (CONCRETE)



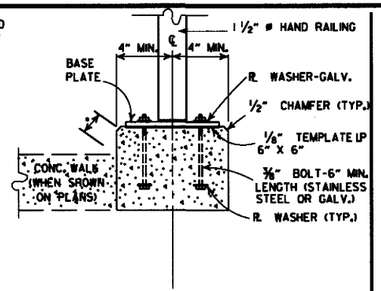
PAVEMENT REPAIR OVER CULVERTS (ASPHALT)

DETAIL SHOWING REPAIR OF EXISTING PAVEMENT AT CULVERT INSTALLATIONS

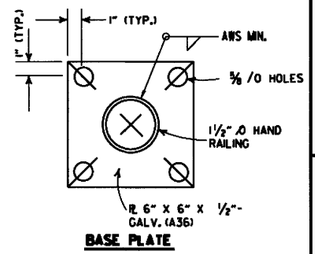
* A 2" MIN. HIGH CURB IS REQUIRED WHEN CONCRETE WALK IS ADJACENT TO THE HAND RAILING. PAYMENT FOR CURB SHALL BE CONSIDERED INCLUDED IN THE PRICE BID FOR CONCRETE WALKS.



DETAIL OF HAND RAILING SET IN CONCRETE

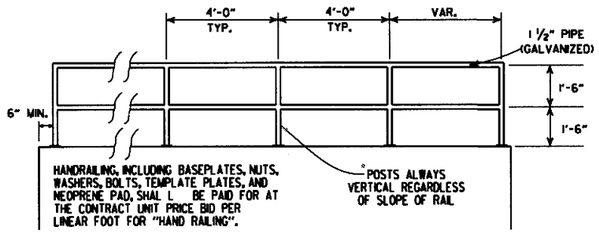


POST CONNECTION TO WALL

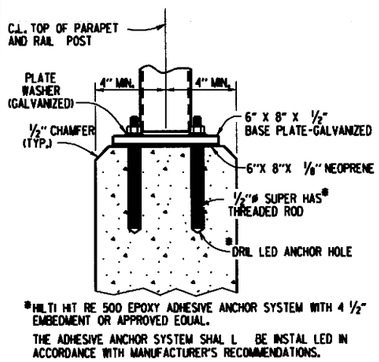


BASE PLATE

POST CONNECTION DETAILS



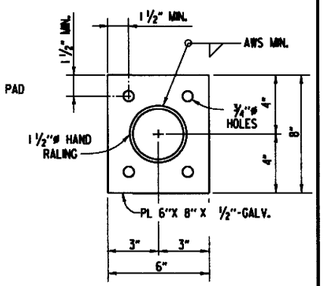
HAND RAILING SHAL L CONFORM TO SECTION 633.



*HILTI HIT RE 500 EPOXY ADHESIVE ANCHOR SYSTEM WITH 4 ½" EMBEDMENT OR APPROVED EQUAL.

THE ADHESIVE ANCHOR SYSTEM SHAL L BE INSTAL LED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

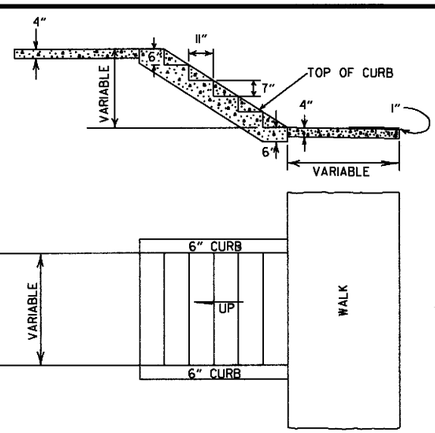
POST CONNECTION TO WALL



BASE PLATE

DETAILS OF ALTERNATE POST ANCHOR SYSTEM (EPOXY ADHESIVE ANCHORS)

HAND RAILING DETAILS



GENERAL NOTES

1. RISE AND TREAD DIMENSIONS OF STEPS MAY BE VARIED AS DIRECTED BY THE ENGINEER, HOWEVER, TREAD WIDTHS SHALL BE 11" MIN. ALL STEPS IN A FLIGHT SHALL HAVE CONSISTENT TREAD & RISER DIMENSIONS.
2. 1" TRANSVERSE EXPANSION JOINTS SHALL BE PLACED IN CONCRETE WALKS AT 45' INTERVALS.

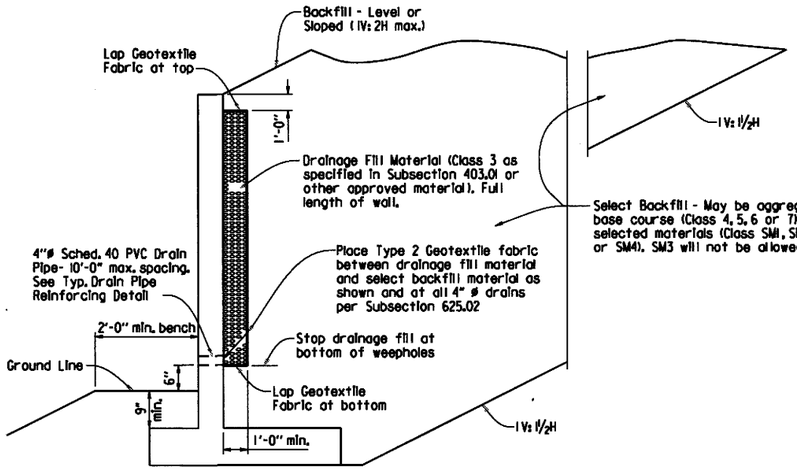
DETAILS OF CONCRETE STEPS & WALKS

DATE	REVISION	DATE FILMED
9-12-13	REVISED REINFORCED CONCRETE SPRING BOX	
7-26-12	REMOVED RETAINING WALL DETAILS & REVISED HAND RAILING DETAILS	
4-17-08	REV. JOINT & FOOTING STEP DETAILS	
11-29-07	REVISED RETAINING WALL DRAINAGE	
5-25-06	REVISED PVMT REPAIR OVER CULVERTS (CONC); REVISED REINFORCED CONC SPRING BOX	
10-9-03	REVISED PIPE RAILING DETAILS TO HAND RAILING DETAILS	
4-10-03	REVISED RETAINING WALL DRAWING	
8-22-02	ADDED HAND RAILING DETAIL	
11-16-01	REVISED PVMT REPAIR OVER CULVERTS (CONC); CORRECTED SPELLING IN GENERAL NOTES	
11-18-98	ADDED GENERAL NOTES TO CONCRETE STEPS & WALKS	
7-02-98	ENLARGED PIPE	
4-03-97	ADDED NOTE TO STEEL BAR SCHED.	
10-18-96	CORRECTED SPELLING	
4-26-96	ADD WEEP HOLE; REV. JOINT SPACING IN RET. WALL	
6-2-94	CHANGED CONST. TO CONTRACTION JOINT	
10-1-92	CHANGED MESH FABRIC TO WIRE MESH	10-1-92
8-15-91	DELETED HDWL MODIFICATION DETAIL	8-15-91
11-8-90	DELETED COLD MIX FROM CULV'T. REPAIR	11-8-90
11-30-89	REV. RETAINING WALL STEEL SCHEDULE	11-30-89
11-17-88	V. BARS BEHIND ARROW	665-11-17-88
7-15-88	REV. PAVEMENT REPAIR ADDED HDWL. MODS, DEL. PIPE UNDERDRAINS	649-7-15-88
11-1-84	REV. TRENCH FOR PIPE UNDERDRAIN	510-11-1-84
1-4-83	ELIMINATED CONC. CLASS & ADDED CHAMFER NOTE	682-1-4-83
3-2-81	SPELLING OF "UNDERDRAIN"	721-3-2-81
4-20-79	REV. UNDERDRAIN DET& PAVEMENT REPAIR	674-4-20-79
2-2-76	12"MIN. GRAN. MAT'L. OVER PIPE	919-2-2-76
4-10-75	REM. SPECS. FOR GRAN. MAT'L.	568-4-10-75-853
5-22-74	GRANULAR MAT'L. TO BE SB-3	567-5-22-74-740
10-2-72	REVISED AND REDRAWN	564-10-16-72

ARKANSAS STATE HIGHWAY COMMISSION

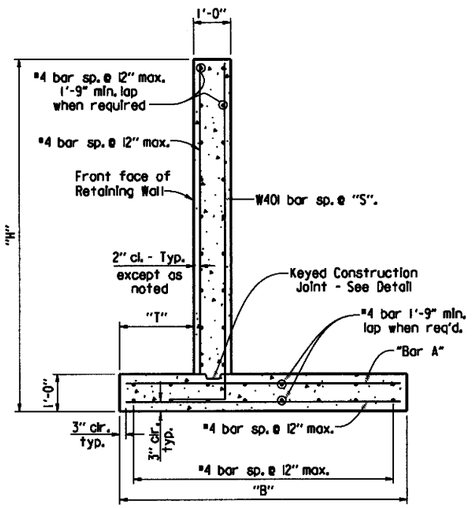
DETAILS OF SPECIAL ITEMS

STANDARD DRAWING SI-1



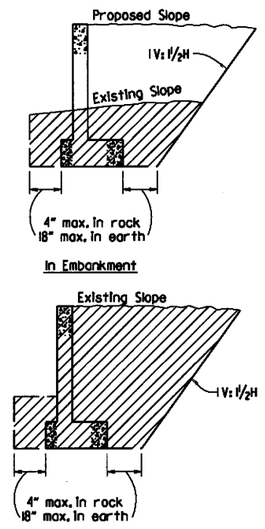
TYPICAL DRAINAGE & BACKFILL DETAILS

N.T.S



TYPICAL SECTION

N.T.S



In Embankment

In Excavation

NOTE: Hatched area denotes maximum limits of pay excavation.

DETAILS OF EXCAVATION

N.T.S

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: Arkansas state Highway and Transportation Department Standard Specifications for Highway Construction (Current Edition) with applicable supplemental specifications and special provisions. Unless otherwise noted in the plans, Section and Subsection refer to the Standard Construction Specifications.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications, Sixth Edition (2012).

LIVE LOAD: Live Load Surcharge is not included in the design of these walls. Vehicular Live Load shall not be allowed within a distance equal to one-half the height of the wall.

CONCRETE: Concrete shall be poured in the dry and all exposed corners to be chamfered ½". All concrete shall be Class S with a minimum 28 day compressive strength f'c = 3,500 psi. A Class 2 Surface finish shall be used on all surfaces of the concrete unless otherwise noted.

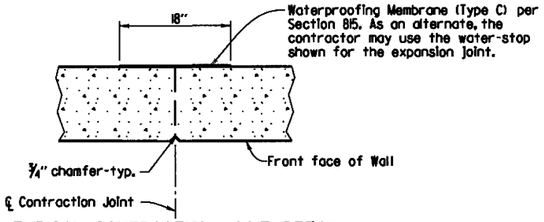
REINFORCING STEEL: All reinforcing steel shall conform to AASHTO M31 or M53, Grade 60.

Foundations for footings shall be prepared in accordance with subsection 801.04. Backfill for retaining walls shall be in accordance with subsection 801.08.

Waterproof Membrane (Type C), waterstops, preformed joints, weep holes & geotextile fabric shall not be paid for directly, but shall be considered subsidiary to Class S Concrete.

Drainage fill material (Class 3) and select backfill shall be measured and paid for as Compacted Embankment.

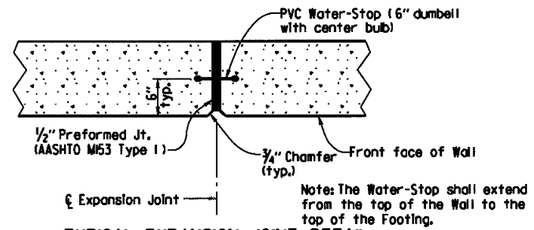
These details are not intended for use along streams or ditches without consideration for scour.



TYPICAL CONTRACTION JOINT DETAIL

N.T.S.

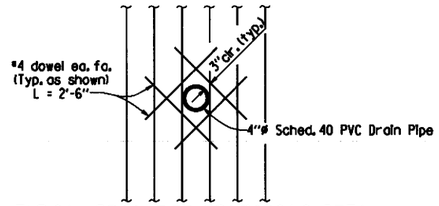
Note: 20'-0" Max. Spacing between Contraction Joints. Horizontal reinforcement shall be continuous through Contraction Joints.



TYPICAL EXPANSION JOINT DETAIL

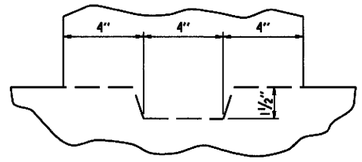
N.T.S.

Note: 60'-0" Max. Spacing between Expansion Joints. Horizontal reinforcing shall stop 2" from ℄ Expansion Joint.



TYPICAL DRAIN PIPE REINFORCING DETAIL

N.T.S



KEYED CONSTRUCTION JOINT DETAIL

N.T.S

SEISMIC ZONE: These walls have been designed for the following site adjusted peak ground accelerations (A_S):
Level Backfill - $A_S \leq .40g$
Sloped Backfill (1V: 2H max.) - $A_S \leq .30g$

TABLE OF RETAINING WALL VARIABLES (LEVEL BACKFILL)

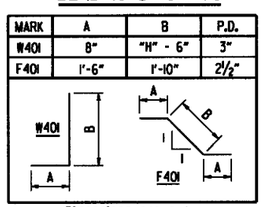
"H"	"T"	"B"	"S"	"Bar A" Size @ Spacing
3'-0"	9"	2'-6"	12"	#4 @ 12"
4'-0"	9"	3'-6"	12"	#4 @ 12"
5'-0"	9"	4'-0"	12"	#4 @ 12"
6'-0"	9"	4'-6"	12"	#4 @ 12"
7'-0"	9"	5'-6"	12"	#4 @ 10"
8'-0"	9"	6'-0"	12"	#5 @ 10"
9'-0"	1'-0"	7'-0"	12"	#5 @ 6½"

TABLE OF RETAINING WALL VARIABLES (SLOPED BACKFILL) (1V: 2H MAX.)

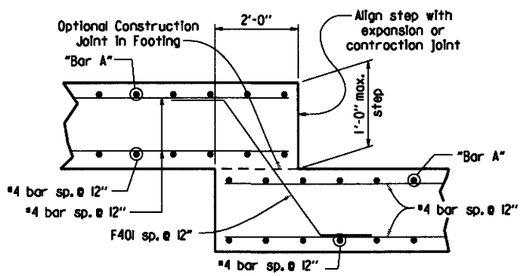
"H"	"T"	"B"	"S"	"Bar A" Size @ Spacing
3'-0"	9"	2'-6"	12"	#4 @ 12"
4'-0"	9"	3'-6"	12"	#4 @ 12"
5'-0"	9"	4'-6"	12"	#4 @ 12"
6'-0"	9"	5'-6"	12"	#4 @ 6"
7'-0"	9"	6'-6"	12"	#5 @ 6½"
8'-0"	1'-6"	8'-0"	7½"	#6 @ 6"
9'-0"	1'-11"	9'-6"	5"	#8 @ 6"

BENDING DIAGRAMS

MARK	A	B	P.D.
W401	8"	"H" - 6"	3"
F401	1'-6"	1'-10"	2½"



Dimensions are out to out of bars.



FOOTING STEP DETAIL

N.T.S.

DATE	REVISION	DATE FILMED
5-12-16	REVISED SLOPES FOR SELECT BACKFILL	
2-27-14	REVISED GENERAL NOTES	
7-26-12	DRAWING ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

REINFORCED CONCRETE RETAINING WALL (WITHOUT LIVE LOAD SURCHARGE)

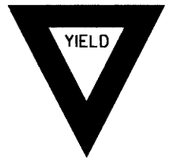
STANDARD DRAWING SI - 2

R1-1



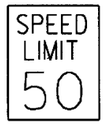
STANDARD 30"X30"
EXPRESSWAY 36"X36"
SPECIAL 48"X48"

R1-2



STD. 36"X36"X36"
EXPWY. 48"X48"X48"
FWY. 60"X60"X60"

R2-1



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

W3-5



STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

W3-5a



STD. 36"X36"
EXPWY. 48"X48"
FWY. 48"X48"

R4-1



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R4-2



STD. 24"X30"
EXPWY. 36"X48"
FWY. 48"X60"

R5-1



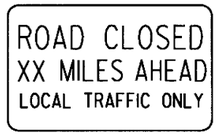
STD. 30"X30"
EXPWY. 36"X36"
SPECIAL 48"X48"

R11-2



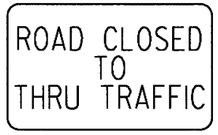
48"X30"

R11-3A



60"X30"

R11-4



60"X30"

W21-5a



STD. 36"X36"
FWY. 48"X48"

W1-1



STD. 36"X36"
FWY. 48"X48"

W1-2



STD. 36"X36"
FWY. 48"X48"

W1-3



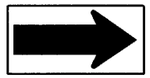
STD. 48"X48"

W1-4



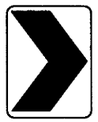
STD. 48"X48"

W1-6



STD. 48"X24"
SPECIAL 60"X30"

W1-8



STD. 18"X24"
SPECIAL 24"X30"
EXPWY. 30"X36"
FWY. 36"X48"

W3-1



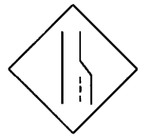
STD. 36"X36"
SPECIAL 48"X48"

W3-2



STD. 36"X36"
SPECIAL 48"X48"

W4-2



STD. 36"X36"
FWY. 48"X48"

W5-1



STD. 36"X36"
SPECIAL 48"X48"

W6-3



EXPWY. 36"X36"
SPECIAL 48"X48"

W8-7



EXPWY. 36"X36"
FWY. 48"X48"

W9-2



STD. 36"X36"
FWY. 48"X48"

W13-1



STD. 24"X24"

W20-1



STD. 48"X48"

W20-2



STD. 48"X48"

W20-3



STD. 48"X48"

W20-4



STD. 48"X48"

W20-5



STD. 48"X48"

W20-7a



STD. 36"X36"
FWY. 48"X48"

W21-2



STD. 30"X30"
SPECIAL 36"X36"

W21-5



STD. 30"X30"
SPECIAL 36"X36"

W24-1



STD. 36"X36"

W1-4b



STD. 48"X48"

R56-1



STD. 18"X18"

W8-11



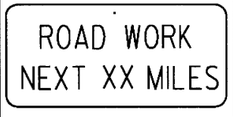
STD. 36"X36"
FWY. 48"X48"

W8-9



STD. 36"X36"
FWY. 48"X48"

G20-1



60"X24"

G20-2

48"X24"

OM-3L OM-3R

12"X36"

M4-9

STD. 30"X24"
SPECIAL 48"X36"
SPECIAL 60"X48"

M4-10

48"X18"

R55-1

36"X60"

• USE 6" C LETTERS
•• USE 4" D LETTERS

ADVANCE DISTANCES
(XXXX)

500 FT	½ MILE
1000 FT	¾ MILE
1500 FT	1 MILE
	AHEAD

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES USED ON ROAD CONSTRUCTION SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND TO THE STANDARD HIGHWAY SIGNS, LATEST EDITION, OR AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.
2. TRAFFIC CONTROL DEVICES SHALL BE SET UP JUST BEFORE THE START OF CONSTRUCTION OPERATIONS AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS NEEDED AND REMOVED THEREAFTER.
3. EXISTING SIGNS AND CONSTRUCTION SIGNS SHALL BE KEPT IN PROPER POSITION, AND BE CLEAN AND LEGIBLE AT ALL TIMES. SIGNS THAT DO NOT APPLY TO EXISTING CONDITIONS SHALL BE REMOVED. SIGNS THAT ARE DAMAGED, DEFACED, OR THAT ACCUMULATE DIRT DURING CONSTRUCTION SHALL BE CLEANED, REPAIRED, OR REPLACED.
- 4. SIGNS ARE USUALLY MOUNTED ON A SINGLE POST, ALTHOUGH THOSE WIDER THAN 36" OR LARGER THAN 10 SQ. FT. SHALL BE MOUNTED ON TWO POSTS OR ABOVE A TYPE III BARRICADE.
- 5. SIGN POSTS DIRECT BURIED IN SOIL SHALL BE 2 LB. MINIMUM CHANNEL POST OR 4"x4" WOOD POSTS. CHANNEL POSTS SHALL BE PAINTED GREEN. WOOD POSTS SHALL BE PAINTED WHITE. ALL POSTS SHALL BE NEATLY CONSTRUCTED, AND SHALL BE REPLUMBED, CLEANED, OR REPAIRED AS NEEDED FOR THE DURATION OF THE JOB. THERE SHALL NOT BE MORE THAN 2 POSTS IN A 7' PATH FOR WOOD OR CHANNEL POSTS. ANY CHANNEL POST SPLICE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING TC-3.
6. POST MOUNTED SIGNS IN RURAL AREAS SHALL BE CONSTRUCTED WITH THE NEAR EDGE OF THE SIGN FROM 6 TO 12 FEET FROM THE PAVEMENT EDGE. SIGNS IN URBAN AREAS AND BARRICADE MOUNTED SIGNS SHALL BE MOUNTED A MINIMUM OF 2 FEET FROM THE PAVEMENT EDGE.
7. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN URBAN AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. ALL POST AND BARRICADE MOUNTED SIGNS MOUNTED IN RURAL AREAS SHALL BE MOUNTED A MINIMUM DISTANCE OF 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE, EXCEPT A MINIMUM OF 6' SHALL BE USED WHEN MOUNTING AN ADVISORY SIGN BELOW A WARNING SIGN. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR INTERMEDIATE TERM STATIONARY WORK CONDITIONS. THE SIGNS MINIMUM MOUNTING HEIGHT SHALL BE 5'. RETROREFLECTIVE DEVICES SHALL BE USED. TEMPORARY SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, AND MOBILE CONDITIONS. THEY SHALL BE NO LESS THAN ONE (1) FOOT ABOVE THE TRAVELED WAY. LONG-TERM STATIONARY SIGNS SHALL BE DIRECT BURIED IN SOIL, UNLESS CONDITIONS NECESSITATE THE USE OF PORTABLE SIGNS, OR AS APPROVED BY THE ENGINEER. CONCRETE PADS, CONCRETE OR ROCK BALLAST, OR OTHER SOLID MATERIALS SHALL NOT BE UTILIZED WITH PORTABLE SIGN SUPPORTS.
8. FLAGGERS SHALL USE REFLECTORIZED STOP-SLOW PADDLES. FLAGS MAY BE USED ONLY FOR EMERGENCY SITUATIONS.
9. MOST OF THE SIGNS SHOWN ARE ORIENTED TO THE RIGHT. HOWEVER, THIS DOES NOT PRECLUDE THE USE OF MIRROR IMAGES OF THESE SIGNS WHERE THE REVERSE ORIENTATION MIGHT BETTER CONVEY TO MOTORISTS THE PROPER DIRECTION OF MOVEMENT.
10. R55-1 SIGNS SHALL BE PLACED AT LEAST 1500' BUT NOT MORE THAN 1 MILE IN ADVANCE OF THE WORK ZONE. IF A SPEED LIMIT REDUCTION IS IN EFFECT, THE SIGN SHALL BE PLACED A MINIMUM OF 500' IN ADVANCE OF THE "REDUCED SPEED AHEAD" SIGN.

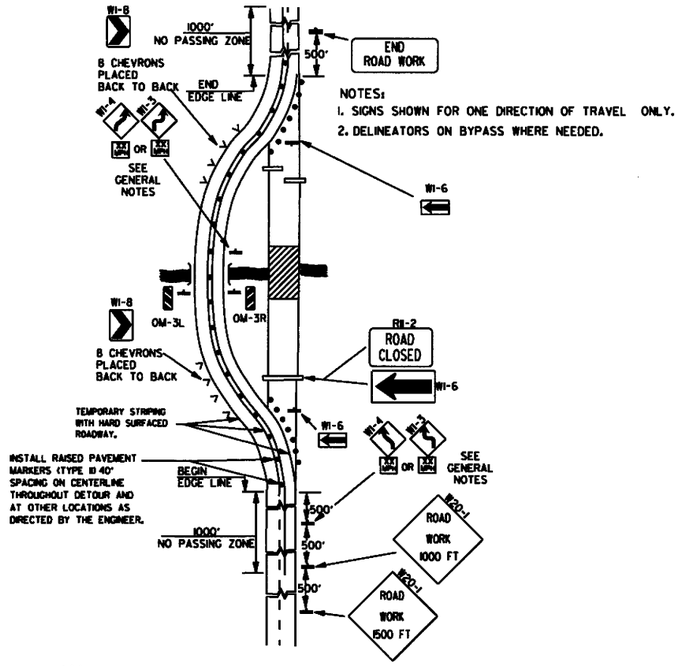
- NOTE: SUPPORTS FOR SIGNS, BARRICADES, AND VERTICAL PANELS THAT ARE DIFFERENT FROM THE REQUIREMENTS SHOWN IN NOTES 4 & 5, BUT MEET THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH), WILL BE ACCEPTED. COMPLIANCE WITH THE REQUIREMENTS OF NCHRP-350 OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) IS REQUIRED FOR ALL PROJECTS.

DATE	REVISION	FILMED
4-13-17	DELETED RSP-1 & ADDED W21-5a	
9-2-15	REVISED REDUCED SPEED LIMIT AHEAD SIGNS REVISED ROAD WORK NEXT XX MILES	
12-15-11	REVISED W24-1	
11-17-10	DELETED W8-9a & ADDED W8-9	
10-15-09	ADDED REFERENCE TO MASH & ADDED SIGN W24-1	
4-17-08	REVISED SIGN DESIGNATIONS	
11-18-04	REVISED NOTES	
10-9-03	REVISED NOTE 1	
11-16-01	REVISED NOTE 7	
9-28-00	REVISED NOTE	
1-18-98	ADDED NOTE	
6-26-97	REVISED NOTE 5	
4-03-97	REVISED NOTE 5	
10-18-96	ADDED CONTROLLED ACCESS HWY. SIGN & TO NOTE 7	
10-12-95	ADDED R55-1	
6-8-95	REVISED TO CORRECT SIGN ILLUSTRATIONS	6-8-95
2-2-95	REVISED PER PART VI, MUTCD SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

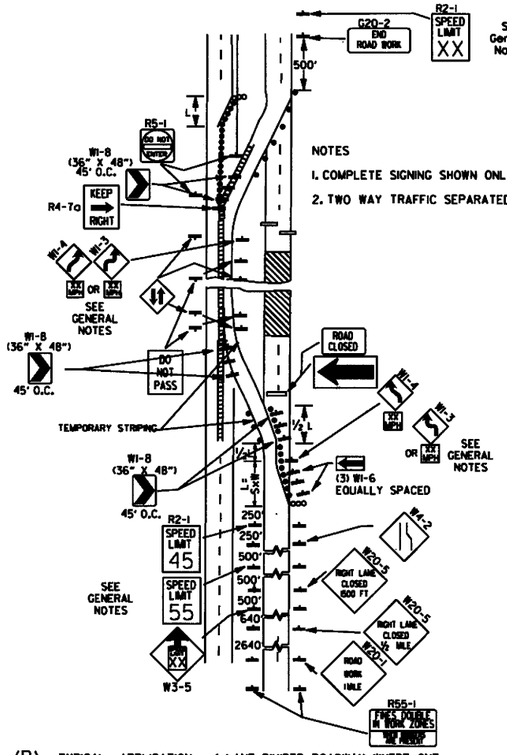
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

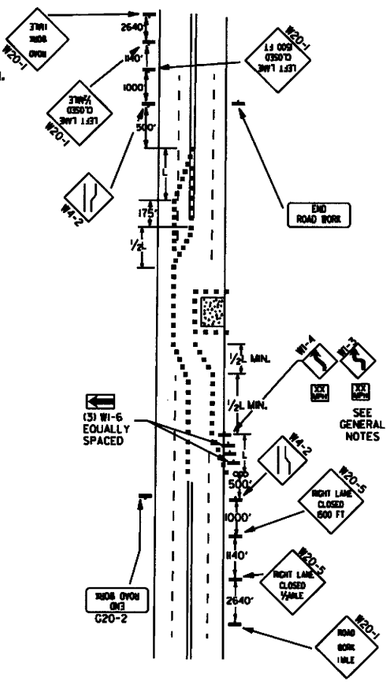
STANDARD DRAWING TC-1



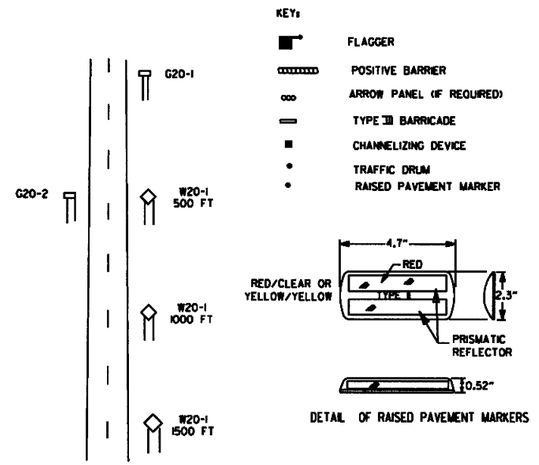
(A) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON A 2-LANE HIGHWAY WHERE THE ENTIRE ROADWAY IS CLOSED AND A BYPASS DETOUR IS PROVIDED.



(B) TYPICAL APPLICATION - 4-LANE DIVIDED ROADWAY WHERE ONE ROADWAY IS CLOSED.



(C) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WHERE HALF OF THE ROADWAY IS CLOSED.



TYPICAL ADVANCE WARNING SIGN PLACEMENT

TAPER FORMULAE:

L=SXW FOR SPEEDS OF 45MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40MPH OR LESS.

WHERE:

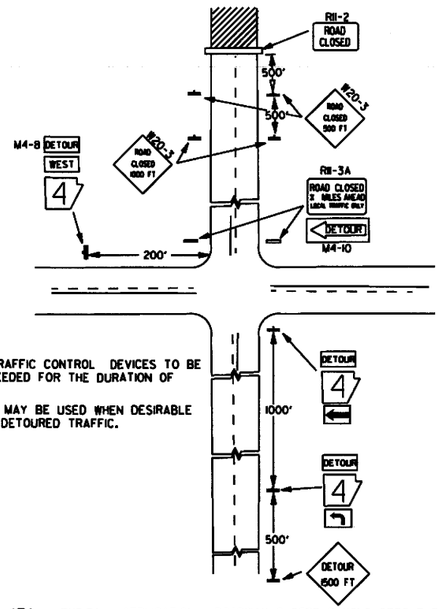
L= MINIMUM LENGTH OF TAPER.

S= NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85TH PERCENTILE SPEED.

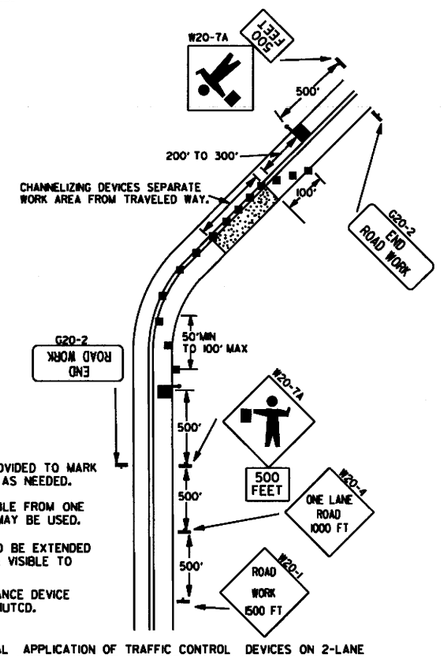
W= WIDTH OF OFFSET.

GENERAL NOTES:

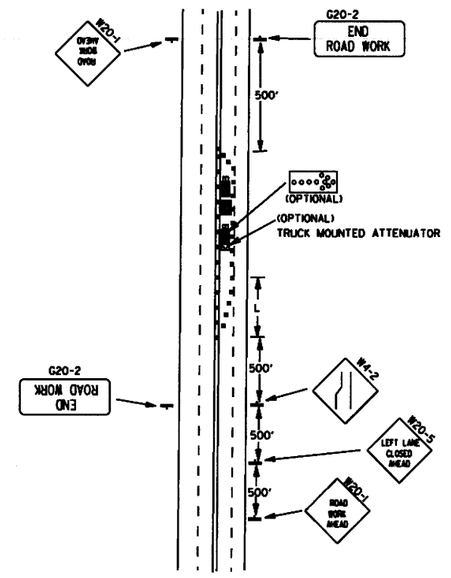
1. ADVISORY SPEED POSTED ON W1-3 OR W1-4 CURVE WARNING SIGNS TO BE DETERMINED AT SITE. USE W1-4 WHEN SPEED IS GREATER THAN 30MPH AND W1-3 WHEN 30MPH OR LESS.
2. WHEN THE EXISTING SPEED LIMIT IS 55MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 45MPH, THE R2-1(55) SHALL BE OMITTED AND THE W3-5 SHALL BE INSTALLED AT THAT LOCATION. ADDITIONAL R2-1 45MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS. AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
3. WHEN THE EXISTING SPEED LIMIT IS 65MPH AND THE PLANS REQUIRE A SPEED LIMIT OF 55MPH, THE R2-1(45) SHALL BE OMITTED. ADDITIONAL R2-1 55MPH SPEED LIMIT SIGNS SHALL BE INSTALLED AT A MAXIMUM OF 1MILE INTERVALS, AT THE END OF THE WORK AREA A R2-1(XX) SHALL BE INSTALLED TO MATCH ORIGINAL SPEED LIMIT.
4. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. BEYOND THE TAPER, MAXIMUM SPACING SHALL BE TWO TIMES THE SPEED LIMIT, OR AS DIRECTED BY THE ENGINEER.
5. WARNING LIGHTS AND/OR FLAGS MAY BE MOUNTED TO SIGNS OR CHANNELIZING DEVICES AT NIGHT AS NEEDED.
6. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS SHALL BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE.
7. TRAILER MOUNTED DEVICES SUCH AS ARROW PANELS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE DELINEATED BY AFFIXING CONSPICUITY MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER. WHEN PLACED ON OR ADJACENT TO THE SHOULDER AND NOT BEHIND A POSITIVE BARRIER, THESE DEVICES SHALL BE DELINEATED BY PLACING FIVE (5) TRAFFIC DRUMS, EQUALLY SPACED ALONG THE TRAFFIC SIDE OF THE DEVICE.
8. DIMENSIONS SHOWN FOR RAISED PAVEMENT MARKERS ARE TYPICAL. THE CONTRACTOR MAY SUBSTITUTE SIMILAR MARKERS WITH THE APPROVAL OF THE ENGINEER. REQUESTING APPROVAL FOR SIMILAR MARKERS MAY BE MADE BY REFERRING TO THE AHTD QUALIFIED PRODUCTS LIST.



(D) TYPICAL APPLICATION - ROADWAY CLOSED BEYOND DETOUR POINT.



(E) TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON 2-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.



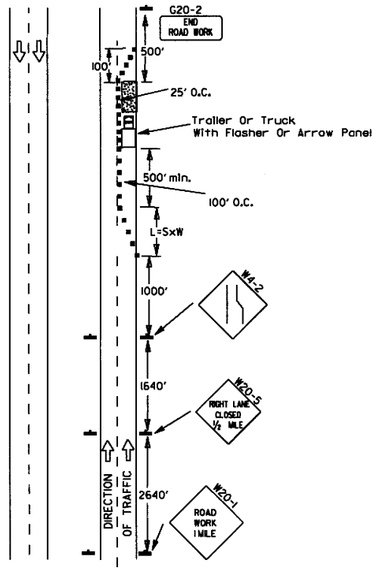
(F) TYPICAL APPLICATION - 4-LANE UNDIVIDED ROADWAY WITH INSIDE LANE CLOSED.

DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2, ADDED NOTE 8, REVISED DRAWING (A) & REPLACED R2-5A WITH W3-5	
9-12-13	REVISED DETAIL OF RAISED PAVEMENT MARKERS	
3-11-10	ADDED (AFAD)	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED GENERAL NOTE	
10-18-96	ADDED R55-1	
4-26-96	CORRECTED (a) BEHIND G20-2	
6-8-95	CORRECTED SIGN IDENT. ON W1-4A	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

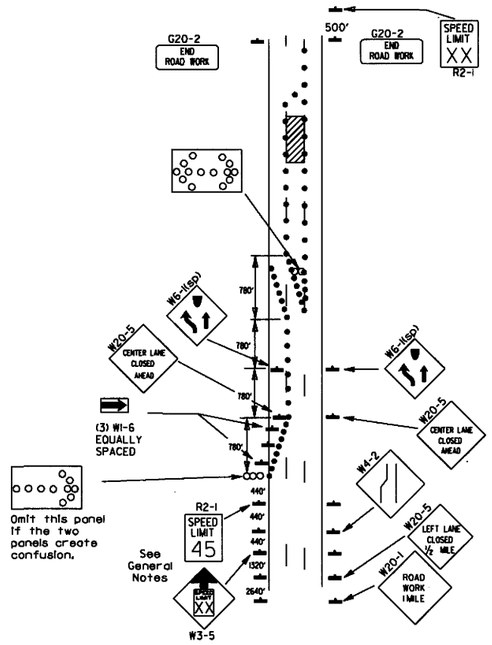
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

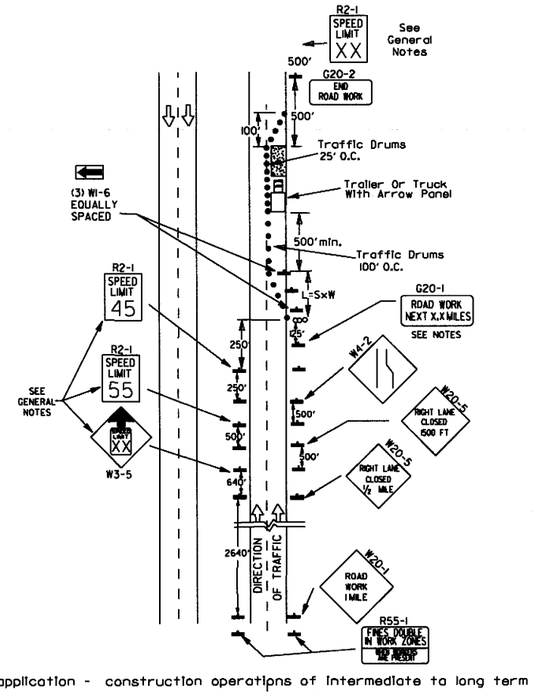
STANDARD DRAWING TC-2



(A) Typical application - daytime maintenance operations of short duration on a 4-lane divided roadway where half of the roadway is closed.



(B) Typical application - 3-lane oneway roadway where center lane is closed.



(C) Typical application - construction operations of intermediate to long term duration on a 4-lane divided roadway where half of the roadway is closed.

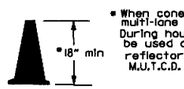
KEY:

- ∞ Arrow Panel (If Required)
- ■ Channelizing Device
- ● Traffic drum

GENERAL NOTES:

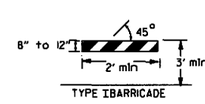
1. A speed limit reduction may be implemented ONLY when designated in the plan or when recommended by the Roadway Design Division.
2. When the existing speed limit is 55mph and the plans require a speed limit of 45mph, the R2-1(55) shall be omitted and the W3-5 shall be installed at that location. Additional R2-1 45mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
3. When the existing speed limit is 65mph and the plans require a speed limit of 55mph, the R2-1(45) shall be omitted. Additional R2-1 55mph speed limit signs shall be installed at a maximum of 1 mile intervals. At the end of the work area a R2-1(XX) shall be installed to match original speed limit.
4. The maximum spacing between channelizing devices in a taper should be approximately equal in feet to the speed limit. Beyond the taper, maximum spacing shall be two times the speed limit or as directed by the Engineer.
5. Warning lights and/or flags may be mounted to signs or channelizing devices at night as needed.
6. Pavement markings no longer applicable which might create confusion in the minds of vehicle operators shall be removed or obliterated as soon as practicable.
7. The G20-1 sign will be required on jobs of over two miles in length. When the lane closure is not at the beginning of the project, the G20-1 sign shall be erected 125' in advance of the job limit. Additional W20-1 (1 MILE) signs are not required in advance of lane closures that begin inside the project limits.
8. Flaggers shall use STOP/SLOW paddles for controlling traffic through work zones. Flags may be used only for emergency situations.
9. All plastic drums and cones shall meet the requirements of NCHRP-350 or Manual For Assessing Safety Hardware (MASH).
10. Trailer mounted devices such as arrow panels and portable changeable message signs shall be delineated by affixing conspicuity material in a continuous line on the face of the trailer. When placed on or adjacent to the shoulder and not behind a positive barrier, these devices shall be delineated by placing five (5) traffic drums, equally spaced along the traffic side of the device.

Channelizing devices



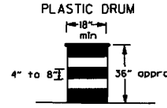
* When cones are used on freeways and multi-lane highways, they shall be 28" min. During hours of darkness, 28" cones shall be used on all roadways, and shall be reflectorized in accordance with the M.U.T.C.D.

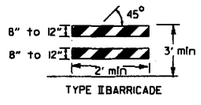
CONES



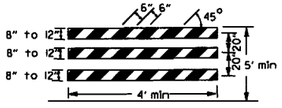
TYPE I BARRICADE

PLASTIC DRUM



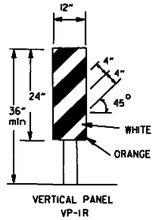


TYPE II BARRICADE



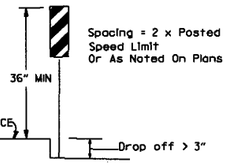
TYPE III BARRICADE

NOTE:
For all road closures, the Type III barricades shall be of sufficient length to extend across entire roadway.



VERTICAL PANEL
VP-1R

VERTICAL PANEL PLACEMENT



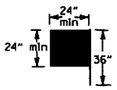
TRAFFIC CONTROL DEVICES
FOR
VERTICAL PAVEMENT DIFFERENTIALS

VERTICAL DIFFERENTIAL	LOCATIONS	TRAFFIC CONTROL
1" to 3"	Centerline, lane lines	W8-11
1" to 3"	Edge of shoulder	W8-9
Greater than 3"	Lane lines	Standard lane closure required
Greater than 3"	Edge of traveled lane	*RSP-1 and vertical panels, drums or concrete barrier
Greater than 3"	Edge of shoulder	*Vertical panels, drums or concrete barrier

* When shown on the plans concrete barrier will be used.

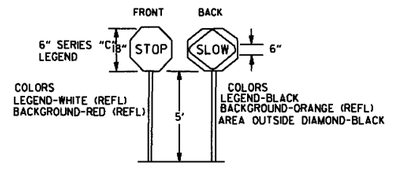
When the shoulder area is used as part of the traveled lane and there is insufficient width to place drums on the remaining shoulder width, then vertical panels shall be used.

FLAG



Flag shall be of good grade red material

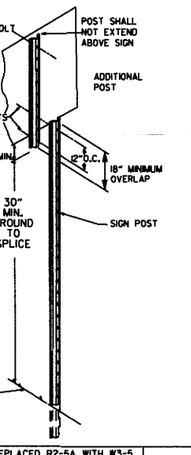
STOP SLOW PADDLE



COLORS
LEGEND-WHITE (REFL)
BACKGROUND-RED (REFL)

COLORS
LEGEND-BLACK
BACKGROUND-ORANGE (REFL)
AREA OUTSIDE DIAMOND-BLACK

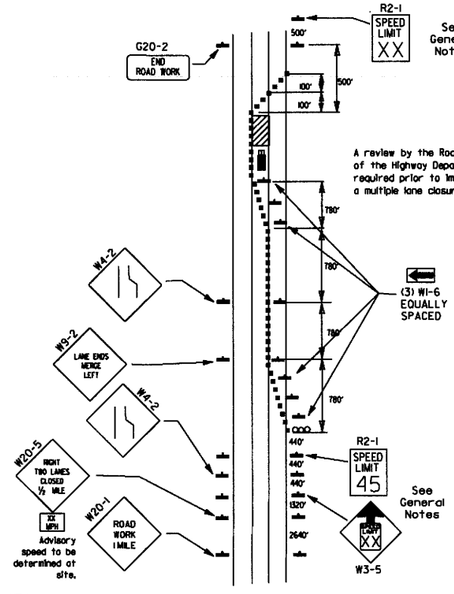
DETAIL OF SPLICES



NOTES: USE SPLICES ONLY WHEN NECESSARY FOR INSTALLATION. TYPICAL INSTALLATION SHOULD HAVE NO SPLICES (SEE STD. DRAWING NO. SHS-2)

NORMAL INSTALLATIONS WILL REQUIRE 1/4" DIA. BOLTS TO MOUNT SIGNS TO POST AND 5/16" DIA. BOLTS TO ASSEMBLE THE VARIOUS POST SUPPORTS. EACH OF THESE BOLTS SHALL BE CARRIAGE BOLTS.

SIGN POSTS SHALL BE PAINTED GREEN; SIGNS SHALL NOT BE PAINTED, AND ALL SIGN POSTS SHALL BE PLUMB.



(D) Typical application - closing multiple lanes of a multilane highway.

DATE	REVISION	FILMED
9-2-15	REVISED NOTE 2 & REPLACED R2-5A WITH W3-5	
10-15-09	ADDED REFERENCE TO MASH	
11-20-08	REVISED SIGN DESIGNATIONS	
11-18-04	ADDED NOTE	
10-1-98	ADDED NOTE	
4-03-97	ADDED (SP) TO W6-1 & REVISED TRAFFIC CONTROL DEVICES NOTE	
10-18-96	ADDED R55-1	
10-12-95	MOVED UPPER SPLICE	
6-8-95	REVISED SPLICE DETAIL, TEXT	6-8-95
2-2-95	REVISED PER PART VI, MUTCD, SEPT. 3, 1993	
8-15-91	DRAWN AND PLACED IN USE	

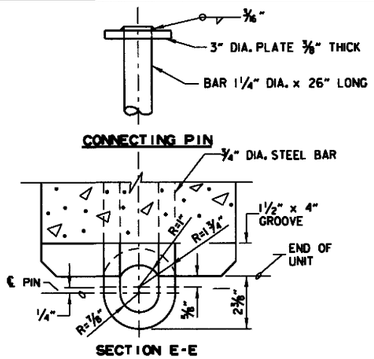
ARKANSAS STATE HIGHWAY COMMISSION

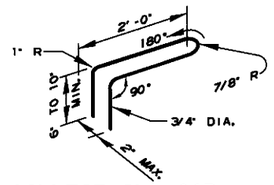
STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

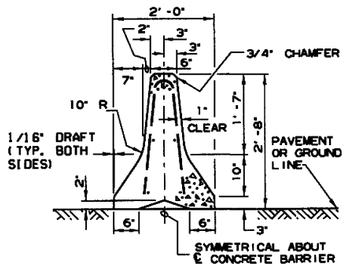
STANDARD DRAWING TC-3

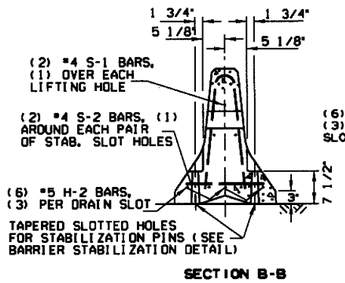
REINFORCING BAR TABLE PER BARRIER UNIT

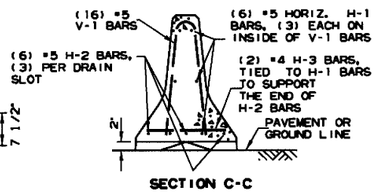
MARK	LOCATION	BAR SIZE	(NO. BARS)	SKETCH
H-1	HORIZONTAL IN BARRIER TIED INSIDE V-1 BARS	#5	(6)	19'-3"
H-2	CENTERED ABOVE DRAIN SLOTS LONG. & TRANSVERSELY	#5	(6)	6'-6"
H-3	TIED ABOVE H-1 BARS TO SUPPORT H-2, TIED TO V-1	#4	(2)	1'-6"
S-1	OVER LIFT HOLES	#4	(2)	2'-3", LIFTING HOLE, 90°, 3 3/8" R
S-2	HORIZ. AROUND SLOTS BETWEEN V-1'S & DRAIN SLOTS	#4	(2)	1 1/2" R, SLOTS, 7", 1" MIN. CLEAR TO BAR, 1'-6", 5'-1" BAR W/(4) 1 1/2" R BENDS & MIN. 1'-0" OVERLAP
V-1	VERTICAL IN BARRIER(3) EACH END & (2) AT EACH DRAIN SLOTS	#5	(16)	TOTAL LENGTH 4'-9", 2 3/16" R, 12°, 19 1/2", 2'-1 3/8", 4 3/8"

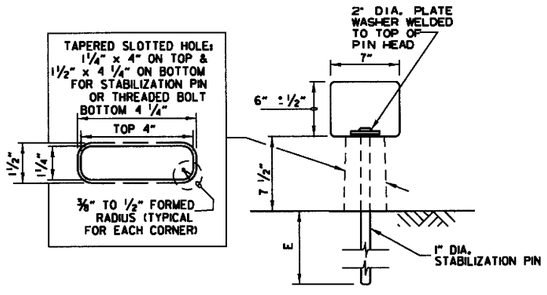


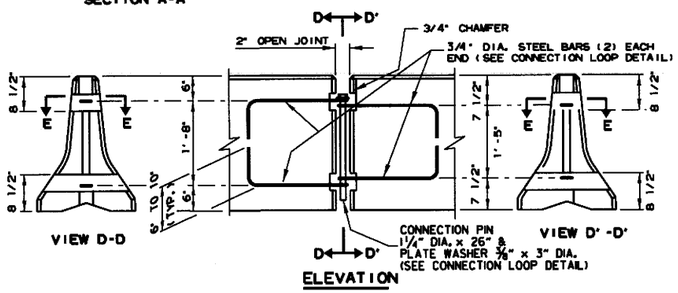


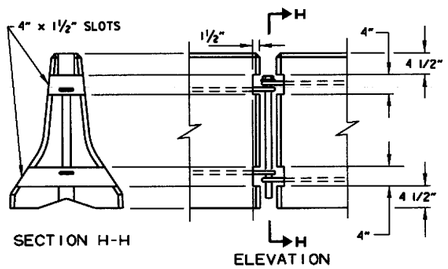


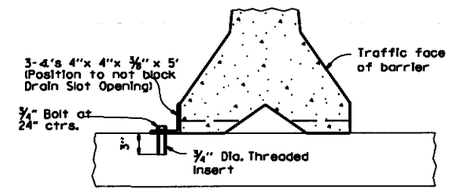


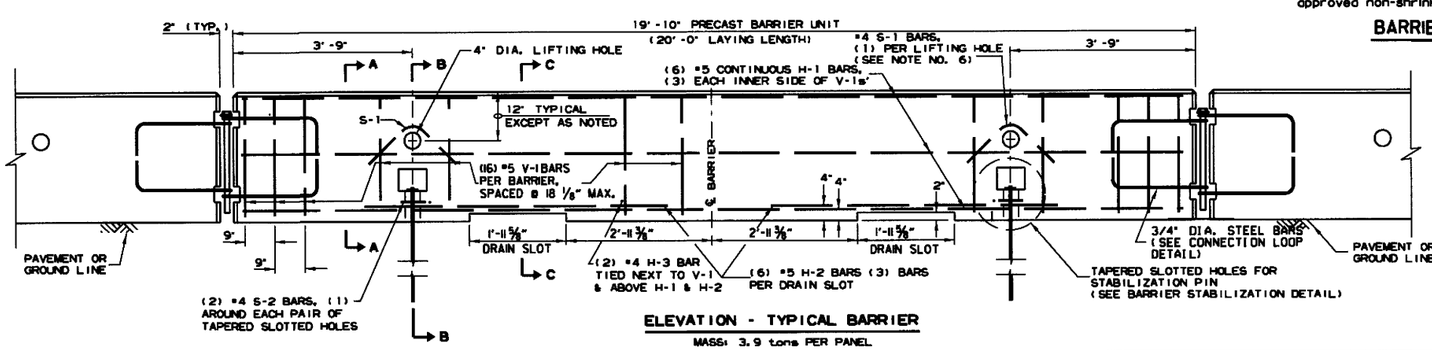












General Notes

1. The contractor shall furnish the Precast Concrete Barrier Units and shall be responsible for the manufacture, shipment, storage, placement and removal. At the completion of the project, the precast units will remain the property of the contractor.

2. Materials shall meet the following minimum requirements:
   Concrete: 2500 psi compressive strength at 28 days.
   Reinforcing Steel: AASHTO M 31 or M 53, Grade 60
   Structural Steel: AASHTO-M270 Grade 36 shall be used for the Connection Pin, Connection Loops, and Stabilization Pins. A One Piece Pin with a 3" rounded top may be used in place of the detailed Connection Pin.
   Delineators: Delineators shall be mounted at 10' spacing on top of precast barrier.

   In applications where barrier walls within 6 feet of a traffic lane, additional delineators shall be placed on the barrier at 10' spacing approximately one (1) foot from the top of the barrier. Delineators shall be on the AHTD Qualified Products List for Construction Concrete Barrier Markers.
   Delineator color shall be in accordance with the Manual on Uniform Traffic Control Devices.
   Payment for delineators shall be considered included in the price bid per Lin. Ft. for "Furnishing and Installing Precast Concrete Barrier". The contractor shall certify to the Engineer that the material and the design used in the precast barrier units meets the requirements as shown on this standard drawing.

3. Other Precast Concrete Barriers that have been crash tested and approved by the Federal Highway Administration to meet the requirements of NCHRP-350 test level 3 or Manual For Assessing Safety Hardware (MASH) will be accepted in lieu of the barrier shown. Drain slots shall be provided as needed or as directed by the Engineer. The Contractor shall furnish a certification of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) compliance for any other types of precast barrier to be used. The certification shall state that the precast concrete barrier meets the requirements of NCHRP Report 350 or Manual For Assessing Safety Hardware (MASH) and include a copy of the Federal Highway Administration's (FHWA) approval letter with all attachments. Precast concrete barrier units shall be fabricated and installed in accordance with crash testing and documentation provided in the FHWA approval letter. Mixing of shapes will not be allowed in a continuous line of units.

4. Dowel holes in pavement or bridge slabs that are to remain in place shall be filled. Holes in concrete pavement and bridge slabs shall be filled with an approved non-shrink epoxy grout. Holes in asphalt pavement shall be filled with an approved asphalt joint filler. Payment for drilling and filling holes to be included in the price for various barrier items.

5. Attach Units To Roadway Surface with Stabilization Pins and to Deck Slabs using bolts when required.

6. A 4" White PVC Sleeve may be used to form the Lifting Hole and if used the Sleeve is to be left in place.

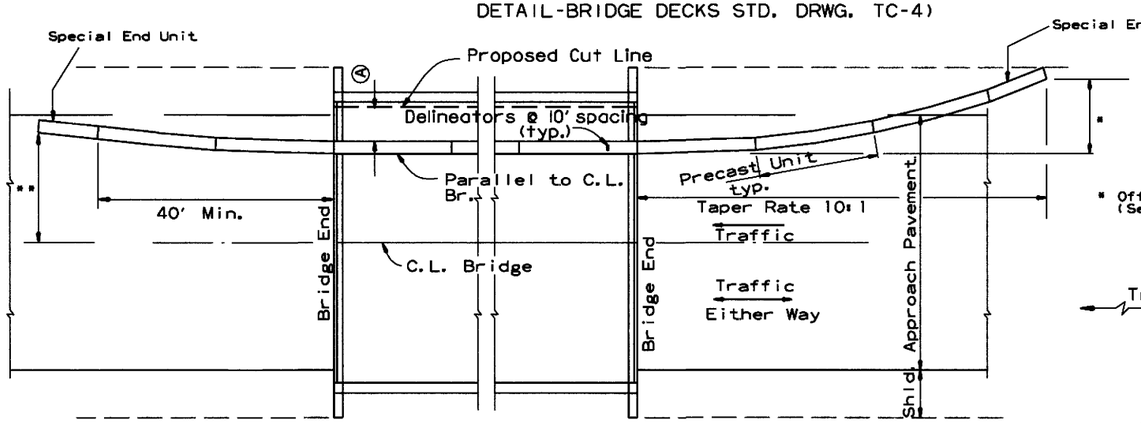
DATE	REVISION	FILMED
2-27-14	REVISED BARRIER STABILIZATION DETAIL	
10-15-09	ADDED REFERENCE TO MASH	
8-5-09	REV. NOTE 3 CONCERNING DRAIN SLOTS	
11-29-07	REVISED NOTE 3	
5-25-06	DELETED GENERAL NOTE 7	
11-18-04	REVISED BARRIER STABILIZATION DETAIL BRIDGE DECKS	
4-10-03	REVISED GENERAL NOTE 2	
8-22-02	ISSUED NEW DRAWING	

ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

STANDARD DRAWING TC-4

Ⓐ 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (SEE BARRIER STABILIZATION DETAIL-BRIDGE DECKS STD. DRWG. TC-4)

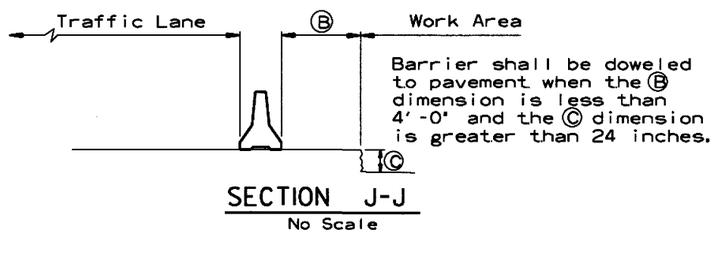


BARRIER PLACEMENT ALONG BRIDGE WITH OFFSET

No Scale

** Offset Distance for Two Way Traffic Only

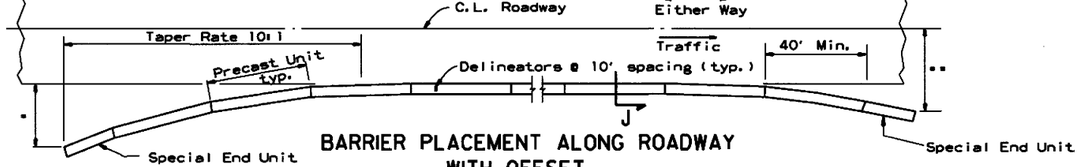
* Offset Distance (See Table)



Barrier shall be doweled to pavement when the Ⓑ dimension is less than 4'-0" and the Ⓒ dimension is greater than 24 inches.

SECTION J-J

No Scale



BARRIER PLACEMENT ALONG ROADWAY WITH OFFSET

No Scale

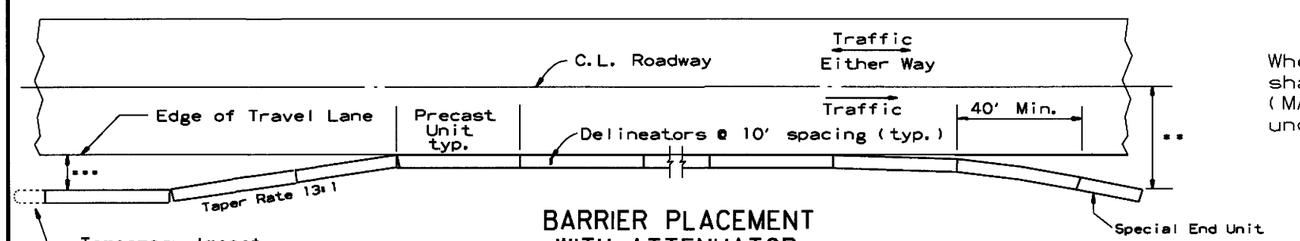
* Offset Distance (See Table)

** Offset Distance For Two Way Traffic Only

Offset Distance Table

Speed (MPH)	Offset Distance (FT.)
≤ 45	12
> 45	18

If offset distance is not attainable, then see "Barrier Placement With Attenuator" Detail shown below.

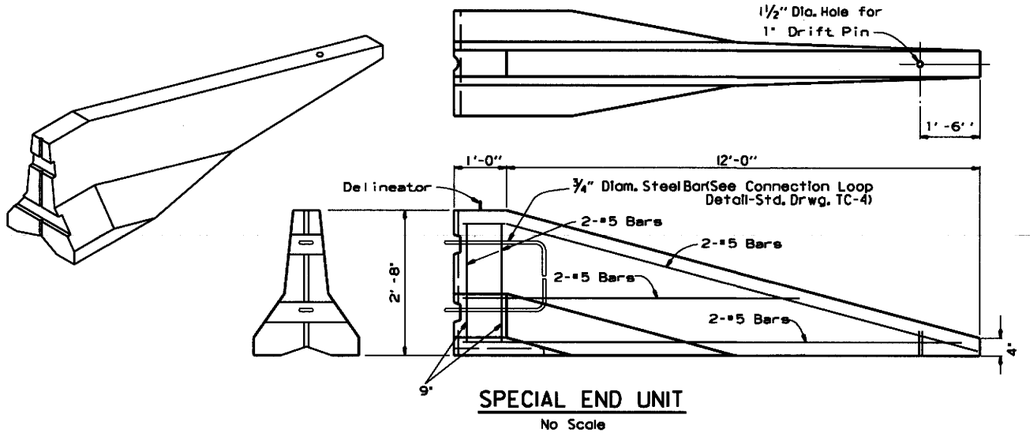


BARRIER PLACEMENT WITH ATTENUATOR

No Scale

*** Min. 3'-0" From Edge of Travel Lane to Nearest Edge of Attenuator

** Offset Distance For Two Way Traffic Only



SPECIAL END UNIT

No Scale

General Notes

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual For Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

DATE	REVISION	FILMED
10-5-09	ADDED REFERENCE TO MASH	
5-25-06	REVISED BARRIER PLACEMENT	
8-22-02	ISSUED NEW DRAWING	

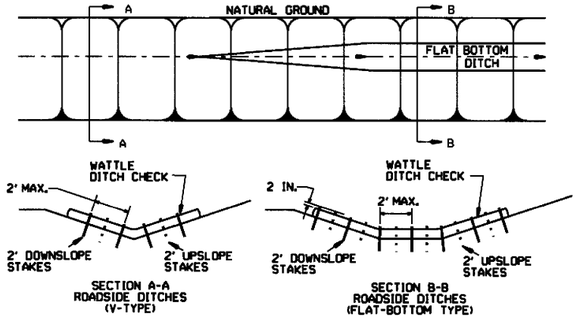
ARKANSAS STATE HIGHWAY COMMISSION

STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION - TEMPORARY PRECAST BARRIER

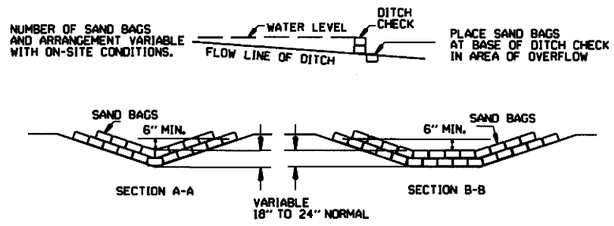
STANDARD DRAWING TC-5

GENERAL NOTES

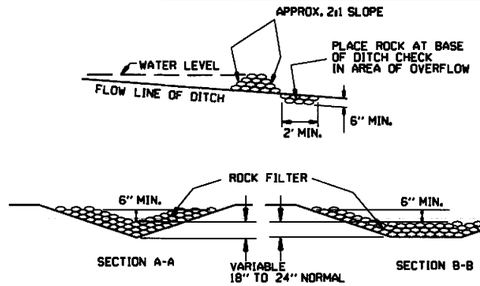
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.



WATTLE DITCH CHECK (E-1)



SAND BAG DITCH CHECK (E-5)

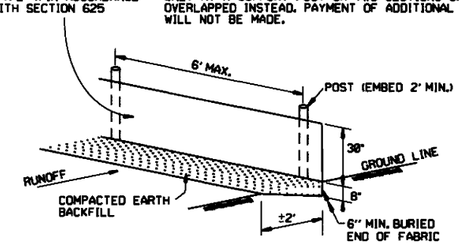


ROCK DITCH CHECK (E-6)

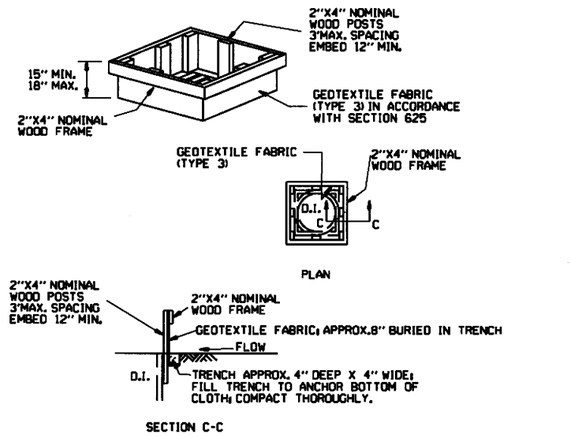
GENERAL NOTES

GEOTEXTILE FABRIC (TYPE 4) IN ACCORDANCE WITH SECTION 625

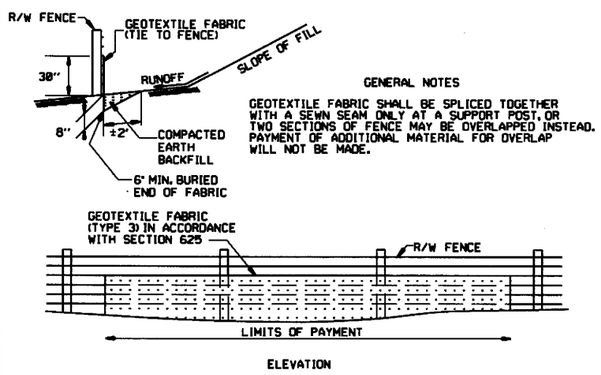
GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.



SILT FENCE (E-11)



DROP INLET SILT FENCE (E-7)



GENERAL NOTES

GEOTEXTILE FABRIC SHALL BE SPLICED TOGETHER WITH A SEWN SEAM ONLY AT A SUPPORT POST, OR TWO SECTIONS OF FENCE MAY BE OVERLAPPED INSTEAD. PAYMENT OF ADDITIONAL MATERIAL FOR OVERLAP WILL NOT BE MADE.

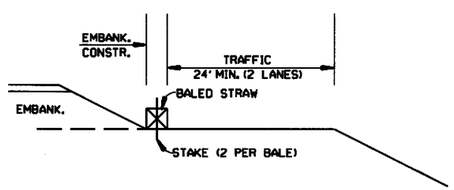
SILT FENCE ON R/W FENCE (E-4)

GENERAL NOTES

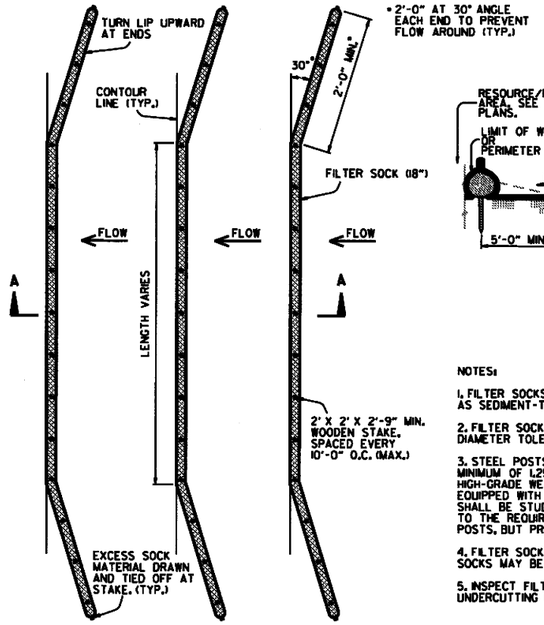
1. STRAW BALES SHALL BE INSTALLED SO THAT THE BINDINGS ARE ORIENTED AROUND THE SIDES RATHER THAN ALONG THE TOPS AND BOTTOMS OF THE BALES. THE BALES SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

2. NO GAPS SHALL BE LEFT BETWEEN BALES.

3. BALED STRAW FILTER BARRIERS COMPLETED AND ACCEPTED WILL BE MEASURED BY THE BALE IN PLACE AS AUTHORIZED BY THE ENGINEER AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER BALE FOR BALED STRAW DITCH CHECKS.



BALED STRAW FILTER BARRIER (E-2)



NOTES:

1. FILTER SOCKS CAN BE PLACED AT THE TOP, ON THE FACE, AND AT THE TOE OF SLOPES AS SEDIMENT-TRAPPING DEVICES FOR SHEET FLOW RUNOFF.

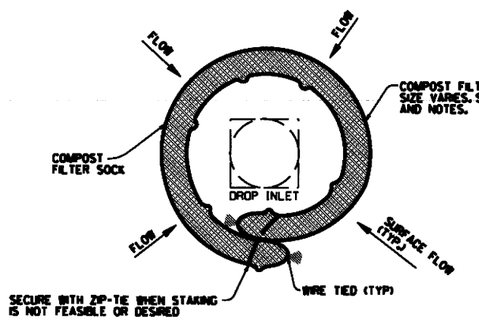
2. FILTER SOCKS ARE TYPICALLY SUPPLIED AND INSTALLED WITH 18 INCH DIAMETERS. DIAMETER TOLERANCE IS 2 INCHES, AS FILTER SOCKS TEND TO FLATTEN OUT WHEN PLACED.

3. STEEL POSTS MAY BE USED AND SHALL BE ROLLED FROM HIGH CARBON STEEL AND HAVE A MINIMUM OF 1.25 LB./FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH-GRADE WEATHER RESISTANT BROWN OR BLACK STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR STEEL POSTS, BUT PRICE WILL BE CONSIDERED SUBIDIARY TO "FILTER SOCK (18")."

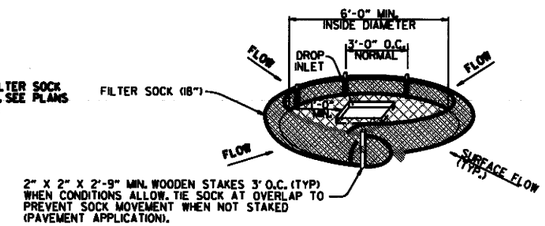
4. FILTER SOCKS MAY BE UP TO 250 FEET LONG. WHEN USED ON LONG SLOPES, FILTER SOCKS MAY BE JOINTED OR STAGGERED AS SHOWN IN DETAILS.

5. INSPECT FILTER SOCKS AFTER EACH RUNOFF EVENT. REMOVE AND REPLACE IF SIGNS OF UNDERCUTTING OR DOWNSTREAM RILLS ARE OBSERVED.

FILTER SOCK ALONG SLOPE (E-3)



DROP INLET PLAN VIEW
N.T.S.



DROP INLET PERSPECTIVE VIEW
N.T.S.

NOTES:

1. OVERLAP ENDS OF SOCK (1' MIN. 3' MAX.).

2. USE 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

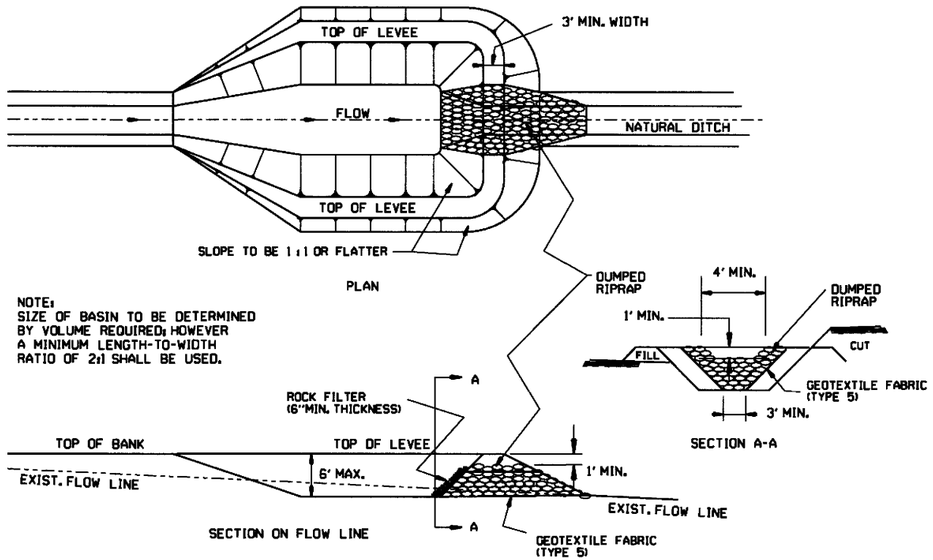
COMPOST FILTER SOCK DROP INLET PROTECTION (E-13)

DATE	REVISION	FILMED
11-16-17	ADDED FILTER SOCK E-3 AND E-13	
12-15-11	DELETED BALED STRAW DITCH CHECK & ADDED WATTLE DITCH CHECK	
11-18-98	ADDED NOTES	
07-02-98	ADDED BALED STRAW FILTER BARRIER (E-2)	
07-20-95	REVISED SILT FENCE E-4 AND E-11	7-20-95
07-15-94	REV. E-4 & E-11 MIN. 15" BURIED END OF FABRIC	
06-02-94	REVISED E-1, 4, 7 & 14, DELETED E-2 & 3	6-2-94
04-01-93	REDRAWN	
10-01-92	REDRAWN	
08-02-76	ISSUED R.D.M.	298-7-28-76

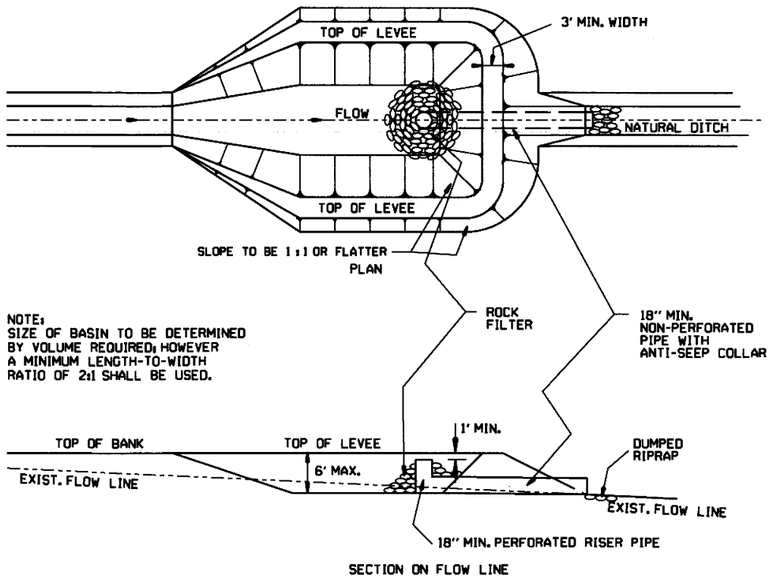
ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

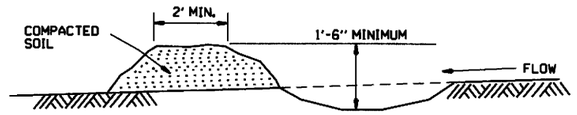
STANDARD DRAWING TEC-1



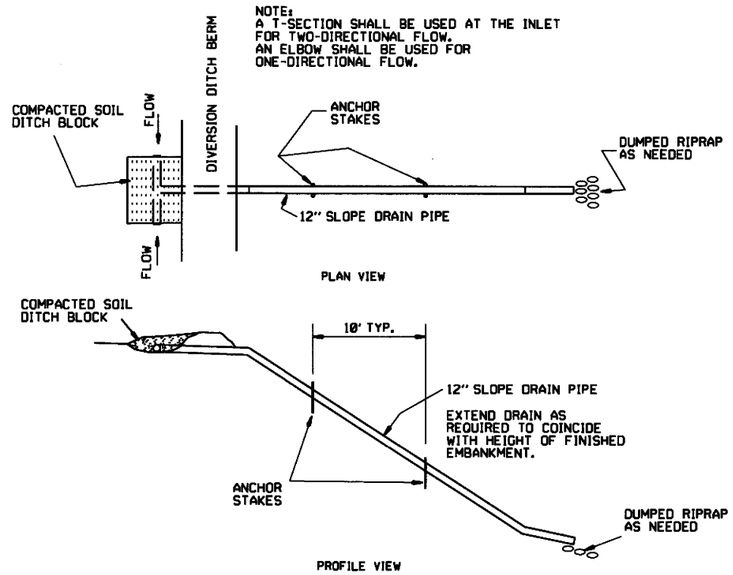
SEDIMENT BASIN WITH RIPRAP OUTLET (E-9)



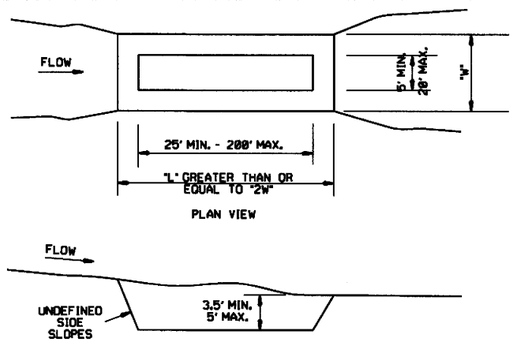
SEDIMENT BASIN WITH PIPE OUTLET (E-10)



DIVERSION DITCH (E-8)



SLOPE DRAIN (E-12)



SEDIMENT BASIN (E-14)

DATE	REVISION	FILMED
6-2-94	Revised E-8 & E-12; Added E-14 & Deleted E-13	
4-1-93	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION

TEMPORARY EROSION CONTROL DEVICES

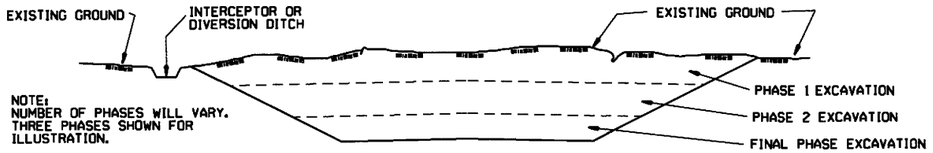
STANDARD DRAWING TEC-2

CLEARING AND GRUBBING

CONSTRUCTION SEQUENCE

1. PLACE PERIMETER CONTROLS (I.E. SILT FENCES , DIVERSION DITCHES, SEDIMENT BASINS, ETC.)
2. PERFORM CLEARING AND GRUBBING OPERATION.

EXCAVATION



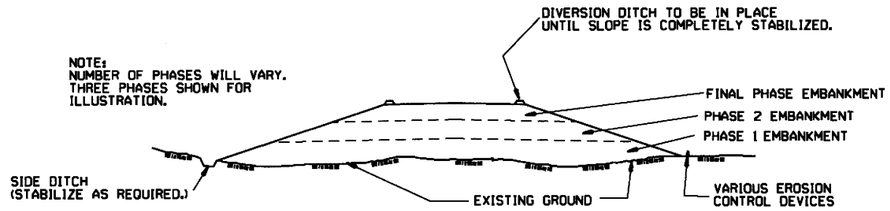
GENERAL NOTE

ALL CUT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE EXCAVATED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

1. EXCAVATE AND STABILIZE INTERCEPTOR AND/OR DIVERSION DITCHES.
2. PERFORM PHASE 1 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
3. PERFORM PHASE 2 EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING.
4. PERFORM FINAL PHASE OF EXCAVATION. PLACE PERMANENT OR TEMPORARY SEEDING. STABILIZE DITCHES. CONSTRUCT DITCH CHECKS, DIVERSION DITCHES, SEDIMENT BASINS, OR OTHER EROSION CONTROL DEVICES AS REQUIRED.

EMBANKMENT



GENERAL NOTE

ALL EMBANKMENT SLOPES SHALL BE DRESSED, PREPARED, SEEDED, AND MULCHED AS THE WORK PROGRESSES. SLOPES SHALL BE CONSTRUCTED AND STABILIZED IN EQUAL INCREMENTS NOT TO EXCEED 25 FEET, MEASURED VERTICALLY.

CONSTRUCTION SEQUENCE

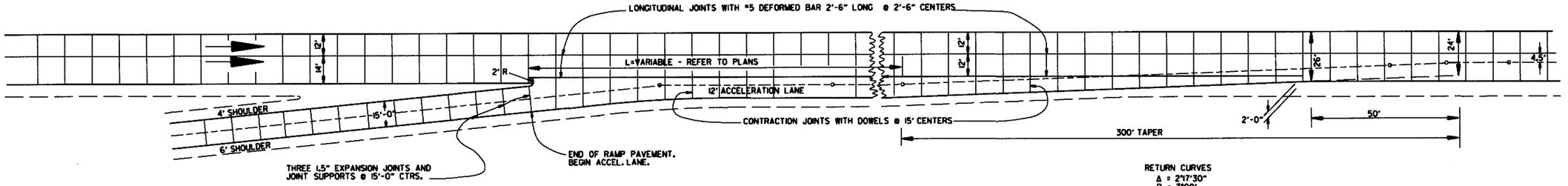
1. CONSTRUCT DIVERSION DITCHES, DITCH CHECKS, SEDIMENT BASINS, SILT FENCES, OR OTHER EROSION CONTROL DEVICES AS SPECIFIED.
2. PLACE PHASE 1 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
3. PLACE PHASE 2 EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PROVIDE DIVERSION DITCHES AND SLOPE DRAINS IF EMBANKMENT CONSTRUCTION IS TO BE TEMPORARILY ABANDONED FOR A PERIOD OF GREATER THAN 21 DAYS.
4. PLACE FINAL PHASE OF EMBANKMENT WITH PERMANENT OR TEMPORARY SEEDING. PLACE DIVERSION DITCHES AND SLOPE DRAINS AND MAINTAIN UNTIL ENTIRE SLOPE IS STABILIZED.

DATE	REVISION	FILMED
11-03-94	CORRECTED SPELLING	
6-2-94	Drawn & Issued	6-2-94

ARKANSAS STATE HIGHWAY COMMISSION

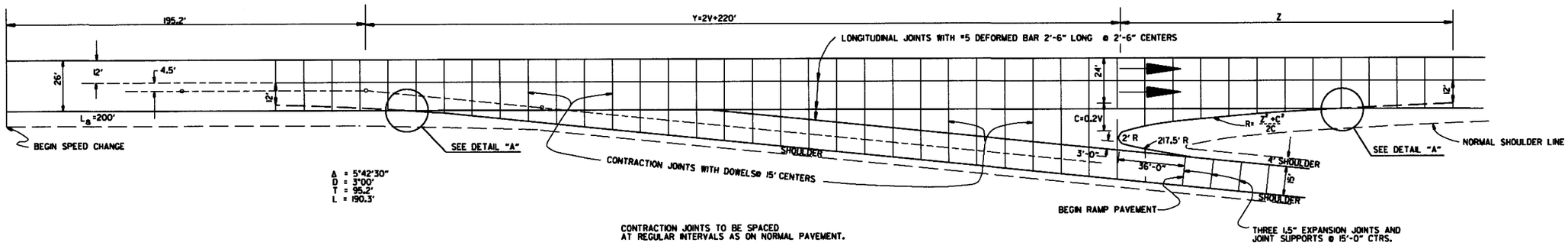
TEMPORARY EROSION CONTROL DEVICES

STANDARD DRAWING TEC-3



ENTRANCE RAMP

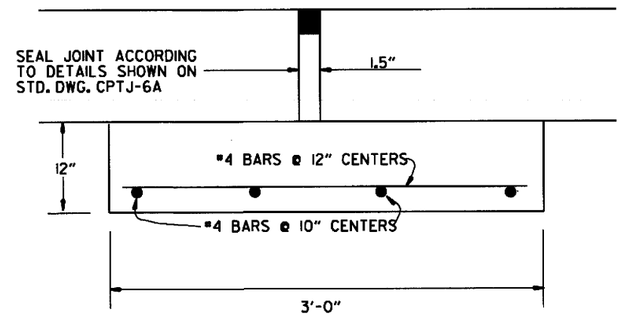
RETURN CURVES
A = 2°17'30"
D = 3°00'
T = 38.2'
L = 76.4'



Δ = 5°42'30"
D = 3°00'
T = 95.2'
L = 190.3'

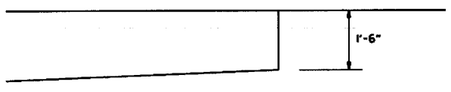
CONTRACTION JOINTS TO BE SPACED AT REGULAR INTERVALS AS ON NORMAL PAVEMENT.

EXIT RAMP



DETAIL OF EXPANSION JOINT & JOINT SUPPORT

NOTE: THE EXPANSION JOINTS SHALL BE MEASURED AND PAID FOR AS P.C.C. PAVEMENT (RAMP THICKNESS).
THE JOINT SUPPORT MAY BE CONSTRUCTED WITH CLASS "A", "S", OR PAVING CONCRETE. PAYMENT FOR THE JOINT SUPPORT SHALL BE FOR THE CONTRACT UNIT PRICE BID FOR THE CLASS OF CONCRETE USED. ALL OTHER WORK AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF THE JOINT SUPPORT SHALL BE SUBSIDIARY TO THE ABOVE ITEMS.



DETAIL "A"

EXIT RAMP

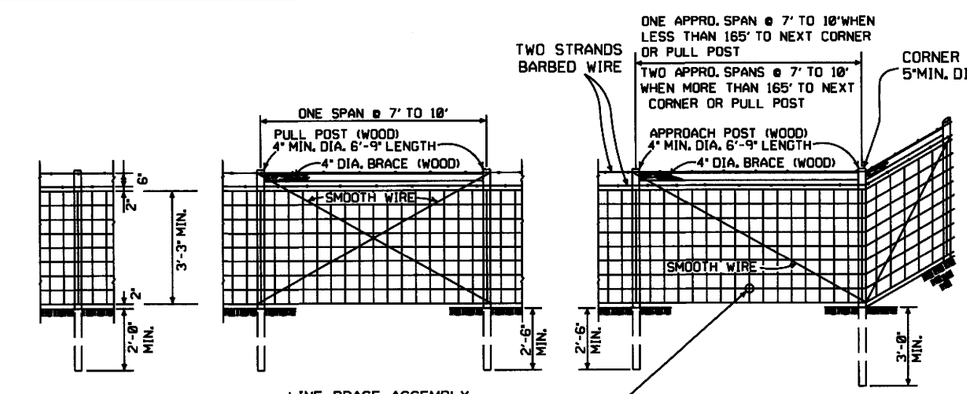
DESIGN SPEED V	X Y	NOSE OFFSET C	LENGTH NOSE TAPER Z	RETURN RADIUS R
40	300.0	8.0	96.0	580.0
50	320.0	10.0	120.0	725.0
60	340.0	12.0	168.0	1162.0
70	360.0	14.0	210.0	1582.0

1-12-00 DATE	REDRAWN & REISSUED REVISION	DATE FILM'D

ARKANSAS STATE HIGHWAY COMMISSION

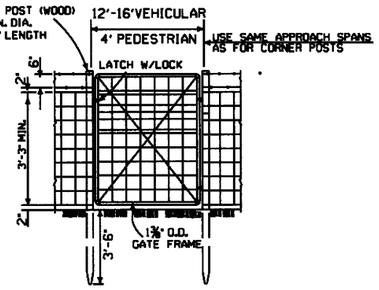
DETAILS OF STANDARD TURNOUT FOR ENTRANCE & EXIT RAMPS

STANDARD DRAWING TR-1

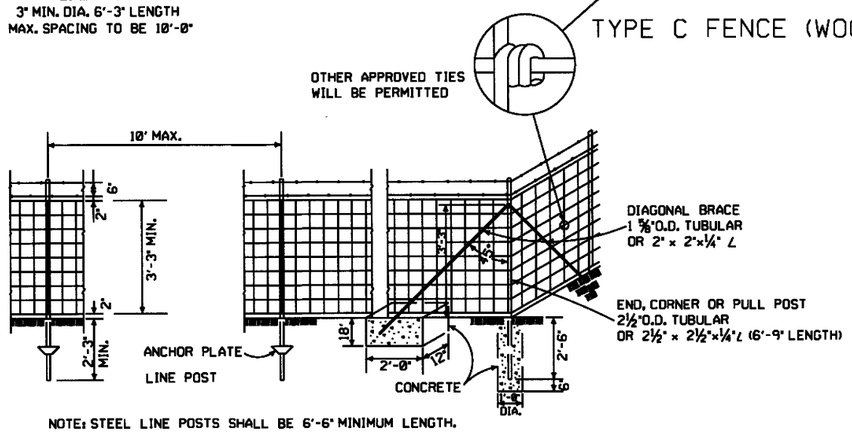


LINE POST
3" MIN. DIA. 6'-3" LENGTH
MAX. SPACING TO BE 10'-0"

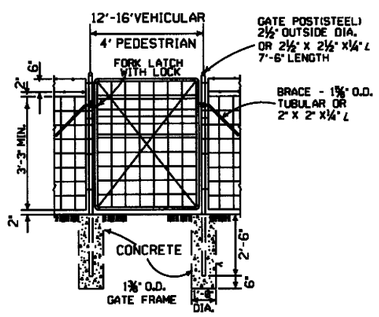
LINE BRACE ASSEMBLY
MAX. SPACING TO BE 330'

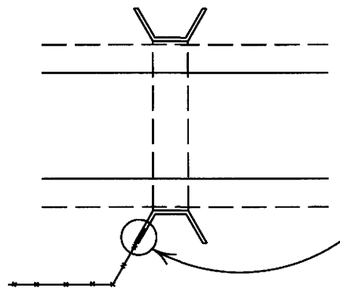


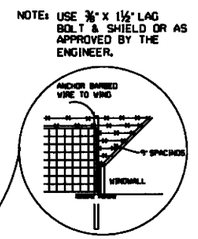
TYPE C FENCE (WOOD POSTS)



NOTE: STEEL LINE POSTS SHALL BE 6'-6" MINIMUM LENGTH.







DETAIL OF FENCE CONSTRUCTION AT LARGE CULVERTS (5' IN HEIGHT AND OVER)

GENERAL NOTES:

STEEL LINE POSTS SHALL BE PAINTED OR GALVANIZED.
TUBULAR END, CORNER, PULL, OR DIAGONAL BRACES MUST CONFORM TO THE DIMENSIONS AND WEIGHTS SPECIFIED ON STANDARD DRAWING WF-3 (CHAIN LINK). APPROVED ALTERNATES ARE ACCEPTABLE.
AN ACCEPTABLE TOLERANCE IN LENGTH OF TUBULAR OR WOODEN POSTS SHALL BE - 1" TO +2".
TUBULAR POSTS MUST BE PAINTED OR GALVANIZED.

THE CONTRACTOR SHALL FURNISH AT LEAST 25% OF TIMBER LINE POSTS OF 7 FOOT LENGTHS IN ORDER TO PROVIDE SUFFICIENT SET IN SOFT GROUND OR SMALL DEPRESSIONS.

DRIVEWAY GATES, EITHER SINGLE 12' TO 16' OR DOUBLE 6' TO 8' OPENING OF THE SAME TYPE AS THE PEDESTRIAN GATE, SHALL BE INSTALLED ON THE RIGHT SIDE OF EACH THROUGH LANE ROAD AT LARGE CULVERTS OR BRIDGE CROSS FENCE, FOR USE OF MAINTENANCE EQUIPMENT. LOCATION OF GATES TO BE SHOWN ON PLANS OR AS DESIGNATED BY THE ENGINEER.

AT STREAM CROSSINGS, THE FENCE SHALL NOT BE CONSTRUCTED ACROSS LARGE STREAMS. WHERE CLEARANCE IS SUFFICIENT FROM THE TOP OF THE BANK TO THE BRIDGE STRUCTURE A CROSS CONNECTION SHALL BE CONSTRUCTED BETWEEN THE FENCE ON EACH SIDE OF THE ROAD. WHERE THE CLEARANCE IS NOT SUFFICIENT, THE FENCE SHALL BE TERMINATED WITH CROSS CONNECTIONS AND END POSTS ADJACENT TO BRIDGE ABUTMENTS OR CULVERT WINGWALLS.

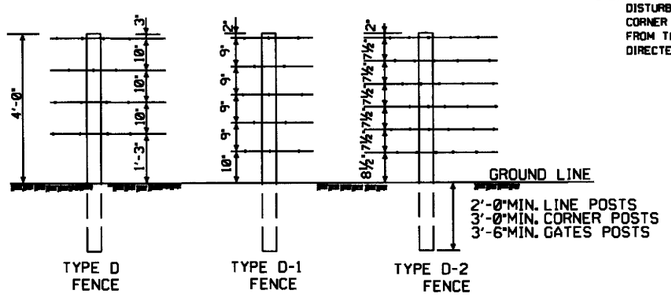
SPLICE FOR BARBED WIRE BETWEEN PULL POST ASSEMBLY SHALL BE BY THE "EYE METHOD" AS DESCRIBED AS FOLLOWS: THE ENDS OF THE BARBED WIRE SHALL BE BENT TO FORM A LOOP. THE LOOPS SHALL BE CONNECTED. AFTER THE LOOPS ARE CONNECTED THE ENDS OF THE WIRE SHALL BE WRAPPED AROUND THE PROJECTING WIRES A MINIMUM OF 4 TIMES FOR EACH WIRE LOOP.

SPLICE FOR WOVEN WIRE BETWEEN PULL POST SHALL BE BY THE "WESTERN UNION METHOD" AS DESCRIBED AS FOLLOWS: THE VERTICAL WIRES FOR EACH END OF THE FENCE FABRIC SHALL BE PLACED SIDE BY SIDE AND THE PROJECTING HORIZONTAL WIRES SHALL BE WRAPPED A MINIMUM OF 4 TIMES AROUND THE HORIZONTAL WIRES OF THE FIRST WEB.

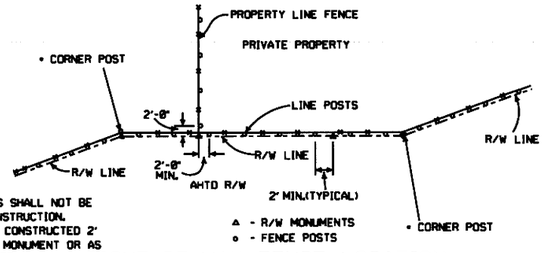
STAPLE AT LEAST TOP, BOTTOM AND ALTERNATE WIRES OF WOVEN FABRIC FOR WOOD LINE POSTS.

TYPE C FENCE (STEEL POSTS)

4 STRANDS BARBED WIRE (D)
5 STRANDS BARBED WIRE (D-1)
6 STRANDS BARBED WIRE (D-2)



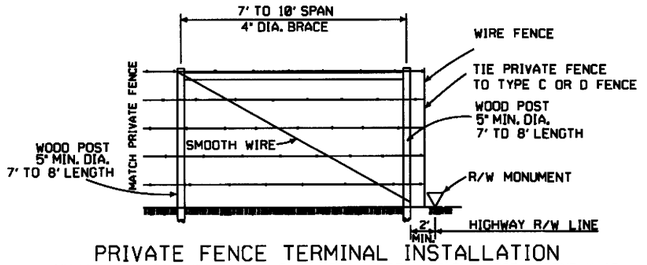
NOTE: SPACING AND SIZE (EXCEPT LENGTH) OF POSTS, APPROACH SPANS, PULL POST ASSEMBLIES, AND CORNER BRACING FOR TYPE D FENCE SHALL CONFORM TO TYPE C FENCE. USE GALVANIZED STAPLES ON WOOD POSTS AND APPROVED FASTENERS ON STEEL POSTS.



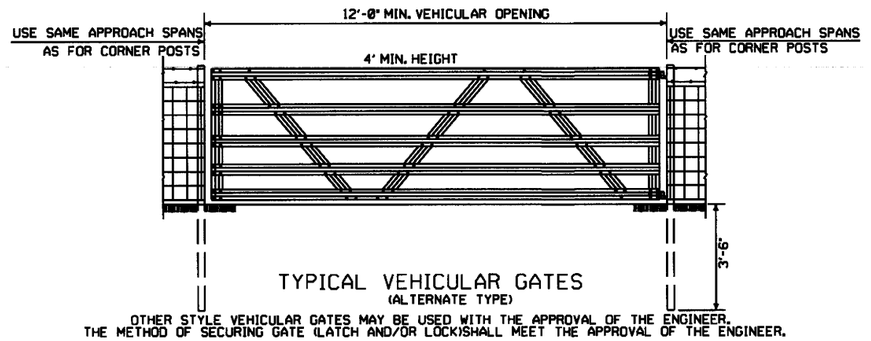
• NOTE: RIGHT-OF-WAY MONUMENTS SHALL NOT BE DISTURBED BY FENCE CONSTRUCTION. CORNER POSTS SHALL BE CONSTRUCTED 2' FROM THE RIGHT-OF-WAY MONUMENT OR AS DIRECTED BY THE ENGINEER.

△ - R/W MONUMENTS
o - FENCE POSTS

RIGHT-OF-WAY FENCE LOCATION



PRIVATE FENCE TERMINAL INSTALLATION
WHERE EXISTING FENCE CONSISTS OF STEEL POSTS, USE END POST ASSEMBLY AS SHOWN IN TYPE C FENCE OR OTHER END POST ASSEMBLY AS APPROVED BY THE ENGINEER.



TYPICAL VEHICULAR GATES
(ALTERNATE TYPE)

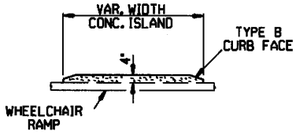
OTHER STYLE VEHICULAR GATES MAY BE USED WITH THE APPROVAL OF THE ENGINEER. THE METHOD OF SECURING GATE (LATCH AND/OR LOCK) SHALL MEET THE APPROVAL OF THE ENGINEER.

DATE	REVISION	FILMED
8-22-02	REVISED GENERAL NOTES	
10-18-96	REVISED AASHTO	
11-22-95	REVISED R-O-W LOCATION DETAIL	
6-2-94	REVISED BARB WIRE AND ADDED CORNER POST NOTES	6-2-94
8-5-93	REVISED R/W INSTALLATION FENCE	8-5-93
10-1-92	ADDED STAPLE NOTE	10-1-92
8-15-91	ADDED TYPE D-2 FENCE	8-15-91
11-30-89	DELETED CLASS CONCRETE	11-30-89
7-15-88	ADDED SPLICE NOTE	700-7-15-88
10-30-87	GENERAL REVISIONS	549-10-30-87
11-1-84	MAX. POST SPACING MIN. WIRE GAUGE	507-11-1-84
1-4-83	MIN. DIA. LINE POST	648-1-4-83
3-2-81	TOLERANCE FOR POST LENGTH	722-3-2-81
12-1-72	ADDED D-1 & FENCE INSTALLATION	564-12-1-72
10-2-72	REVISED AND REDRAWN	540-10-2-72

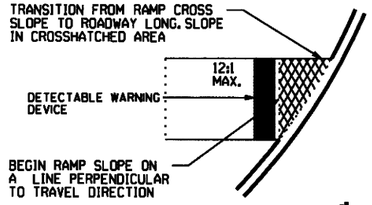
ARKANSAS STATE HIGHWAY COMMISSION

WIRE FENCE TYPE C AND D

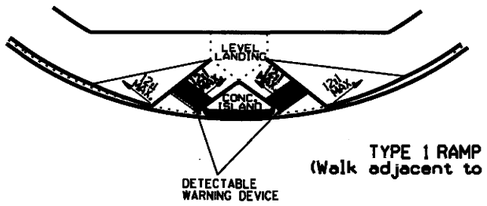
STANDARD DRAWING WF-4



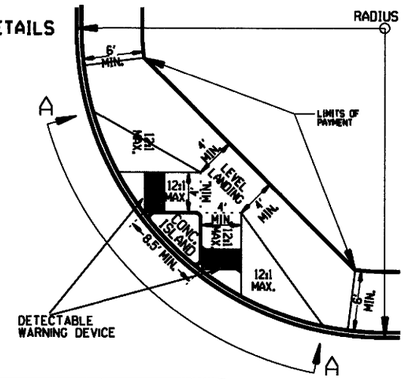
CONCRETE ISLAND DETAIL

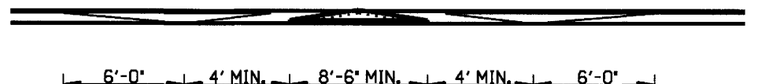


SLOPE TRANSITION DETAILS



TYPE 1 RAMP
(Walk adjacent to curb)

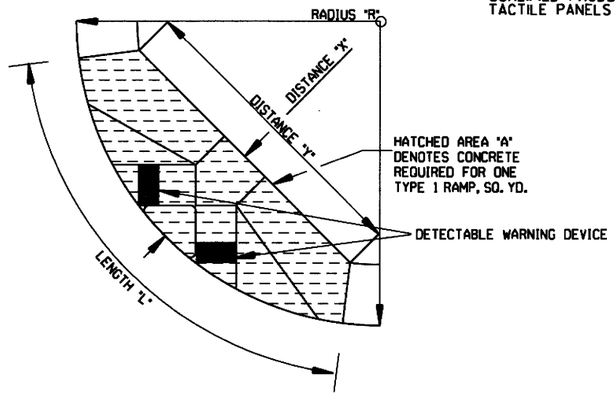




SECTION A-A

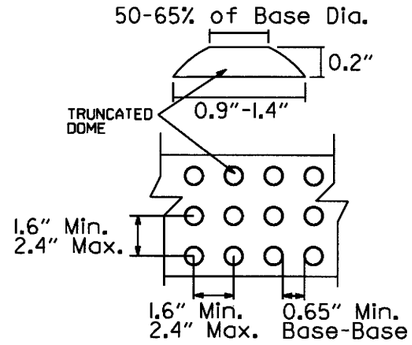
TYPE 1 RAMP DIMENSIONS AND QUANTITIES

RADIUS "R" FEET	DISTANCE "X" FEET	DISTANCE "Y" FEET	LENGTH "L" FEET	RAMP AREA "A" SQ. YD.
15	11.67	18.82	32.18	26.21
20	11.52	22.28	35.46	30.07
25	11.43	26.60	38.77	33.80
30	11.37	30.26	40.93	36.90
35	11.33	33.51	43.11	39.77
40	11.30	36.45	45.26	42.45
45	11.27	39.16	47.34	44.97
50	11.25	41.69	49.36	47.35
55	11.24	44.07	51.31	49.63
60	11.22	46.33	53.21	51.80



GENERAL NOTES FOR DETECTABLE WARNING DEVICES

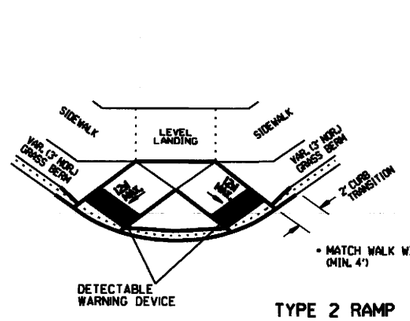
THE DETECTABLE WARNING DEVICE SHALL BE LOCATED SO THAT THE NEAREST EDGE OF THE DEVICE IS 6 TO 8 INCHES FROM THE FACE OF THE CURB.
TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF THE GEOMETRIC CONFIGURATION SHOWN.
DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
DETECTABLE WARNING DEVICE SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
DETECTABLE WARNING DEVICE SHALL BE ON THE AHTD QUALIFIED PRODUCTS LIST FOR CAST-IN-PLACE TACTILE PANELS (ADA DETECTABLE WARNING).



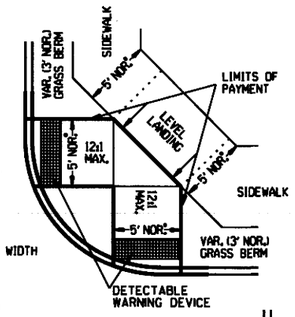
DETECTABLE WARNING DEVICE DETAIL

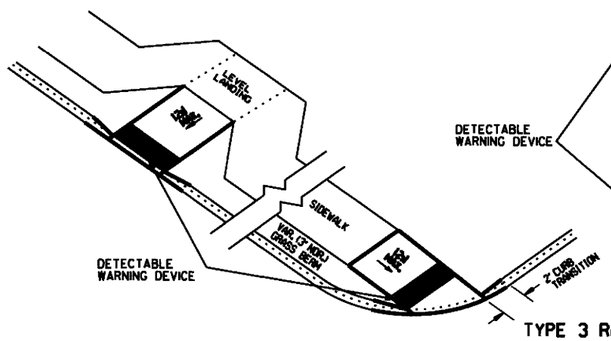
GENERAL NOTES:

IN NEW CONSTRUCTION, UNLESS OTHERWISE INDICATED ON THE PLANS, WHEELCHAIR RAMPS ARE TO BE PROVIDED AT ALL CORNERS OF CURBED STREET INTERSECTIONS AND MID-BLOCK CROSSWALK LOCATIONS.
IN ALTERATIONS WHEELCHAIR RAMPS ARE TO BE PROVIDED AT CURBED STREET INTERSECTIONS WITH PEDESTRIAN TRAFFIC AND MID-BLOCK CROSSWALK LOCATIONS.
THE LENGTH OF THE RAMP SHALL BE SUCH THAT THE SLOPE DOES NOT EXCEED 12:1. THE SURFACE TEXTURE OF THE RAMP SHALL CONFORM TO A CLASS 6 FINISH ACCORDING TO SECTION 802.19.
THE NORMAL GUTTER GRADE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
THE MINIMUM THICKNESS OF THE RAMP, WALK, & LANDING SHALL BE 4".
THE MINIMUM WIDTH OF THE RAMPS SHALL BE THE WALK WIDTH OR 36", WHICHEVER IS GREATER.
RAMPS SHALL BE MODIFIED AS NECESSARY TO INSURE THAT THEY ARE PARALLEL TO A LINE DRAWN FROM THE CENTER OF ONE RAMP TO THE CENTER OF THE RAMP ON THE OPPOSITE SIDE OF THE INTERSECTION.
THE DIMENSIONS AND QUANTITIES SHOWN ON THIS DRAWING ARE FOR A 90° INTERSECTION ONLY. DIMENSIONS AND QUANTITIES FOR SKEWED INTERSECTIONS WILL VARY, AND ARE TO BE DETERMINED BY THE ENGINEER.

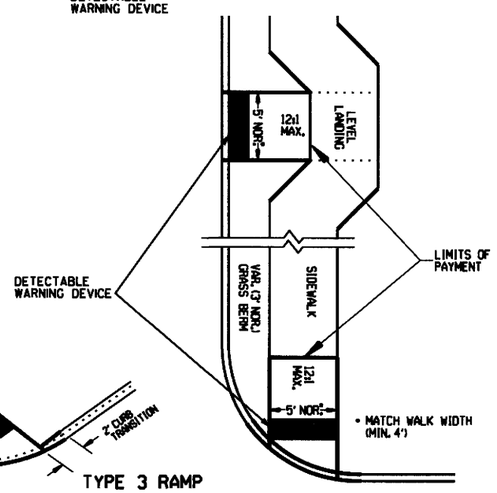


TYPE 2 RAMP

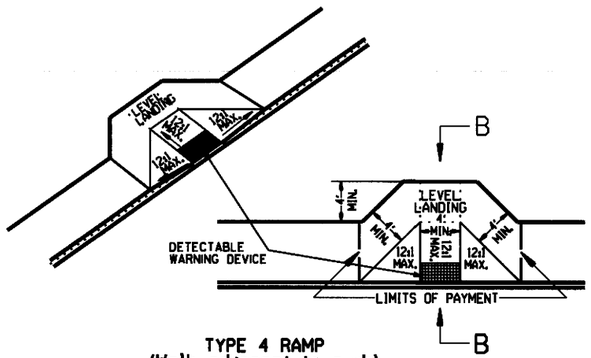




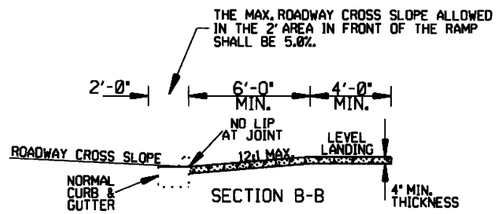
TYPE 3 RAMP



NOTE:
THE CROSS SLOPE OF THE RAMPS, LEVEL LANDINGS, AND SIDEWALKS SHALL NOT EXCEED 2.0% UNLESS REQUIRED TO MATCH STREET LONGTITUDINAL GRADE.



TYPE 4 RAMP
(Walk adjacent to curb)



SECTION B-B

RAMP SELECTION CRITERIA

FIRST CHOICE	TYPE 1	CORNER LOCATIONS WITH THE WALK ADJACENT TO THE CURB (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 2	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE INSUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 3	CORNER LOCATIONS WITH THE WALK OFFSET FROM THE CURB A DISTANCE SUFFICIENT TO ALLOW THE REQUIRED RAMP SLOPE (BOTH NEW CONSTRUCTION AND ALTERATIONS).
	TYPE 4	TANGENT LOCATIONS (BOTH NEW CONSTRUCTION AND ALTERATIONS).
SECOND CHOICE	TYPE 5	TANGENT LOCATIONS (ALTERATIONS ONLY).
THIRD CHOICE	TYPE 6	CORNER LOCATIONS (ALTERATIONS ONLY). THIS RAMP MAY BE USED ONLY IF THE TYPE 5 RAMPS CANNOT BE PLACED AT THE ENDS OF THE RADIUS.
FOURTH CHOICE		IF SITE CONSTRAINTS PREVENT THE CONSTRUCTION OF ANY OF THE TYPES LISTED, THEN AND ONLY THEN CAN THE 12:1 MAX. SLOPE ON THE RAMP BE EXCEEDED TO PROVIDE ACCESS TO THE STREET LEVEL (ALTERATIONS ONLY). THE SLOPE CAN BE STEEPENED TO A 10:1 MAX. FOR A MAX. LENGTH OF 5' OR A 8:1 MAX. FOR A MAX. LENGTH OF 2'. SLOPES STEEPER THAN 8:1 ARE NOT ALLOWED UNDER ANY CIRCUMSTANCES.

NOTE: IN ALTERATIONS, THE SELECTION OF THE TYPE OF WHEELCHAIR RAMP TO BE CONSTRUCTED SHALL BE BASED ON THE AMOUNT OF RIGHT-OF-WAY AVAILABLE, AND ON THE PRESENCE OF OTHER SITE CONSTRAINTS (UTILITIES, BUILDINGS, ETC.). THE TABLE ABOVE LISTS THE ORDER IN WHICH THE RAMPS ARE TO BE CONSIDERED.

AN ALTERATION IS DEFINED AS A PROJECT THAT CHANGES OR AFFECTS THE USE OF A PEDESTRIAN PATHWAY (OVERLAYS, SIGNALIZATION PROJECTS, ETC.) BUT DOES NOT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY. ALL PROJECTS THAT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY WILL USUALLY BE CONSIDERED NEW CONSTRUCTION FOR THE PURPOSES OF THE CHART ABOVE.

DATE	REVISION	DATE FILM
8-10-05	REVISED TO NEW SIDEWALK POLICY	
10-9-03	REVISED GEN. NOTES & ADDED NOTE	
4-10-03	REV. DETECTABLE WARNING DEVICES	
8-22-02	ADD DETECTABLE WARNING DEVICES	
3-30-00	ADD.SLOPE TRANS. & REV. ISL. DIMS.	
9-18-98	REVISED NOTES	
5-12-98	REVISED TEXTURE	
7-02-98	REDRAWN & REISSUED	
10-18-96	CORRECTED DIMENSIONS	10-18-96
5-24-90	FROM8%TO2%MAX.SLOPES	5-24-90
7-15-88	ADJUSTED MAX. SLOPE	652-7-15-88
7-14-88	INCLUD."CONC. ISLD."IN PAY ITEM	------
6-02-76	ISSUED-P.H.D.	295-7-26-76

ARKANSAS STATE HIGHWAY COMMISSION

WHEELCHAIR RAMPS
NEW CONSTRUCTION
AND ALTERATIONS

STANDARD DRAWING WR-1